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Sravana 15, 1948 (Saka)

LOK SABHA DEBATES

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Eighth Session

(Eighteenth Lok Sabha)



(Vol. XVII contains Nos. 11 to 19)

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LOK SABHA DEBATES

LOK SABHA

Thursday, August 06, 2026/ Sravana 15, 1948 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

REFERENCE BY THE SPEAKER

81st Anniversary of Dropping of Atom Bombs on Hiroshima and Nagasaki

माननीय अध्यक्ष : माननीय सदस्यगण, आज से 81 वर्ष पूर्व, जापान के हिरोशिमा और नागासाकी शहर पर क्रमश: 6 और 9 अगस्त, 1945 को परमाणु बम गिराए गए थे। इस अभूतपूर्व त्रासदी में लाखों निर्दोष लोगों ने अपने प्राण गंवाए तथा असंख्य लोग गंभीर रूप से प्रभावित हुए। इस घटना ने पहली बार विश्व को परमाणु हथियारों के विनाशकारी प्रभाव से अवगत कराया था।

यह सभा विश्व को सामूहिक विनाश के हथियारों से मुक्त कराने के लिए अपनी प्रतिबद्धता पुन: दोहराती है तथा परमाणु हथियारों के उन्मूलन तथा वैश्विक शांति और सौहार्द सुनिश्चित करने के लिए अपना दृढ़ संकल्प व्यक्त करती है।

अब यह सभा हिरोशिमा और नागासाकी की परमाणु विभीषिका के पीड़ितों की स्मृति में मौन रहेगी।

11.01 hrs

The Members then stood in silence for a short while.

माननीय अध्यक्ष : ओम शांति: शांति: शांति:।

———

… (व्यवधान)

माननीय अध्यक्ष : माननीय सदस्यगण, मैं आपसे पुन: आग्रह करता हूं कि देश संसद को चर्चा और संवाद के रूप में देखना चाहता है। प्रश्न काल महत्वपूर्ण समय होता है और देश की जनता प्रश्न काल में आपके प्रश्नों और सरकार के जवाबों को सुनना चाहती है।

… (व्यवधान)

11.02 hrs

At this stage, Dr. T. Sumathy alias Thamizhachi Thangapandian, Shri Imran Masood, Sushri Mahua Moitra and some other hon. Members came and stood on the floor near the Table.

… (व्यवधान)

माननीय अध्यक्ष : इसलिए मेरा आप लोगों से आग्रह है कि आप अपनी-अपनी सीटें पर विराजें, क्योंकि मैं सदन की कार्यवाही को चलाना चाहता हूं।

… (व्यवधान)

माननीय अध्यक्ष : सदन चलना चाहिए और सदन चर्चा और सवांद के लिए होना चाहिए। लेकिन आप लोग रोजाना नियोजित तरीके से गतिरोध पैदा करते हैं, सदन की गरिमा को गिराते हैं और अनैतिक तरीके के पोस्टर लाते हैं।

… (व्यवधान)

माननीय अध्यक्ष : मेरा आपसे आग्रह है कि यह सदन चर्चा और संवाद के लिए है। यह अच्छी परंपरा नहीं है और आपका यह अच्छा आचरण भी नहीं है। देश इस आचरण को देख रहा है।

… (व्यवधान)

माननीय अध्यक्ष : मेरा आप लोगों से पुन: आग्रह है कि आप सदन चलाने में सहयोग करें। मैं सदन को चलाऊंगा और हर मुद्दे, हर विषय पर, हर विधेयक पर पर्याप्त समय आप लोगों को बोलने के लिए मिलेगा। आप अपने भाषण और चर्चा-संवाद में अपनी अभिव्यक्ति व्यक्त कर सकते हैं।

… (व्यवधान)

माननीय अध्यक्ष : क्या आप लोग सदन नहीं चलाना चाहते हैं?

… (व्यवधान)

माननीय अध्यक्ष : सदन में आपका इस तरह का आचरण उचित नहीं है। मैं आप लोगों से पुन: आग्रह करता हूं कि कृपया सदन को चलाने में सहयोग करें।

… (व्यवधान)

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 261 to 280[#]

ASSESSMENT OF HOUSING SHORTAGE

***261. SHRI K. GOPINATH:**

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

(a) the details of the latest assessment of the housing shortage in urban areas of the country;

(b) the total number of houses sanctioned and completed under Pradhan Mantri Awas Yojana-Urban (PMAY-U) 2.0 as on date and the total amount of Central assistance released for the purpose, State/UT-wise;

(c) whether there is a gap between the assessed shortage and the houses sanctioned so far and if so, the reasons therefor; and

(d) the measures being taken to bridge this gap within the 'Housing for All' mission period?

[#] Due to continuous interruptions in the House, Starred questions could not be taken up for oral answers. Therefore, these Starred questions are treated as Unstarred questions.

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

(a): 'Land' and 'Colonisation' are State subjects and schemes relating to housing for their citizens, including Economically Weaker Sections (EWS), Low Income Groups (LIG), migrant workers and semi-urban households is domain of the respective State/ Union Territory (UT) Governments. Data regarding homelessness, availability and quality of housing is captured during regular census exercise. As per census 2011, out of total urban population of 37.7 crores, 9,38,348 persons were homeless and 17.4 % urban population was living in slums.

Thereafter, Ministry of Housing and Urban Affairs (erstwhile Ministry of Housing and Urban Poverty Alleviation) constituted a Technical Group (TG-12) on estimation of urban housing shortage of the country for the Twelfth Five-Year Plan (2012-17). As per the Report of this Committee, the total housing shortage at the beginning of the 12th Plan period i.e. in 2012, was 187.8 lakh. It was also assessed that housing shortage was more in Economically Weaker Section (EWS)/ Lower Income Group (LIG) segment which are focused beneficiaries in PMAY-U and PMAY-U 2.0.

(b): Ministry of Housing and Urban Affairs (MoHUA) has been 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. Based on the learnings from the experiences of 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 support 1 crore additional eligible beneficiaries in next five years. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The Scheme Guidelines may be accessed at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf.

Housing demand being dynamic in nature, under PMAY-U, 111.48 lakh houses and under PMAY-U 2.0, 16.20 lakh houses have been sanctioned. The State/UT-wise details of houses sanctioned, grounded and completed/delivered along with Central assistance approved and released under PMAY-U & PMAY-U 2.0 is given in the enclosed **Statement**. The progress of the scheme can also be accessed on the PMAY-U dashboard (https://dashboard.pmay-urban.gov.in).

(c) and (d): PMAY-U adopted a demand driven approach and there were no fixed State/UT-wise targets. States/UTs were requested to undertake demand survey for assessing demand of housing in urban areas through their Urban Local Bodies (ULBs)/ Implementing Agencies. The assessed demand reported by States/ UTs in 2017-18 was around 112 lakh. Housing demand being dynamic in nature, sanctioning of houses is continuous activity based on proposals received from State /UTs. Under PMAY-U, 111.48 lakh houses and under PMAY-U 2.0, 16.20 lakh houses have been sanctioned. PMAY-U and

PMAY-U 2.0 taken together, more than 2 crore houses are expected to be sanctioned, which is more than assessed demand.

To improve targeting, eligible citizens are also allowed to apply through Unified Web Portal of PMAY-U 2.0 with all details on the portal. States/UTs/ULBs validate the beneficiaries as per the eligibility criteria of the scheme guidelines and selection/ scrutiny of beneficiary lists are done by the States/ UTs. The Unified Web Portal for submitting the online applications may be accessed through https://pmay-urban.gov.in.

STATEMENT

The State/UT-wise details of houses sanctioned, grounded and completed/delivered along with Central assistance approved and released under PMAY-U & PMAY-U 2.0:

Sr. No.	Name of the State/ UT	Urban Population as per census 2011	Physical Progress of Houses (Nos)				Financial Progress of Central Assistance (₹ in Cr.)	
			Sanctioned		Grounded	Completed/ Delivered		
			PMAY-U	PMAY-U 2.0			Approved	Released
1	A&N Island	1,43,488	260	1	261	234	4	4
2	Andhra Pradesh	1,46,10,972	19,06,887	61,084	18,70,787	11,38,126	29,998	24,072
3	Arunachal Pradesh	3,17,369	8,068	6,219	13,005	9,495	316	242
4	Assam	43,98,542	1,69,626	52,317	1,84,600	1,48,507	3,745	2,589
5	Bihar	1,17,58,016	2,91,422	1,75,433	4,25,630	2,02,188	7,234	5,023
6	Chandigarh	10,26,459	1,256	30	1,286	1,286	29	29
7	Chhattisgarh	59,37,237	2,81,111	65,142	3,08,753	2,68,384	5,451	4,698
8	Delhi	1,63,68,899	29,976	3,649	33,625	33,625	705	705
9	DNH& DD	3,43,446	9,947	765	10,712	10,454	217	211
10	Goa	9,06,814	3,146	34	3,180	3,180	75	75

11	Gujarat	2,57,45,083	9,72,025	1,63,645	10,40,736	9,93,987	22,637	20,572
12	Haryana	88,42,103	1,14,667	21,441	87,475	74,658	2,474	1,692
13	Himachal Pradesh	6,88,552	12,640	1,394	13,429	12,142	245	229
14	J&K	33,87,571	42,584	3,398	43,907	35,961	734	544
15	Jharkhand	79,33,061	2,29,156	14,187	2,10,794	1,70,450	3,815	3,216
16	Karnataka	2,36,25,962	5,76,956	1,124	4,98,868	4,06,720	9,700	7,778
17	Kerala	1,59,34,926	1,61,957	294	1,55,725	1,43,267	2,702	2,500
18	Ladakh	45,671	987	151	1,071	1,009	34	27
19	Madhya Pradesh	2,00,69,405	9,46,592	93,349	9,98,165	9,10,322	16,984	16,101
20	Maharashtra	5,08,18,259	11,85,439	1,98,801	12,16,585	10,74,552	25,359	20,446
21	Manipur	8,34,154	52,519	3,528	51,225	24,046	868	615
22	Meghalaya	5,95,450	4,758	3,934	4,580	3,138	161	85
23	Mizoram	5,71,771	39,150	1,554	39,361	34,262	636	534
24	Nagaland	5,70,966	31,067	6,156	32,164	30,228	631	497
25	Odisha	70,03,656	2,03,380	33,736	2,01,292	1,74,404	3,682	2,916
26	Puducherry	8,52,753	15,995	3,757	19,269	12,923	338	274
27	Punjab	1,03,99,146	1,20,990	37,778	1,35,494	1,05,497	2,714	2,198
28	Rajasthan	1,70,48,085	2,92,400	88,246	3,44,873	2,76,804	6,663	5,858
29	Sikkim	1,53,578	301	-	301	220	6	6
30	Tamil Nadu	3,49,17,440	6,67,138	18,577	6,73,709	6,32,085	11,239	10,892
31	Telangana	1,36,08,103	2,48,074	1,41,298	2,73,453	2,29,673	6,552	4,169
32	Tripura	9,61,453	87,895	4,318	88,966	82,942	1,517	1,375
33	Uttar Pradesh	4,44,95,063	17,60,866	3,99,313	20,41,278	17,25,799	33,628	30,248
34	Uttarakhand	30,49,338	63,605	3,484	65,866	56,244	1,221	1,114
35	West Bengal	2,90,93,002	6,15,105	11,950	6,11,396	5,38,363	10,086	8,963
Total		**37.71 Cr.**	**111.48 Lakh***	**16.20Lakh***	**121.03 Lakh***	**99.07 Lakh***	**2.12 Lakh Cr.**	**1.81 Lakh Cr.**

*Includes completed (3.42 lakh) and grounded (4.01 lakh) houses of JnNURM during mission period.

IMPLEMENTATION OF PMAY-U 2.0 IN TAMIL NADU

***262. SHRI C. N. ANNADURAI:**

DR. RANI SRIKUMAR:

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

(a) whether the Government is implementing Pradhan Mantri Awas Yojana-Urban (PMAY-U) 2.0 in Tamil Nadu to provide affordable housing to Economically Weaker Section (EWS), Low-Income Group (LIG) and Middle-Income Group (MIG) families through financial assistance and interest subsidy and if so, the details thereof;

(b) the number of beneficiaries identified, houses sanctioned and financial assistance approved in Tamil Nadu under PMAY-U 2.0 including the number of beneficiaries covered under EWS, LIG and MIG categories, district-wise;

(c) the details of Central assistance released, interest subsidy sanctioned and dwelling units proposed for construction in Tamil Nadu since the launch of PMAY-U 2.0; and

(d) whether the Government proposes to expedite approvals, fund releases and implementation to ensure timely completion of affordable housing projects across Urban Local Bodies in Tamil Nadu and if so, the details thereof?

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

(a): Based on the learnings from the experiences of implementation of PMAY-U, Ministry of Housing and Urban Affairs (MoHUA) has launched PMAY-U 2.0 ‘Housing for All’ Mission with effect from 01.09.2024 for 1 crore additional

eligible beneficiaries belonging to Economically Weaker Section (EWS)/ Low Income Group (LIG)/ Middle Income Group (MIG) segments. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

The scheme guidelines can be accessed at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf

(b) and (c): Based on the project proposal submitted by State of the Tamil Nadu, a total of 18,577 houses under PMAY-U 2.0, have been sanctioned by the Ministry. Out of which, 7,083 houses are grounded and 2,334 houses are completed/delivered, as on 13.07.2026. A total Central Assistance of ₹251.44 crore has been sanctioned, of which ₹54.61 crore has been released to the State of Tamil Nadu under PMAY-U 2.0, so far. A total of ₹7.44 crore Interest subsidy has been released to 2,310 beneficiaries under ISS vertical of PMAY-U 2.0 in the state of Tamil Nadu. There are 1,552 LIG and 539 MIG beneficiaries under ISS vertical, all other sanctioned beneficiaries belong to EWS category. The district-wise physical and financial progress under PMAY-U 2.0 in the State of Tamil Nadu is given in the enclosed **Statement**.

(d): PMAY-U & PMAY-U 2.0 are demand-driven schemes. Based on the applications and beneficiary selection, project proposals are approved by the State Level Sanctioning and Monitoring Committee (SLSMC) and thereafter considered by the Central Sanctioning and Monitoring Committee (CSMC) for release of Central Assistance. Sanctioning of houses is continuous activity

based on proposals received from States /UTs. Proposals received from States/UTs are examined and approved expeditiously, subject to their conformity with the Scheme Guidelines and fulfilment of the prescribed eligibility conditions. Release of Central Assistance is made in accordance with the prescribed compliances under the scheme as Mother Sanction through SNA-SPARSH.

STATEMENT

District-wise number of houses sanctioned for EWS, LIG and MIG beneficiaries and total of Central Assistance sanctioned and released along with Central Assistance released under ISS Vertical for State of Tamil Nadu under PMAY-U 2.0:

Sr. No.	District	EWS (Nos)	LIG (Nos)	MIG (Nos)	Total Houses Sanctioned (Nos)	Total Central Assistance Approved (₹ in Cr.)	Total Central Assistance Released (₹ in Cr.)	Central Assistance Released under ISS Vertical (₹ in Cr.)
1	Ariyalur	-	3	1	4	0.01	0.01	0.01
2	Chengalpattu	811	109	47	967	12.62	0.84	0.551
3	Chennai	6,529	71	31	6,631	98.29	0.47	0.366
4	Coimbatore	271	203	38	512	4.52	2.32	0.857
5	Cuddalore	12	33	12	57	0.17	0.17	0.171
6	Dharmapuri	388	7	2	397	5.84	2.35	0.028
7	Dindigul	691	28	12	731	10.42	4.25	0.141
8	Erode	272	62	17	351	4.18	1.84	0.293
9	Kallakurichi	1	3	1	5	0.02	0.02	0.016
10	Kancheepuram	508	111	35	654	7.95	0.54	0.543
11	Kanniyakumari	1,101	64	22	1,187	16.61	6.84	0.317
12	Karur	77	25	4	106	1.21	0.54	0.098
13	Krishnagiri	96	15	4	115	1.48	0.63	0.061
14	Madurai	314	107	51	472	5.07	2.36	0.546

15	Mayiladuthurai	96	4	-	100	1.45	0.59	0.018
16	Nagapattinam	117	4	2	123	1.78	0.72	0.015
17	Namakkal	120	22	9	151	1.88	0.82	0.111
18	Perambalur	-	4	-	4	0.01	0.01	0.01
19	Pudukkottai	322	8	3	333	4.86	1.96	0.031
20	Ramanathapuram	66	8	6	80	0.98	0.42	0.048
21	Ranipet	994	10	5	1,009	14.96	6.01	0.048
22	Salem	271	44	20	335	4.19	1.80	0.214
23	Sivaganga	87	10	7	104	1.29	0.55	0.064
24	Tenkasi	599	27	7	633	9.04	3.68	0.111
25	Thanjavur	727	19	5	751	10.96	1.08	0.073
26	The Nilgiris	-	2	-	2	0.01	0.01	0.007
27	Theni	283	24	10	317	4.22	1.77	0.13
28	Thiruvallur	104	171	54	329	2.24	1.37	0.789
29	Thiruvarur	53	4	1	58	0.80	0.34	0.025
30	Thoothukkudi	284	54	22	360	4.35	1.90	0.262
31	Tiruchirappalli	333	34	9	376	5.12	1.63	0.136
32	Tirunelveli	248	46	17	311	3.79	1.64	0.21
33	Tirupathur	42	7	2	51	0.64	0.28	0.036
34	Tiruppur	126	134	53	313	2.17	1.31	0.733
35	Tiruvannamalai	24	16	5	45	0.41	0.21	0.07
36	Vellore	339	17	4	360	5.12	2.10	0.077
37	Viluppuram	2	20	8	30	0.09	0.09	0.09
38	Virudhunagar	178	22	13	213	2.72	1.17	0.129
Total		**16,486**	**1,552**	**539**	**18,577**	**251.44**	**54.61**	**7.435**

AIR CONNECTIVITY FROM CHANDIGARH AIRPORT

***263. SHRI MALVINDER SINGH KANG:**

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

(a) whether the Government proposes to introduce direct or convenient air connectivity from Chandigarh Airport to Nanded, Maharashtra considering

the significant movement of pilgrims to Takht Sri Hazur Sahib and if so, the details thereof;

(b) whether any proposal or request has been received in this regard and if so, the details and the present status thereof including the expected timeline fixed therefor; and

(c) if not, whether the Government proposes to examine the feasibility of providing such air connectivity in the interest of promoting religious tourism and public convenience and if so, the details thereof?

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

(a) to (c): Passengers travel between two destinations either through direct flights or by taking connecting flights via an intermediate transit point. Chandigarh is currently connected to 21 destinations. Nanded is connected to eight destinations, namely Ahmedabad, Bengaluru, Hyderabad, Hindon, Pune, Nagpur, Goa (MOPA) and Mumbai.

With the repeal of the Air Corporations Act in March 1994, the Indian domestic aviation has been deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network they wish to service depending on their operational & commercial viability.

केन्द्रीय सड़क कोष के अंतर्गत सड़कों का निर्माण

***264. श्री भाऊसाहेब राजाराम वाकचौरे:**

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

(क) क्या सरकार को शिरडी लोक सभा निर्वाचन क्षेत्र के 8 तालुकों की 18 सड़कों (जिनकी लागत 330 करोड़ रुपए है) को केन्द्रीय सड़क कोष के अंतर्गत शामिल करने का कोई प्रस्ताव प्राप्त हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार को इन सड़कों की जर्जर स्थिति और श्रद्धालुओं के समक्ष आ रही कठिनाइयों की जानकारी है;

(ग) इस संबंध में शिरडी लोक सभा निर्वाचन क्षेत्र के स्थानीय जनप्रतिनिधियों द्वारा प्रस्तुत किए गए लिखित अनुरोधों के संबंध में अब तक क्या प्रगति हुई है;

(घ) क्या सरकार का विचार तीर्थयात्रा और कृषि वस्तुओं की ढुलाई के दृष्टिगत इन 18 सड़कों के महत्व को देखते हुए इन सड़कों को विशेष वित्तीय स्वीकृति प्रदान करने का है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इन सड़कों के निर्माण की परियोजनाओं के लिए निविदा प्रक्रिया कब तक शुरू किए जाने की संभावना है?

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

(क) से (ङ): केन्द्रीय सरकार की भूमिका पीएम गति शक्ति की रूपरेखा (फ्रेमवर्क) के भीतर राज्य/ संघ राज्य क्षेत्र की सड़कों के विकास के लिए राज्य सरकारों/ संघ राज्य क्षेत्रों द्वारा प्राथमिकताकृत परियोजनाओं की सूची को मंजूरी देने तक सीमित है। यह फ्रेमवर्क केन्द्रीय सड़क और अवसंरचना निधि (सीआरआईएफ) के अंतर्गत परियोजनाओं की पहचान, स्वीकृति और कार्यान्वयन के लिए मार्गदर्शक सिद्धांत के रूप में कार्य करता है। सीआरआईएफ के अंतर्गत राज्य/ संघ राज्य क्षेत्रों की संचित राशि और पहले से स्वीकृत कार्यों अर्थात, बैंक ऑफ़ सेंक्शन (बीओएस) की बकाया प्रतिबद्ध देनदारियों के संबंध में राज्य/ संघ राज्य क्षेत्र सरकार द्वारा प्राथमिकताकृत और प्रस्तुत की गई ऐसी परियोजनाओं की सूची अनुमोदित की जाती है।

शिरडी लोकसभा निर्वाचन क्षेत्र के स्थानीय जनप्रतिनिधियों से सीआरआईएफ के तहत शिरडी लोकसभा निर्वाचन क्षेत्र में 330 करोड़ रुपये की लागत वाली 18 सड़कों के विकास को शामिल करने के लिए प्राप्त लिखित अनुरोध सीआरआईएफ के तहत परियोजनाओं की

प्राथमिकताकृत सूची में विचार हेतु महाराष्ट्र राज्य सरकार को अग्रेषित कर दिया गया है। वर्तमान स्थिति के अनुसार, उपरोक्त परियोजनाओं सहित सीआरआईएफ के तहत राज्य सड़क परियोजनाओं की ऐसी कोई प्राथमिकताकृत सूची महाराष्ट्र राज्य सरकार द्वारा अनुशंसित नहीं की गई है।

IMPLEMENTATION OF JJM 2.0

***265. SHRI MITESH PATEL (BAKABHAI):**

SHRIMATI D. K. ARUNA:

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

(a) the key features of Jal Jeevan Mission (JJM) 2.0 including the implementation framework and funding pattern along with the major changes introduced in JJM 2.0 in comparison to the first phase in the country including Telangana;

(b) the reforms proposed to ensure long-term sustainability of water sources, operation and maintenance of rural drinking water supply systems and strengthen community participation in the country;

(c) the details of the funds allocated and released under JJM 2.0 during 2026-27, State-wise including Telangana;

(d) the timeline and targets set for achieving universal and sustainable rural domestic tap water supply under JJM 2.0 across the country;

(e) the details of the funds sanctioned, released and utilised under JJM since 2019, year and State-wise;

(f) the number of sanctioned and functional household tap water connections under JJM since 2019, year and State-wise including district-wise for Andhra Pradesh; and

(g) the measures taken to prevent groundwater contamination and over-exploitation under JJM 2.0?

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

(a) to (e): Drinking Water is a 'State' subject, and hence, under JJM, the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

To make provision of tap water supply to every rural household across the country, Government of India, in partnership with States, has been implementing Jal Jeevan Mission (JJM), since August 2019. The Jal Jeevan Mission has transformed rural drinking water supply across the country, with more than 82% of rural households now reported receiving water through functional tap connections.

In March, 2026, Union Cabinet has approved the extension of JJM period up to December 2028 with enhanced outlay and restructured implementation focusing on structural reforms in rural drinking water supply sector under JJM 2.0. The focus under JJM 2.0 has shifted from creation of infrastructure to long-term functionality, citizen-centric, water quality, source sustainability and assured service delivery.

Further, JJM 2.0 also focuses on the quality of infrastructure and operation and maintenance (O&M) of rural piped water supply schemes through Jan Bhagidhari by restructuring and reorienting the implementation of the JJM from infrastructure creation to a service delivery, supported by drinking water governance and institutional ecosystem for sustainable rural piped potable water supply. Separate MoUs are signed with States/ UTs, to ensure adherence to timelines, sustainability and citizen-centric water service delivery. Every State / UT including Telangana has to comply with the guidelines issued under JJM 2.0.

Under JJM 2.0, a uniform national digital framework, namely “Sujalam Bharat” has been created under which every rural village is assigned a unique Sujal Gaon ID, for digitally mapping the complete drinking water supply system from source to tap. Gram Panchayats (GPs) and Village Water and Sanitation Committee (VWSCs) have been involved in the commissioning and formal handover of schemes through “Jal Arpan” for ensuring transparency and accountability. A Gram Panchayat certifies completion of works and declares itself “Har Ghar Jal” only upon confirmation that adequate in-village operation and maintenance mechanisms have been established. “Jal Utsav” is conducted as a community-led maintenance and review event, integrating local cultural ethos while reinforcing collective responsibility for drinking water secure future.

JJM is a centrally sponsored programme and the fund sharing pattern between Centre and States / UTs is 100% for Union Territories without

legislature, 90:10 for North Eastern & Himalayan States and UTs with legislature and 50:50 for rest of the States. Moreover, under Support and Water Quality Monitoring and Surveillance (WQM&S) activities the funding pattern is 100% for Union Territories, 90:10 for Himalayan, North Eastern States and UTs with legislature and 60:40 for other States.

No new piped water supply scheme shall be taken up under JJM 2.0 except the schemes in Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) and Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DA-JGUA) areas as per extant guidelines. Further, no central assistance shall be provided for retrofitting schemes and any pending liabilities under such schemes to be met from the State Government's financial resources.

Presently, the State-wise central allocation and fund drawn by the States including Telangana so far in FY 2026-27 is given in the enclosed **Statement-I**.

Moreover, Year-wise and State/ UT-wise details of financial progress under the Mission is in public domain and is accessible at: https://ejalshakti.gov.in/JJM/JJMReports/Financial/JJMRep_StatewiseAllocationReleaseExpenditure.aspx

(f): Significant progress has been made in the country since the launch of Jal Jeevan Mission, towards enhancing access to tap water to rural households. At the start of Jal Jeevan Mission in August 2019, only 3.23 crore (16.72%) rural households were reported to have tap water connections. As on 04.08.2026, out of 19.36 crore rural households in the country, more than

15.90 crore (82.19%) households are reported to have tap water connections in their homes.

The present status of implementation, indicating the number and percentage of rural households reported with Functional Household Tap Connections, State-wise under the Jal Jeevan Mission (JJM) are available on JJM Dashboard, as updated by State/UTs. The link for same is as below:

https://ejalshakti.gov.in/jjmreport/jjmindia.aspx

The district-wise details of functional households tap connections in Andhra Pradesh is given in the enclosed **Statement-II**.

(g): The measures taken to prevent groundwater contamination and over-exploitation under JJM 2.0 are as under: -

(i) To prevent over extraction of groundwater and hydraulic interference between wells, installation of additional tubewells or borewells within the prescribed safe distance from an existing drinking water source are reviewed in accordance with Central Public Health and Environmental Engineering Organisation (CPHEEO), Central Ground Water Board (CGWB) and Bureau of Indian Standards (BIS) technical standards.

(ii) District Administrations and Gram Panchayats to utilize geospatial information and datasets available through the Decision Support System (DSS) and other digital platforms to Map drinking water source locations; Monitor surrounding land use patterns; Identify potential contamination risks; Support planning and implementation of appropriate source protection measures.

(iii) Appropriate minimum sanitary protection distances to be maintained around drinking water sources such as tube wells and borewells to minimize the risk of contamination from anthropogenic activities.

(iv) States/ UTs to undertake source protection and contamination prevention measures in compliance with the relevant guidelines and standards issued by the CPHEEO, CGWB and BIS.

(v) All water quality test results are linked to the national Water Quality Management Information System (WQMIS) for near real-time tracking, early contamination alerts, and public access.

(vi) Avoid construction of soak pits, leach pits, septic tanks, magic pits or other waste disposal structures within the sanitary protection radius of drinking water sources. Where such structures cannot be avoided due to site/ area constraints, appropriate protective and mitigation measures are adopted to prevent contamination of the drinking water source.

STATEMENT-I

State-wise details of the Central allocation and funds released under JJM in 2026-27:

(Amount in Rs. Crores)

S. No	State/ UT	Central Allocation	Central Fund drawn as on 02.08.2026
1	A & N Islands	0.71	0
2	Andhra Pradesh	1,945.98	33.83
3	Arunachal Pradesh	50.16	0
4	Assam	3,111.27	669.92
5	Bihar	7.62	0
6	Chhattisgarh	3,121.93	153.38
7	DNH & DD	-	0

8	Goa	9.74	0
9	Gujarat	2,299.84	0
10	Haryana	43.54	0
11	Himachal Pradesh	174.87	2.02
12	Jammu And Kashmir	905.74	0
13	Jharkhand	2,222.18	0.35
14	Karnataka	8,120.30	843.04
15	Kerala	4,401.66	144.66
16	Ladakh	162.07	0
17	Lakshadweep	64.14	0
18	Madhya Pradesh	4,593.06	14.10
19	Maharashtra	4,570.96	125.63
20	Manipur	5.62	0
21	Meghalaya	336.62	0
22	Mizoram	19.70	0
23	Nagaland	46.63	0
24	Odisha	3,951.61	221.95
25	Puducherry	0.23	0
26	Punjab	189.63	0.01
27	Rajasthan	7,038.44	541.6
28	Sikkim	22.21	0
29	Tamil Nadu	2,160.83	96.53
30	Telangana	23.70	0
31	Tripura	523.07	5.98
32	Uttar Pradesh	13,274.85	2802.5
33	Uttarakhand	626.59	0
34	West Bengal	3,338.03	30.45
Total		67,363.50	5,685.95

STATEMENT-II

District-wise households and number of connections in Andhra Pradesh

S. No.	District	Total Households	House connections as on 15/08/2019	House connections as on 31/07/2026	FHTC coverage (in %)
Total		**95,53,169**	**30,40,044**	**71,88,243**	**75.24**
1	Alluri Sitharama Raju	2,90,745	23,470	1,80,887	62.21
2	Anakapalli	4,17,489	6,73,59	2,96,510	71.02
3	Ananthapuramu	4,34,468	1,90,443	3,62,390	83.41
4	Annamayya	3,63,710	1,81,397	3,63,710	100
5	Bapatla	3,64,788	72,292	1,55,309	42.58
6	Chittoor	3,70,234	2,18,823	3,70,206	99.99
7	Dr. B.R. Ambedkar Konaseema	4,02,434	58,474	3,03,661	75.46
8	East Godavari	3,56,543	1,64,501	3,34,760	93.89
9	Eluru	4,79,752	2,56,892	4,18,613	87.26
10	Guntur	2,33,883	1,08,777	1,58,961	67.97
11	Kakinada	3,89,205	1,01,973	3,35,834	86.29
12	Krishna	3,75,691	1,07,867	2,22,966	59.35
13	Kurnool	3,45,790	90,710	2,40,502	69.55
14	Nandyal	3,46,130	1,22,973	2,64,075	76.29
15	Ntr	2,67,874	77,226	1,63,838	61.16
16	Palnadu	4,34,399	58,166	1,62,856	37.49
17	Parvathipuram Manyam	2,22,444	2,847	1,65,092	74.22
18	Prakasam	4,76,454	1,17,402	3,29,984	69.26
19	Sri Potti Sriramulu Nellore	4,60,415	2,32,625	4,02,232	87.36
20	Sri Sathya Sai	3,65,072	1,44,890	3,09,272	84.72
21	Srikakulam	5,35,764	13,985	2,37,640	44.36
22	Tirupati	4,17,349	2,40,311	4,17,349	100
23	Visakhapatnam	59,338	10,395	40,845	68.83
24	Vizianagaram	4,44,171	13,692	3,09,407	69.66
25	West Godavari	3,69,137	1,70,983	3,11,454	84.37

26	Y.S.R.	3,29,890	1,91,571	3,29,890	100
Total		**95,53,169**	**30,40,044**	**71,88,243**	**75.24**

(Source: JJM-IMIS)

UPPGRADATION OF EXISTING ROADS AS NATIONAL HIGHWAYS IN KERALA

***266. SHRI KODIKUNNIL SURESH:**

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

(a) the details of proposals for declaration of new National Highways and upgradation of existing roads as National Highways received from the State Government of Kerala during the last five years, proposal-wise;

(b) the present status of each proposal indicating whether approved, under examination, returned for clarification or rejected along with the reasons therefor;

(c) whether the Ministry has examined the report submitted by the State Government of Kerala regarding new National Highway proposals in the State and if so, the details of the decisions taken thereon;

(d) the criteria adopted by the Government for declaring new National Highways and the extent to which the proposals submitted by the State Government of Kerala satisfy these criteria; and

(e) the timeline proposed for taking a final decision on the pending National Highway proposals submitted by the State Government of Kerala?

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

(a) to (e): The Government in Ministry of Road Transport and Highways receives proposals from State Governments and Union Territory Administrations including the State of Kerala from time to time for declaration of State roads, as new National Highways.

State roads are declared as National Highways (NHs) from time to time on the basis of well-established broad principles, including: -

i. Connecting adjacent countries, National Capital with State Capitals / one State Capital to another State Capital, major ports and ports prioritised for development by the Ministry of Ports, Shipping & Waterways, large industrial centers or tourist centers.

ii. Roads having important strategic requirements.

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. Synergy with PM Gati Shakti National Master Plan (NMP).

Length of NH network in the State of Kerala is about 1,858 km at present. Government has notified 76 km of State Roads / greenfield stretches as NHs in the State of Kerala during the last five years and current year. The Government has received a list of 27 State Roads for declaration as National

Highway, from the State Government of Kerala during the last five years. However, currently these are not under consideration.

Besides there are 10 Greenfield projects envisaged for implementation by the National Highways Authority of India (NHAI), which will form part of the NH network in the State on their approval. Details of Greenfield projects are given in the enclosed **Statement**.

STATEMENT

Details of Greenfield projects

Sr. No.	District	Name of Project	Type of Work (Widening/ Bypass/ Flyover etc.)
1	Thiruvananthapuram	Thiruvananthapuram ORR	Greenfield National Highway
2	Ernakulam	Cochin Outer Ring Road (Angamaly - Aroor)	Greenfield National Highway
3	Kollam & Thiruvananthapuram	Kollam Shenkottah Greenfield Project NH 744	Greenfield National Highway
4	Palakkad, Malappuram & Kozhikode	Palakkad - Kozhikode Greenfield Highway	Greenfield National Highway
5	Ernakulam	Willingdon Island - Aroor	Greenfield Highway
6	Kannur	Azhikkal Port to NH 66	Port Connectivity
7	Ernakulam	Kothamangalam & Muvattupuzha Bypass	Standalone bypass
8	Kollam	Punalur Bypass	Standalone bypass
9	Kozhikode	Calicut Airport connectivity to NH 66/NH 966	Airport Connectivity

10	Kannur	Kannur Airport connectivity to NH 66	Airport Connectivity

CENTRAL ASSISTANCE FOR THE GODAVARI WATER GRID PROJECT

***267. SHRI TANGELLA UDAY SRINIVAS:**

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

(a) whether the Government has received any proposal from the State Government of Andhra Pradesh seeking additional Central assistance under the Jal Jeevan Mission (JJM) for the Godavari Water Grid (Amarajeevi Jaladhara) Project and if so, the details thereof;

(b) the current status of the proposal including the financial assistance sought and approved, if any;

(c) the expected timeline fixed for release of Central assistance and completion of the project; and

(d) whether the Government has assessed the likely impact of the project in providing safe and sustainable drinking water to Kakinada and other beneficiary districts of the Godavari region and if so, the details thereof?

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

(a) to (d): Since August 2019, Government of India, in partnership with States, is implementing Jal Jeevan Mission (JJM)-Har Ghar Jal to enable every rural household including Andhra Pradesh, in the country to have assured potable water through tap connection. The Union Cabinet has approved extension of

the Jal Jeevan Mission, with an enhanced outlay and a restructured reform in the rural drinking water supply sector under JJM 2.0.

Water is a State subject, and hence, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, lies with the respective State/UT Governments. The Government of India supports the States by providing technical and financial assistance only.

At the start of the Mission, only 30.74 lakh (32.18%) rural households were reported to have tap water connection in the State of Andhra Pradesh. So far, as reported by the State, around 41.37 lakh additional rural households have been provided with tap water connections under JJM. Thus, as on 18.07.2026, out of 95.53 lakh rural households, around 72.11 lakh (75.48%) rural households have been provided tap water connection including Kakinada and other districts of the Godavari region.

As reported by the State Government of Andhra Pradesh, no separate proposal has been submitted by the State Government to this Department seeking additional financial assistance under the Jal Jeevan Mission for the Godavari Water Grid Project (Amarajeevi Jaldhara).

'सतत' योजना का कार्यान्वयन

***268. श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:**

श्री कृष्ण प्रसाद टेन्नेटी:

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

(क) क्या सरकार ने किफायती परिवहन के लिए दीर्घकालिक विकल्प (सतत) योजना के कार्यान्वयन की समीक्षा की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) उक्त योजना के अंतर्गत संपीड़ित बायोगैस (सीबीजी) संयंत्रों की स्थापना और प्रचालन में हुई प्रगति का ब्यौरा क्या है;

(ग) क्या सीबीजी के उठान (ऑफटेक) तथा नगर गैस वितरण (सीजीडी) नेटवर्क के साथ इसके एकीकरण को सुदृढ करने के लिए कोई उपाय किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) स्वच्छ ऊर्जा उत्पादन, अपशिष्ट प्रबंधन और जीवाश्म ईंधन के आयात में कमी के संबंध में उक्त योजना से क्या प्रभाव पड़ा है?

पेट्रोलियम और प्राकृतिक गैस मंत्री (श्री हरदीप सिंह पुरी):

(क) से (घ): सरकार ने विभिन्न अपशिष्ट और बायोमास स्रोतों से संपीडित जैव गैस (सीबीजी) के उत्पादन के लिए एक इकोसिस्टम स्थापित करने और प्राकृतिक गैस के साथ इसके उपयोग को बढ़ावा देने के लिए 1 अक्टूबर, 2018 को "किफायती परिवहन की दिशा में दीर्घकालिक विकल्प (सतत)" पहल शुरू की। इस पहल के तहत, तेल और गैस विपणन कंपनियां (ओजीएमसीज़) संभावित उद्यमियों से सीबीजी की अधिप्राप्ति के लिए रुचि की अभिव्यक्ति (ईओआई) आमंत्रित करती हैं। सीबीजी संयंत्र उद्यमियों, सार्वजनिक क्षेत्र के उद्यमों और अन्य संस्थाओं द्वारा उनके तकनीकी-व्यावसायिक मूल्यांकन के आधार पर स्थापित किए जाते हैं।

सरकार ने जैविक जैव-कृषि संसाधन संवर्धन (गोबरधन) पहल के तहत देशभर में सीबीजी परियोजनाओं के विकास के लिए "समग्र सरकारी" दृष्टिकोण अपनाया है। कई मंत्रालयों और विभागों ने सीबीजी क्षेत्र के विकास के लिए सहायक उपाय शुरू किए हैं।

एसएटीएटी सहित सीबीजी पहलों की प्रगति की समीक्षा गोबरधन पर गठित अंतर-मंत्रालयी कार्य बल द्वारा की जाती है, जिसमें हितधारक मंत्रालयों और विभागों के प्रतिनिधि शामिल होते हैं।

मंत्रालय समय-समय पर ओजीएमसी, सीबीजी उत्पादकों और अन्य हितधारकों के परामर्श से कार्यान्वयन की समीक्षा भी करता है।

गोबरधन पोर्टल से संकलित जानकारी के अनुसार, 31 जुलाई, 2026 तक लगभग 1,773 टन प्रति दिन की कुल उत्पादन क्षमता वाले 217 सीबीजी संयंत्र कार्यरत थे, जिनमें सतत और सीबीजी-सीजीडी सिंक्रोनाइज़ेशन योजना के तहत 180 सीबीजी संयंत्र शामिल थे।

सरकार ने नगर गैस वितरण (सीजीडी) और प्राकृतिक गैस पाइपलाइन नेटवर्क के साथ इसके एकीकरण को मजबूत करने और सुगम बनाने के लिए कई उपाय किए हैं। इनमें निम्नलिखित शामिल हैं:

(i) वित्त वर्ष 2023-24 से वित्त वर्ष 2028-29 की अवधि हेतु 994.50 करोड़ रुपये के कुल वित्तीय परिव्यय सहित सीबीजी ऑफटेक को सुगम बनाने के लिए पाइपलाइन अवसंरचना विकास योजना (डीपीआई) है,जो सीबीजी संयंत्रों या समूहों को सीजीडी और प्राकृतिक गैस पाइपलाइन नेटवर्क से जोड़ने वाली पाइपलाइन बिछाने के लिए वित्तीय सहायता प्रदान करती है। अब तक, इस योजना के तहत 19 सीबीजी संयंत्रों को पाइपलाइनों के माध्यम से जोड़ा जा चुका है।

(ii) सीबीजी-सीजीडी सिंक्रोनाइज़ेशन योजना का विस्तार, जहां गेल एक त्रिपक्षीय समझौते के माध्यम से 31 दिसंबर, 2047 तक संबंधित सीजीडी इकाई को सीबीजी की आपूर्ति सुनिश्चित करता है और इसके दायरे का विस्तार करके इसमें प्राकृतिक गैस पाइपलाइन नेटवर्क में सीबीजी का इंजेक्शन शामिल करना।

(iii) सीजीडी नेटवर्क के सीएनजी (परिवहन) और पीएनजी (घरेलू) खंडों में सीबीजी की चरणबद्ध अनिवार्य बिक्री की शुरुआत, जो वित्त वर्ष 2025-26 के लिए 1%, वित्त वर्ष 2026-27 के लिए 3%, वित्त वर्ष 2027-28 के लिए 4% और वित्त वर्ष 2028-29 से आगे 5% निर्धारित है। वित्त वर्ष 2025-26 के दौरान, सीएनजी (टी) और पीएनजी (डी) खंडों में सीबीजी की बिक्री 1% के लक्ष्य के मुकाबले 1.05% तक पहुंच गई।

ओजीएमसी ने वित्त वर्ष 2025-26 के दौरान लगभग 96.5 हजार टन स्वच्छ गैस (सीबीजी) की अधिप्राप्ति की, जो वित्त वर्ष 2024-25 में अधिप्राप्त की गई मात्रा की दोगुना मात्रा से भी अधिक है। जीवाश्म ईंधन के आयात के प्रतिस्थापन की सीमा उत्पादित और पारंपरिक प्राकृतिक गैस तथा अन्य जीवाश्म ईंधनों के स्थान पर उपयोग की जाने वाली सीबीजी की मात्रा पर निर्भर करती है। अतिरिक्त सीबीजी क्षमता के चालू होने और सीबीजी के बढ़ते उपयोग के साथ, आयातित प्राकृतिक गैस के प्रतिस्थापन में इसका योगदान और बढ़ने की उम्मीद है। सीबीजी संयंत्र कृषि अवशेषों, पशु गोबर, प्रेस मड, नगरपालिका ठोस अपशिष्ट और अन्य जैविक अपशिष्टों को नवीकरणीय ईंधन में परिवर्तित करके स्वच्छ ऊर्जा उत्पादन में सहयोग करते हैं। इससे अपशिष्ट प्रबंधन में सुधार, पराली जलाने और ग्रीनहाउस गैस उत्सर्जन में कमी, जैविक खाद का उत्पादन, मृदा स्वास्थ्य में सुधार और चक्रीय अर्थव्यवस्था को बढ़ावा मिलता है। सीबीजी संयंत्र प्रत्यक्ष और अप्रत्यक्ष रोजगार, किसानों के लिए अतिरिक्त आय के अवसर, कच्चे माल और जैविक खाद आपूर्ति श्रृंखलाओं के विकास, जैविक खेती को बढ़ावा देने, स्थानीय बुनियादी ढांचे के निर्माण और ऊर्जा सुरक्षा को बढ़ाने के माध्यम से ग्रामीण अर्थव्यवस्था को भी सहयोग प्रदान करते हैं।

बीर बिलिंग रोपवे परियोजना

***269. डॉ. राजीव भारद्वाज:**

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

(क) क्या सरकार का विचार पर्वतमाला योजना के अंतर्गत बीर बिलिंग रोपवे परियोजना को विकसित करने का है;

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

(ग) क्या उक्त परियोजना के अंतर्गत सार्वजनिक-निजी भागीदारी (पीपीपी) के आधार पर निर्माण किए जाने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क): पर्वतमाला परियोजना के तहत बीर बिलिंग के निकट रोपवे के विकास के लिए हिमाचल प्रदेश राज्य सरकार द्वारा कोई प्रस्ताव नहीं किया गया है।

(ख) और (ग): उत्तर के भाग (क) के मद्देनज़र प्रश्न नहीं उठता है।

IMPLEMENTATION OF NATIONAL AIR SPORTS POLICY

***270. SHRI RAJIV PRATAP RUDY:**

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

(a) whether the Government has implemented the National Air Sports Policy (NASP) to establish a structured, safe and sustainable regulatory ecosystem for air sports in the country and if so, the details thereof;

(b) whether the Government has designated the Aero Club of India as the nodal apex body and enabling authority under the NASP for registrations, if so, the details thereof and if not, the reasons therefor;

(c) the total number of air sports operators registered, equipment airworthiness certificates issued and safety audits conducted in the country, State/UT-wise;

(d) the structural details of the tier-based governance framework including the roles assigned to the apex governing body and the individual National Air Sports Associations; and

(e) the steps taken to adopt international safety guidelines, promote domestic manufacturing of air sports equipment and integrate air sports with regional tourism networks?

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

(a) to (e): The National Air Sport Guidelines (NASG, 2023) aims to promote safe, affordable and sustainable air sports in the country. These guidelines superseded the earlier National Air Sports Policy (NASP) 2022. The guidelines establishes a national framework for air sports through the Air Sports Federation of India (ASFI). NASG outlines the governance structure, safety, security, registration, flight permission along with provisions of penalty, suspension and cancellation for non-compliances in Air Sports activities. Given the evolving nature of air sports, the guidelines are dynamic and are reviewed from time to time.

Directorate General of Civil Aviation (DGCA) oversees the safety requirements and licensing for DGCA-regulated categories such as gliders, micro-lights, light sports aircraft (LSA), gyroplanes, balloons, powered hang gliders, in accordance with the Aircraft Rules, 1937 and DGCA Civil Aviation Requirements issued thereunder. The list of operators operating Hot Air Balloons (HAB), Motor Gliders and Aircraft for skydiving is given in the enclosed **Statement**. DGCA has issued twelve (12) Special Certificates of Airworthiness (Special C of A)/Airworthiness Review Certificates (ARC) for aircraft engaged in Air Sports operations. Further, as part of DGCA's continued safety oversight programme, three (3) safety audits and one (1) surveillance have been conducted during 2025-26.

STATEMENT

The list of operators operating Hot Air Balloons (HAB), Motor Gliders and Aircraft for skydiving:

S. No	Name of the operator	Category	No. of Aircraft/ HAB/Glider
1	E-Factor Adventure Tourism (P) Ltd	NSOP	09 HAB
2	Rajas Aerosports and Adventures Pvt. Ltd. (Air Safari)	NSOP	02 HAB
3	Aryan Aviation Pvt. Ltd.	NSOP	02 Motor Glider
4	Global Konnect Aviation Services Pvt. Ltd	Aerial Work Authorisation (Skydiving)	02 P68C aircraft
5	Go forth Adventures Pvt. Ltd.	Aerial Work Authorisation (Skydiving)	01 Cessna 182P Aircraft
6	Macsen Aviation Pvt. Ltd.	Aerial Work Authorisation (Skydiving)	01 GA-8 Aircraft

IMPLEMENTATION OF MODIFIED UDAN SCHEME

***271. SHRI BIBHU PRASAD TARAI:**

SHRI JANARDAN MISHRA:

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

(a) whether the Government has identified the unserved and underserved airstrips proposed to be developed under the modified Ude Desh ka Aam Nagrik (UDAN) Scheme and if so, the details thereof, State/UT-wise;

(b) the criteria adopted for prioritising the development of new regional airports, heliports and water aerodromes under the Scheme;

(c) whether any proposals have been approved for induction of indigenous aircraft and helicopters under the scheme and if so, the details thereof; and

(d) the measures taken to strengthen operational viability and passenger traffic on the newly connected regional routes?

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

(a) and (b): The next phase of the UDAN Scheme has been launched on 04.07.2026 to promote regional air connectivity in Tier-2 and Tier-3 cities and remote regions across the country, targeting 120 new destinations and 4 crore passengers over the next 10 years. The Scheme is being implemented from F.Y. 2026-27 to F.Y. 2035-36 with an outlay of Rs. 28,840 crore, including development of 100 airports from existing unserved airstrips with an outlay of Rs. 12,159 crore and Rs. 3,661 crore for development of 200 heliports in Hilly, North-Eastern and Aspirational (HINER) areas.

The Scheme provides a Challenge Mode framework under which State Governments may nominate aerodromes and helipads for development. Proposals are evaluated based on availability of encumbrance-free land, infrastructure readiness, technical and operational feasibility, traffic potential, statutory clearances and support of the State Governments.

(c): The Union Cabinet has approved the next phase of UDAN scheme, which includes the proposal for procurement of two HAL Dhruv helicopters and two HAL Dornier aircraft for operation of regional air services, particularly in remote

and difficult-terrain areas, to augment the availability of small aircraft and helicopters for regional connectivity and promote the domestic aerospace sector under the Atmanirbhar Bharat initiative.

(d): To strengthen the operational viability of regional routes and promote sustainable passenger traffic, the Scheme incorporates a longer VGF mechanism extending up to five years, progressively tapered to enable airlines to transition towards commercially sustainable operations.

Further, the State Governments/Union Territory Administrations may identify and propose their priority routes for inclusion in the bidding process in accordance with the provisions of the Scheme.

राजस्थान में राष्ट्रीय राजमार्गों का निर्माण

***272. श्रीमती मंजू शर्मा:**

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

(क) राजस्थान में कुल कितने राष्ट्रीय राजमार्ग हैं और उनकी परिचालन संबंधी वर्तमान स्थिति क्या है;

(ख) क्या सरकार ने विगत पांच वर्षों के दौरान राजस्थान में पांच नए राष्ट्रीय राजमार्गों के निर्माण के लिए सैद्धांतिक स्वीकृति प्रदान कर दी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) प्रस्तावित राजमार्गों की संख्या और उनकी लंबाई का ब्यौरा क्या है;

(घ) इस संबंध में कितनी प्रगति हुई है और उक्त कार्य कब तक शुरू होने की संभावना है; और

(ङ) उक्त परियोजनाओं पर होने वाले अनुमानित व्यय का ब्यौरा क्या है और इन्हें कब तक पूरा किए जाने की संभावना है?

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

(क): राजस्थान राज्य से लगभग 10886 किलोमीटर की लंबाई वाले 68 राष्ट्रीय राजमार्ग गुजरते हैं। लेन विन्यास निम्नानुसार है:

लेन विन्यास	**कुल (किमी में)**
8 लेन	374
6 लेन	1549
4 लेन	2652
2 लेन / पेव्ड शोल्डर सहित 2 लेन	6036
< 2 लेन	275
	10886

(ख) से (ङ): विगत पांच वर्षों में किसी भी राज्यीय राजमार्ग को राष्ट्रीय राजमार्ग के रूप में उन्नयन के लिए सैद्धांतिक मंजूरी नहीं दी गई है। 2021-22 के बाद से पिछले 5 वर्षों के दौरान स्वीकृत कार्यों का ब्यौरा **विवरण** में संलग्न है।

विवरण

विगत 5 वर्षों के दौरान वर्ष 2021-22 तक के स्वीकृत कार्यों का ब्यौरा

क्र.सं.	**एनएच सं.**	**परियोजना का नाम**	**लंबाई (किमी)**	**स्वीकृत लागत (रुपये करोड़ में)**	**व्यय (रुपये करोड़ में)**	**वास्तविक प्रगति**	**संभावित समापन तिथि**	**स्थिति**
1.	911	एनएच (मूल) (पैकेज-I) के अंतर्गत श्रीआंगनगर - रायसिंहनगर खंड 911 (डिजाइन चैनेज - 0.500 से 101.00) (लंबाई 102.076 किमी) के 2 लेन पीएस का निर्माण/उन्नयन कार्य एचएएम पर किया जाएगा।	102.076	672.35	555.63	100%	पूर्ण	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
2.	एनई-4सी	एचएएम पर भारतमाला परियोजना चरण- I में बांदीकुई के पास दिल्ली-वडोदरा ग्रीनफील्ड एक्सप्रेसवे से जयपुर तक 4-लेन ग्रीन फील्ड एक्सप्रेसवे स्पर	66.916	2170.39	1283.58	100%	पूर्ण	पूर्ण और संचालन एवं अनुरक्षण के अधीन।

		का निर्माण						
3.	125ए	जोधपुर रिंग रोड के कारवार (एनएच 62 नागौर रोड का 281.980 किमी) से डांगियावास (पैकेज-II) तक (डिजाइन की गई लंबाई 30.093 किमी) का 4-लेन निर्माण (ईपीसी के आधार पर)	30.093	736.75	463.96	100%	पूर्ण	पूर्ण हो गया। पूर्णता प्रमाण पत्र जारी किया जाएगा।
4.	48	एनएच-48 के छह लेन वाले गुड़गांव-कोटपुतली-जयपुर खंड पर अतिरिक्त संरचना निर्माण कार्य।	7.478	325.12	141.33	89.50%	30.11.2026	कार्य प्रगति पर। 30.11.2026 तक पूरा होने की संभावना है।
5.	68	एनएच-68 के गांधव-सांचोर खंड के रानीवाड़ा सर्कल, सांचोर कस्बे में एनएच (मूल) के अंतर्गत पूर्व-अनुमानित प्रदर्शन योजना के आधार पर एलिवेटेड स्ट्रक्चर का निर्माण।	6.203	353.30	190.04	89.37%	22.11.2026	कार्य प्रगति पर। 22.11.2026 तक पूरा होने की संभावना है।
6.	एनएच-70 और 11	एनएच-11 का माइजिलर-जैसलमेर जैसलमेर बाईपास लिंक रोड खंड (0 से 98.350 किमी), बीएम-7 का भाग और मुनबाओ-तनोट परियोजना एनएच-70 का भाग सुंद्रा-मायजिलर-अंबसिंह की धानी सड़क	134.865	1237.71	70.00	21.22%	18.12.2027	कार्य प्रगति पर
7.	वाईटीडी	जोधपुर शहर के हिस्से में महामंदिर (चैनेज 0+000) से अखालिया चौराहा (चैनेज 7+633) तक एचएएम पर एनएच(मूल) के अंतर्गत चार लेन वाली एलिवेटेड सड़क का निर्माण।	7.633	1243.19	0	0%	-	करार दिनांक 25.02.2026 को हस्ताक्षरित। नियुक्ति तिथि अभी जारी नहीं की गई है।
8.	48	ईपीसी के आधार पर	89.785	738.67	0	0%	-	करार दिनांक

		एनएच-48 के जयपुर किशनगढ़ खंड (274+100 से 363+885 किमी तक) के 6-लेन वाले हिस्से का उन्नयन, जिसमें फ्लाईओवर और सर्विस रोड का निर्माण शामिल है।						13.05.2026 को हस्ताक्षरित। नियुक्ति तिथि अभी जारी नहीं की गई है।
9.	48	उदयपुर जिले में एनएच-48 के उदयपुर रतनपुर शामलाजी खंड पर खेरवाड़ा कस्बे में ईपीसी के आधार पर एलिवेटेड कॉरिडोर का निर्माण।	3.24	363.89	0	0%	08.01.2029	कार्य प्रगति पर
10.	719 डी	उत्तर प्रदेश के आगरा जिले में स्थित देओरी गांव के पास डिजाइन किमी 0+00 से लेकर मध्य प्रदेश के ग्वालियर जिले में स्थित सुसेरा गांव के पास डिजाइन किमी 88+400 तक, उत्तर प्रदेश, राजस्थान और मध्य प्रदेश राज्यों से होकर गुजरने वाले 6 लेन के प्रवेश नियंत्रित ग्रीनफील्ड राजमार्ग का विकास (आरओ-भोपाल के अधीन)	88.400 किमी (राजस्थान में 26.65 किमी)	4612.65	0	0%	-	करार 30.04.2025 को हस्ताक्षरित हुआ। नियुक्ति तिथि अभी जारी नहीं की गई है।
11	148बी	ईपीसी मोड (पैकेज-I) पर भारतमाला परियोजना के अंतर्गत राजस्थान राज्य में पनियाला-अलवार-बरादामियो आईसीआर के किमी 0+00 से किमी 40+080 (पनियाला से मटोर खंड) तक छह लेन के प्रवेश नियंत्रित राजमार्ग का निर्माण (आरओ-दिल्ली और पीआईयू-सोहना के	40.08	769.96	327.68	42.75%	15.09.2026	कार्य प्रगति पर

		अधीन)।						
12.	148बी	ईपीसी मोड (पैकेज-II) पर भारतमाला परियोजना के अंतर्गत राजस्थान राज्य में पनियाला-अलवार-बरादामियो आईसीआर के किमी 40+080 से किमी 86+513 (माटोर से बरादामियो खंड) तक छह लेन के प्रवेश नियंत्रित राजमार्ग का निर्माण (आरओ-दिल्ली और पीआईयू-सोहना के अधीन)।	46.433	1034.43	328.21	37.27%	17.11.2026	कार्य प्रगति पर
13	752	राजस्थान राज्य में ईपीसी मोड पर एनएच-752 के किमी 0/0 से 1/200, 1/800 से 42/400, 43/900 से 44/100, 47/400 से 59/100, 64/450 से 72/080, 72/680 से 78/750, 79/050 से 88/330 तक के हिस्से का सुदृढ़ीकरण/पुनर्निर्माण	76.68	84.39	77.79	100%	31-मार्च-24	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
14	709 ई	राजस्थान राज्य के चूरू जिले में सदालपुर रेलवे स्टेशन के पास एनएच-709 विस्तार पर किमी 1.0 पर स्थित मौजूदा लेवल क्रॉसिंग नंबर ए-142 के स्थान पर प्रस्तावित 2 लेन आरओबी और उसके संपर्क मार्ग के शेष कार्य का निर्माण।	0.70	36.03	28.88	100%	30-नवंबर-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
15	62	राजस्थान राज्य में ईपीसी मोड पर राष्ट्रीय राजमार्ग संख्या 62 (पुराना राष्ट्रीय राजमार्ग संख्या 15) के सूरतगढ़-	77.90	56.20	56.13	100%	15-अक्टूबर-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।

		श्रीगंगानगर खंड (किमी. 173/000 से 250/900 तक) के सुदृढ़ीकरण का कार्य						
16	113	राजस्थान राज्य में ईपीसी मोड पर एनएच 18-113 पर मौजूदा किमी 74.00 से किमी 81.600 (डिजाइन चैनेज किमी 0+00 से किमी 11+165) तक प्रतापगढ़ सिटी बाईपास का पेव्ड शोल्डर संरचना के साथ दो लेन में निर्माण किया जाएगा।	11.165	98.90	85.31	100%	15-फरवरी-26	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
17	68	राजस्थान राज्य में ईपीसी मोड पर एनएच-15 (नया एनएच-68) के बाड़मेर बाईपास पर किमी 0.000 (एनएच-15 (नया एनएच-68) का किमी 144.200) से किमी 21.042 (एनएच-15 (नया एनएच-68) का किमी 160.700) तक चार लेन वाले विभाजित कैरिजवे का निर्माण	21.042	451.66	380.47	100%	07-जून-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
18	709 ई	राजस्थान राज्य में ईपीसी मोड पर एनएच-709 विस्तार पर डिज़ाइन चैनेज किमी 0.000 से किमी 5.400 तक राजगढ़ बाईपास और डिज़ाइन चैनेज किमी 35.840 से किमी 43.120 तक पिलानी बाईपास के लिए पेव्ड शोल्डर सहित दो लेन का निर्माण।	12.68	107.63	86.07	100%	25-अगस्त-24	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
19	162 ई	ईपीसी मोड पर एन.एच-162ई के चारभुजा (डिजाइन किमी 0.00,	88.80	838.43	651.09	100%	11-अप्रैल-25	पूर्ण और संचालन एवं अनुरक्षण के

		मौजूदा किमी 150.00) से नीचली ओडेन (नाथद्वारा) (डिजाइन किमी 88.800, मौजूदा किमी 55.950) तक पेव्ड शोल्डर सहित 2 लेन में अपग्रेडेशन।						अधीन।
20	23	राजस्थान राज्य में ईपीसी मोड के तहत एनएच-23 (पुराना एनएच-11बी) कोथुन-लालसोत-करोली-धोलपुर सड़क के 33/0 से 126/520 किमी तक दो लेन के पेव्ड शोल्डर में उन्नयन (लंबाई-93.52 किमी)।	93.52	150.11	111.65	100%	31-जनवरी-26	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
21	248 ए	राजस्थान राज्य में ईपीसी मोड पर एनएच-248ए के शाहपुरा (म. 0.00, डिज़ाइन चैनेज 0+00) से थानागाज़ी (किमी 37+352, डिज़ाइन चैनेज 36+810) तक दो लेन वाले पेव्ड शोल्डर का निर्माण।	36.810	174.34	139.11	100%	21-जुलाई-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
22	25ई	राजस्थान राज्य में ईपीसी मोड पर एनएच-25 विस्तार (डिजाइन की गई लंबाई 68.938 किमी) के बाड़मेर-गगरिया खंड के किमी 0.972 से किमी 69.910 तक के हिस्से को पेव्ड शोल्डर सहित दो लेन में अपग्रेड और पुनरूद्धार	68.938	304.87	213.91	100%	19-फरवरी-24	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
23	927 ए	राजस्थान राज्य में ईपीसी मोड पर एनएच-927ए के मौजूदा चैनेज किमी 207.700 (डिजाइन चैनेज	15.440	187.65	144.47	100%	19-जून-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।

		208+550) से किमी 216.440 (डिजाइन चैनेज 216+890) [सागवारा बाईपास] और मौजूदा किमी 227.470 (डिजाइन चैनेज 227+900) से किमी 244.060 (डिजाइन चैनेज 235+00) [गढ़ी-परतापुर बाईपास] खंड को पेव्ड शोल्डर सहित दो लेन में अपग्रेड करना।						
24	11	राजस्थान राज्य में ईपीसी मोड पर एनएच-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) के लिए पेव्ड शोल्डर सहित दो लेन का निर्माण।	26.840	186.29	166.61	100%	30-सितंबर-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
25	25 एक्सट	राजस्थान राज्य में ईपीसी मोड पर एनएच-25 विस्तार (डिजाइन की गई लंबाई 56.445 किमी) के घागरिया-मुनाबाओ खंड के 69.910 किमी से 126.355 किमी तक के हिस्से का पेव्ड शोल्डर सहित दो लेन में उन्नयन और पुनरूद्धार।	56.45	235.15	171.67	100%	19-फरवरी-25	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
26	752	एनएच 752 पर कवाई, चिपाबारोड और अकलेरा कस्बों (ओटीआई) में खंडों का चौड़ीकरण और	4.725	16.04	9.98	100%	10-जुलाई-26	पूर्ण और संचालन एवं अनुरक्षण के अधीन।

		पुनर्निर्माण।						
27	25	राजस्थान राज्य में ईपीसी मोड पर एनएच-25 के पचपदरा-बागुंडी खंड को 73.600 किमी से 95.700 किमी तक 4-लेन में चौडीकरण	22.100	194.88	165.17	100%	31 जुलाई 2026	पूर्ण और संचालन एवं अनुरक्षण के अधीन।
28	325	राजस्थान राज्य में ईपीसी मोड पर पेव्ड एनएच-325 (बालोत्रा से संदेराव वाया जालोर) के शेष खंडों को पेव्ड शोल्डर सहित दो लेन में विकसित करने के कार्य के लिए शोल्डर सहित दो लेन का निर्माण, जिसमें शहरी क्षेत्रों के लिए बायपास का निर्माण शामिल है: (1) असोत्रा-ब्रह्मधाम बायपास (2) सिवाना बायपास (3) मोकलसर बायपास (4) काठड़ी में प्रमुख पुनर्संरेखण (5) बिशानगढ़ में प्रमुख पुनर्संरेखण (6) जालोर बायपास (7) अहोरे शहर का हिस्सा (8) दुजाना बायपास।	41.455	411.40	296.18	92%	31-अक्टूबर-26	जारी
29	54	राजस्थान राज्य में ईपीसी मोड पर एनएच-54 के हनुमानगढ़ से केंचियां तक के खंड (किमी 0/00 वर्तमान चैनेज 23.200 किमी) से 49.605 किमी, वर्तमान चैनेज 74.645 किमी) (लंबाई 49.605 किमी) तक पेव्ड शोल्डर सहित दो लेन में अपग्रेडेशन	49.700	321.16	185.26	70%	03-अक्टूबर-26	जारी
30	52	राजस्थान राज्य में ईपीसी मोड पर कोटा	12.915	317.74	154.86	50%	30-नवंबर-26	जारी

		शहर के उत्तरी बाईपास चरण-II के दो लेन वाले पेव्ड शोल्डर का निर्माण, डिजाइन चैनेज किमी 0/0 (एसएच-33 का किमी 178+300) से किमी 12/915 (एनएच-52 का किमी 236+800) तक।						
31	162 ई	राजस्थान राज्य में ईपीसी मोड पर एनएच-162ई के नीचली ओडेन (नाथद्वारा) से डिजाइन किमी 88.800 (मौजूदा किमी 55.95) से भाटेवार तक डिजाइन किमी 142.028 (मौजूदा किमी 0.00) तक पेव्ड शोल्डर सहित 2 लेन में अपग्रेडेशन।	53.23	606.61	238.33	64%	03-अक्टूबर-26	जारी
32	248 ए	राजस्थान राज्य में ईपीसी मोड पर एनएच-248ए (नटनी का बारा) के डिजाइन किमी 36+300 से डिजाइन चैनेज 47+918 तक और डिजाइन चैनेज 69+900 से डिजाइन चैनेज 83+940 तक के हिस्से को पेव्ड शोल्डर सहित 2-लेन में अपग्रेड।	25.66	154.89	22.24	23%	31-दिसंबर-26	जारी
33	448	राजस्थान राज्य में ईपीसी मोड पर एनएच-448 (अजमेर-नासिराबाद खंड) पर किमी. 3/100 से 7/050 तक चार लेन वाली सड़क का उन्नयन।	3.95	82.72	7.53	4%	24-मार्च-27	जारी
34	158	राजस्थान राज्य में एनएच-158 (चैनेज 109.90 से चैनेज 114.279) को एनएच-	4.379	64.44	9.91	4%	31-मार्च-27	जारी

		48 से जोड़ने वाले मंडल कस्बे (जिला-भीलवाड़ा) के लिए पेव्ड शोल्डर सहित 2-लेन बाईपास का निर्माण (मंडल बाईपास)।						
35	158	राजस्थान राज्य में ईपीसी मोड पर एनएच-158 पर रस टाउन के लिए 4-लेन बाईपास का निर्माण।	4.525	78.06	17.05	35%	31-मार्च-27	जारी
36	58	राजस्थान राज्य में ईपीसी मोड पर एनएच-89 (नया एनएच-58) के अजमेर नागौर खंड पर किमी 3/630 (कयाद), किमी 6/020 (सीकर जंक्शन) और किमी 18/500 (देव नगर) पर ग्रेड सेपरेट स्ट्रक्चर (वीयूपी) का निर्माण (3 वीयूपी)	7.825	102.59	1.42	18%	31-मार्च-27	जारी
37	62	राजस्थान राज्य में ईपीसी मोड पर एनएच-62 के सूरतगढ़-श्री गंगानगर खंड के किमी 176/090 पर घाघर नदी पर संपर्क मार्ग सहित चार लेन वाले बडे पुल का निर्माण	0.5	17.54	3.9	35%	31-मार्च-27	जारी
38	58	एनएच-89 (नया एनएच-58) के अजमेर नागौर खंड पर फ्लाईओवर/वीयूपी का निर्माण: (i) तेहला, किमी 38/240 पर (ii) कुचेरा बाईपास पर किमी 116/450 पर फ्लाईओवर/वीयूपी का निर्माण और राजस्थान राज्य में एनएच-89 पर किमी 0/00 से किमी 148/250 तक जंक्शन	2	83.28	13.81	30%	03-दिसंबर-26	जारी

		का विकास। (2 वीयूपी)						
39	158	राजस्थान राज्य में ग्रीन नेशनल हाईवे कॉरिडोर प्रोजेक्ट (जीएनएचसीपी) के अंतर्गत एनएच-158 के रस-बेवार खंड (किमी 00.000 से किमी 30.050) के पुनर्वास और 4-लेन कॉन्फ़िगरेशन में उन्नयन के शेष कार्य।	30.05	278.1	98.66	53%	27-दिसंबर-26	जारी
40	162 ई	एनएच-162ई (पाली-नाडोल खंड) पर किमी 30.00 पर रेलवे खंड में आरओबी (धनुषाकार प्रकार) के शेष कार्य का निर्माण [सोरनेसर के पास एलसी संख्या सी-67 पर फालना-मारवाड़ रेलवे खंड को पार करते हुए।]	0	54.47	27.99	69%	23-अक्टूबर-26	जारी
41	752	राजस्थान राज्य में ईपीसी मोड पर एनएच-752 के कवाई बाईपास के 41/560 किमी से 50/650 किमी (डिजाइन चरण 0/000 से 8/700) तक पेव्ड शोल्डर वाली दो लेन के निर्माण का शेष कार्य	8.7	75.46	12.43	27%	10-जनवरी-27	जारी
42	552 ई	ईपीसी मोड पर एनएच-552 विस्तार के किमी 69/750 से किमी 75/750 (कुस्तला-सवाई माधोपुर खंड) तक मौजूदा 2 लेन + पीएस सड़क को पेव्ड शोल्डर सहित 4 लेन में चौड़ीकरण।	6.45	111.03	24.4	7%	23-मई-27	जारी
43	113	एनएच-113 पर घाटोल बाईपास	7.7	170.49	34.27	17%	24-सितंबर-27	जारी
44	62	रोहट बाईपास के	4.6	50.23	4.8	15%	10-मार्च-27	जारी

		आरंभिक बिंदु पर वीयूपी का निर्माण और शेष कार्य।						
45	927 ए	राजस्थान राज्य में एनएच-927ए पर डिजाइन चैनेज 242/00 से 264/370 (चयनित खंडों पर) के तहत वजवाना-बांसवाड़ा खंड पर चौड़ीकरण/ सुदृढ़ीकरण/ पुनर्निर्माण/ ओवरले कार्य।	20.3	29.59	7.12	36%	19-फरवरी-27	जारी
46	23	राजस्थान राज्य में वार्षिक योजना 2025-26 के अंतर्गत एनएच-23 के लालसोट-करौली खंड के 2.6 किमी के सीसी क्षेत्रों का सुदृढ़ीकरण (39/00 किमी से 41/00 किमी तक, लालसोट शहर भाग), 66/200 किमी से 66/840 किमी तक, 87/340 किमी से 88/300 किमी तक (आरओबी अप्रोच) और संयुक्त भराव कार्य किया जाएगा।	6.2	6.27	0	1%	05-जनवरी-27	जारी
47	23	एनएच-23 पर गंगापुर शहर का बाईपास	19.159	452.36	6.99	0	उपलब्ध नहीं	आवंटित परंतु तिथि नियत नहीं
48	23	एनएच-23 पर कराउली खंड का बाईपास	14.331	511.01	0.25	0	उपलब्ध नहीं	आवंटित परंतु तिथि नियत नहीं
49	62	राजस्थान राज्य में एचएएम मोड पर नागौर बाईपास (शेष लंबाई) का निर्माण मौजूदा किमी 161+00 (एनएच-58 पर अमरपुरा) से किमी 173+100 (एनएच-62 पर गोगेलाओ) तक और नागौर से नेत्र (डिजाइन किमी 180+150 से डिजाइन चेयररागसी	104.497	1393.34	0	0	उपलब्ध नहीं	आवंटन पत्र (एलओए) जारी होना बाकी है

		किमी 269+314 तक) तक पेव्ड शोल्डर के साथ चार लेन में चौड़ीकरण।						
50	458	राजस्थान राज्य में एनएच-458 के रायपुर-जसखेड़ा खंड के किमी 0.00 से किमी 29.770 तक के हिस्से को पेव्ड शोल्डर के साथ दो लेन तक चौड़ीकरण	29.77	716.74	10.22	0	उपलब्ध नहीं	आवंटन पत्र जारी होना बाकी है
51	62	राजस्थान राज्य के नागौर शहर में पुराने एनएच-89 पर 166.00 किमी से 172.200 किमी तक पेव्ड शोल्डर सहित चार लेन में चौड़ीकरण का शेष कार्य (एकबारगी सुधार कार्य)।	6.2	29.77	0	0	उपलब्ध नहीं	आवंटन पत्र जारी होना बाकी है
52	62	4 लेन सूरतगढ़-श्रीगंगानगर खंड	75.5	1022.57	0.17	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
53	11	एनएच-11 के झुंझुनू-चिरावा खंड का 4 लेन	77	2202.67	0	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
54	921	एनएच-921 का 4 लेन+ पीएस राजगढ़-महुआ-मंडावर	51.096	862.22	0.15	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
55	311	एनएच-311 के सिंघाना-खेतड़ी-नगर-जसरापुर-नागली-सलेदी सिंह-भाटीवाड़-छावसरी-टीटनवार	24.68	260.87	0	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
56	248 ए	एनएच-248ए के शाहपुरा रामगढ़ रोड पर किमी 112 पर आरओबी का निर्माण (एलसी नंबर- 95)	1.7	101.55	0.09	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
57	709 ई	राजस्थान राज्य में एनएच-709 के 0/700 किमी से 3/650 किमी तक (राजगढ़-पिलानी खंड से हरियाणा सीमा तक) के बचे हुए हिस्सों को ईपीसी मोड पर चार	2.95	18.06	0	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन

		लेन में अपग्रेड करना।						
58	58ई	एनएच-58ई पर कुंडल-झाडोल खंड (किमी 12.800 से किमी 14.220) पर भूस्खलन से प्रभावित क्षेत्र।	1.42	72.55	0	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
59	62	एनएच-62 के नागौर-बीकानेर खंड तक 4 लेन	108.25	1359.33	0	0	उपलब्ध नहीं	बोली प्रक्रिया के अधीन
60	52	मुकुंदरा बाईपास एनएच-52	10.092	550.84	0	0	उपलब्ध नहीं	बोलियां आमंत्रित की जानी हैं

EXPANSION OF DIGI YATRA PLATFORM

***273. SHRI RAHUL SINGH LODHI:**

SHRI KHAGEN MURMU:

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

(a) whether the Government has undertaken measures to expand the Digi Yatra platform across additional airports in the country and if so, the details thereof;

(b) the measures undertaken to enhance the accessibility of the platform including support for regional languages and other passenger-friendly features;

(c) whether the Government has undertaken any assessment regarding the impact of Digi Yatra on passenger facilitation and airport operations and if so, the details thereof; and

(d) the measures adopted to strengthen data privacy, cybersecurity and secure biometric authentication under the Digi Yatra ecosystem?

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

(a) to (d): The Government has undertaken a phased expansion of the Digi Yatra ecosystem. Starting with 3 airports in December 2022, Digi Yatra is now available at 39 airports. Digi Yatra has been designed as a citizen-centric platform focusing on accessibility, inclusivity and ease of use. Several passenger-friendly features are available in Digi Yatra, including, Driving Licence-based enrolment through DigiLocker and multilingual support. Apart from English, 11 Indian languages namely Hindi, Tamil, Bengali, Marathi, Kannada, Telugu, Gujarati, Odia, Assamese, Sanskrit and Malayalam are supported in Digi Yatra app. Further, the Digi Yatra ecosystem is continuously improved based on passenger feedback received through customer support channels and airport interactions.

Digi Yatra provides seamless, hassle-free and faster passenger processing, saving approximately 50% of the passenger's time at different checkpoints at the airports, as compared to manual validation, which helps in addressing congestion at the airports. Since launch, Digi Yatra app has been downloaded over 2.5 Crore times and it has been used more than 10.75 Crore times by passengers to travel through Digi Yatra enabled airports.

The Digi Yatra Central Ecosystem (DYCE) is built on the fundamental tenets of privacy. Digi Yatra app is built on privacy by design and there is no central storage of passenger's Personally Identifiable Information (PII) data, thereby mitigating issues of data loss, theft and leakage. 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 the passenger's ID needs to be validated. The data is purged from the system within 24 hours of the scheduled departure time of the flight.

Digi Yatra complies with the Digital Personal Data Protection Act, 2023 and the Rules made thereunder. Regular security assessments, vulnerability assessments and audits are undertaken to strengthen the overall security posture of the platform. These measures ensure that Digi Yatra remains a secure, privacy-preserving and trusted digital identity platform for seamless passenger processing.

CRUDE OIL PRODUCTION

***274: SUSHRI MAHUA MOITRA:**

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the domestic production of crude oil both from offshore and onshore fields during the last three years, year-wise;

(b) whether there has been a decline in production from major mature fields of Oil and Natural Gas Corporation (ONGC) and Oil India Limited (OIL) during the said period, if so, the details thereof;

(c) whether the Government has proposed for Enhanced Oil Recovery (EOR) and Improved Oil Recovery (IOR) projects, including polymer flooding and microbial EOR, if so, the details thereof and if not, the reasons therefor;

(d) whether the Government has undertaken reservoir re-evaluation using advanced seismic imaging and digital oilfield technologies, if so, the details thereof; and

(e) the details of the projected contribution of EOR to domestic crude oil production by the year 2030?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI HARDEEP SINGH PURI):

(a): The domestic production of crude oil from Offshore and Onshore fields during the last three years is tabulated below:

OIL (Million Metric Tonnes, MMT)	**2023-24**	**2024-25**	**2025-26**
OFFSHORE	15.03	15.09	14.83
ONSHORE	14.33	13.61	13.13
Grand Total	**29.36**	**28.70**	**27.96**

(b): The domestic oil production over the last three years has shown slight decline primarily owing to natural decline in mature and ageing oil and gas fields, as per details given below:-

OIL (MMT)	**2023-24**	**2024-25**	**2025-26**
ONGC (Nomination)	19.21	18.47	17.80
OIL (Nomination)	3.34	3.44	3.43
Total	**22.56**	**21.91**	**21.23**

During this period, the National Oil Companies (NOCs) namely Oil and Natural Gas Corporation (ONGC) Limited and Oil India Limited (OIL) have consistently sustained their production levels. The NOCs have been able to

contain the annual decline rate to around 2% since 2014-15, which is 3 times superior to the global average decline rate of 6% for mature fields (as per International Energy Agency).

(c) and (d): The Government does not directly implement field-level projects for Enhanced Oil Recovery (EOR), Improved Oil Recovery (IOR), or reservoir re-evaluation. The responsibility for reservoir management and selection of suitable recovery techniques rests with the exploration and production (E&P) operators. Such projects function within the statutory and regulatory framework established under the Oilfields (Regulation and Development) Act, 1948 and the Petroleum and Natural Gas Rules, 2025, which provide for the systematic and efficient development of petroleum resources.

The Government supports these efforts through policy incentives, basin-level studies and technical oversight. For better understanding of hydrocarbon resource potential at the basin level, the Government has funded Hydrocarbon Resource Assessment Study (HRAS) through which comprehensive re-assessment of India's sedimentary basins was carried out in the year 2017.

Details of EOR/IOR and reservoir re-evaluation initiatives undertaken by E&P operators are given in the enclosed **Statement-I**.

Further, the 'Samudra Manthan' - National Offshore Exploration Scheme has been approved by theUnion Cabinet on 31.07.2026 for large-scale acquisition, processing and interpretation of high-quality seismic data, accelerated exploratory drilling in deepwater and ultra-deepwater areas, along

with development of common infrastructure and oil & gas manufacturing zone. Details of the scheme are given in the enclosed **Statement-II**.

(e): EOR is not a centrally executed production programme and its contribution is, therefore, not projected as a single separate national target for the year 2030. EOR projects are planned and implemented field-wise by individual E&P operator on the basis of reservoir characteristics, technical feasibility and economic viability. The incremental production expected from such projects forms part of the respective field development and production plans and is periodically revised in light of pilot results, actual reservoir response, project implementation schedules and prevailing techno-economic conditions. Accordingly, the contribution of EOR to domestic crude oil production by 2030 will be the aggregate of incremental production realised from the various projects implemented by the Lessees.

STATEMENT-I

A. Details of Major EOR/IOR Initiatives

1. Oil and Natural Gas Corporation (ONGC) Limited

a) ONGC has been a pioneer in the implementation of Enhanced Oil Recovery (EOR) methods since 1987, having successfully executed over 22 pilot and commercial projects to date.

b) Currently, implementation of a comprehensive portfolio of EOR technologies has been undertaken across fields in Gujarat, Assam, and Mumbai High.

c) These include in-situ combustion, polymer flooding, alkaline-surfactant-polymer (ASP) flooding, low-salinity water flooding, microbial EOR, miscible gas injection, and immiscible gas injection.

d) These measures form part of ONGC's continuing programme to moderate natural decline in mature reservoirs and enhance recovery from existing fields.

e) ONGC also carries out IOR through work-over, well stimulation, development drilling, installation of artificial lift, and reservoir pressure maintenance.

2. Oil India Limited (OIL)

a) Implementation of Low-Salinity Water Injection has been undertaken in 17 reservoirs of the Upper Assam Basin

b) For heavy-oil recovery, Cyclic Steam Stimulation has been successfully implemented in the Baghewala field of Rajasthan since 2018

c) In addition, OIL regularly undertakes field-specific IOR measures such as work-over, well stimulation, development drilling, installation of artificial lift, and reservoir pressure maintenance.

3. Vedanta Limited

a) Vedanta has successfully implemented chemical Enhanced Oil Recovery (EOR) techniques in its fields within Block RJ-ON-90/1 in the state of Rajasthan.

b) Full-field Polymer flood has been implemented across all major producing fields, namely Mangala, Bhagyam, Aishwariya, and NE.

c) A significant expansion of this initiative has been undertaken with Alkali-Surfactant-Polymer (ASP) flooding implementation in the Mangala field.

d) These measures form part of Vedanta's ongoing programme to enhance recovery from its producing assets and maximise hydrocarbon production from existing fields.

B. Details of reservoir re-evaluation and digital oilfield initiatives

a) A range of advanced geoscientific and digital technologies is being deployed by operators to enhance reservoir characterisation and unlock the full potential of hydrocarbon resources. These include advanced seismic imaging, AI/ML-driven interpretation workflows, 3D seismic data re-processing, digital reservoir modelling and simulation and advanced well logging.

b) Operators are also leveraging digital oilfield technologies, including sensors, SCADA systems, IoT, AI, and advanced analytics, across their E&P operations to enable data-driven decision-making.

c) Reservoir evaluation forms an integral part of regular field-level reserves assessment and management activities. Operators periodically re-evaluate reservoirs using updated geological interpretation, well results, production performance, pressure data, and reservoir modelling.

STATEMENT-II

Brief of "Samudra Manthan" – National Offshore Exploration Scheme

1. The Union Cabinet approved 'Samudra Manthan' – the National Offshore Exploration Scheme on 31.07.2026 with an outlay of Rs.84,084 crore for implementation up to FY 2030-31.

2. The Scheme envisages strengthening India's energy security through accelerated offshore oil and gas exploration and production, technological capability enhancement, and alignment with the vision of Viksit Bharat.

3. The Scheme includes a component for large-scale acquisition, processing and interpretation of high-quality seismic data to improve understanding of offshore hydrocarbon potential.

4. The Scheme envisages accelerated exploratory drilling in deepwater and ultra-deepwater areas.

5. The Scheme includes a component for:

a) Development of common offshore production and evacuation infrastructure.

b) Establishment of an Oil & Gas Manufacturing and Services Zone, in line with the Make in India initiative.

6. The Scheme document includes provisions relating to digital programme management, capacity building, technology adoption, stakeholder engagement and international outreach.

7. The Scheme is envisaged to contribute to improved offshore resource assessment, increased exploration activity, employment generation, investment and strengthening of the offshore exploration ecosystem.

स्वच्छ भारत मिशन-शहरी का कार्यान्वयन

***275. श्री जुगल किशोरः**

श्री राजकुमार चाहरः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने शहरी स्थानीय निकायों (यूएलबी) में स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) के कार्यान्वयन की समीक्षा की है और यदि हां, तो तत्संबंधी ब्यौरा और मुख्य निष्कर्ष क्या हैं और जम्मू सहित देशभर में अब तक किए गए कार्य का शहरी स्थानीय निकायवार और राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ख) शहरी ठोस अपशिष्ट के वैज्ञानिक प्रसंस्करण, स्रोत पर अपशिष्ट पृथक्करण, पुराने पाटन स्थलों के शोधन और पुनरूद्धार के संबंध में अब तक कितनी प्रगति हुई है और इसके लिए देशभर में स्वीकृत और जारी की गई तथा उपयोग में लाई गई धनराशि का शहरी स्थानीय निकाय-वार और जम्मू सहित राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ग) क्या सरकार ने देशभर में शहरी स्थानीय निकायों द्वारा ठोस अपशिष्ट प्रबंधन नियमावली, 2026 के प्रभावी कार्यान्वयन को सुदृढ़ करने के लिए कोई विशिष्ट उपाय किए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके अंतर्गत प्रदान की गई वित्तीय और तकनीकी सहायता का स्थानीय निकाय-वार और जम्मू सहित राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(घ) देशभर में कचरा-मुक्त शहरों का लक्ष्य प्राप्त करने के संबंध में इन पहलों का क्या प्रभाव दृष्टिगत हुआ है;

(ङ) विगत तीन वर्षों के दौरान सृजित अपशिष्ट प्रसंस्करण क्षमता का शहर-वार ब्यौरा क्या है; और

(च) देशभर में अपशिष्ट प्रबंधन में सुधार लाने और लैंडफिल पर निर्भरता को कम करने के लिए क्या उपाय किए जाने का विचार है?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल):

(क): स्वच्छता राज्य का विषय है। देश के शहरी क्षेत्रों में शहरी अपशिष्ट प्रबंधन (यूडब्ल्यूएम) और सीवेज शोधन संयंत्र (एसटीपी) सुविधाओं सहित स्वच्छता परियोजनाओं की योजना, डिजाइन, निष्पादन, संचालन और समीक्षा के लिए राज्य/शहरी स्थानीय निकाय उत्तरदायी हैं।

भारत सरकार ने 2 अक्टूबर, 2014 को खुले में शौच से मुक्त (ओडीएफ) स्थिति, वैज्ञानिक ठोस अपशिष्ट प्रबंधन तथा सतत व्यवहार परिवर्तन प्राप्त करने के लिए स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) प्रारंभ किया, जिसके उपरांत 1 अक्टूबर, 2021 को एसबीएम-यू 2.0 प्रारंभ किया गया, जिसका उद्देश्य एक लाख से कम जनसंख्या वाले शहरी क्षेत्रों में वैज्ञानिक अपशिष्ट प्रसंस्करण, पुरानी डम्पसाइटों का उपचार तथा प्रयुक्त जल प्रबंधन (यूडब्ल्यूएम) के माध्यम से सभी शहरों को कचरा मुक्त बनाना है।

डीएमईओ, नीति आयोग की मूल्यांकन रिपोर्ट (सितम्बर, 2025) के अनुसार, एसबीएम-यू तथा एसबीएम-यू 2.0 ने स्वच्छता, गरिमा तथा सुरक्षा में, विशेषकर महिलाओं तथा असुरक्षित समुदायों के लिए, उल्लेखनीय सुधार किया है, जिसमें सर्वेक्षण किए गए 94% परिवारों ने खुले में शौच की प्रथा समाप्त होने की जानकारी दी है। इस रिपोर्ट में ठोस अपशिष्ट प्रबंधन में भी प्रमुख प्रगति का प्रमुख रूप से उल्लेख किया गया है, जिसमें 90% से अधिक घर-घर अपशिष्ट संग्रहण कवरेज, 91% स्रोत पर पृथक्करण तथा 2014 में अपशिष्ट प्रसंस्करण 18% से बढ़कर 2025 में 80% से अधिक हो गया है।

इसके अतिरिक्त, कार्यान्वयन प्रगति की समीक्षा के लिए सभी राज्यों तथा संघ राज्य क्षेत्रों के साथ 19–20 मई, 2026 को विज्ञान भवन, नई दिल्ली में स्वच्छ भारत मिशन-शहरी 2.0 की

दो दिवसीय राष्ट्रीय समीक्षा बैठक आयोजित की गई। बैठक के दौरान उन्नत परियोजना कार्यान्वयन के लिए संस्थागत सुदृढ़ीकरण, दृश्यमान स्वच्छता, पृथक्करण, संग्रहण एवं परिवहन, जैविक अपशिष्ट प्रबंधन, निर्माण एवं विध्वंस अपशिष्ट प्रबंधन, एकीकृत ठोस अपशिष्ट प्रबंधन एवं वित्तीय मॉडलिंग,पुराने अपशिष्ट का निस्तारण, स्वच्छता की स्थिति, स्वच्छ सर्वेक्षण तथा ठोस अपशिष्ट प्रबंधन नियम, 2026 पर व्यापक कार्यान्वयन समीक्षा की गई।

तत्पश्चात समग्र रूप से निगरानी, केंद्र-राज्य का समन्वय सुनिश्चित करने और कार्यान्वयन में आने वाली चुनौतियों के समय पर समाधान की सुविधा के लिए 27 मई, 2026 को प्रगति समीक्षा बैठक आयोजित की गई।

मंत्रालय स्तर पर राष्ट्रीय सलाहकार और समीक्षा समिति (एनएआरसी) भी एसबीएम-यू 2.0 की प्रगति की समीक्षा करती है और राज्यों/संघ राज्य क्षेत्रों की कार्य योजनाओं को अनुमोदन देती है।

एसबीएम-यू 2.0 के तहत किया गया कार्य संलग्न **विवरण-I** में दिया गया है।

(ख): स्वच्छत्तम पोर्टल पर राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार,घर-घर अपशिष्ट संग्रहण, स्रोत पर पृथक्करण तथा अपशिष्ट प्रसंस्करण क्रमशः 97%, 89% तथा 81% है। देश के शहरी क्षेत्रों में प्रतिदिन कुल 1,62,372 टन (टीपीडी) नगरपालिका ठोस अपशिष्ट उत्पन्न होता है। इसमें से 1,31,530 टीपीडी का प्रसंस्करण किया जाता है। अर्थात्, 2014 में 16% अपशिष्ट प्रसंस्करण की तुलना में वर्तमान प्रसंस्करण क्षमता बढ़कर 81% हो गई है।

स्वच्छ सर्वेक्षण के अंतर्गत सभी शहरी स्थानीय निकाय (यूएलबी) विभिन्न स्वच्छता मानकों पर प्रतिवर्ष स्वच्छता आकलन करती है। स्वच्छ सर्वेक्षण 2024-25 के अनुसार, घर-घर अपशिष्ट संग्रहण, स्रोत पर पृथक्करण तथा अपशिष्ट प्रसंस्करण क्रमशः 63%, 27% तथा 67% है।

कचरा मुक्त शहरों की परिकल्पना को आगे बढ़ाने के लिए, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) ने 13 हिमालयी राज्यों/संघ राज्य क्षेत्रों तथा पश्चिम बंगाल के प्रमुख पर्वतीय शहरों में अपशिष्ट प्रबंधन एवं स्वच्छता समाधानों को बढ़ावा देने के लिए स्वच्छ हिमालयी एवं

पर्वतीय शहर पहल प्रारंभ की, जिसमें तीर्थ मार्गों तथा पर्यटन स्थलों जैसे अधिक आवागमन वाले क्षेत्रों पर विशेष ध्यान दिया गया है।

एसबीएम-यू 2.0 के परिचालन दिशानिर्देशों के अनुसार, शहरी स्थानीय निकायों (यूएलबी) की जनसंख्या श्रेणी के आधार पर पुराने अपशिष्ट के उपचार हेतु ₹550 प्रति टन की दर से अतिरिक्त केंद्रीय सहायता (एसीए) प्रदान की जाती है।

कुल 1,297 डम्पसाइटों का उपचार किया जा चुका है, जिनमें संचयी रूप से 18.52 करोड़ मीट्रिक टन पुराना अपशिष्ट था, तथा 10,434.90 एकड़ भूमि को पुनः प्राप्त किया गया है।

जम्मू सहित एसबीएम-यू 2.0 के तहत आवंटन, अनुमोदन और दावा की गई केंद्रीय अंश निधि का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(ग): 1 अप्रैल, 2026 से प्रभावी ठोस अपशिष्ट प्रबंधन नियम, 2026 के अंतर्गत स्रोत पर अपशिष्ट का चार-स्ट्रीम में पृथक्करण अनिवार्य किया गया है तथा केवल गैर-पुनर्चक्रणीय, गैर-ऊर्जा पुनर्प्राप्ति योग्य अपशिष्ट तथा निष्क्रिय सामग्री के ही लैंडफिल में निपटान की अनुमति दी गई है। बड़ी मात्रा में अपशिष्ट उत्पादकों (बीडब्ल्यूजी) को अपने परिसरों के भीतर पर्यावरण की दृष्टि से उपयुक्त तरीके से अपशिष्ट के संग्रहण, पृथक्करण, परिवहन तथा प्रसंस्करण की विशिष्ट जिम्मेदारी सौंपी गई है। आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) उपयुक्त प्रौद्योगिकी विकल्पों के लिए नीति निर्देशन, वित्तीय और तकनीकी सहायता, मैनुअल/मानक संचालन प्रक्रियाओं (एसओपी) को साझा करके और उपयुक्त प्रौद्योगिकी विकल्पों के लिए समय-समय पर परामर्शिकाएं/दिशानिर्देश जारी करके राज्यों/संघ राज्य क्षेत्रों के प्रयासों में सहायता करता है।

(घ): स्वच्छ भारत मिशन-शहरी के अंतर्गत, देश के शहरी क्षेत्रों में शहरी स्वच्छता तथा ठोस अपशिष्ट प्रबंधन पद्धतियों में निरंतर सुधार देखा जा सकता है। वार्षिक स्वच्छ सर्वेक्षण आकलन तथा कचरा मुक्त शहर (जीएफसी) स्टार रेटिंग प्रोटोकॉल ने शहरी स्थानीय निकायों को स्रोत पर पृथक्करण, घर-घर संग्रहण, नगर ठोस अपशिष्ट के वैज्ञानिक प्रसंस्करण तथा पुराने अपशिष्ट डम्पसाइटों के उपचार के लिए प्रणालियों को सुदृढ़ करने के लिए प्रोत्साहित किया गया है। अब

तक, 883 शहरों को 1-स्टार कचरा मुक्त शहर, 275 शहरों को 3-स्टार कचरा मुक्त शहर, 23 शहरों को 5-स्टार कचरा मुक्त शहर तथा 12 शहरों को 7-स्टार कचरा मुक्त शहर के रूप में प्रमाणित किया गया है।

(ङ): ठोस अपशिष्ट प्रबंधन (एसडब्ल्यूएम) घटक के अंतर्गत अब तक अनुमोदित कार्य योजनाएं नीचे दी गई हैं -

- पुराने कचरे का उपचार: 22.26 करोड़ मीट्रिक टन (एमटी)
- 48,792.30 टन प्रति दिन (टीपीडी) के गीले अपशिष्ट/खाद संयंत्र
- 9,173.72 टीपीडी के बायो-मिथेनेशन संयंत्र
- 44,713.77 टीपीडी की सामग्री पुन:प्राप्ति सुविधाएं (एमआरएफ)
- 5,129 टीपीडी के अपशिष्ट-से-बिजली संयंत्र
- 25,810.67 टीपीडी के सैनिटरी लैंडफिल (एसएलएफ)
- 23,996.92 टीपीडी के स्थानांतरण स्टेशन
- 8,514.73 टीपीडी के निर्माण और विध्वंस (सी एंड डी) अपशिष्ट प्रसंस्करण संयंत्र

जम्मू सहित एसबीएम-यू 2.0 के तहत अपशिष्ट प्रसंस्करण क्षमता और अनुमोदित अपशिष्ट प्रसंस्करण क्षमता का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा संलग्न **विवरण-III** में दिया गया है।

(च): स्वच्छत्तम पोर्टल पर राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, उपचार के लिए कुल 2,518 डम्पसाइटों (जिनमें 1,000 टन से अधिक अपशिष्ट है) की पहचान की गई है, जिनमें 27.75 करोड़ मीट्रिक टन (एमटी) अपशिष्ट है। अब तक, 1,297 डम्पसाइटों का पूर्ण रूप से उपचार किया जा चुका है। संचयी रूप से 18.52 करोड़ एमटी (67%)अपशिष्ट का उपचार किया जा चुका है तथा 10,434.90 एकड़ (68%) भूमि को पुनः प्राप्त किया जा चुका है। राज्य-वार अपशिष्ट प्रसंस्करण सुविधाएँ तथा पुराने अपशिष्ट उपचार की स्थिति वेबसाइट https://sbmurban.org/swachh-bharat-mission-progess पर उपलब्ध है।

मंत्रालय ने 211 पुराने अपशिष्ट डम्पसाइटों के उपचार में तेजी लाने के लिए डंपसाइट रेमेडिएशन एक्सेलेरेशन प्रोग्राम (डीआरएपी) पहल भी शुरू की है, जिसमें 1,262.43 लाख मीट्रिक टन अपशिष्ट के कार्य, भूमि को उत्पादक शहरी उपयोग के लिए पुनः प्राप्त करने तथा नए डम्पसाइटों के निर्माण को रोकना भी शामिल है।

<u>विवरण-I</u>

एसबीएम-यू 2.0 के तहत किया गया कार्य

क्रम संख्या	घटक	प्रगति
1.	वित्तीय प्रगति	अनुमोदित केंद्रीय अंश: ₹31,948.05 करोड़; जारी केंद्रीय हिस्सा अंश : ₹9,212.69 करोड़
2.	ठोस अपशिष्ट प्रबंधन (SWM)	आवंटन: ₹10,930.12 करोड़; अनुमोदित: ₹10,566.42 करोड़ (96.67%), DRAP सहित
		डोर-टू-डोर कचरा संग्रहण: 96.69% वार्ड (95,167 वार्ड)
		स्रोत पृथक्करण: 89.38% वार्ड (87,965 वार्ड)
		अपशिष्ट प्रसंस्करण क्षमता: 1,31,530 टीपीडी (उत्पन्न अपशिष्ट का 81.01%)
	शुष्क अपशिष्ट प्रबंधन अनुमोदन	सामग्री पुन:प्राप्ति सुविधाएं (एमआरएफ): 44,713.77 टीपीडी
		अपशिष्ट-से-ऊर्जा (WtE) संयंत्र: 5,129 TPD
		सेनेटरी लैंडफिल (एसएलएफ): 25,810.67 टीपीडी
		स्थानांतरण स्टेशन: 23,996.92 टीपीडी
		निर्माण और विध्वंस (सी एंड डी) अपशिष्ट संयंत्र: 8,514.73 टीपीडी
		मैकेनिकल रोड स्वीपर: 584 मशीनें
	गीला अपशिष्ट प्रबंधन अनुमोदन	अपशिष्ट-से-खाद संयंत्र: 48,792.30 टीपीडी
		कंप्रेस्ड बायोगैस (सीबीजी) संयंत्र: एसबीएम-यू, राज्यों और तेल और गैस विनिर्माण कंपनियों (ओजीएमसी) के माध्यम से 21,760 टीपीडी की संचयी क्षमता वाले 143 संयंत्र कार्यान्वयन के चरण में हैं
3	स्वच्छता	निर्मित: 63.85 लाख व्यक्तिगत घरेलू शौचालय (आईएचएचएल) और 6.36 लाख सामुदायिक/सार्वजनिक शौचालय (सीटी/पीटी) सीटें
		अनुमोदित: 8.22 लाख टॉयलेट सीटें (आईएचएचएल, सीटी/पीटी, आकांक्षी शौचालय और मूत्रालय)
		सार्वजनिक शौचालय सीटों का अनुमोदन: 56,874 सीटें
		सामुदायिक शौचालय सीटों का अनुमोदन: 49,805 सीटें
		आकांक्षी शौचालय सीटों की मंजूरी: 38,981 सीटें

4	प्रयुक्त जल प्रबंधन (UWM)	मिशन लक्ष्य: 13,000 एमएलडी (1 लाख से कम आबादी वाले शहर)
		सीवेज ट्रीटमेंट प्लांट/एफएसटीपी को अनुमोदन: 10,782.31 एमएलडी
		इंटरसेप्शन एंड डायवर्जन (आई एंड डी) नेटवर्क: 27,948 किमी
		डीस्लजिंग वाहन और अन्य सफाई वाहन: 3,478
		अनुमोदित केंद्रीय अंश: ₹15,421.72 करोड़
5.	पुराने अपशिष्ट उपचार	कुल डंपसाइट्स: 2,518
		कुल पुराना अपशिष्ट: 27.75 करोड़ मीट्रिक टन
		अपशिष्ट उपचार: 18.52 करोड़ मीट्रिक टन (67%)
		पुनः प्राप्त भूमि: 10,434.90 एकड़ (68%)
		डंपसाइट पूर्णत उपचारित: 1,297
		उपचार परियोजनाओं को अनुमोदन: 2,979 यूएलबी में 22.26 करोड़ मीट्रिक टन पुराना अपशिष्ट

<u>विवरण – II</u>

जम्मू सहित एसबीएम-यू 2.0 के तहत आवंटन, अनुमोदन और दावा की गई केंद्रीय अंश निधि का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा:

(करोड़ रुपये में)

क्र.सं.	**राज्य/संघ राज्य क्षेत्र**	**मिशन आवंटन**	**अनुमोदन**	**दावा की गई केन्द्रीय अंश निधि**
1	अंडमान और निकोबार द्वीप समूह	8.60	13.55	3.53
2	आंध्र प्रदेश	1413.30	1645.36	489.99
3	अरुणाचल प्रदेश	129.00	180.51	42.92
4	असम	503.50	506.69	155.41
5	बिहार	1204.80	1227.65	298.92
6	चंडीगढ़	45.20	58.88	29.76
7	छत्तीसगढ़	727.30	686.45	232.76
8	दादरा और नगर हवेली तथा दमन और दीव	31.20	31.37	7.80
9	दिल्ली	1192.60	1228.57	916.46
10	गोवा	77.80	71.27	12.17
11	गुजरात	1918.90	1799.48	528.58
12	हरियाणा	645.70	694.05	27.51
13	हिमाचल प्रदेश	156.70	175.82	61.87
14	जम्मू और कश्मीर	429.90	692.12	132.64
15	झारखंड	519.00	406.24	82.14

16	कर्नाटक	2245.30	2199.33	613.86
17	केरल	875.10	270.76	68.33
18	लद्दाख	62.70	33.74	2.66
19	मध्य प्रदेश	2200.20	2036.91	584.05
20	महाराष्ट्र	3758.50	3731.09	1079.80
21	मणिपुर	96.20	136.53	32.64
22	मेघालय	67.30	82.67	23.06
23	मिजोरम	82.50	137.60	36.65
24	नागालैंड	158.88	184.29	44.81
25	ओडिशा	821.40	818.36	375.64
26	पुडुचेरी	83.21	75.53	36.58
27	पंजाब	1054.20	1058.29	343.95
28	राजस्थान	1765.80	1799.99	407.10
29	सिक्किम	19.40	47.97	8.77
30	तमिलनाडु	3296.70	3317.90	1228.85
31	तेलंगाना	1067.30	1014.68	444.80
32	त्रिपुरा	85.30	115.98	24.03
33	उत्तर प्रदेश	4073.80	3554.56	511.02
34	उत्तराखंड	343.40	362.83	48.01
35	पश्चिम बंगाल	1449.30	1551.03	275.64

<u>विवरण-III</u>

जम्मू सहित एसबीएम-यू 2.0 के तहत अपशिष्ट प्रसंस्करण क्षमता और अनुमोदित अपशिष्ट प्रसंस्करण क्षमता का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा:

क्रम संख्या	**राज्य/संघ राज्य क्षेत्र**	**कुल अपशिष्ट प्रसंस्करण (%)(एमआईएस)**	**एसबीएम-यू 2.0 (टीपीडी) के तहत अनुमोदित अपशिष्ट प्रसंस्करण क्षमता**
1	आंध्र प्रदेश	90.96%	8818.09
2	अंडमान और निकोबार द्वीप समूह	97.96%	56.58
3	अरुणाचल प्रदेश	20.33%	134.50
4	असम	62.74%	1259.10
5	बिहार	27.60%	8781.77
6	चंडीगढ़	100.00%	0.00
7	छत्तीसगढ़	100.00%	2606.72
8	दादरा और नगर हवेली तथा दमन और दीव	99.46%	0.00
9	दिल्ली	80.33%	0.00

10	गोवा	97.96%	114.00
11	गुजरात	97.84%	20276.64
12	हरियाणा	74.65%	3152.29
13	हिमाचल प्रदेश	81.84%	174.29
14	जम्मू और कश्मीर	86.66%	2848.71
15	झारखंड	49.45%	522.34
16	कर्नाटक	85.48%	15235.42
17	केरल	97.69%	1613.91
18	लद्दाख	0.00%	41.12
19	मध्य प्रदेश	99.72%	7857.36
20	महाराष्ट्र	93.69%	20645.27
21	मणिपुर	53.63%	273.63
22	मेघालय	34.49%	121.50
23	मिजोरम	0.00%	324.55
24	नागालैंड	2.17%	365.82
25	ओडिशा	95.95%	1916.12
26	पुडुचेरी	94.86%	399.08
27	पंजाब	95.00%	4627.02
28	राजस्थान	58.87%	8191.74
29	सिक्किम	76.19%	37.24
30	तमिलनाडु	60.56%	14658.16
31	तेलंगाना	97.06%	10337.35
32	त्रिपुरा	96.45%	0.00
33	उत्तर प्रदेश	97.66%	18566.18
34	उत्तराखंड	96.59%	0.00
35	पश्चिम बंगाल	10.57%	12174.35

ASSISTANCE AND INCENTIVES UNDER PM SVANIDHI SCHEME

***276. SHRI BIPLAB KUMAR DEB:**

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

(a) the details of the assistance and incentives extended to beneficiaries under the PM Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) Scheme;

(b) the measures undertaken to improve financial inclusion and access to institutional credit for street vendors;

(c) whether any assessment has been made with regard to the impact of the scheme on the livelihood of street vendors, particularly in Tripura and if so, the details thereof; and

(d) the initiatives undertaken to expand the outreach of the scheme?

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

(a): Prime Minister Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) Scheme was launched on 1st June, 2020 with the objective of facilitating collateral free working capital term loans to urban street vendors. Under the restructured scheme which was approved by the Union Cabinet in August 2025, working capital term loans are provided to the street vendors in three tranches of up to ₹15,000, ₹25,000, and ₹50,000 for repayment in 12 months, 18 months, and 36 months respectively through monthly instalments. As on 12th July, 2026, 76.95 lakh street vendors have availed 1.15 crore collateral-free loans amounting to ₹18,475.06 crore under the Scheme.

To incentivise regular repayment, 7% interest subsidy is provided on regular repayment of loans under the scheme.

Under the restructured scheme, UPI-linked RuPay Credit Card has been introduced for beneficiaries who have repaid the second loan tranche.

Further, to promote digital adoption, street vendor beneficiaries are incentivized with a cashback of up to ₹100 per month for a period of 12 months

(maximum digital incentive of ₹1200), for every tranche of loan provided to the street vendor. The restructured scheme also provisions for cashback of maximum ₹100 per quarter for 4 quarters (maximum incentive of ₹400) to street vendor beneficiaries for conducting digital transactions on wholesale purchases of at least ₹2,000.

'SVANidhi se Samriddhi' component under the PM SVANidhi Scheme, was launched on 04 January, 2021, to build social security net for the beneficiaries and their family members. This facilitates linkages to eight selected Central Government welfare schemes. As on 12th July 2026, socio economic profiling is completed for 50.63 lakh PM SVANidhi beneficiaries and a total of 1.56 crore scheme sanctions have been extended to them.

(b): Prime Minister Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) Scheme is implemented to improve financial inclusion and access to institutional credit for Street Vendors. Under the Scheme, eligible street vendors are provided collateral-free working capital loans in three progressive tranches of up to ₹15,000, ₹25,000 and ₹50,000. Street vendors move to the next tranche upon timely repayment, enabling them to avail themselves of the next higher loan tranche. To reduce the cost of borrowing and encourage repayment, the Scheme provides an interest subsidy of 7% per annum on timely repayment of loans. Further, credit guarantee cover is provided to lending institutions and credit card issuers to mitigate credit risk, and encourage them to extend collateral-free credit with greater confidence.

UPI-linked RuPay Credit Cards have been introduced for beneficiaries who have repaid the second loan tranche, providing them with further access to credit to meet their immediate business/financial needs.

Applications are received through the PM SVANidhi Portal and PM SVANidhi Mobile App. Officials of Urban Local Bodies (ULBs) and Blocks assist eligible street vendors in availing loans and credit cards under the Scheme.

(c): In Tripura, since scheme inception till 12th July 2026, 6,202 street vendors have availed 9,517 collateral-free loans amounting to ₹15.88 crore.

Impact assessment studies of the PM SVANidhi Scheme were undertaken by Indian School of Business (ISB), Hyderabad in 2023 & 2025. The 2023 study was conducted in 100 Urban Local Bodies (ULBs) across the country covering more than 5,000 beneficiaries and it found that PM SVANidhi was the first loan from a bank for 95% of the beneficiaries. The 2025 study was conducted in 99 Urban Local Bodies (ULBs) across the country covering more than 5,000 beneficiaries (with around 60% of the respondents being part of the 2023 study sample) and it found that the average annualized business income among SVANidhi borrowers grew by around 20 percent, between 2023 and 2025.

Around 30 percent of borrowers across all cycles reported holding loans other than PM SVANidhi loans which underscores the scheme’s role in building credit histories for vendors who previously had little or no access to formal credit.

The study also found the scheme's impact extends well beyond business recovery. By easing credit constraints and stabilizing household cash flows, the scheme has enabled vendor families to improve living conditions, strengthen food security, enhance access to health-care, and support children's education.

(d): The PM SVANidhi Scheme was initially implemented in statutory urban areas. The eligibility was also extended to street vendors from surrounding peri-urban areas who vend within the geographical limits of Urban Local Bodies (ULBs). Under the restructured PM SVANidhi Scheme, the coverage of the scheme is expanded beyond statutory urban areas to include census towns, peri-urban areas etc in a graded manner.

To ensure wider inclusion of street vendor beneficiaries, the Ministry has undertaken several initiatives, including periodic awareness campaigns through radio jingles, television and newspaper advertisements. States and Union Territories are also regularly provided with Information, Education and Communication (IEC) materials in local languages to facilitate outreach and dissemination of scheme benefits among street vendors. Regular reviews are also conducted with States/UTs/ULBs and banks /lending institutions.

Under the scheme, MoHUA has organized various campaigns and events to enhance outreach to street vendors. After the approval of the restructured PM SVANidhi Scheme on 27th August 2025, Lok Kalyan Melas have been organized from time to time in ULBs across all States/UTs. These Melas promote awareness about the new features of the scheme and support

vendor mobilisation, loan application submission, faster loan disbursement, and digital onboarding of beneficiaries. ULBs, in collaboration with Digital Payment Aggregators (DPAs), also conduct regular digital literacy camps. To enhance digital onboarding and promote the adoption of cashless payments among street vendors, beneficiaries are provided cashback incentives.

FLOOD MANAGEMENT IN JORHAT DISTRICT OF ASSAM

***277. SHRI GAURAV GOGOI:**

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

(a) whether the Union Government has taken note of the recurring floods in Jorhat district of Assam and if so, the details thereof;

(b) the measures taken by the Union Government in coordination with the State Government of Assam to ensure availability of safe drinking water in flood-affected areas including emergency water supply and testing and treatment of contaminated water sources; and

(c) whether the Government has assessed the adequacy of existing flood control and anti-erosion measures in Jorhat district in view of the recurring floods and if so, the details thereof along with the corrective measures proposed to be taken in this regard?

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

(a) to (c): Jorhat district in Assam experiences recurring floods of varying magnitudes almost every year.

Flood management, including anti-erosion schemes, and schemes for the supply of safe drinking water in flood affected areas are formulated and implemented by the concerned State Governments as per their priorities. Government of India supplements the efforts if the State Governments by providing technical guidance and promotional financial assistance.

The Jal Jeevan Mission (JJM) is being implemented, in partnership with the States to provide potable tap water supply of prescribed quality and on regular & long-term basis to every rural household in the country. The JJM 2.0 Operational Guidelines envisage the provisions for addressing drinking water supply during natural calamities and disasters, and stipulates that:

i. States/Union Territories integrate climate-resilient measures, including source diversification, aquifer recharge and local storage systems. Each scheme has an emergency continuity plan to ensure uninterrupted water supply during droughts, floods and other disruptions.

ii. During emergencies and disasters, the Water Quality Monitoring and Surveillance framework under Jal Jeevan Mission is activated on a priority basis to ensure the continued safety of drinking water supplies. States and implementing agencies undertake immediate risk assessment of water sources and infrastructure, with enhanced frequency of water quality testing, particularly for bacteriological contamination. Disinfection measures, including chlorination are ensured at all supply points and alternate safe water arrangements are made where contamination is detected or anticipated including areas where the sources and/or supply

systems are defunct due to disaster. Village Water and Sanitation Committees (VWSCs) are mobilized for community-level surveillance and reporting, while District and State laboratories operate in a mission mode for rapid testing and response. Timely dissemination of advisories to the public regarding safe water handling and usage are ensured to prevent water-borne diseases.

iii. States utilize National and State Disaster Response Funds to restore water supply infrastructure damaged by natural calamities or internal disturbances.

Five flood management projects of the Government of Assam have been included under Flood Management and Border Areas Programme (FMBAP), in Jorhat district and central assistance of Rs 3,430.11 Lakh has been released.

Further, Brahmaputra Board, under the Department of Water Resources, River Development and Ganga Rejuvenation has prepared Master Plans of Brahmaputra Main Stem, Bhogdoi, Jhanji, Dhansiri, benefiting Jorhat district, among others, and inter-alia, include both structural and non-structural measures for flood management over the short, medium and long term basis.

The Central Water Commission also maintains 32 Flood Forecasting Stations (30 Level Forecast Stations and 2 Inflow Forecast Stations) in Assam, of which one Flood Forecasting Station, namely Neamatighat, is located on the Brahmaputra River in Jorhat District.

CONTAMINATED DRINKING WATER SOURCES

***278. SHRI BALWANT BASWANT WANKHADE:**

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

(a) the number of habitations reported to have contaminated drinking water sources due to fluoride, arsenic, iron, salinity and heavy metals since 2023, year and State/UT-wise;

(b) whether the Government has assessed the number of rural and urban households receiving potable tap water meeting Bureau of Indian Standards (BIS) drinking water standards since 2023, if so, the details thereof and if not, the reasons therefor;

(c) the details of drinking water samples tested in laboratories and through Field Testing Kits (FTKs) since 2023, year and State/UT-wise; and

(d) whether the Government maintains data on the time taken between detection of contamination through FTKs and completion of remedial action and if so, the details thereof?

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

(a) to (d): Drinking Water being a State subject, the responsibility of Planning, Designing, Approval, Implementation, Operation & Maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, is vested with State/UT Governments. The Government of India supplements the efforts of the States by providing financial, policy guidance and technical assistance.

The Jal Jeevan Mission (JJM) – Har Ghar Jal, was launched in August 2019, in partnership with States/ UTs to make provision of potable tap water

supply in adequate quantity, of prescribed quality and on regular & long-term basis to rural households. Under JJM, as per existing guidelines, Bureau of Indian Standards' BIS:10500 standards are adopted as benchmark for quality of water being supplied through the piped water supply schemes.

At the start of the Mission, only 3.24 crore (16.72%) rural households were reported to have tap water connection in the country. As on 18.07.2026, out of 19.36 crore rural households, around 15.89 crore (82.09%) rural households have been provided tap water connection.

Under JJM, while planning water supply schemes to provide tap water supply to households, priority is given to habitations affected by chemical contaminants. States/ UTs have been advised to plan and implement piped water supply schemes based on alternative safe water sources/ bulk water transfer for the villages with water quality issues. Moreover, any water supply scheme undertaken under JJM is approved after the recommendation of Source Finding Committee of the respective State Government, to the effect that the identified water source planned under the scheme, has sufficient yield for sustaining water supply as per required norm.

In consultation with various stakeholders 'Concise Handbook for Monitoring Water Quality of Piped Drinking Water Supply to Rural Households' was released in December 2024 for guidance to States/ UT's. This handbook recommended for a comprehensive testing of drinking water samples at various testing points such as source, treatment plant, storage and distribution points, and remedial action wherever necessary, to ensure that the water

supplied to households is of prescribed quality (BIS:10500). The recommended remedial actions include the immediate closure of chemically contaminated water sources, notifying the result to the relevant authorities and affected communities, providing safe drinking water as per JJM guidelines (at least 8-10 lpcd) through a safe source or through alternate means immediately within 24 hrs till piped water supply is restored, implementing emergency treatment measures, actions such as cleaning of OHTs, check pipe line leakage, etc. within 7 days, testing all basic and area-specific chemical as well as bacteriological parameters, and, if found safe, restore water supply from a safe source in case of chemical contaminants. On the other hand, in case of bacterial contamination, immediate action (within 24 hrs) must be taken, which includes proper disinfection, intimate concern for authority and affected communities, and temporary arrangement to provide safe drinking water through tankers (8 -10 lpcd).

The State/ UT-wise details of numbers of drinking water samples tested during 2023-24, 2024-25, 2025-26 and 2026-27 are given in the enclosed **Statement**.

Ministry of Housing and Urban Affairs (MoHUA) has informed that Atal Mission for Rejuvenation and Urban Transformation (AMRUT) launched in the year 2015 in selected 500 cities and towns across the country was focused on development of basic infrastructure in the sectors of water supply, sewerage and septage management, etc. To expand the coverage, AMRUT 2.0 was launched in the year 2021 in all Urban Local Bodies (ULBs)/ cities, enabling

the cities to become 'self-reliant' and 'water secure'. Through AMRUT and AMRUT 2.0, and in convergence with the States, about 270 lakh water tap connections have been provided in urban areas across the country.

STATEMENT

The State-wise details of water quality testing reported by States/UTs

S. No.	State	FY 2023-24		FY 2024-25		FY 2025-26		FY 2026-27	
		No. of samples tested in laboratory	No. of samples tested using FTKs	No. of samples tested in laboratory	No. of samples tested using FTKs	No. of samples tested in laboratory	No. of samples tested using FTKs	No. of samples tested in laboratory	No. of samples tested using FTKs
1.	A&N Islands	984	351	1,172	160	2,723	1,552	666	92
2.	Andhra Pr.	6,99,999	4,64,831	6,86,179	2,76,342	7,15,401	3,56,507	2,03,602	1,36,400
3.	Arunachal Pr.	39,238	33,490	22,271	10,689	10,364	3,904	1,523	122
4.	Assam	2,97,405	12,14,852	2,70,466	8,37,769	2,05,120	4,24,494	61,276	86,996
5.	Bihar	1,60,783	49,736	2,74,547	1,412	1,36,626	29,557	46,153	24,262
6.	Chhattisgarh	1,23,175	2,97,229	1,60,891	2,03,657	1,01,593	1,11,981	30,333	39,353
7.	DDNH	-	3,060	-	178	-	-	-	-
8.	Goa	10,336	22	13,660	-	7,530	-	833	-
9.	Gujarat	1,53,057	2,92,444	71,204	4,25,718	3,12,531	2,80,206	1,26,567	33,172
10.	Haryana	69,702	37,996	60,757	16,896	44,717	252	19,130	6,366
11.	Himachal Pr.	2,20,428	1,47,982	2,41,458	1,30,389	2,75,154	2,78,346	72,519	30,463
12.	Jammu & Kashmir	2,53,364	34,793	2,66,547	2,129	3,10,370	33	98,899	83
13.	Jharkhand	2,14,431	7,85,488	2,18,562	6,99,655	2,10,621	2,85,324	74,109	4,47,843
14.	Karnataka	2,66,532	2,15,742	3,21,759	9,21,677	2,56,206	8,01,512	1,05,056	13,06,825
15.	Kerala	6,36,043	2,27,651	7,00,732	612	3,63,041	9,899	94,137	4,780
16.	Ladakh	7,706	1,809	10,229	623	8,325	462	672	13
17.	Lakshadweep	6,880	475	7,897	-	3,576	20	814	-
18.	Madhya Pr.	5,74,409	6,56,077	5,74,798	3,52,198	4,88,653	1,70,645	2,39,906	2,59,465
19.	Maharashtra	6,42,396	2,46,187	5,87,570	3,56,666	5,47,688	3,60,170	2,21,392	1,47,047

20.	Manipur	17,413	16,352	19,508	11,085	5,773	1,462	1,157	768
21.	Meghalaya	51,836	17,172	40,657	14,606	37,580	9,980	21,165	11,194
22.	Mizoram	29,224	7,381	21,908	3,377	7,788	1,198	2,628	181
23.	Nagaland	7,947	20,249	6,751	15,590	1,258	6,279	449	369
24.	Odisha	2,60,445	4,02,332	2,72,406	2,49,298	2,42,555	3,82,149	91,098	54,142
25.	Puducherry	818	-	287	18	-	-	-	45
26.	Punjab	33,107	1,46,504	67,481	1,14,956	69,953	90,637	23,279	55,835
27.	Rajasthan	1,98,476	3,64,778	1,80,063	66,845	73,144	10,495	13,594	15,408
28.	Sikkim	15,527	9,566	17,297	5,803	8,436	49	3,460	581
29.	Tamil Nadu	8,48,706	9,12,785	9,07,742	4,40,081	9,43,022	47,997	3,53,094	1,80,077
30.	Telangana	2,91,673	1	2,85,183	-	2,78,446	-	89,247	16
31.	Tripura	50,701	61,371	82,287	52,494	55,538	20,593	18,976	5,977
32.	Uttar Pr.	6,23,246	35,89,028	0,67,899	38,34,685	8,25,798	10,26,956	1,78,830	6,20,567
33.	Uttarakhand	1,19,958	34,975	1,25,553	1,520	1,06,444	33	43,250	-
34.	West Bengal	5,74,096	5,61,487	6,82,526	3,37,058	4,74,910	2,74,735	91,110	24,998
Total		**75,00,041**	**1,08,54,196**	**82,68,247**	**93,84,186**	**71,30,884**	**49,87,427**	**23,28,924**	**34,93,440**

* As on date

Source: JJM-WQMIS

स्मार्ट सिटी मिशन का कार्यान्वयन

***279. श्रीमती मालविका देवी:**

श्री धैर्यशील संभाजीराव माणे:

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने देशभर में स्मार्ट सिटी मिशन (एससीएम) के कार्यान्वयन और समग्र कार्य-निष्पादन का कोई आकलन किया है और यदि हां, तो शहर-वार तत्संबंधी ब्यौरा और उसके प्रमुख निष्कर्ष क्या रहे;

(ख) इस मिशन के अंतर्गत देश भर में एकीकृत कमान और नियंत्रण केन्द्रों (आईसीसीसी) की स्थिति सहित स्वीकृत, पूर्ण, प्रचालनरत और कार्यान्वित की जा रही परियोजनाओं का शहर-वार ब्यौरा क्या है;

(ग) क्या सरकार ने उक्त मिशन के अंतर्गत परियोजनाओं की निगरानी, पारदर्शिता, जवाबदेही और समय पर निष्पादन को सुदृढ़ करने के लिए कोई उपाय किए हैं और यदि हां, तो तत्संबंधी शहर-वार ब्यौरा क्या है;

(घ) इस मिशन के अंतर्गत परियोजनाओं के कार्यान्वयन की निगरानी के लिए डिजिटल प्लेटफार्मों, तृतीय पक्ष संपरीक्षा और अन्य निगरानी तंत्रों के उपयोग का ब्यौरा क्या है;

(ङ) शहरी शासन, नागरिक केन्द्रित सेवा प्रदाय में सुधार लाने और शहरों की दीर्घकालिक संधारणीयता के लिए इस मिशन के अंतर्गत सृजित परिसंपत्तियों और डिजिटल अवसंरचना का किस प्रकार लाभ उठाने का प्रस्ताव है;

(च) क्या देशभर के प्रमुख शहरी क्षेत्रों में उक्त मिशन या संबंधित डिजिटल और शहरी अवसंरचना परियोजनाओं के विस्तार के लिए कोई प्रस्ताव विचाराधीन है और यदि हां, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है; और

(छ) क्या सरकार के पास देश के जनजातीय और विकासशील क्षेत्रों में स्मार्ट सिटी मिशन के अंतर्गत विकसित प्रौद्योगिकीय उपायों और शहरी शासन साधनों को गैर-चयनित टियर-2

और टियर-3 नगर निकायों में भी उपयोग और विस्तारित करने के लिए कोई प्रस्ताव या नीतिगत ढांचा मौजूद है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्री; तथा विद्युत मंत्री (श्री मनोहर लाल):

(क): जी, हां। सितंबर, 2025 में प्रकाशित 'पैकेज 4 – शहरी परिवर्तन और कौशल विकास में केंद्र प्रायोजित योजनाओं का मूल्यांकन' शीर्षक वाली अपनी रिपोर्ट में नीति आयोग ने निष्कर्ष निकाला है कि स्मार्ट सिटीज मिशन (एससीएम) राष्ट्रीय शहरी प्राथमिकताओं और नागरिकों की आवश्यकताओं के अनुरूप है तथा संयुक्त राष्ट्र के अनेक सतत विकास लक्ष्यों में महत्वपूर्ण योगदान देता है। रिपोर्ट के अनुसार, मिशन ने 8,063 परियोजनाओं में से 93% की उच्च परियोजना पूर्णता दर तथा एकीकृत कमांड एवं नियंत्रण केंद्रों (आईसीसीसी) की 100% पूर्णता प्राप्त की है, जिसके परिणामस्वरूप शहरों में रहने योग्य स्थिति, आवाजाही, सुरक्षा और पर्यावरणीय परिणामों में उल्लेखनीय सुधार हुए हैं।

(ख): एससीएम के तहत, इस मिशन शुरुआत से 1,64,811 करोड़ रुपये की 8,064 परियोजनाएं शुरू की गईं। राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई रिपोर्ट के अनुसार 31.03.2026 तक, 1,56,257 करोड़ रुपये की 7,790 परियोजनाएं (97%) पूरी की जा चुकी हैं। सभी 100 स्मार्ट शहरों में आईसीसीसी स्थापित किए गए हैं।

स्मार्ट सिटी परियोजनाओं की राज्य/संघ राज्य क्षेत्र-वार और शहर-वार स्थिति संलग्न **विवरण** में दी गई है।

(ग) और (घ): स्मार्ट सिटीज मिशन (एससीएम) का समापन 31.03.2025 को हो गया है। आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) ने एससीएम के अंतर्गत परियोजनाओं की प्रगति में तेजी लाने के लिए बहु-स्तरीय समीक्षा व्यवस्था का पालन किया। राष्ट्रीय स्तर पर, कार्यान्वयन की निगरानी आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) के सचिव की अध्यक्षता वाली एक शीर्ष समिति द्वारा की गई। राज्य स्तर पर, मिशन के कार्यान्वयन की निगरानी मुख्य सचिव की अध्यक्षता वाली राज्य स्तरीय उच्चाधिकार प्राप्त संचालन समिति (एचपीएससी) द्वारा की गई।

शहर स्तर पर, सभी 100 शहरों के लिए विभिन्न हितधारकों के बीच परामर्श प्रदान करने और सहयोग को सक्षम बनाने हेतु स्मार्ट सिटी सलाहकार मंच (एससीएएफ) की स्थापना का प्रावधान था।

मिशन के अंतर्गत परियोजनाओं की भौतिक एवं वित्तीय प्रगति की प्रभावी निगरानी एवं मूल्यांकन के लिए भू-स्थानिक प्रबंधन सूचना प्रणाली (जीएमआईएस) पोर्टल के माध्यम से की गई।

इसके अतिरिक्त, 31.03.2025 को एससीएम के समापन के पश्चात्, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) ने सभी राज्यों/संघ राज्य क्षेत्रों को दिनांक 10 जून, 2025 की परामर्शिका संख्या 27 जारी की है। परामर्शिका के अनुसार, विशेष प्रयोजन तंत्र (एसपीवी) को एससीएम परियोजनाओं को समय पर पूरा करना सुनिश्चित करने तथा अर्जित परिसंपत्तियों के लिए प्रचालन एवं अनुरक्षण (ओ एंड एम) योजनाएँ तैयार करने की सलाह दी गई।

(ङ): आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) द्वारा दिनांक 10 जून, 2025 को जारी परामर्शिका संख्या 27 के अनुसार, एसपीवी को आईसीसीसी का उपयोग शहर परिचालन प्रणालियों तथा राज्य विश्लेषणात्मक केंद्रों के रूप में करने तथा परिचालन नियंत्रण को अधिमानतः शहरी विकास विभागों के पास बनाए रखने की सलाह दी गई। आईसीसीसी कार्यों के प्रबंधन के लिए एसपीवी सेवा-संबद्ध राजस्व प्राप्त कर सकते हैं। राज्यों और संघ राज्य क्षेत्रों को उनके संबंधित मुख्य सचिव की अध्यक्षता वाली उच्चाधिकार प्राप्त संचालन समितियों (एचपीएससी) के माध्यम से शहरी क्षेत्र की प्राथमिकताओं का निर्धारण करने तथा उन क्षेत्रों की पहचान करने के लिए प्रोत्साहित किया गया है, जहाँ एसपीवी कार्यनीतिक भूमिका निभाना जारी रख सकते हैं। इसके अतिरिक्त, आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) ने आईसीसीसी को नगर निगम प्रशासन के अंतर्गत संबंधित विभागों के साथ एकीकृत करने तथा शहरी स्थानीय निकायों (यूएलबी) को सेवाएं प्रदान करने के लिए प्रोत्साहित किया है।

(च): जी, नहीं।

(छ): स्मार्ट सिटीज मिशन (एससीएम) का उद्देश्य 100 शहरों को सतत एवं प्रौद्योगिकी आधारित शहरी विकास के प्रतिरूप मॉडल के रूप में विकसित करना था, ताकि वे अन्य शहरों के लिए "प्रकाश-स्तंभ" के रूप में कार्य कर सकें। बहु-क्षेत्रीय परियोजनाओं के कार्यान्वयन से एकीकृत योजना-निरूपण, संमिलन, प्रशासन तथा प्रौद्योगिकी को अपनाने के क्षेत्र में महत्वपूर्ण व्यावहारिक अनुभव प्राप्त हुए हैं। इन अनुभवों का उपयोग राज्य सरकारों/संघ राज्य क्षेत्र द्वारा शहरों को विस्तार योग्य एवं प्रतिरूप संबंधी समाधानों को अपनाने में मार्गदर्शन प्रदान करने के लिए किया जा सकता है, जिससे चयनित शहरों से आगे भी स्मार्ट सिटीज मिशन (एससीएम) के प्रभाव का विस्तार हो सके तथा देश-भर में व्यापक शहरी परिवर्तन को बढ़ावा मिल सके।

विवरण

स्मार्ट सिटी परियोजनाओं की राज्य/संघ राज्य क्षेत्र-वार और शहर-वार स्थिति

(राशि करोड़ रुपये में)

क्रम संख्या	**शहर का नाम**	**राज्य का नाम**	**कुल परियोजनाएं**		**पूर्ण परियोजनाएं**	
			परियोजनाओं की संख्या	**परियोजनाओं की लागत**	**परियोजनाओं की संख्या**	**परियोजनाओं की लागत**
1	पोर्ट ब्लेयर	अंडमान और निकोबार द्वीप समूह	18	511	9	72
2	अमरावती	आंध्र प्रदेश	19	903	14	746
3	काकीनाडा	आंध्र प्रदेश	92	1,908	80	1,731
4	तिरुपति	आंध्र प्रदेश	104	2,083	92	1,649
5	विशाखापत्तनम	आंध्र प्रदेश	65	1,695	63	1,613
6	ईटानगर	अरुणाचल प्रदेश	32	521	25	422
7	पासीघाट	अरुणाचल प्रदेश	43	512	41	458
8	गुवाहाटी	असम	21	755	21	755
9	भागलपुर	बिहार	27	1,504	26	1,494
10	बिहारशरीफ	बिहार	61	1,449	57	1,252
11	मुजफ्फरपुर	बिहार	30	860	26	747
12	पटना	बिहार	34	1,430	34	1,430
13	चंडीगढ़	चंडीगढ़	97	2,694	97	2,694
14	अटल नगर	छत्तीसगढ़	52	944	52	944
15	बिलासपुर	छत्तीसगढ़	126	1,765	118	1,605
16	रायपुर	छत्तीसगढ़	342	1,745	337	1,696
17	सिलवासा	दादरा और नगर हवेली	29	853	14	432
18	दीव	दमन और दीव	52	1,148	43	1,093
19	एनडीएमसी	दिल्ली	127	997	121	884

20	पणजी	गोवा	51	1,051	50	1,043
21	अहमदाबाद	गुजरात	70	2,655	69	2,626
22	दाहोद	गुजरात	36	984	36	984
23	गांधीनगर	गुजरात	43	1,046	42	846
24	राजकोट	गुजरात	71	2,184	71	2,184
25	सूरत	गुजरात	87	2,694	87	2,694
26	वडोदरा	गुजरात	52	1,943	52	1,943
27	फरीदाबाद	हरियाणा	44	929	35	763
28	करनाल	हरियाणा	117	1,207	105	801
29	धर्मशाला	हिमाचल प्रदेश	80	656	77	611
30	शिमला	हिमाचल प्रदेश	211	896	208	840
31	जम्मू	जम्मू और कश्मीर	127	2,969	125	2,940
32	श्रीनगर	जम्मू और कश्मीर	161	3,634	157	3,532
33	रांची	झारखंड	26	1,847	26	1,847
34	बेलगावी	कर्नाटक	217	2,780	212	2,722
35	बेंगलुरु	कर्नाटक	57	1,054	56	1,031
36	दावणगेरे	कर्नाटक	128	1,976	127	1,947
37	हुबली-धारवाड़	कर्नाटक	81	1,950	79	1,835
38	मंगलुरु	कर्नाटक	105	2,579	98	2,484
39	शिवमोग्गा	कर्नाटक	112	1,381	112	1,381
40	तुमकुरु	कर्नाटक	217	2,099	217	2,099
41	कोच्चि	केरल	98	1,761	96	1,734
42	तिरुवनंतपुरम	केरल	79	1,242	77	1,179
43	कवरत्ती	लक्षद्वीप	12	289	8	11
44	भोपाल	मध्य प्रदेश	82	2,791	82	2,791
45	ग्वालियर	मध्य प्रदेश	84	1,633	81	1,416
46	इंदौर	मध्य प्रदेश	231	3,751	231	3,751
47	जबलपुर	मध्य प्रदेश	130	2,197	130	2,197
48	सागर	मध्य प्रदेश	80	1,782	78	1,607
49	सतना	मध्य प्रदेश	86	1,363	83	1,262
50	उज्जैन	मध्य प्रदेश	95	1,613	93	1,589
51	औरंगाबाद	महाराष्ट्र	47	2,835	45	2,690
52	कल्याण-डोंबिवली	महाराष्ट्र	19	1,245	16	721
53	नागपुर	महाराष्ट्र	47	1,768	40	1,588
54	नासिक	महाराष्ट्र	53	3,197	52	3,026
55	पिंपरी-चिंचवाड़	महाराष्ट्र	25	1,304	24	1,172
56	पुणे	महाराष्ट्र	55	3,333	55	3,333
57	सोलापुर	महाराष्ट्र	49	1,587	49	1,587
58	ठाणे	महाराष्ट्र	52	1,712	50	1,402
59	इंफाल	मणिपुर	27	513	23	346
60	शिलांग	मेघालय	13	517	10	453
61	आइजोल	मिजोरम	45	508	33	290

62	कोहिमा	नागालैंड	40	689	40	689
63	भुवनेश्वर	ओडिशा	32	2,072	31	2,057
64	राउरकेला	ओडिशा	75	1,517	73	1,370
65	पुडुचेरी	पुडुचेरी	80	595	70	328
66	अमृतसर	पंजाब	44	1,911	42	1,805
67	जालंधर	पंजाब	78	1,186	74	1,023
68	लुधियाना	पंजाब	82	1,389	74	1,320
69	अजमेर	राजस्थान	179	2,224	178	2,209
70	जयपुर	राजस्थान	170	2,545	168	2,483
71	कोटा	राजस्थान	87	2,154	86	2,139
72	उदयपुर	राजस्थान	143	1,717	143	1,717
73	गंगटोक	सिक्किम	29	744	28	735
74	नामची	सिक्किम	26	917	24	781
75	चेन्नई	तमिलनाडु	49	1,104	48	1,097
76	कोयंबटूर	तमिलनाडु	72	1,455	72	1,455
77	इरोड़	तमिलनाडु	55	1,304	55	1,304
78	मदुरै	तमिलनाडु	16	1,900	16	1,900
79	सलेम	तमिलनाडु	114	1,861	114	1,861
80	तंजावुर	तमिलनाडु	103	996	102	989
81	थूथुकुडी	तमिलनाडु	75	1,038	75	1,038
82	तिरुचिरापल्ली	तमिलनाडु	83	1,548	83	1,548
83	तिरुनेलवेली	तमिलनाडु	81	1,817	81	1,817
84	तिरुपुर	तमिलनाडु	28	2,833	28	2,833
85	वेल्लोर	तमिलनाडु	53	2,096	52	2,083
86	ग्रेटर वारंगल	तेलंगाना	119	1,800	103	1,499
87	करीमनगर	तेलंगाना	49	1,094	40	1,022
88	अगरतला	त्रिपुरा	77	808	77	808
89	आगरा	उत्तर प्रदेश	62	2,369	62	2,369
90	अलीगढ़	उत्तर प्रदेश	52	1,830	51	1,730
91	बरेली	उत्तर प्रदेश	88	1,476	88	1,476
92	झांसी	उत्तर प्रदेश	78	1,868	78	1,868
93	कानपुर	उत्तर प्रदेश	91	3,060	91	3,060
94	लखनऊ	उत्तर प्रदेश	103	2,126	102	2,115
95	मुरादाबाद	उत्तर प्रदेश	41	1,503	41	1,503
96	प्रयागराज	उत्तर प्रदेश	146	2,295	145	2,250
97	सहारनपुर	उत्तर प्रदेश	115	1,292	114	1,245
98	वाराणसी	उत्तर प्रदेश	117	3,342	117	3,342
99	देहरादून	उत्तराखंड	33	1,144	32	939
100	न्यू टाउन कोलकाता	पश्चिम बंगाल	226	1,460	225	1,435
	कुल		**8,064**	**1,64,811**	**7,790**	**1,56,257**

(31.03.2026 **तक राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई रिपोर्ट के अनुसार)**

DAMAGE TO ROADS AND FLYOVERS

***280. CAPTAIN VIRIATO FERNANDES:**

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

(a) the total number and details of National Highway (NH) road sections built by the Ministry that have caved in, failed or suffered major structural damage since 2014 due to contractor negligence;

(b) the total number and details of flyovers built along National Highways that have collapsed or failed since 2014, State-wise;

(c) the total number and details of contractors or firms involved in construction of roads penalised and/or blacklisted for failure of roads and/or flyovers along NH;

(d) the total number and the details of cases where flooding in low lying areas/agricultural fields have been reported due to faulty construction of NH across the country since 2014, State- wise; and

(e) the total number and details of land slides reported along NHs across the country since 2014, State-wise?

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

(a) to (c): All efforts are made to ensure that the National Highways (NHs) are constructed as per stipulated quality standards specified in the Indian Roads Congress (IRC) specifications and codes. To ensure that highway construction adheres to stipulated quality standards, Consultants (Authority’s Engineer/

Independent Engineers- AE/IE) are appointed by the executing agencies for day-to-day supervision of works at site. Officials of executing agencies undertake inspections from time to time and ensure adherence of conformity of quality of the work done by the Concessionaire/ Contractors with stipulated requirements. In addition, Third-Party Quality Auditors are deployed for independent quality audits of NH works on a case-to-case basis.

State / Union Territory (UT) – wise details of projects involving caving in, major failures or major structural damage on NHs including on bridges and flyovers due to various factors including negligence on part of Contractors and action taken against Contractors/ Concessionaires/ AE/IE etc. since 2014 are given in the enclosed **Statement-I**. Action against defaulting agencies has been taken as per the provisions of the Contract/ Concession agreement in case of deficiencies/ damages, such as termination of contract agreement, levying of penalties/ liquidated damages, debarment/ blacklisting, declaring as non-performers etc.

(d): Drainage systems on NHs are designed keeping in mind expected traffic, importance and configuration of road, sources of water, hydrology and hydro-geologic conditions of catchment area, geometric characteristics of the road, presence of extreme gradients and cross slope, areas of excavation and landfill, existing drainage systems, etc. However, localized issues in drainage systems are caused due to non-clearance of existing drainage system, blockage of the drainage outfall by unauthorized construction, poor maintenance of drainage system in some cases and unprecedented rainfall

leading to flooding of drainage systems and low-lying areas/ agricultural fields near the NHs.

State / UT – wise details of major incidents of flooding of low-lying areas/ agricultural fields in NHs stretches reported due to faulty construction since 2014 and corrective actions taken are given in the enclosed **Statement-II**.

(e): Generally, incidents of extreme rainfall and landslides are witnessed in the Himalayan Region and Western Ghat sections causing large scale damages to infrastructure including NH sections. Removal of debris and necessary measures for restoration of NH section to traffic-worthy condition are taken on an immediate basis by the concerned executing agencies. Long-term Remedial Measures of Landslide Prone Areas on NHs are also taken up from time-to-time based on details.

State / UT – wise details of major Incidents of landslides in NHs stretches reported since 2014 and corrective actions taken are given in the enclosed **Statement-III**.

The Government has taken various initiatives for developing disaster resilient NH infrastructure in Hilly States/ UTs, such as:

i. Memorandum of Understanding (MoU) signed with Tehri Hydro Development Corporation India Ltd. (THDCIL) for specialized landslide treatment measures for the State of Uttarakhand, Arunachal Pradesh and Mizoram.

ii. Decision taken in November, 2024 for implementation of “Cost-effective Long-term Remedial Measures of Landslide Prone areas in Hilly region” as per Expert Committee Report.

iii. Decision taken in November, 2025 through policy initiative on "Additional Augmented and Systematic Remedial Measures to Address concerns regarding Construction of National Highways in Hilly Regions and Amendments to the Request For Proposal (RFP) for Detailed Project Report (DPR)/Engineering, Procurement and Construction (EPC) Document thereof” in order to:

   a. improve the quality of DPRs;

   b. ensure adequate provisions of hill slope protection measures;

   c. improvement in construction practice in hilly terrain;

   d. ensure implementation of slope cutting and stabilization works in the first instance to be followed up by road construction works for NHs in Hilly/Mountainous terrain;

   e. monitoring and early warning system for potential landslides.

iv. Decision taken in July, 2026 through policy initiatives on “Specification including mandatory Certification and Quality Assurance for Rockfall Mitigation Measures for National Highways Projects” elaborating comprehensively on necessary checks and balances regarding ensuring adherence to quality standards and obligations of contractors and field offices.

v. MoU signed with Defence Geo-informatics Research Establishment (DGRE) for Technological collaboration of Geo-hazard mitigation measures on NHs.

vi. MoU signed with Geological Survey of India (GSI) on Geological investigation for tunnels and sharing of data for Geohazard Studies.

vii. MoU signed by NHIDCL with National Institute of Rock Mechanics (NIRM) for broad area of collaboration in:

   a. geotechnical Investigation scrutiny for tunnel projects, road projects,

   b. review/ proof check of design and drawings of tunnel during DPR /construction stage,

   c. checking of adequacy of instrumentation and monitoring devices, tunnel safety audit,

   d. formulation of scientific investigation based on rock mechanics and rock engineering for work package,

   e. training to officials, etc.

viii. MoU signed with NIRM for peer review of Detailed Project Report for Shillong – Silchar Greenfield high speed corridor.

ix. Research scheme taken up through Indian Institute of Technology (IIT) Roorkee for Development of Guidelines for the Assessment of Hillslope Instability using Instrumentation & Real Time Monitoring.

STATEMENT-I

State / Union Territory (UT) – wise details of projects involving caving in, major failures or major structural damage on NHs including on bridges and flyovers due to various factors including negligence on part of Contractors and action taken against Contractors/ Concessionaires/ AE/IE etc. since 2014:

State / UT	Projects involving caving in, major failures or major structural damage on NHs including on bridges and flyovers			
	Year	No. of projects	Penalty Imposed	Other penal action
Andhra Pradesh	2021	1	Rs. 40.00 lakh on IE Rs. 3.0 Cr on contractor	
Arunachal Pradesh	2024	1	5% of Contract value on Contractor	
Bihar	2020	1		Contractor debarred for 3 years.
	2022	2		Key personnel of Contractor and AE/IE suspended
	2023	2	Rs. 25 Cr on Contractor	Key personnel of Contractor and AE/IE suspended
	2024	1		Key personnel of Contractor suspended
Himachal Pradesh	2022	1		Rectification done at Contractors own cost
Gujarat	2020	1		Contractor debarred for 2 years
Haryana	2020	1	Rs. 3.00 Cr on Contractor	Debarment of Team Leader of IE. Repairs on the cost of Contractor.
	2021	1	Rs. 6.67 cr on Contractor & Rs. 20 Lakhs on AE	Contractor and AE blacklisted for 3 months
	2024	2	Total Rs. 90 lakhs on Contractors	Rectification done at Contractors own cost
Jammu & Kashmir	2022	1	1% of project cost on EPC Contractor	Contractor blacklisted

State / UT	Projects involving caving in, major failures or major structural damage on NHs including on bridges and flyovers			
	Year	No. of projects	Penalty Imposed	Other penal action
Gujarat	2025	1	Rs. 2.80 cr. on Contractor	
Karnataka	2024	1		Contractor debarred for 1 month
	2025	1		Rectification done at Contractors own cost
Kerala	2020	1	Rs. 1.00 Cr on Contractor, Rs. 20 lakhs on AE	Project Manager of Contractor and Team Leader and Bridge Engineer terminated from project
	2024	1		Rectification done at Contractors own cost
	2025	7	Total Rs. 31.245 Cr on Contractors and Rs. 5 lakhs on IE	Key personnel of Contractor and AE/IE suspended in 1 project Contractor and AE/IE debarred in 2 projects
Madhya Pradesh	2025	2	Rs. 119 Cr on Contractor	
Maharashtra	2020	1	Rs. 41.32 Cr on Contractor in 1 project	
	2021	1		Debarment of Contractor for 9 months
	2024	4	Rs. 3.94 Cr in total on Contractors Penalty of Rs. 20 lakhs on AE	Key Personnel of Contractor and AE suspended in 2 nos. projects
	2026	2	Rs. 75 lakhs on Contractor and Rs. 12.50 lakhs on AE	
Telangana	2022	1	Rs. 134.78 Cr on Contractor	
Tamil Nadu	2021	1	Rs. 3.0 Cr on Contractor	

State / UT	Projects involving caving in, major failures or major structural damage on NHs including on bridges and flyovers			
	Year	**No. of projects**	**Penalty Imposed**	**Other penal action**
	2023	1		Rectification done at Contractors own cost
	2025	1	Rs. 7.21 cr on contractors & Rs. 5 lakhs on IE	
Uttar Pradesh	2026	5		Termination of Contractor in 1 project; Project Manager of Contractor and Team Leader of AE for 1 no. of project; TL and RE of IE and Project Manager (Maintenance) of Contractor debarred for 2 years for 1 no. of project.
Uttarakhand	2023	1		Rectification done at Contractors own cost
West Bengal	2024	2	Rs. 4.19 Cr on Contractors & Rs. 5 lakhs on AE/IE	
	2026	1		Toll has been suspended, Key Personnel of IE and Concessionaire suspended
Odisha	2022	1		Keep personnel of AE/IE and Contractor suspended
	2023	1	Rs. 5.30 Cr on Contractor and Rs. 25 lakhs on IE	Debarment of DPR consultant for 1 year
Assam	2024	1		Contractor debarred for 4 months
Meghalaya	2025	1	Rs. 20 lakhs on Contractor	
Delhi	2023	1		Rectification done at Contractors own cost

STATEMENT-II

State / Union Territory (UT) – wise details of major incidents of flooding of low-lying areas/ agricultural fields in NHs stretches due to faulty construction reported since 2014:

S. No.	State	Stretch / NH No.	Year	Incident / Finding	Repair / Action Taken
1	Telangana	Kandi–Ramsanpalle / NH-161	2025	Water stagnation over 150 m at Ch. 0+295, Trumpet Interchange.	Box culvert constructed at the location.
2	Maharashtra	Kagal–Satara, Package-I &II / NH-48	2019, 2021	Submergence at several locations due to flooding.	Raising of FRL considered in ongoing six-laning project; Elevated flyover under construction on Panchganga River.
4	Maharashtra	Paijarwadi–Yavaluj–Chokak (Kolhapur Bypass) / NH-166	2021, 2023, 2024, 2025	Submergence during heavy rainfall	Kolhapur Bypass under construction; Elevated corridor proposed at the location, DPR of which is initiated.

STATEMENT-III

State / Union Territory (UT) – wise details of major incidents of landslides in NHs stretches reported since 2014:

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
Arunachal Pradesh	1	Lalpul-Manmao-Changlang – NH-215	2025, 2026	Landslides occurred at Ch. 67+200, 19+200 and 7+800, with affected lengths up to 100 m.	Debris cleared and road opened to traffic.
	2	Khonsa–Tissa–Longding Section (LTK Road) – NH-215	2024	Landslide-prone locations at Ch. 21.440, 24.690 and	Slope protection and landslide mitigation work taken up.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
				28.295 (Luthong Point), including pavement sinking.	
	3	Hukanjuri–Khonsa Road (HK Road) – NH-315A	2025	Flash flood washed out road formation from Ch. 10.088 to 10.170 and major landslide occurred at Ch. 12.900 to 12.990.	Slope protection and landslide mitigation taken up.
	4	Changlang–Khonsa Road (CK Road) – NH-215	2025, 2026	Major landslide-cum-sinking area at Ch. 41.495–41.540 and landslide at Ch. 7.000.	DPR prepared for permanent slope protection/mitigation; temporary restoration and clearance undertaken.
	5	Pasighat-Pangin Road Section – NH-13	2024, 2025, 2026	Landslide-prone locations reported at several points along the Pasighat-Pangin Road; formation breaches also occurred at Km 6.100, 7.200, 20.200, 43.200 and 47.100, with approach breach at Km 57.300.	Slope protection/mitigation completed.
	6	Pasighat-Singer Section – NH-513	2023, 2025, 2026	Landslide-prone locations reported at several points between Km 3.900 and 18.000.	Temporary restoration completed, slope protection and landslide mitigation taken up.
	7	Singer-Sijhon Section – NH-513	2025, 2026	Landslide locations reported at Km 22.500, 25.200, 25.780, 27.980, 33.780, 33.880, 34.500 and 37.485.	Temporary restoration completed, slope protection and landslide mitigation taken up.
	8	Sijhon-Gobuk Section – NH-513	2023, 2025	Landslide-prone locations reported at several points between Km 44.005 and 79.900; formation	Slope protection and landslide mitigation taken up.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
				breach at Km 51.000.	
	9	Gobuk-Yingkiong Section – NH-513	2023, 2025, 2026	Landslide locations reported at Km 87.824, 88.470, 90.774, 96.000, 101.814 and 112.500.	Slope protection and landslide mitigation taken up; debris cleared.
	10	NH-113 – Arrowa-Khupa-Hayuliang	2024, 2025, 2026	Landslides occurred at Ch. 77+500, 84+400, 82+600 and 87+650.	Repair work carried out at Ch. 77+500; road opened to traffic.
	11	NH-13 – Demwe-Brahmakund (OTI)	2026	Landslides occurred at Ch. 740+840 and 742+050.	Landslide cleared. Repair work underway after road washout.
	12	Nrimbanglo–Jatinga Junction–Harangajao, NH-27	2026	Multiple landslides at Ch. 24+300, 43+100 and 44+600 causing slope failures, debris deposition and traffic disruption.	Debris cleared; slope benching, pile and gabion retaining wall works undertaken.
	13	Hathikali–Nrimbanglo, NH-27	2024	Rainfall-induced mud/debris flow and hill slips at Ch. 97+280 and 122+500.	Debris removed; drains and pavement restored.
	14	Balachera–Silchar, NH-27	2025	Heavy landslide debris between Ch. 292+350–292+900 damaged drains and pavement.	Debris removed; drains and pavement restored.
	15	Tarajuli–Doloihat Tiniali–Lakhimpur–Charaimoria–Balijan–Gogamukh, NH-15	2025, 2026	Landslide, muck and mud flow at Km 308.800–310.000 causing partial traffic blockage.	Landslide removed.
	16	Km 315.315–344.000, NH-715 (Old NH-37)	2025, 2026	Landslide, muck and mud flow at Km 336.620–338.450 causing partial traffic blockage.	Landslide removed.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	17	NH-27 – Balachera to Harangajao	2025, 2026	Landslides occurred at multiple locations due to heavy rainfall, affecting LHS in 2025 and RHS in 2026.	Clearance of slush, earth and debris undertaken.
Goa	18	Patradevi–Karaswada, NH-66	2024	Landslide at Km 486+825–487+095 near Malpe, covering carriageway and damaging retaining wall.	Stepped benching, hydroseeding, wire mesh with geosynthetic mat and U-pin anchors; drainage provided.
	19	Zuari Bridge Approaches, NH-66	2024	Landslide at Km 532+300–532+600 near Zuari Bridge, covering service road with debris.	Gabion wall, geogrid, structural backfill, berm drains and perforated drainage provided.
	20	Km 84–143 of NH-748	2025	Landslide at Km 87 near Anmod Ghat; half lane dislodged and slipped into valley.	Retaining wall using micropiles and grouted soil nailing.
Himachal Pradesh	21	Parwanoo–Solan, NH-22	2023	Heavy rainfall damaged the highway at 29 locations.	Restoration works completed.
	22	Shimla–Daseran, NH-205	2025	Heavy rainfall damaged 8 retaining walls and 1 breast wall.	Restoration completed.
	23	Kiratpur–Nerchowk, NH-21 (Packages I & II)	2025	Natural calamity – landslides occurred along the Kiratpur–Nerchowk stretch.	Debris removed and traffic restored.
	24	NerChowk–Pandoh including Pandoh Bypass, NH-21	2023, 2025	Natural calamity – landslide.	Debris removed and traffic restored.
	25	Pandoh Bypass–Takoli, NH-21	2025	Natural calamity – landslide/flash flood/cloudburst.	Debris removed and traffic restored.
	26	Takoli–Kullu, NH-21	2023, 2025	Natural calamity – landslide/flash flood/cloudburst.	Debris removed and traffic restored.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	27	Kullu–Manali, NH-21 (New NH-3)	2023, 2024, 2025	Natural calamity – landslide/flash flood/cloudburst during the respective years.	Debris removed and traffic restored.
	28	Bhangbar–Kangra Bypass	2025	Heavy rainfall caused boulders to slip and damage slope stabilization works.	Debris removed and traffic restored; slope stabilization works taken up.
	29	Punjab/HP Border–Mo, NH-20 (New NH-154)	2021, 2025	2021: Heavy rain caused a large boulder to slide onto the road at Niazpur. 2025: Heavy rainfall washed out road shoulders at Ch. 23+500 LHS and 32+050 RHS.	Debris removed and traffic restored.
	30	Thanpuri–Paror, NH-20 (New NH-154)	2023	Landslide occurred at old Ch. 85+300 during monsoon.	Restoration completed by providing gabion wall.
	31	Km 284.00 to 286.00 of NH-05	2023	Washing out of road due to cloudburst.	Restoration works completed and traffic restored.
Jammu & Kashmir	32	Udhampur–Ramban, NH-44	2025, 2026	2025: Cloudbursts/heavy rainfall caused landslides at Bali Nallah and Tharad, and muck/slush accumulation at Karol and Kowbagh. 2026: Massive landslide at Dewal near Samroli, Km 79, blocked both carriageways and damaged retaining wall.	Restoration/clearance completed.
	33	Ramban–Banihal, NH-44	2025, 2026	2025: Cloudburst caused heavy slush/debris at Seri, muck in Tunnel T-2 and a slide at Kela	Restoration/clearance completed.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
				Mor. 2026: Landslide blocked both carriageways.	
	34	Marog–Digdol, Ramban–Banihal, NH-44	2025	Landslide at Marog due to cloudburst.	Restoration/clearance completed.
	35	NH-244 – Chenani-Sudhmahadev Road	2025	Landslides occurred at multiple locations between Km 1+650 and Km 14+200 due to rainfall, flash floods and cloudbursts.	Landslides cleared and traffic restored.
	36	NH-1 – Sonamarg Tunnel Project	2023	One landslide incident was reported.	Audit conducted and slope protection measures installed.
Karnataka	37	Hassan–Maranahally, NH-48	2024	Landslide at Km 227+900 during monsoon, with minor slope failures at other locations.	Debris cleared; slope protection works taken up.
	38	Goa-Karnataka Border–Kundapur, NH-66	2024	Landslide due to heavy mass collapse at Shirur, Km 147+900 LHS.	Gabion wall construction taken up.
Kerala	39	Existing NH-85	2025	Landslide at Km 96+500 LHS due to heavy rainfall;	Rectification completed.
Maharashtra	40	Vadape–Gonde	2023	120 m valley-side embankment subsidence.	Piling, rock anchoring and gabion wall constructed.
	41	Mirya–Hathkhamba & Pali–Ambaghat, NH-166	2021, 2025, 2026	2021: Landslide between Ch. 60.000–72.000 at Amba Ghat. 2025: Minor landslide at Ch. 61+650–61+700. 2026: Minor landslides at Ch. 63+700 and 64+100.	Debris cleared; retaining walls and breast wall construction taken up.
	42	Ratnagiri–Kolhapur, NH-166	2026	Heavy rainfall caused distress and cracking in the vulnerable valley	Area barricaded; traffic diverted; heavy vehicles proposed for diversion to

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
				section between Km 69.500–69.700.	alternate routes.
	43	Varunapuri–Sada Junction & MPT Connectivity, NH-566	2024	Landslide due to rainfall and unstable slope.	100 m gabion wall constructed and slope protection works completed.
	44	Autram Ghat, NH-52	2021	Landslide from upper hilly area due to heavy rain.	Cross drainage works and retaining wall constructed.
	45	Ahmednagar Bypass–Kharvandi Kasar, NH-61	2025	Landslide in ghat section causing failure of one lane.	Retaining wall construction taken up.
	46	Lonand–Shirval–Bhor–Mandangad–Pachral, Hirdoshi–Varandha Ghat, NH-965DD	2021, 2023, 2024, 2025, 2026	Landslides at various locations in Varandha Ghat due to heavy rainfall; debris deposition.	Debris cleared; slope mitigation/ construction of retaining structures taken up.
	47	Indapur–Wadpale, NH-66	2016, 2017, 2018, 2019, 2021, 2023, 2024, 2025, 2026	Recurrent landslides in Kashedi Ghat due to heavy rainfall.	Debris cleared; Immediate traffic management and slope protection measures undertaken.
	48	Kashedi Ghat, NH-66	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	Recurrent landslides in old and new alignment due to heavy rainfall.	Debris cleared; Immediate traffic management and slope protection measures undertaken.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	49	Kashedi–Parshuram Ghat, NH-66	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	Recurrent landslides in Parshuram Ghat due to heavy rainfall.	Debris cleared; HT wire mesh and rock nailing undertaken. Retaining/slope protection works proposed.
	50	Rajewadi–Mandangad, NH-965DD	2021, 2026	Landslide and damage to roadside railing.	Debris cleared; railing temporarily restored; retaining wall and cladding proposed.
	51	Varandh–Varandha Ghat, NH-965DD	2023, 2024, 2025, 2026	Recurrent landslides due to heavy rainfall; debris deposition.	Debris cleared; retaining structures and slope protection proposed.
	52	Kalyan–Murbad–Malshej Ghat, NH-61	2014, 2015, 2016, 2017, 2019, 2020, 2021, 2022, 2023, 2024, 2025	Recurrent landslides at various locations in Malshej Ghat.	Landslide debris removed
	53	Mokhada–Jawhar–Vikramgad–Manor–Palghar, NH-160A	2022, 2023, 2025	Landslides at various locations.	Debris removed.
	54	Arawali–Kante, NH-66	2023, 2024, 2025, 2026	Landslide and rockfall.	Debris removed; DPR for landslide protection taken up.
	55	Talere–Gaganbawda Ghat, NH-166G	2024, 2025, 2026	Landslide and rockfall.	Debris removed; DPR for landslide protection taken up.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
Meghalaya	56	NH-51 – Tura-Dalu Section	2025	Landslide occurred	Protection work taken up.
	57	NH-206 – Shillong-Dawki Section, Package-II	2026	Landslides occurred between Ch. 10.670 and 37.550 due to incessant rainfall, resulting in downward flash-flood type conditions.	IIT Guwahati appointed for vulnerability assessment, detailed investigation and long-term remedial measures.
	58	Jowai–Meghalaya/Assam Border, NH-44	2022, 2025	2022: Heavy rainfall caused severe deterioration of the Jowai–Ratacherra stretch. 2025: Recurrent major and minor landslides affected the roadway during monsoon.	Landslide mitigation and slope protection works taken up.
Mizoram	59	NH-102B – Keifang-Tuivai (Packages I & II)	2026	Landslides at multiple locations including Ch. 03+230–03+270, 17+100–17+150, 24+450–24+500, 38+650–38+700 and 57+420–57+480.	Landslide clearance taken up.
	60	NH-302 – Lunglei-Tlabung (Packages A & B)	2026	Landslides/slope failures at Ch. 2+600–2+730, Ch. 3+700 and Ch. 70+600–70+700.	Landslide clearance taken up.
	61	NH-02 – Aizawl-Tuipang (Packages 2, 5, 6 & 7)	2026	Landslides at multiple locations including Ch. 107+480, 227+600–227+710, 230+700–230+780, 262+920, 280+900, 328+540–328+590 and 328+960–329+080.	Landslide clearance taken up.
	62	NH-54/6	2025	Road fully blocked due to landslide.	Landslide fully cleared.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	63	NH-44A / NH-108	2026	Road fully blocked due to landslide.	Landslide fully cleared.
	64	Km 0–38, NH-502A	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	Recurrent landslides blocking road.	Landslides cleared.
	65	Km 38–71, NH-502A	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	Recurrent landslides blocking road.	Landslides cleared.
	66	Km 71–99.83, NH-502A	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	Recurrent landslides blocking road.	Landslides cleared.
	67	Km 89–105, NH-06	2025	Landslides blocking road at Ch. 95.720 and 97.300.	Landslides cleared.
Manipur	68	NH-129A – Maram-Peren Section (Packages 1A, 1B, 2A, 2B & 3)	2024, 2025	Multiple landslides occurred between Ch. 0.000 km and 109.494 km due to incessant rainfall and weak geological strata.	Clearance of landslides completed.
	69	NH-129A – Maram-Peren Section (Package-2B)	2026	Landslide occurred from Ch. 67+080 to 67+400 (320 m) due to	Clearance completed and repair works taken up.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
				continuous rainfall and recurring slides.	
	70	NH-02 – Mao-Senapati Section	2024	Multiple landslides occurred between Ch. 212.325 km and 260.000 km due to incessant rainfall and weak geological strata.	Clearance of landslides completed.
	71	NH-02 – Imphal-Kohima Road, Taphukuki-Daili, Daili-Kuraopokpi & Kuraopokpi-Sekmai Sections (Packages 4A, 4B & 5A)	2024	Multiple landslides occurred between Ch. 262+175 and 297+700 due to incessant rainfall and weak geological strata.	Clearance of landslides completed.
	72	NH-102A – Ukhrul-Tolloi-Tadubi Section (Packages III & IV)	2024, 2025	Multiple landslides occurred between Ch. 50.850 km and 105.825 km due to incessant rainfall and weak geological strata.	Clearance of landslides completed.
	73	NH-137 – Tamenglong-Mahur (Packages 3 & 5)	2025, 2026	Multiple landslides occurred due to unprecedented rainfall.	Clearance completed and repair works taken up.
	74	NH-37 – Imphal-Jiribam (Package-4)	2024	Multiple landslides occurred due to unprecedented rainfall; locations affected under COS.	Clearance completed and repair works taken up.
Nagaland	75	NH-29 – 4-lane Dimapur-Kohima Road	2024	landslide occurred from Km 164+000 to Km 164+060 due to seepage and dislodging of saturated hill mass.	Damaged stretches restored.
	76	NH-702 – 2-Lane Changtongya-Longleng Road	2024	Landslides with mudslides occurred in Packages-I and II.	Damaged stretches restored.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	77	Jotsoma Bypass Junction–Lerie Welcome Gate, NH-29	2026	Recurrent landslides.	Landslide cleared.
	78	Km 185–220, NH-02	2026	Major landslide caused carriageway heaving/buckling, debris obstruction and pavement failure.	Restoration taken up.
Odisha	79	Singara–Binjhabahal, NH-49	2025	Landslides at multiple locations between Ch. 382+000–384+750 due to continuous rainfall.	Debris cleared and slope protection measures taken up.
Rajasthan	80	Beawar–Gomti, Package-III, NH-58	2022, 2023, 2024, 2025, 2026	Recurring monsoon landslides in high rock-cut sections (25–35 m high).	Debris cleared.
	81	Kundal–Jhadol, Package-I, NH-58E	2021	Recurring landslides between Km 12+850–14+100.	Restoration of affected section (Km 12.800–14.220) taken up.
Sikkim	82	NH-717A – Rhenock-Rorathang-Pakyong	2022, 2023, 2024, 2025, 2026	Multiple landslides reported annually. 05 locations during 2022 to 2024, 07 during 2025 and 09 during 2026.	Clearance of landslides undertaken. DPR work for mitigation measures for landslide/sinking zones taken up.
	83	NH-717A – Ranipool-Pakyong	2026	02 landslides occurred at Km 1+520 and Km 15+010.	Landslides cleared and road opened to traffic.
	84	NH-717B – Rongli Bazar to Rongli Bypass	2023, 2024, 2025, 2026	Landslides reported under Packages-IIA and IIB at various locations. 01 in 2023, 01 in 2024, 01 in 2025 and 04 in 2026.	Landslides cleared and road opened to traffic.
	85	NH-717B – New Rolep to Barapathing	2023, 2024, 2025, 2026	01 landslide in 2023 and 2024; 02 each in 2025 and 2026.	Landslides cleared and road opened to traffic.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	86	NH-510 – Singtam-Tarku	2024, 2025, 2026	05 landslides reported annually at Km 3+800, 4+200, 7+810, 7+925 and 15+820.	Clearance of landslides undertaken. DPR work for mitigation measures taken up.
	87	NH-510 – Ravangla to Legship	2024, 2025	01 landslide reported at Km 60+400 in each year.	Landslides cleared and road opened to traffic.
	88	NH-510 – Legship to Gyalshing	2024, 2025	03 landslides reported at Km 55+400, 58+200 and 88+200 in each year.	Landslides cleared and road opened to traffic.
	89	NH-10 – STMC Rangpo-Ranipool	2023, 2024, 2025	01 landslide in 2023, 03 in 2024 and 02 landslide/sinking locations in 2025.	Clearance undertaken; mitigation works taken up at identified locations.
	90	Old NH-510 – One Time Maintenance of Existing 510	2026	02 landslides occurred at Km 5+540 and Km 6+647.	Landslides cleared and road opened to traffic.
	91	Melli–Manpur–Namchi Road, NH-710	2019, 2020, 2021, 2022, 2023, 2024, 2025	Recurrent landslides at several locations during monsoon.	Restoration completed and road opened to traffic.
	92	Tarku–Damthang–Namchi Road, NH-710	2019, 2020, 2021, 2022, 2023, 2024, 2025	Recurrent landslides at several locations during monsoon.	Restoration completed and road opened to traffic.
Tamil Nadu	93	Dindigul–Theni–Kumili, NH-183	2018	Landslides at three ghat locations caused deep valley-side slope failures and traffic closure.	Gabion wall construction completed.
	94	Burliyar, NH-181	2021	Landslide at Km 60/6 causing 30 m road slip over 4 m width.	Retaining wall constructed and damaged road restored.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
Tripura	95	Churaibari–Agartala section, Km 397.00–422.00 (Design Km 388.650–410.439), NH-08	2024	Subsidence of formation and landslide.	Restoration completed and road opened to traffic.
Uttarakhand	96	NH-07 – Lameri-Karanprayag Section (Package-1)	2023	At Kameda, about 100 m of road from Km 384+650 to 384+750 was washed out during cloudburst. At Chitwapipal, massive debris flow damaged road from Km 393+600 to 393+650.	Restoration works completed.
	97	NH-07 – Karanprayag-Chamoli Section (Package-2)	2024, 2025	2024: Cloudburst/excessive rainfall/landslides at Nandprayag, with debris accumulation at Km 418+900 to 419+150. 2025: Heavy landslide at Umatta (Badrish).	Temporary restoration completed. DPR for permanent restoration taken up.
	98	NH-07 – Chamoli-Paini Section (Package-3)	2023	Landslides at Banerpani-1, Pagalnallah and Tangani-1 & 2; road washed out at Gadora due to flooding and debris flow.	Hill-side treatment at Banerpani completed; valley-side restoration taken up. Temporary restoration at Pagalnallah taken up. Tangani and Gadora restoration completed.
	99	NH-07 – Patalganga Landslide / Slope Protection & Tunnel Work	2024	Tunnel breached at Patalganga landslide location.	Restoration work completed.
	100	NH-58 – Nandprayag, Maithana, Birahi & Gulabkoti Landslide Treatment	2023, 2025	Recurring sinking reported at identified locations.	Temporary restoration completed. DPR for permanent restoration taken up.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	101	NH-07 – Mitigation Measures for 5 Landslides & 5 Sinking Zones (SPW-II)	2025	Heavy landslide and road washout at Banerpani-2.	Restoration work taken up.
	102	Gangotri–Uttarkashi, NH-34	2020, 2021, 2022, 2023, 2024, 2025, 2026	Landslide near Netala (Km 87) with major hill-side slope failure.	Debris cleared and permanent slope protection work taken up.
	103	Uttarkashi–Rishikesh, NH-34	2015, 2016, 2017, 2018, 2021, 2022, 2023, 2024, 2025	Landslides at Barethi, Nalupani, Bandarkot, Raturisera, Jaskot, Dhuandhar, Bagaddhar, Narendranagar and Jajal, causing slope failures, debris flow and traffic disruption.	Debris cleared; tunnel and slope protection works taken up.
	104	Rishikesh–Mana, NH-7	2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	Heavy landslides/debris at Sirobagad, Totaghati, Farasu, Teendhara, Singtoli, Lambagarh, Devprayag, Saknidhar and Hatipahad; river-induced valley-side slope instability at Hatipahad.	Debris cleared; tunnel and slope protection works taken up.
	105	Tanakpur–Pithoragarh, NH-9	2021, 2022	Heavy landslides near Swala (Km 106) and Ghat Bend.	Landslide mitigation and slope protection works taken up.
	106	Jyolikot–Karnaprayag, NH-109	2021, 2022, 2023	Heavy landslide near Qwarab (Km 55) on hill and valley sides.	Debris cleared; landslide mitigation and slope protection works taken up.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
	107	Herbertpur–Barkot, NH-507	2021, 2022, 2023, 2024, 2025	Heavy landslide near Bosan (Km 25) on hill and valley sides.	Debris cleared; landslide mitigation and slope protection works taken up.
	108	Tyuni–Maletha, NH-707A	2023, 2024, 2025	Heavy landslide and sinking near Jeevan Ashram (Km 138) and Mussoorie Bend (Km 136).	Debris cleared; landslide mitigation and slope protection works taken up.
	109	Kotdwar–Pauri, NH-534	2022, 2023, 2024, 2025	Heavy landslide near 5th Mile.	Debris cleared; slope protection work taken up.
	110	Dharasu Bend–Yamunotri, NH-134	2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	Heavy landslides and boulders near Dabarkot (Km 79) and Dharasu Bend (Km 0).	Debris cleared; slope protection work taken up.
	111	Rudraprayag–Gaurikund, NH-107	2020, 2021, 2022, 2023, 2024, 2025	Road washout near Kund and landslides near Medanpur, Kund Barrage, Munkutiya and Guptkashi.	Road and embankment restored; slope protection works taken up.
	112	Pithoragarh–Lipulekh, NH-9	2023, 2024, 2025, 2026	Heavy landslides near Elagad (Km 102), Tintola (Km 113) and Jumma (Km 101).	Debris cleared; slope protection taken up.
West Bengal	113	NH-717A – Package-IVA	2025	Landslide and road shrinkage affecting 0.210 km.	Restoration work taken up.
	114	NH-10 – STMC (Coronation Bridge-Rangpo) / Army Cantonment-Coronation & PBMC (Coronation-Rangpo)	2025, 2026	2025: 11 landslides at multiple locations between Km 0.900 and 45.500, affecting 1.640 km. 2026: 18 landslides at multiple	Restoration completed.

State	S. No.	Stretch / Project	Year(s)	Details of Incident	Corrective Action
				locations between Km 3.7 and 51.80, affecting 3.530 km.	
	115	NH-110 – PBMC/STMC, Darjeeling More-Kurseong-Kurseong-Darjeeling	2025, 2026	2025: 3 landslides at Km 46.00, 53.00 and 54.00, affecting 0.100 km. 2026: 4 landslides at Km 24.850, 25.500, 38.000 and 39.900, affecting 0.190 km.	Restoration completed.

(ii) Unstarred Question Nos. 2991 to 3220

MANAGEMENT OF BURIAL GROUNDS AND CREMATORIA

2991. SHRI PARSHOTTAMBHAI RUPALA:

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

(a) whether the Government has assessed the availability, capacity and scientific management of burial grounds, crematoria and other funeral infrastructure across the country and if so, the details thereof;

(b) whether the Government proposes, in coordination with State Governments and other stakeholders, to formulate a national policy for scientific planning, GIS-based mapping, protection and management of burial grounds and crematoria and if so, the details thereof;

(c) whether the Government proposes to prepare a national digital inventory of such facilities and integrate it with platforms such as PM Gati Shakti to prevent encroachments and improve land management and if so, the details thereof; and

(d) the details of the measures taken/proposed to be taken to promote environmentally sustainable, scientifically managed funeral systems, eco-friendly practices and biosecurity protocols?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d): As per Entry 14 of the Twelfth Schedule of the Constitution of India, provision and management of burial grounds, cremation grounds, crematoria

and electric crematoria are functions of Urban Local Bodies (ULBs), subject to devolution of such functions by the respective State Governments. Urban planning, regulation of land use, public health, sanitation and solid waste management are also functions assigned to ULBs under the Twelfth Schedule. The Government of India supplements the efforts of States and ULBs through policy support, technical guidance and urban development initiatives. The Ministry of Housing and Urban Affairs (MoHUA) has published Urban and Regional Development Plans Formulation and Implementation (URDPFI) Guidelines, 2014, which provide a framework for preparation of regional, development and local-area plans, including assessment of existing social and physical infrastructure, projection of future requirements, spatial allocation of land for public and semi-public uses, and preparation of Geographic Information System-based plans. Chapter -8 Infrastructure Planning, section 8.6 Miscellaneous Facilities provides for standards of Cremation/Burial Ground. States and ULBs may incorporate such facilities in their statutory master plans, development plans, zonal plans and local-area plans and may undertake GIS-based mapping and periodic assessment of their capacity as part of the urban planning process.

The Ministry of Housing and Urban Affairs is implementing GIS-based Sub-Schemes under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0, under which "Crematorium/Burial Ground/Graveyard" is mapped as an Existing Land Use feature.

Under both the GIS Sub-Schemes, geo-spatial databases are being created using GIS technologies. Under AMRUT GIS Sub-Scheme, Very High Resolution Satellite (VHRS) imagery at 1:4000 scale, is used for mapping in accordance with the MoHUA Design & Standards published in May 2016, while under the AMRUT 2.0 GIS Sub-Scheme, both VHRS imagery at 1:4000 scale using MoHUA Design & Standards published in May 2016 and Drone/UAV technology at 1:1000 scale, in accordance with the MoHUA Design & Standards published in October 2020, is being used for creation of base layers. The GIS-based Master Plans are being formulated using these base layers. Both the GIS Sub-Schemes provide for mapping "Crematorium/Burial Ground/Graveyard" under the Urban Land Use layer at specified scale. So far, under AMRUT, Sub-Scheme on Formulation of GIS-based Master Plans for AMRUT Cities, final Geospatial Databases have been prepared for 437 towns. Draft Master Plans have been prepared for 404 towns, out of which Master Plans for 292 towns have been finalized. And under AMRUT 2.0, Sub-Scheme on Formulation of GIS-based Master Plans for Class-II Towns with population 50,000–99,999, as on date, draft Geospatial Databases have been prepared for 399 towns, out of which 100 have been finalized. Draft Master Plans have been prepared for 136 towns, of which 93 have been finalized.

The geo-database created under the AMRUT and AMRUT 2.0 GIS Sub-Schemes are being uploaded on the PM Gati Shakti National Master Plan portal. So far, the geo-database created under the Sub-Scheme for 343 towns have been uploaded on PM Gati Shakti National Master Plan portal.

The Sub-Schemes support evidence-based planning and management of urban infrastructure through GIS technology. However, measures relating to environmentally sustainable funeral systems, eco-friendly practices and biosecurity protocols fall within the domain of the respective State Governments and other concerned authorities.

MSEs IN BORDER DISTRICTS OF RAJASTHAN

2992. SHRI UMMEDA RAM BENIWAL:

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

(a) the number of Micro and Small Enterprises (MSEs) formally registered under the Udyam Registration Portal in Barmer district of Rajasthan; and

(b) whether the Government has assessed the gap between registered and unregistered enterprises in desert and border districts of the State 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 number of Micro, Small and Medium Enterprises (MSMEs) registered on the Udyam Registration Portal (URP) and Udyam Assist Platform (UAP) as on 31.07.2026 in the district of Barmer in Rajasthan is **1,13,577.**

(b): The Ministry of MSME launched the URP on 01.07.2020 and UAP on 11.01.2023 to facilitate ease of registration for MSMEs. The number of MSMEs

registered on URP and UAP in the border districts of Rajasthan which include Barmer, Bikaner, Jaisalmer and Sri Ganganagar as on 31.07.2026 is **5,27,545.**

CCUS PROJECTS

2993. SHRI MADDILA GURUMOORTHY:

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

(a) whether the Government has notified any standardized monitoring, reporting, and verification framework for projects funded under Carbon Capture, Utilisation, and Storage (CCUS) initiatives announced in the Union Budget 2026 and if so, the details thereof;

(b) whether independent third-party audits are mandatory prior to release or continuation of public funding for CCUS pilot projects in high-emission sectors and if so, the details thereof;

(c) whether the Ministry has prescribed any methodology to assess net carbon reduction, permanence of storage, and lifecycle emissions associated with CCUS projects and if so, the details thereof;

(d) whether any public disclosure mechanism exists regarding allocation of CCUS-related funds, project-wise emissions data and audit findings and if so, the details thereof; and

(e) whether the Ministry has established safeguards to prevent double-counting or misreporting of carbon offsets under CCUS-linked industrial projects 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) to (e): As per the budget (FY 2026-27) announcement, an outlay of ₹20,000 crore has been proposed over the next 5 years for Carbon Capture, Utilization and Storage (CCUS) technologies. The objective is to promote development of these technologies at scale in order to achieve higher readiness levels in end use applications across five industrial sectors viz., power, steel, cement, refineries and chemicals.

The CCUS Program is currently under establishment stage in the Ministry of Power. Following approval of the CCUS Program, the Ministry will formulate the requisite rules / guidelines; including standards, monitoring, reporting and verification mechanisms, project selection criteria, audit requirements, public disclosure mechanism, methodology to assess/report the carbon reductions and other implementation-related aspects.

STATUS OF IMPLEMENTATION OF KEN-BETWA RIVER LINK PROJECT

2994. SHRI SUNIL BOSE:

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

(a) the present status of implementation of the Ken-Betwa River Linking Project including the total project cost, funds allocated, released and expenditure incurred thereunder till date;

(b) the details of the cost escalation under the said project since its approval, year-wise;

(c) the total area of forest land, protected areas and wildlife habitat proposed to be diverted under the said project along with the estimated impact on the Panna Tiger Reserve and associated biodiversity;

(d) the total number of villages, families and persons likely to be displaced due to the project including the number of tribal families affected, district-wise;

(e) the details of the compensation, rehabilitation and resettlement measures provided or proposed for the affected persons under the said project, including the status of settlement of forest rights claims under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006; and

(f) whether the Government has examined any alternative water management measures to achieve the objectives of the project and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): The works of Ken–Betwa Link Project have been commenced. The Project was approved by the Union Cabinet at an estimated cost of ₹44,605 crore, comprising Central Assistance of ₹39,317 crore (Grant: ₹36,290 crore and Loan: ₹3,027 crore). The expenditure incurred up to June 2026 is ₹12,381.94 crore.

(b): No cost escalation has occurred in the Project since its approval in 2022.

(c): A total of 6,017 hectares of forest land is required for the Project, of which 5,578.92 hectares fall within the Panna Tiger Reserve. Construction of the Daudhan Dam and Link Canal has biodiversity implications, and mitigation measures are adopted through the Integrated Landscape Management Plan (ILMP) under the monitoring of the Greater Panna Landscape Council (GPLC).

(d) and (e): Regarding land acquisition relating to the Daudhan Dam and land transfer to the Panna Tiger Reserve, a total of 22 villages are affected, involving 4,443 displaced families. Of these, 14 villages in Chhatarpur district of Madhya Pradesh account for 3,212 displaced families, while 8 villages in Panna district of Madhya Pradesh account for 1,231 displaced families.

Further, land acquisition for the Ken–Betwa Link Canal affects 116 villages, comprising 54 villages in Chhatarpur district, 41 villages in Tikamgarh district, 10 villages in Niwari district of Madhya Pradesh, and 11 villages in Jhansi district of Uttar Pradesh.

As per the Memorandum of Agreement dated 22.03.2021 between the Governments of Madhya Pradesh and Uttar Pradesh, land acquisition and Rehabilitation & Resettlement of project-affected families within their respective jurisdictions are to be undertaken by the State Governments in accordance with the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or the respective State policies.

In this regards a Special Rehabilitation and Resettlement Package was approved by the Government of Madhya Pradesh on 13.09.2023.

(f): During the preparation of the Detailed Project Report (DPR) of the Ken–Betwa Link Project, various alternative water-management and inter-basin transfer options were examined. Based on technical, hydrological, environmental and socio-economic assessments, the Ken–Betwa Link was identified as the most viable option for achieving equitable water distribution between the drought-prone Bundelkhand regions of Madhya Pradesh and Uttar Pradesh.

IMPLEMENTATION OF PMEGP

2995. SHRIMATI ROOPKUMARI CHOUDHARY:

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

(a) the number of applications received, sanctioned and beneficiaries who have been provided financial assistance under the Prime Minister's Employment Generation Programme (PMEGP) during the last five years, State/UT-wise and district-wise for Chhattisgarh;

(b) the details of funds allocated, released and utilised under the scheme during the said period, State/UT-wise and district-wise for Chhattisgarh;

(c) the details of enterprises established under the scheme, including manufacturing, services and other categories, along with the number of employment opportunities generated thereunder, sector-wise; and

(d) the measures taken by the Government to improve approval rates, facilitate timely credit disbursement and increase awareness and implementation of the Scheme in aspirational, rural and tribal districts?

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): Number of applications received, sanctioned and beneficiaries who have been provided financial assistance and Margin Money (MM) Subsidy disbursed and utilised under Prime Minister's Employment Generation Programme (PMEGP) State/UT-wise and district-wise in the State of Chhattisgarh, during the last five years i.e. FY 2021-22 to FY 2025-26 is given in the enclosed **Statement.**

(c): During the last five years, a total of 1,90,156 units have been assisted under the manufacturing sector, generating sustainable employment opportunities for around 17.11 lakh persons. Similarly, 2,13,550 units have been assisted under the service/trading sector, generating sustainable employment opportunities for around 19.22 lakh persons.

(d): Measures taken by the Government to improve approval rates, facilitate timely credit flow and strengthen implementation of PMEGP, particularly in aspirational, rural and tribal districts include the following:

i. Beneficiaries belonging to Aspirational Districts and Scheduled Tribes (ST) category are classified under Special Category beneficiaries, eligible for higher MM subsidy rates and lower own contribution of the project

cost, while beneficiaries belonging to rural areas are also eligible for similar benefits.

ii. Establishment of PMEGP Helpdesks at State Offices to provide real-time assistance and hand-holding to potential beneficiaries.

iii. A wide range of more than 1,000 Model of Detailed Project Reports prepared on various industries have been made available on the PMEGP portal.

iv. As per RBI Master Directions on lending to MSMEs, no collateral security to be insisted by Banks for projects involving loan up to Rs. 20 lakh. Strict compliance of this provision has been reemphasized to all financing Banks.

v. PMEGP Portal developed as an end-to-end digital platform is integrated with financing banks through Jan Samarth Portal, streamlining the approval process and with SMS alert to applicants at different stages.

vi. Banker's Review meetings conducted at State and Zonal levels to ensure proper sanctioning of loans and disbursement of MM Subsidy.

vii. Periodical review meetings by the Ministry with Implementing Agencies i.e. KVIC, State offices of KVIC, State Khadi and Village Industries Boards (KVIBs), State District Industries Centres (DICs) and financial institutions.

viii. Awareness and outreach programmes in all the States/UTs including SC/ST populated areas, Aspirational districts, NER etc. to identify potential beneficiaries and provide handholding support during the application process.

STATEMENT

State/UT-wise number of applications received, sanctioned, beneficiaries who have been provided financial assistance and MM Subsidy disbursed under PMEGP during the last five years:

Sr. No.	State	No. of Application Received By Banks	No. of Application Sanctioned By Banks	No. of beneficiaries Assisted	MM Subsidy disbursed (Rs. Cr)
1	Andaman Nicobar	1694	1080	535	7.42
2	Andhra Pradesh	75587	33919	21155	764.75
3	Arunachal Pradesh	2913	1002	823	50.83
4	Assam	53308	16808	14456	356.01
5	Bihar	121169	33482	23417	679.74
6	Chandigarh	318	74	55	1.64
7	Chhattisgarh	39803	14900	10907	328.52
8	Dadra Nagar Haveli	46	23	14	0.77
9	Daman And Diu	59	43	19	1.32
10	Delhi	1232	381	268	13.84
11	Goa	541	433	289	12.12
12	Gujarat	20205	16276	13811	1254.69
13	Haryana	28846	10124	6565	303.42
14	Himachal Pradesh	11403	7052	4876	165.95
15	Jammu Kashmir	153297	98982	66436	1384.4
16	Jharkhand	36092	10410	7951	200.8
17	Karnataka	112204	33669	22842	714.79
18	Kerala	37052	23234	13966	336.9
19	Ladakh	1248	922	825	36.3
20	Lakshadweep	24	12	9	0.19
21	Madhya Pradesh	60264	26024	23843	756
22	Maharashtra	80613	25462	15169	630.89
23	Manipur	11174	3639	3043	81.43
24	Meghalaya	10841	4385	3150	83.46
25	Mizoram	4291	2486	2290	75.24
26	Nagaland	8817	4539	4091	118.62
27	Odisha	71335	23347	16056	460.37

28	Puducherry	678	304	182	4.77
29	Punjab	27270	11087	7150	372.89
30	Rajasthan	32781	14727	8885	523.74
31	Sikkim	2866	1762	905	30.7
32	Tamil Nadu	134474	52522	30091	862.59
33	Telangana	56542	19795	12462	503.36
34	Tripura	8338	4126	3611	87.43
35	Uttar Pradesh	126285	60739	48663	1748.27
36	Uttarakhand	14327	7689	6301	173.74
37	West Bengal	35593	12002	8595	324.93

District-wise number of applications received, sanctioned, beneficiaries who have been provided financial assistance and MM Subsidy disbursed under PMEGP in Chhattisgarh during the last five years:

Sr. No.	District	No. of Application Received By Banks	No. of Application Sanctioned By Banks	No. of beneficiaries Assisted	MM Subsidy disbursed (Rs. Lakh)
1	Balod	1152	528	379	819.08
2	Balodabazar	1616	649	436	894.54
3	Balrampur	861	250	178	327.04
4	Bastar	1429	507	372	799.68
5	Bemetera	1090	444	360	988.71
6	Bijapur	506	164	114	213.29
7	Bilaspur	3818	932	690	2405.22
8	Dantewada	595	243	173	440.03
9	Dhamtari	1745	676	510	1304.95
10	Durg	2066	776	492	1692.68
11	Gariabandh	1077	465	316	912.59
12	Gaurela-Pendra-Marwahi	632	148	103	286.41
13	Janjgir-Champa	2506	1025	811	2465.77
14	Jashpur	1023	346	241	652.06
15	Kanker	1514	550	431	918.83
16	Kawardha	1194	640	499	2478.74

17	Khairgarh Chhuikhadan Gandai	158	65	17	30.45
18	Kondagaon	1080	497	422	777.42
19	Korba	1895	544	410	1113.52
20	Koriya	1231	439	356	978.97
21	Mahasamund	807	367	264	1301.98
22	Manendragarh Chirimiri Bharatp	208	59	20	49.79
23	Mohla Manpur Ambagarh Chouki	184	98	46	93.7
24	Mungeli	1541	559	430	1226.74
25	Narayanpur	429	170	118	247.67
26	Raigarh	1645	658	482	1838.8
27	Raipur	2547	1167	906	3885.54
28	Rajnandgaon	1811	776	615	1542.51
29	Sakti	356	130	50	155.37
30	Sarangarh Bilaigarh	257	73	19	91.02
31	Sukma	277	88	63	104.8
32	Surajpur	1012	342	249	746.13
33	Surguja	1357	441	335	1068.02

RURAL HOUSEHOLDS WITH FHTCs IN KERALA

2996. ADV. FRANCIS GEORGE:

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

(a) the total number of rural households provided with Functional Household Tap Connections (FHTCs) in Kerala under the Centrally sponsored schemes implemented by the Department of Drinking Water and Sanitation in partnership with the State Governments through local self-governments;

(b) the measures taken to approve special fiscal relaxations for local bodies facing difficulties in clearing pending contractor bills amounting to Rs. 3,461 crore as on June 2024;

(c) whether the Government has conducted any independent audit on the quality and continuity of safe drinking water supply across rural Gram Panchayats and if so, the details thereof;

(d) the total amount of funds remaining unutilised by the States from the Basic Grants allocated under the Fifteenth Finance Commission for sanitation and water services, State-wise; and

(e) the timeline by which the Government expects to provide safe drinking water to the remaining rural households facing severe drinking water scarcity?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a), (b) and (e): Drinking Water being a State subject, it is the States, who plan, design, approve and implement drinking water supply schemes. Government of India supplements the efforts of the States by providing technical and financial assistance.

Since August 2019, Government of India, in partnership with States/UTs has been implementing JJM – Har Ghar Jal to make provision of tap water supply to every rural household of the country. The Union Cabinet has approved extension of the JJM up to December 2028, with an enhanced outlay

and a restructured implementation framework focusing on structural reforms in the rural drinking water supply sector under JJM 2.0. The total outlay of the mission has been increased from Rs 3.60 lakh crore to Rs. 8.69 lakh crore with enhancement of total central assistance from Rs 2.08 lakh crore to Rs 3.59 lakh crore.

At the time of announcement of the JJM, only 16.64 lakh (23.52%) rural households were reported to have tap water connections in the State of Kerala. So far, as reported by the State as on 18.07.2026, around 22.38 lakh additional rural households have been provided with tap water connections. Thus, as on 18.07.2026, out of 70.76 lakh rural households in the State, around 39.02 lakh (55.14%) households are reported to have tap water connections in their homes. During FY 2026-27, the State Government of Kerala has been allocated Rs. 4,401.66 crore under JJM 2.0

(c): The Department undertakes assessment of the functionality of household tap water connections provided under the Mission, through an independent third-party agency, selected based on standard statistical sampling. During the Functionality Assessment, 2024, it was found that 98.1% of households in surveyed villages had tap connections; 87% of households with tap connections reported receiving water in the past week, indicating overall progress; 84% households receive water as per schedule; 80% households found receiving the minimum 55 LPCD water; 76% households found free from bacteriological contamination and 81% households of the supply source found free from chemical contamination and considering the parameters of

quantity, quality and regularity, 76% of household tap connections were found to be functional.

(d): The Fifteenth Finance Commission (FC-XV) submitted an Interim Report (2020–21) and a Final Report (2021–26). It recommended Rs. 2.36 lakh crore for Rural Local Bodies (RLBs) in 28 States during 2021–26, including Fifth and Sixth Schedule and excluded areas. Of this, 60% (Rs. 1.42 lakh crore) was earmarked as tied grants for drinking water (including rainwater harvesting and water recycling) and sanitation/maintenance of ODF status, with Rs. 0.71 lakh crore allocated to each. Grants are released based on prescribed eligibility criteria and are to be used only for water and sanitation activities.

As recommended by 15th Finance Commission, year wise and State wise details of the allocation of Tied grants are given in the enclosed **Statement**.

Entire amount of Rs. 30,375 crore allocated for FY: 2020-21 was released to States, while for the period 2021-26, out of ₹ 1.42 Lakh crore allocated to States, around ₹ 1.33 Lakh crore (approx 94%) has been released to States. The Finance Commission period has ended on 31.03.2026 therefore, the pending amount of the States has lapsed with the completion of Fifteenth Finance Commission cycle.

STATEMENT

Details of Tied Grants allocated under the Fifteenth Finance Commission from 2020-21 to 2025-26:

(Rs in crore)

Sr. No.	State	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
		Allocation	Allocation	Allocation	Allocation	Allocation	Allocation
1	Andhra Pradesh	1,312.5	1,163.40	1,206	1,218.6	1,291.2	1,259.4
2	Arunachal Pradesh	115.5	102	106.2	107.4	113.4	111
3	Assam	802	711.6	736.8	744.6	789	769.8
4	Bihar	2,509	2,225.40	2,305.2	2,330.4	2,468.4	2,407.2
5	Chhattisgarh	727	645	668.4	675	715.2	697.8
6	Goa	37.5	33	34.2	34.8	37.2	36.6
7	Gujarat	1,597.5	1,417.20	1,467.6	1,483.8	1,571.4	1,533
8	Haryana	632	561	580.8	587.4	621.6	606.6
9	Himachal Pradesh	214.5	190.2	197.4	199.2	211.2	205.8
10	Jharkhand	844.5	749.4	775.8	784.2	831	810.6
11	Karnataka	1,608.5	1,426.20	1,477.8	1494	1,582.2	1,543.2
12	Kerala	814	721.8	747.6	756	800.4	780.6
13	Madhya Pradesh	1992	1,766.40	1830	1,849.8	1959	1911
14	Maharashtra	2,913.5	2,584.20	2,676.6	2,706	2,865.6	2,795.4
15	Manipur	88.5	78.6	81	82.2	87	85.2
16	Meghalaya	91	81	84	84.6	89.4	87.6
17	Mizoram	46.5	41.4	42.6	43.2	45.6	44.4
18	Nagaland	62.5	55.2	57.6	58.2	61.2	59.4
19	Odisha	1,129	1,001.40	1,036.8	1,048.2	1,110.6	1,083
20	Punjab	694	615.6	637.2	644.4	682.8	666
21	Rajasthan	1,931	1,712.40	1,774.2	1,793.4	1,899.6	1,852.2
22	Sikkim	21	18.6	19.8	19.8	21	19.8
23	Tamil Nadu	1,803.5	1,599.60	1,656.6	1,674.6	1,774.2	1,730.4
24	Telangana	923.5	819	849	858	908.4	886.2
25	Tripura	95.5	84.6	88.2	88.8	94.2	91.8
26	Uttar Pradesh	4,876	4,324.80	4,479.6	4,528.2	4,796.4	4,678.2
27	Uttarakhand	287	255	264	267	282.6	274.8
28	West Bengal	2,206	1,956.60	2,026.8	2,049	2,170.2	2,116.8
	Total	**30,375**	**26,940.60**	**27,907.8**	**28,210.8**	**29,880**	**29,143.8**

UN-ELECTRIFIED HOUSEHOLDS UNDER SAUBHAGYA

2997. SHRI RAMASAHAYAM RAGHURAM REDDY:

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

(a) the details of rural households having electricity connections but receiving less than twelve hours, eight hours and four hours of daily power supply respectively, State/UT-wise;

(b) whether the Government reduced the estimated number of unelectrified households under the Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) from 300 lakh households, as approved in the scheme guidelines to 248 lakh households on the dashboard before declaring hundred percent electrification, if so, the details thereof, State/UT-wise;

(c) the details of households excluded from the original target of 300 lakh households under SAUBHAGYA, State/UT-wise along with the reasons for such exclusion;

(d) whether seven States had reported 19.10 lakh unelectrified households as on 31 March, 2019 and sought extension of timelines, if so, the details thereof; and

(e) the manner in which the Government justify by declaring near-universal electrification before completion of the remaining works?

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): Electricity being a concurrent subject, supply and distribution of electricity to all consumers comes within the purview of respective distribution utility which works under the guidance of the respective State Government and State Electricity Regulatory Commission. Further, as per the Electricity (Rights of Consumers) Rules, 2020, the distribution licensee shall supply 24x7 power to all consumers. However, the State Commission may specify lower hours of supply for some categories of consumers. The details related to hours of supply at the micro level are maintained at the State/ UT level (State/UT-wise data related to hours of supply, as received from States/UTs, is given in the enclosed **Statement-I**.

(b) to (e): Under Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) launched by Government of India (GoI) in 2014, and thereafter under Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) launched by GoI in October, 2017, electrification of all willing households was completed by 31st March, 2019 as reported by the States/ UTs. Thereafter, 23.29 lakh households, identified before 2019, which subsequently gave willingness for electrification, were proposed by States and thus, a total electrification of 286 lakh households was reported by States as against the original estimate of 300 lakh households under SAUBHAGYA scheme, including households electrified under State schemes running in parallel.

Both the GoI schemes stand closed as on 31.03.2022. State-wise details are given in the enclosed **Statement-II**.

Under ongoing Revamped Distribution Sector Scheme (RDSS) launched in 2021, grid electrification works amounting to Rs. 6,521 crore have been sanctioned for 13.65 lakh households, based on proposal submitted by the States post survey, including works for electrification of households belonging to Particularly Vulnerable Tribal Group (PVTG) identified under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN), tribal households under DA-JGUA (Dharti Aaba Janjatiya Gram Utkarsh Abhiyan), households belonging to Scheduled Caste (SC) under Pradhan Mantri Anusuchit Jaati Abhyuday Yojana (PM-AJAY) and households in remote & border areas under Vibrant Villages Program (VVP), wherever found feasible. Further, States of Gujarat, Odisha and West Bengal undertook household electrification works under State Plan. (State/UT-wise details are given in the enclosed **Statement–III**).

STATEMENT-I

State/UT-wise Average Hours of Supply in rural areas for FY 2025-26

(in hh:mm)

Sl. No.	State Name	Average Hours
1	A&N Island	**
2	Andhra Pradesh	23:51
3	Arunachal Pradesh	23:05
4	Assam	23:14
5	Bihar	23:24
6	Chandigarh	*
7	Chhattisgarh	23:24
8	Dadra & Nagar Haveli	23:39
9	Delhi	*
10	Goa	**

11	Gujarat	23:54
12	Haryana	22:40
13	Himachal Pradesh	23:40
14	Jammu and Kashmir	20:23
15	Jharkhand	21:27
16	Karnataka	23:27
17	Kerala	23:48
18	Ladakh	21:45
19	Madhya Pradesh	22:50
20	Maharashtra	21:52
21	Manipur	23:05
22	Meghalaya	23:34
23	Mizoram	19:59
24	Nagaland	19:53
25	Odisha	23:57
26	Puducherry	23:55
27	Punjab	23:16
28	Rajasthan	21:11
29	Sikkim	22:53
30	Tamil Nadu	24:00
31	Telangana	24:00
32	Tripura	23:11
33	Uttar Pradesh	21:47
34	Uttarakhand	23:28
35	West Bengal	23:50
	National Average	22:36

* Rural area not present

** Data not available

STATEMENT-II

Number of Households electrified during SAUBHAGYA period

S. No.	Name of the States	No of Households electrified
1	Andhra Pradesh*	1,81,930
2	Arunachal Pradesh	47,089
3	Assam	23,26,656

4	Bihar	32,59,041
5	Chhattisgarh	7,92,368
6	Gujarat*	41,317
7	Haryana	54,681
8	Himachal Pradesh	12,891
9	Jammu & Kashmir	3,77,045
10	Jharkhand	17,30,708
11	Karnataka	3,83,798
12	Ladakh	10,456
13	Madhya Pradesh	19,84,264
14	Maharashtra	15,17,922
15	Manipur	1,08,115
16	Meghalaya	2,00,240
17	Mizoram	27,970
18	Nagaland	1,39,516
19	Odisha	24,52,444
20	Puducherry*	912
21	Punjab	3,477
22	Rajasthan	21,27,728
23	Sikkim	14,900
24	Tamil Nadu*	2,170
25	Telangana	5,15,084
26	Tripura	1,39,090
27	Uttar Pradesh	91,80,571
28	Uttarakhand	2,48,751
29	West Bengal	7,32,290
Total		**2,86,13,424**

*Not funded under SAUBHAGYA Scheme

STATEMENT-III

Status of Household Electrification Works sanctioned under RDSS

Sl. No.	Name of State	Sanctioned Outlay (Rs. Crores)	Sanctioned GBS (Rs. Crores)	GBS Released (Rs. Crores)	Total Households Sanctioned	Households to be electrified as per survey	Households Electrified
A.	**Addl. HHs Sanctioned under RDSS**						
1	Andhra Pradesh	49.24	29.55	8.73	15,475	15,475	15,320
2	Arunachal Pradesh	47.11	42.40	11.55	6,506	6,506	241
3	Assam	785.55	706.99	195.15	127,111	133,284	41,635
4	Bihar	239.14	143.49	39.18	35,467	35,467	352
5	Chhattisgarh	166.55	99.93	0.00	34,078	34,078	16,515
6	Jammu & Kashmir	106.70	96.03	18.70	15,359	15,359	0
7	Jharkhand	25.16	15.09	0.00	4,853	4,853	804
8	Kerala	0.33	0.20	0.00	40	40	11
9	Madhya Pradesh	1.13	0.68	0.18	196	196	121
10	Manipur	214.44	193.00	0.00	36,972	36,972	0
11	Meghalaya	435.70	392.13	106.25	50,501	50,501	0
12	Mizoram	79.90	71.91	0.00	15,167	15,167	1,751
13	Nagaland	69.55	62.59	17.09	10,004	10,004	20
14	Rajasthan	1,526.94	916.16	165.58	338,702	289,033	95,106
15	Uttar Pradesh	931.04	558.62	122.17	251,487	251,487	42,385
	Total (A)	**4,678.47**	**3,328.77**	**684.58**	**941,918**	**898,422**	**214,261**
B.	**Electrification works sanctioned under RDSS in Vibrant Villages**						
1	Himachal Pradesh*	6.08	5.47	0.54	0	0	0
2	Arunachal Pradesh	20.18	18.16	1.65	1,683	1,683	0
3	Uttarakhand	13.08	11.77	1.07	1,154	1,154	0
	Total (B)	**39.34**	**35.41**	**3.26**	**2,837**	**2,837**	**0**
C.	**Electrification of PVTG Households through Grid Connectivity under PM-JANMAN**						
C1	**PVTG Households Sanctioned under RDSS**						
1	Andhra Pradesh	88.71	53.23	27.61	24,967	24,925	24,925
2	Chhattisgarh	38.16	22.90	11.28	7,077	7,349	7,349
3	Jharkhand	74.13	44.48	22.54	12,442	11,504	11,504
4	Karnataka	3.76	2.26	1.11	1,615	1,546	1,546
5	Kerala	0.86	0.52	0.23	345	345	314
6	Madhya Pradesh	148.83	89.28	51.66	30,216	28,396	28,396
7	Maharashtra	26.61	15.97	7.87	8,556	9,216	9,216

8	Rajasthan	40.34	24.20	11.92	17,633	16,023	16,023
9	Tamil Nadu	29.89	17.93	8.83	8,603	7,814	7,384
10	Telangana	6.79	4.07	2.07	3,884	3,884	3,884
11	Tripura	61.52	55.37	43.86	11,664	11,692	11,692
12	Uttar Pradesh	1.10	0.66	0.21	316	195	195
13	Uttarakhand	0.60	0.54	0.49	669	669	669
	Sub Total (C1)	**521.31**	**331.41**	**189.69**	**127,987**	**123,558**	**123,097**
C2	**PVTG Households covered under State Plan**						
1	Gujarat	0	0	0	0	6,626	6,626
2	Odisha	0	0	0	0	5,738	5,721
3	West Bengal	0	0	0	0	3,372	3,372
	Sub Total (C2)	**0**	**0**	**0**	**0**	**15,736**	**15,719**
C3	**Public Places Sanctioned under RDSS**						
1	Madhya Pradesh	0	0	-	25	21	21
	Sub Total (C3)	**0**	**0**		**25**	**21**	**21**
	Total (C=C1+C2+C3)	**521.45**	**331.49**	**189.69**	**128,012**	**139,315**	**138,837**

D.	**Electrification of Tribal Households identified under DA-JGUA**						
D1	**DA-JGUA Households Sanctioned under RDSS**						
1	Andhra Pradesh	19.12	11.47	5.86	4,921	5,302	5,208
2	Arunachal Pradesh	8.20	7.38	3.37	1,938	1,938	1,866
3	Bihar	61.40	36.84	16.76	7,117	7,117	1,635
4	Chhattisgarh	218.44	131.06	0.00	39,579	39,579	25,135
5	Himachal Pradesh	0.49	0.45	0.00	93	93	21
6	Jammu & Kashmir	89.84	80.85	9.90	13,824	13,824	0
7	Jharkhand	92.44	55.47	0.00	19,467	19,467	0
8	Karnataka	41.00	24.60	9.03	5,288	5,288	1,714
9	Kerala	5.73	3.44	1.74	1,080	1,080	295
10	Madhya Pradesh	305.66	183.40	89.38	59,172	59,172	32,373
11	Maharashtra	23.60	14.16	6.97	6,961	5,228	5,228
12	Rajasthan	197.11	118.26	37.66	82,842	82,842	19,762
13	Telangana	110.73	66.44	33.58	26,525	26,525	23,748
14	Tripura	40.69	36.62	17.61	7,677	7,677	7,635
15	Uttar Pradesh	32.21	19.32	4.91	6,867	6,867	274
16	Uttarakhand	0.84	0.75	0.00	207	207	165
	Sub Total (D1)	**1,247.50**	**790.52**	**236.76**	**283,558**	**282,206**	**125,059**
D2	**DA-JGUA Households covered under State Plan**						
1	Odisha	0	0	-	0	36,335	0
	Sub Total (D2)	**0**	**0**		**0**	**36,335**	**0**
D3	**DA-JGUA Public Places sanctioned under RDSS**						
1	Andhra Pradesh	0.70	0.42	-	182	182	130
2	Arunachal Pradesh	0.04	0.03	-	9	9	9

3	Himachal Pradesh	0.05	0.05	-	7	7	3
4	Jharkhand	8.25	4.95	-	1,910	1,910	0
5	Kerala	0.15	0.09	-	17	17	0
6	Madhya Pradesh	3.32	1.99	-	650	650	251
7	Rajasthan	0.70	0.42	-	195	195	0
8	Telangana	2.90	1.74	-	672	8,208	7,940
9	Tripura	2.31	2.08	-	512	512	349
10	Uttar Pradesh	0.13	0.08	-	30	30	7
11	Uttarakhand	0.08	0.07	-	19	19	4
	Sub Total (D3)	**18.63**	**11.92**		**4,203**	**11,739**	**8,693**
D4	**DA-JGUA Public Places covered under State Plan**						
1	Odisha	0	0	0	0	548	0
	Sub Total (D4)	**0**	**0**	**0**	**0**	**548**	**0**
	Total (D=D1+D2+D3+D4)	**1,266.13**	**802.44**	**236.76**	**287,761**	**330,828**	**133,752**
E.	**Electrification works sanctioned under PM-AJAY**						
1	Andhra Pradesh	3.50	2.10	0.96	811	811	437
2	Jharkhand	6.141	3.684	0.000	1,782	1,782	0
3	Madhya Pradesh	0.002	0.001	0.000	6	6	3
4	Maharashtra	6.810	4.086	1.860	2,012	2,012	437
	Total (E)	**16.45**	**9.87**	**2.82**	**4,611**	**4,611**	**877**
	Grand Total (A+B+C+D+E)	**6,521.85**	**4,507.98**	**1,117.11**	**1,365,139**	**1,376,013**	**487,727**

**Works sanctioned for strengthening existing distribution infrastructure and improving available voltage profile for covered Households*

** Telangana electrification progress in PIs under DA-JGUA includes Angan Wadi Centres (AWCs)*

Source: MC Minutes, RDSS Portal, REC/PFC

ASSESSMENT ON POST-HARVEST LOSSES

2998. SHRI JAI PRAKASH:

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

(a) whether the Government has conducted any assessment regarding post-harvest losses of cereals, pulses, fruits and vegetables across different agro-climatic regions and if so, the details thereof;

(b) the estimates of such losses and their economic impact on farmers' incomes, commodity-wise and State-wise; and

(c) the steps taken to strengthen scientific storage, cold-chain infrastructure, grading, packaging and value-addition facilities through convergence of Centre and State schemes?

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

(a) and (b): The Ministry of Food Processing Industries (MoFPI) estimates post-harvest losses from time to time for various agri-produces in the country across different climatic zone through commissioning of studies based on primary surveys. Two studies were commissioned by the Ministry through (i) Indian Council of Agriculture Research (ICAR) -Central Institute of Post-Harvest Engineering & Technology (CIPHET), 2015 with reference year 2012-14 and (ii) NABARD Consultancy Service Pvt. Ltd (NABCONS), 2022 with reference year 2020-22. As per the latest report, the details of the estimated percentage of Post-Harvest losses of cereals, pulses, fruits and vegetables across different agro-climatic regions are given in the enclosed **Statement-I**.

The study conducted by NABCONS provides commodity-wise and state-wise estimates of post-harvest losses for selected agricultural commodities based on field surveys covering major producing States. The study, however, does not include an assessment of the farmers' incomes. Commodity-wise and state-wise post-harvest losses estimated in the said study are given in the enclosed **Statement-II.**

(c): MoFPI supports creation and expansion of the processing/preservation capacities through implementation of three schemes for the overall

development of food processing sector. The schemes include creation of modern infrastructure with efficient supply chain management from farm gate to retail outlets, reduce post-harvest losses and create value-addition, providing better returns to farmers, creation of employment opportunities, increasing the processing levels and enhancing the export of processed foods. Brief of these three schemes being implemented by MoFPI is given as under:

MoFPI is implementing Pradhan Mantri Kisan Sampada Yojana (PMKSY) since 2017-18 across the country. The component schemes under PMKSY are (i) Integrated Cold Chain & Value Addition Infrastructure (ii) Creation/ Expansion of Food Processing and Preservation Capacities (CEFPPC scheme), (iii) Operation Greens (OG scheme), (iv) Creation of Infrastructure for Agro Processing Clusters (APC scheme), (v) Mega Food Parks (MFP scheme- discontinued w.e.f. 01.04.2021) and (vi) Creation of Backward and Forward Linkages (CBFL scheme- discontinued w.e.f. 01.04.2021). Under these component schemes, MoFPI provides financial support in the form of grants-in-aid/ subsidy for setting up of food processing projects thereby creating both processing and preservation infrastructure facilities including cold chain infrastructure.

Ministry provides financial, technical and business support for setting up/ upgradation of micro food processing enterprises in the country under "Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFME) Scheme.

Production Linked Incentive Scheme for Food Processing Industries (PLISFPI) of MoFPI is intended, inter alia, to support creation of global food manufacturing champions and support Indian brands of food products in international market. The scheme is being implemented over a six-year period from 2021-22 to 2026-27 with an outlay of Rs.10,900 crores.

STATEMENT-I

Details of post harvest losses of cereals, pulses, fruits and vegetables across Agro climatic zones

Category	Crop	Post Harvest Losses (%)														
		ACZ 1	ACZ 2	ACZ 3	ACZ 4	ACZ 5	ACZ 6	ACZ 7	ACZ 8	ACZ 9	ACZ 10	ACZ 11	ACZ 12	ACZ 13	ACZ 14	ACZ 15
Cereals	Bajra				4.20	4.08	3.76	4.44	4.64	4.21	5.04			4.78	4.40	
	Maize	2.60		4.76	4.52	4.46	4.97	4.81	3.54	4.48	4.66	3.67	2.51	3.99	4.60	
	Paddy	2.91	6.10	5.19	4.67	4.09	3.25	4.05	4.28	3.45	5.47	5.98	5.61	4.63		
	Sorghum							5.85	6.05	6.29	5.84	6.04			5.82	
	Wheat	2.10		5.63	5.01	4.06	4.15	4.89	5.22	4.17				4.23	5.77	
Pulses	Black gram					5.23		5.68	6.83	7.60	5.60	6.03		4.87		
	Chickpea						5.72	5.47	5.81	5.30	5.30				6.70	
	Green gram			6.24	6.07		5.75	6.20		5.96	6.13			5.95		
	Pigeon Pea							6.63	7.07	6.90	4.59			4.20		
Fruits	Apple	9.91														
	Banana									6.06	9.33	8.81	5.84	6.44		
	Citrus						5.40	7.40		8.79	7.93					
	Grapes									6.73	8.02					
	Guava			17.08	15.30	14.76		14.59		14.14						
	Mango				9.95	9.19					7.84		8.58			
	Muskmelon				6.64	7.35	5.50			5.76	7.42					
	Papaya							6.73			6.58			5.81		
	Pineapple		7.41	4.47	5.92								3.75			
	Pomegranate									6.02	8.58					
	Sapota									9.10	10.97	11.48	8.01	7.47		
Vegetables	Green Pea	6.35				6.36	6.67	6.36	5.82	6.27						
	Beans			5.48							8.02	7.10		6.65		

	Bottle gourd				7.35	6.43		7.14								
	Brinjal			7.89	7.52			7.32						6.95		
	Cabbage		7.31	8.63	8.55			7.98				7.44		8.26		
	Capsicum	5.74					4.31			4.33	5.74					
	Cauliflower			7.64	8.10			7.33		7.92		8.58		8.58		
	Mushroom	6.01	4.48			2.74	6.35	8.42		9.36	13.04					
	Okra			6.05	6.27			5.84				6.25		5.79		
	Onion							8.11		6.78	8.70			7.57		
	Potato			5.77	5.62	5.96	6.13			7.02				5.98		
	Radish		5.14	6.45	5.11		7.51	6.66								
	Tapioca		6.43						4.96				4.80			
	Tomato							12.36			10.87	12.94		10.88		

ACZ- Agro Climatic Zone

STATEMENT-II

Table1: Post-harvest losses of major crops and commodities

Crops/ Commodities	Loss (%)
	As per NABCONS study (2022)*
Cereals	3.89-5.92
Pulses	5.65-6.74
Oil Seeds	2.87-7.51
Fruits	6.02-15.05
Vegetables	4.87-11.61
Plantation Crops & Spices	1.29-7.33
Milk	0.87
Fisheries (Inland)	4.86
Fisheries (Marine)	8.76
Meat	2.34
Poultry	5.63
Egg	6.03

Source: *NABCONS Study 2022

Table2: State Wise Post- Harvest Losses

Andhra Pradesh	
Product	Overall Total Loss (%)
Bajra	5.07
Banana	9.33
Black gram	5.56
Cashew nut	4.82
Chickpea	5.71
Chilli	7.06
Citrus	7.97
Coconut	4.32
Cottonseed	3.03
Egg	5.47
Green gram	6.17

Assam	
Product	Overall Total Loss (%)
Cabbage	7.38
Egg	6.05
Meat	3.44
Mushroom	4.48
Paddy	6.07
Pineapple	7.11
Poultry Meat	6.61
Radish	5.14

Andaman & Nicobar Islands	
Product	Overall Total

Chhattisgarh	
Product	Overall Total Loss (%)
Bottlegourd	6.77
Guava	13.79
Paddy	3.92
Radish	6.66

Gujarat	
Product	Overall Total
Green gram	5.85
Bajra	4.41
Tomato	10.97
Cottonseed	2.93

Groundnut	6.58
Inland fish	4.68
Maize	5.98
Mango	7.9
Marine fish	8.5
Milk	0.58
Muskmelon	7.42
Paddy	5.73
Papaya	6.58
Pomegranate	8.69
Poultry Meat	7.39
Sorghum	5.67
Tapioca	N/A
Tomato	12.36
Turmeric	4.97

	Loss (%)
Areca nut	6.44
Coconut	4.25

Bihar	
Product	Overall Total Loss (%)
Bottlegourd	7.35
Brinjal	7.52
Cabbage	8.7
Cauliflower	6.76
Green gram	6.06
Guava	15.36
Inland fish	5.99
Maize	5.83
Mango	10.1
Okra	6.27
Paddy	4.65
Pineapple	5.89
Potato	6.11
Radish	5.11
Sugarcane	8.99
Sunflower	5.18

Groundnut	5.31
Okra	5.79
Sapota	7.47
Cabbage	8.39
Cauliflower	7.99
Milk	0.5
Onion	7.57
Mustard	4.38
Potato	5.18
Wheat	5.18
Maize	5.18
Beans	6.65
Brinjal	6.99
Banana	7.59
Black gram	4.8
Papaya	5.81
Paddy	4.54
Pigeon Pea	4.27

Haryana	
Product	**Overall Total Loss (%)**
Bajra	3.77
Chickpea	5.66
Cottonseed	2.55
Egg	6.74
Meat	2.88
Milk	0.74

Jharkhand	
Product	**Overall Total Loss (%)**
Papaya	6.73

Jammu & Kashmir	
Product	**Overall Total Loss (%)**
Apple	9.51
Egg	6.08

Karnataka	
Product	**Overall Total Loss (%)**
Areca nut	4.15
Bajra	5.03
Beans	7.33
Black pepper	1.31
Capsicum	5.75
Cashew nut	3.17

Mushroom	5.91
Mustard	4.52
Poultry Meat	4.63
Radish	7.51
Sugarcane	6.34
Sunflower	4.44
Wheat	4.37

Himachal Pradesh	
Product	**Overall Total Loss (%)**
Apple	9.2
Capsicum	5.74
Green Pea	6.35
Mushroom	6.01
Wheat	3.32
Maize	2.27

Maize	3.92

Kerala	
Product	**Overall Total Loss (%)**
Areca nut	4.01
Black pepper	1.26
Cashew nut	3.07
Coconut	3.61
Egg	5.53
Marine fish	8.75
Meat	2.2
Poultry Meat	5.32
Tapioca	4.8

Coconut	3.78
Egg	5.64
Grapes	8.02
Inland fish	4.82
Maize	4.41
Marine fish	8.97
Onion	8.7
Pigeon Pea	4.57
Pineapple	3.73
Pomegranate	8.19
Safflower	3.1
Sorghum	5.69
Soybean	6.63
Sugarcane	4.84
Sunflower	4.22
Tomato	9.97
Turmeric	4.63

Madhya Pradesh	
Product	Overall Total Loss (%)
Bajra	4.53
Black gram	6.73
Bottlegourd	7.46
Capsicum	4.33
Cauliflower	6.46
Chickpea	5.85

Maharashtra	
Product	Overall Total Loss (%)
Bajra	4.21
Banana	6.06
Black gram	7.48
Chickpea	5.4
Citrus	8.79
Cottonseed	2.98

Meghalaya	
Product	Overall Total Loss (%)
Tapioca	4.99
Turmeric	5.64
Cashew nut	4.53

Nagaland	
Product	Overall Total Loss

Chilli	6.29
Citrus	7.4
Coriander	6.01
Egg	6.33
Green Pea	6.27
Groundnut	6.11
Guava	14.93
Maize	6.3
Milk	0.53
Muskmelon	5.76
Mustard	4.86
Okra	5.84
Onion	8.11
Paddy	4.2
Pigeon Pea	6.43
Potato	7
Sorghum	6.76
Soybean	7.36
Tomato	11.85
Wheat	4.94

Eggs	5.55
Grapes	6.73
Green gram	5.9
Groundnut	6.16
Maize	5.3
Mango	8.61
Marine fish	8.8
Meat	2.78
Milk	0.65
Mushroom	9.24
Onion	6.78
Paddy	4.44
Pigeon Pea	6.9
Pomegranate	6.02
Poultry Meat	4.78
Safflower	3.02
Sorghum	6.16
Soybean	8.84
Sugarcane	8.61
Sunflower	4.93

	(%)
Tapioca	5.42

Odisha	
Product	Overall Total Loss (%)
Bottle gourd	7.57
Brinjal	7.3
Cabbage	8.08
Cauliflower	7.65
Chickpea	6.09
Egg	6.63
Green gram	6.11
Inland fish	5.68
Marine fish	9.89
Mushroom	13.64
Okra	6.25
Paddy	4.17
Tomato	13.19

Punjab	
Product	Overall Total Loss (%)
Capsicum	4.31
Citrus	5.4
Green Pea	6.67
Maize	6.91
Milk	0.63
Mushroom	6.7
Muskmelon	5.48

Tamil Nadu	
Product	Overall Total Loss (%)
Banana	7.47
Beans	7.82
Black gram	5.93
Egg	6.6
Groundnut	5.31
Maize	4.39
Marine fish	9.14

Uttarakhand	
Product	Overall Total Loss (%)
Apple	11.5
Milk	1.16
Paddy	2.87
Sugarcane	5.46
Wheat	2.51

Uttar Pradesh

West Bengal	
Product	Overall Total Loss (%)
Beans	5.48
Brinjal	7.85
Cabbage	8.71
Cauliflower	7.26
Eggs	7.07
Green gram	6.24
Groundnut	7.24

Paddy	3.15
Potato	5.57
Sugarcane	4.38
Wheat	4.55

Rajasthan	
Product	Overall Total Loss (%)
Bajra	5.03
Black gram	5.74
Chickpea	5.83
Coriander	5.7
Cottonseed	2.53
Greengram	6.21
Groundnut	5.03
Maize	5.81
Milk	1.35
Mustard	4.75
Sorghum	6.01
Soybean	6.54
Wheat	6.25

Meat	3.04
Mushroom	11.03
Paddy	5.98
Poultry Meat	6.08
Sorghum	6.29
Sugarcane	8.65

Telangana	
Product	Overall Total Loss (%)
Chilli	6.06
Citrus	7.73
Cottonseed	3.04
Egg	5.36
Green gram	6.24
Groundnut	6.67
Maize	6.51
Meat	1.61
Pigeon Pea	5.01
Poultry Meat	8.12

Product	Overall Total Loss (%)
Bajra	4.11
Black gram	6.11
Bottle gourd	6.43
Egg	6.06
Green Pea	6.34
Inland fish	4.99
Maize	5.77
Meat	2.8
Milk	1.12
Mushroom	2.74
Muskmelon	7.25
Mustard	5.97
Paddy	4
Potato	5.82
Poultry Meat	7.24
Sugarcane	6.91
Wheat	6.36

Guava	15.86
Inland fish	3.79
Maize	5.42
Marine fish	8.94
Meat	2.41
Milk	1.09
Mustard	6.21
Okra	6.05
Paddy	5.14
Pineapple	5.66
Potato	5.71
Poultry Meat	5.41
Radish	6.45
Sunflower	5.21
Wheat	6.13

DAMAGE TO IRRIGATION INFRASTRUCTURE DUE TO FLOODS

2999. MD. RAKIBUL HUSSAIN:

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

(a) whether repeated floods due to Brahmaputra and its tributaries have damaged irrigation infrastructure in Dhubri district and if so, the details thereof;

(b) the number of such damaged irrigation structures reported during the last five years;

(c) the funds allocated for their repair and restoration; and

(d) the steps taken to make such infrastructure flood-resilient?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d): The data regarding the damages to irrigation infrastructure due to floods are not maintained centrally. Flood management and anti-erosion schemes, including irrigation projects and water resource management are formulated and implemented by the concerned State Governments as per their priorities. 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 through a centrally sponsored "Flood Management and Border Areas Programme" (FMBAP) for works related to flood control, anti-erosion, drainage development among others. Under the FMBAP scheme, the central assistance released to the State of Assam since its inception benefitting various districts, including Dhubri, is Rs.1,629.02 crore.

Seven flood management projects of Dhubri district in Assam were included under the FMBAP Scheme and central assistance of Rs.35.37 crore has been released.

The State Governments undertake assessment of the damages caused by the 12 notified natural calamities, including rain and floods, and provide relief assistance from the State Disaster Response Fund (SDRF) already placed at their disposal, as per the approved norms of the Government of India. Additional financial assistance from the National Disaster Response Fund (NDRF) is provided, as per the prescribed procedure, in case of disasters of a 'severe nature', which includes an assessment by an Inter-Ministerial Central Team (IMCT).

Central Water Commission (CWC) issues short-range flood forecasts with a lead time of up to 24 hours at 360 designated flood forecasting stations (159 Inflow Forecast Stations and 201 Level Forecast Stations) as per standard operating procedures. In the Brahmaputra basin and its tributaries, CWC operates 49 dedicated flood forecasting stations, comprising 39 Level Forecast Stations and 10 Inflow Forecast Stations. In Dhubri district, two flood forecasting stations are operational—Dhubri on the Brahmaputra River and Golokganj on the Sankosh River. These stations provide timely flood forecasts and warnings to facilitate preparedness, safeguard irrigation infrastructure, and minimize flood-related damages.

NAMO BHARAT REGIONAL RAPID TRANSIT SYSTEM

3000. DR. HEMANG JOSHI:

SHRI PRADEEP KUMAR SINGH:

SHRI ARUN GOVIL:

SHRI JANARDAN MISHRA:

SHRI MANISH JAISWAL:

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

(a) the details of the milestones achieved under the Namo Bharat Regional Rapid Transit System (RRTS), particularly following the full operationalisation of the 82-kilometre Delhi-Ghaziabad-Meerut corridor in February, 2026;

(b) the details of the current ridership metrics and punctuality standards including the framework for multimodal convergence with existing metro networks and bus terminals to facilitate seamless commuter mobility;

(c) the details of the current status and projected roadmap for the subsequent Phase-I corridors and the proposed linkage to Jewar Airport to ensure interoperable regional connectivity; and

(d) the details of the specific interventions implemented by the National Capital Region Transport Corporation (NCRTC) to foster transit-oriented development, integrate renewable energy solutions and provide inclusive fare structures for marginalised categories?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The 82.15 Km long India's first Namo Bharat Regional Rapid Transit System (RRTS) corridor namely, Delhi-Ghaziabad-Meerut RRTS corridor (which includes 23 km of Meerut metro network on same infrastructure) has become fully operational since February, 2026.

(b): National Capital Region Transport Corporation Ltd. (NCRTC), the implementing agency for Namo Bharat RRTS, has informed that as on date, over 3.8 crores commuters have availed the Namo Bharat services since beginning of operation with a punctuality level of over 99%. Further, on Delhi-Ghaziabad-Meerut Namo Bharat RRTS corridor, effective multi-modal integration has been established with 03 Metro lines, 02 Railway stations and 04 Bus terminals, conforming to the guidelines outlined by Unified Traffic and Transportation Infrastructure (Planning and Engineering) Centre, DDA.

(c): In Phase-I, three Namo Bharat RRTS corridors have been prioritized namely, (i) Delhi-Ghaziabad-Meerut, (ii) Delhi-Gurugram-Alwar and (iii) Delhi-Panipat. The Delhi-Ghaziabad-Meerut Namo Bharat RRTS corridor is fully operational since February, 2026. Further, NCRTC has submitted the Detailed Project Reports (DPRs) for the Namo Bharat RRTS corridors from Delhi to Karnal, Delhi to Bawal, Bawal to Behror and Ghaziabad to Noida International Airport. The Namo Bharat RRTS projects are cost intensive proposals and therefore, undergo intensive examination at different levels in Central Government. After such examination, Central Government considers financial assistance to RRTS projects, based on feasibility of the proposal and availability of resources.

(d): NCRTC has informed that it has implemented several specific interventions across the Delhi-Ghaziabad-Meerut Namo Bharat RRTS corridor, such as, (i) TOD Zones of the Delhi-Ghaziabad-Meerut have been delineated and notified in Masterplans of Ghaziabad and Meerut along with special areas for TOD, (ii) Under Delhi TOD policy, 2021, NCRTC has prepared Influence Zone Plans (IZP) for the TOD Nodes at Jangpura and Sarai Kale Khan. Further, as per provisions of Delhi TOD Policy, 2026, any new RRTS corridor will automatically be considered under TOD in Delhi. NCRTC has further informed that a cumulative rooftop solar capacity of 7.8 MWp has been successfully installed to harness green energy. In respect of fare structure, NCRTC has informed that a 35% discount on base fare is being provided to all commuters. Additionally, NCRTC has also introduced concept of loyalty points, which are earned by commuters by traveling on RRTS network, which is used for availing discount.

WIDENING OF AROOR TO EDAPPALLY STRETCH ON NH-66

3001. SHRI HIBI EDEN:

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

(a) whether the Government proposes an eight-lane elevated highway on the Aroor to Edappally stretch of National Highway (NH)-66;

(b) if so, the details and the present status thereof and if not, the reasons therefor;

(c) whether the Aroor to Edappally stretch of NH-66 is among the most congested National Highway stretches in Kerala and if so, the comparative traffic data thereof;

(d) whether there are any alternative arrangements proposed to address the severe traffic congestion on the Aroor to Edappally stretch of NH-66, which has multiple major junctions and crossings of the Kochi Metro corridor, if so, the details thereof and if not, the reasons therefor; and

(e) whether the Aroor to Edappally stretch of NH-66 in Kerala is the only National Highway stretch without a clear decision or timeline from the Government, if so, the details thereof?

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

(a) to (e): Government keeps on undertaking Detailed Project Report (DPR)/ feasibility study to upgrade the National Highway (NH) network with the aim to improve logistic efficiency and reduce the travel time. The existing 4-lane carriageway on Aroor–Edappally stretch of NH-66 accommodates Kochi Metro Corridor. In order to address traffic congestion in this stretch, which passes through busy locations such as Angamaly, Aluva, Kalamassery, Edappally, Palarivattom, Vyttila and Kundannoor in Ernakulam district, work of DPR for Ernakulam Bypass (Kochi Outer Ring Road) has been awarded, connecting Angamaly (near Cochin International Airport) to Aroor. The alignment of the said project was approved in the meeting of the Alignment Approval Committee (AAC). Decision for project implementation and investment is taken

based on the outcome of DPR and compliance with the Policy for decongestion of urban areas issued on 29th May, 2026.

EXPANSION OF NATIONAL GAS GRID AND CGD INFRASTRUCTURE

3002. SHRI MANISH JAISWAL:
SHRI MANOJ TIWARI:
SHRI VIJAY BAGHEL:
SHRI BHARTRUHARI MAHTAB:
SHRI P. P. CHAUDHARY:
SHRI DILIP SAIKIA:
SHRIMATI MAHIMA KUMARI MEWAR:
SHRIMATI KAMALJEET SEHRAWAT:
DR. MANNA LAL RAWAT:
SHRI JASHUBHAI BHILUBHAI RATHVA:
SHRI KOTA SRINIVASA POOJARY:
SHRIMATI ANITA NAGARSINGH CHOUHAN:
SHRI MAHENDRA SINGH SOLANKY:
SHRI RAHUL SINGH LODHI:
SHRI JANARDAN MISHRA:
SHRI RAJKUMAR CHAHAR:
SHRI KRISHNA PRASAD TENNETI:
DR. SANJAY JAISWAL:
SHRI VINOD LAKHAMSHI CHAVDA:
SHRI CHANDRA PRAKASH CHOUDHARY

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has reviewed the progress of the National Gas Grid and associated natural gas pipeline network across the country, if so,

the details thereof including its present length, State-wise and in Dewas-Shajapur Parliamentary Constituency;

(b) the details of natural gas pipeline projects sanctioned/under implementation/operational under the National Gas Grid and the progress made in expanding pipeline connectivity in the country and to previously unconnected regions, districts and industrial clusters, particularly in Madhya Pradesh, Rajasthan, Jharkhand and the Pali Parliamentary Constituency;

(c) whether the Government has taken/proposes to take measures to expedite ongoing pipeline projects, strengthen inter-State connectivity, expand City Gas Distribution (CGD) infrastructure including Piped Natural Gas (PNG) and Compressed Natural Gas (CNG) facilities particularly in above States and in Delhi especially in North-East Delhi, the Ratlam–Jhabua– Alirajpur and Dewas–Shajapur Parliamentary Constituencies in view of its importance forTribal/Industrial development in Madhya Pradesh along with the timeline, funds allocated and any special plan therein, if so, the details thereof; and

(d) the expected impact of the expansion of the National Gas Grid and CGD network on industrial growth, clean energy adoption, employment generation, natural gas accessibility and the development of a gas-based economy in the country?

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): Petroleum and Natural Gas Regulatory Board (PNGRB) is the authority to grant authorization to various entities to Lay, build, operate and expand Natural Gas Pipelines (NGPL). As on March 2026, PNGRB has authorized approximately 33,027 Km of common carrier natural gas pipeline across the country to create a National Gas Grid. All the States and Union Territories, except Ladakh, Andaman & Nicobar Island and Lakshwadeep are covered by Natural Gas Pipeline Network authorized by PNGRB.

The details of the Common Carrier Natural Gas Pipeline network including the States of Madhya Pradesh, Rajasthan, and Jharkhand are given in the enclosed **Statement-I**. In the Dewas - Shajapur Parliamentary Constituency of Madhya Pradesh, approximately 84.67 km of operational natural gas pipeline network is deployed under the National Gas Grid. This operational infrastructure comprises major trunk and spur lines, including sections of Hazira - Vijaipur (24.91 km), Dahej - Vijaipur (DVPL I) (24.93 km), Dahej - Vijaipur (DVPL II) (24.95 km), Sanwer - Dewas (8.52 km), Dewas - HR Johnson (1.30 km), and the HR Johnson - Roca spur line (0.07 km), providing robust natural gas connectivity across the constituency.

Providing Piped Natural Gas (PNG) connections and establishment of Compressed Natural Gas (CNG) stations is part of the development of City Gas Distribution (CGD) Network, which inter alia include creation of pipeline

infrastructure and other facilities for the supply of PNG to domestic, commercial and industrial units and CNG to transport sector which is being carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB). PNGRB has authorized entities for the development of CGD network in 309 Geographical Areas (GAs), covering the entire mainland area of the country. Details of CGD progress in the states of Madhya Pradesh, Rajasthan and Jharkhand and CGD progress in the Pali Parliamentary Constituency, North-East Delhi, Ratlam and Jhabua Districts, Alirajpur District, Dewas District and Shajapur District are given in the enclosed **Statement-II.**

No funds are sanctioned or allocated by Government for implementation of the CGD projects. The CGD infrastructure rollout and investmentsare made by the authorized CGD entity in accordance with the authorization granted by PNGRB and the approved project plan.

Government have taken various steps to expand access to natural gas to CNG (Transport)/ PNG (Domestic) sector in the country which inter-alia includes allocating domestic gas on priority basis, diverting domestic gas from non-priority sectors to meet requirement for CNG (T)/PNG(D) sector, expansion of CGD network, grant of public utility status to CGD projects, notification for supply of domestic gas through available mode (including cascade mode) for CNG(T)/PNG(D) purpose, allocating domestic natural gas for CNG(T) and PNG(D) segments on a two quarter advance basis, expansion of National Gas Grid Pipeline, setting up of Liquefied Natural Gas (LNG)

Terminals, Sustainable Alternative Towards Affordable Transportation (SATAT) initiatives to promote Bio-CNG, etc.

PNGRB in collaboration with CGD entities, launched the National PNG Drive 2.0 from 1st January, 2026 to 30th June, 2026. Under the initiatives various measures have been implemented by the Government and authorized CGD entities which include:

(i) Expansion of PNG connectivity to households, commercial establishments and industries;

(ii) Conversion of connected households into active billed consumers;

(iii) Awareness campaigns and consumer outreach programmes;

(iv) Coordination with State Governments and local authorities for expeditious statutory permissions; and

(v) Implementation of consumer-friendly measures, including digital registration, simplified connection processes and promotional schemes offered by CGD entities.

Government has also notified a comprehensive control order dated 24.03.2026 under the Essential Commodities Act, 1955 to facilitate time-bound expansion of pipeline infrastructure across the country, especially CGD. The order provides a uniform framework for grant of right of way (RoW) and permissions by mandating strict timelines, enabling deemed approvals in case of delays, and prohibiting imposition of unauthorized charges by public authorities. It also addresses access issues in residential and private areas by ensuring non-

discriminatory and time-bound permissions, thereby removing key bottlenecks in pipeline laying.

PNGRB has rationalized the Unified Tariff by reducing tariff zones from three to two and notified transportation tariffs of Rs. 54.00/MMBTU for Zone-1 (up to 300 Km) and Rs. 110.02/MMBTU for Zone-2 (beyond 300 Km), . Zone-1 tariff has been extended nationwide for CNG(T) and PNG(D), resulting in nearly 50% reduction in transportation charges for consumers beyond 300 Km. The expansion of the natural gas pipeline grid has significantly improved access of natural gas for City Gas Distribution (CGD) networks, industries, power plants and households. As on 31.05.2026, the number of PNG Domestic connections has registered a substantial increase from 22 lakh in 2013-14 to approx.170 lakh currently, while the network of CNG stations has expanded from 783in 2013-14 to more than 8,900 currently. Furthermore, authorized entities have laid 6,71,387 Inch-Km pipeline across the country and provided 22,256 Industrial and 52,143 Commercial connections to support the clean energy transition in their respective Geographical Areas.

The expansion of the natural gas pipeline grid across the country has significantly increased adoption of natural gas which has played a crucial role in reducing India’s dependence on conventional fossil fuels like coal and crude oil. Consumption of Natural Gas in the country has increased from approx 138 Million Metric Standard Cubic Meters per Day (MMSCMD) in 2014 to approx. 188 MMSCMD in 2025. With expanding pipeline and CGD network, use of CNG as transportation fuel in vehicles (due to its cost

effectiveness and lower emissions) is increasing. Similarly, industries previously dependent on furnace oil and diesel are also progressively shifting to natural gas (mainly in the form of piped natural gas). Further, expansion of CGD infrastructure generates both direct and indirect employment opportunities through construction, operations, maintenance and allied services thereby supporting local employment and self-employment and leading to the development of a gas based economy.

STATEMENT-I

The details of the Common Carrier Natural Gas Pipeline network including the States of Madhya Pradesh, Rajasthan, and Jharkhand:

1. Operational Common Carrier Pipelines (As on 31.03.2026)

S. No.	Name of Natural Gas Pipelines	Entity	Auth. Length (KM)	Auth. Capacity (MMSCMD)	States from which Pipeline passes
1	Assam Regional Network	GAIL	8	2.50	Assam
2	Cauvery Basin Network	GAIL	240	4.33	Puducherry and Tamil Nadu
3	Hazira-Vijaipur-Jagdishpur -GREP (Gas Rehabilitation and Expansion Project)-Dahej-Vijaipur HVJ/VDPL	GAIL	6,169	111.3	Uttar Pradesh, Madhya Pradesh, Rajasthan, Gujarat, Haryana, Delhi, and Uttarakhand
4	Dahej-Vijaipur (DVPL)-Vijaipur-Dadri (GREP) Upgradation DVPL 2 & VDPL				
5	Kakinada-Hyderabad-Uran-Ahmedabad (East West Pipeline)	PIL	1,459	85	Andhra Pradesh, Gujarat, Maharashtra, Telangana and Karnataka

6	Dahej-Uran-Panvel-Dabhol	GAIL	920	22.5	Gujarat, Maharashtra, UT of Dadra & Nagar Haveli and Daman & Diu
7	KG Basin Network	GAIL	878	16	Andhra Pradesh
8	Gujarat Regional Network	GAIL	609	8.31	Gujarat
9	Agartala Regional Network	GAIL	55	2	Tripura
10	Dadri-Panipat	IOCL	132	20	Haryana and Uttar Pradesh
11	Mumbai Regional Network	GAIL	129	7.04	Maharashtra
12	Uran-Trombay	ONGC	24	6	Maharashtra
13	High Pressure Gujarat Gas Grid	GSPL	2,860	44.8	Gujarat
14	Hazira-Ankleshwar (HAPi)	GGL	73	5.06	Gujarat
15	Low Pressure Gujarat Gas Grid	GSPL	58	12	Gujarat
16	Shahdol-Phulpur	RGPL	312	3.50	Madhya Pradesh and Uttar Pradesh
17	Assam Regional Network	AGCL	105	2.42	Assam
18	Dukli-Maharajganj	GAIL	5.2	0.08	Agartala
19	Uran-Taloja	DFPCL	42	0.70	Maharashtra
20	Chainsa-Jhajjar-Hissar	GAIL	455	35	Haryana, Rajasthan and Delhi
21	Dadri-Bawana-Nangal	GAIL	921	31	Punjab, Haryana, Uttar Pradesh, Uttarakhand, Delhi, and Himachal Pradesh
Total			**15,454.2**		

2. Under Construction Common Carrier Natural Gas Pipelines (As on 31.03.2026)

S. No.	Name of Natural Gas Pipelines	Name of Authorized Entity	Authorized Length (KM)	States from which Pipeline passes

1	Ennore-Nellore	GTIL	220	Andhra Pradesh, Tamil Nadu
2	Kakinada-Vijayawada-Nellore	IMC	667	Andhra Pradesh
3	Kanai - Chhata - Panitar	HPPL	317	West Bengal
4	Hazaribagh-Ranchi	IOCL	71	Jharkhand
5	Gurdaspur-Jammu	GAIL	160	UT of Jammu & Kashmir, Punjab
6	Kochi-Kanyakumari-Thoothukudi	IOCL	425	Kerala, Tamil Nadu
Total			**1,860**	

3. Partially Commissioned Common Carrier Pipelines (As on 31.03.2026)

S. No.	Name of Natural Gas Pipelines	Entity	Auth. Length (KM)	States from which Pipeline passes
1	Mehsana Bhatinda	GIGL	1,943	Gujarat, Rajasthan, Haryana, Punjab
2	Bhatinda - Gurdaspur	GIGL	261	Punjab
3	Mallavaram - Bhopal - Bhilwara - Vijaipur	GITL	1,881	Andhra Pradesh, Telangana, Maharashtra, MP, Rajasthan, Gujarat
4	Dabhol-Bangalore	GAIL	1,414	Maharashtra, Karnataka, Goa
5	Kochi-Koottanad-Bangalore-Mangalore	GAIL	1,104	Kerala, Tamil Nadu, Karnataka, UT of Puducherry
6	Ennore-Tuticorin	IOCL	1,431	Tamil Nadu, Karnataka, Andhra Pradesh, UT of Puducherry
7	Jagdishpur-Haldia-BokaroDhamra-Paradip-Barauni-Guwahati	GAIL	3,546	Uttar Pradesh, Bihar, Jharkhand, West Bengal, Odisha, Assam
8	North-East Natural Gas Pipeline Grid	IGGL	1,688	Assam, Mizoram, Manipur, Arunachal Pradesh, Tripura, Nagaland, Meghalaya & Sikkim, West Bengal
9	Mumbai-Nagpur-	GAIL	1,755	Maharashtra, Madhya Pradesh,

	Jharsuguda			Chhattisgarh and Odisha
10	Srikakulam-Angul	GAIL	690	Andhra Pradesh, Odisha
Total			**15,713**	

Source: PNGRB

GLOSSARY/ABBREVIATIONS USED IN THE PIPELINE DATA REPLIES

Abbreviation	**Full Form**
PNGRB	Petroleum and Natural Gas Regulatory Board
NGPL	Natural Gas Pipeline
MMSCMD	Million Metric Standard Cubic Meters per Day
KM	Kilometer
UT	Union Territory
GAIL	GAIL (India) Limited
PIL	Pipeline Infrastructure Limited
IOCL	Indian Oil Corporation Limited
ONGC	Oil and Natural Gas Corporation Limited
GSPL	Gujarat State Petronet Limited
GGL	Gujarat Gas Limited
RGPL	Reliance Gas Pipelines Limited
AGCL	Assam Gas Company Limited
DFPCL	Deepak Fertilizers and Petrochemicals Corporation Limited

STATEMENT-II

CGD progress in the states of Madhya Pradesh, Rajasthan and Jharkhand (as on 31st May, 2026):

State/UT	**PNG CONNECTIONS**			**CNG CONNECTIONS**
	Domestic Connections (Nos.)	**Commercial Connections (Nos.)**	**Industrial Connections (Nos.)**	**CNG Stations (Nos.)**
Jharkhand	1,96,415	317	42	159
Madhya Pradesh	3,36,953	910	708	428
Rajasthan	5,44,070	783	1,920	499

Source: PNGRB

CGD progress in the Pali Parliamentary Constituency, North-East Delhi, Ratlam and Jhabua Districts, Alirajpur District, Dewas District and Shajapur District as on 31st May, 2026 are as under:

Name of the District	Geographical Area (GA)	Authorized Entity	PNG (Domestic) Connections	CNG Stations
Pali	Ajmer, Pali and Rajsamand Districts GA	IGL	2,74,035	80
North-East Delhi	NCT of Delhi GA	IGL	19,60,727	458
Ratlam and Jhabua	Jhabua, Banswara, Ratlam and Dungarpur Districts GA	Gujarat Gas Limited	2,285	32
Alirajpur	Alirajpur, Nandurbara and Barwani Districts GA	Adani Total Gas Limited	283	18
Dewas	Dewas GA	GAIL Gas Limited	40,503	6
Shajapur	Raisen, Shajapur and Sehore Districts GA	GAIL Gas Limited	11,769	30

Source: PNGRB

संधारणीय विमान ईंधन का संवर्धन

3003. श्री दर्शन सिंह चौधरी:

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

(क) क्या सरकार ने वर्ष 2026 के दौरान संधारणीय विमान ईंधन (एसएएफ) के उत्पादन, उपयोग और आपूर्ति को बढ़ावा देने के लिए किसी विशेष नीति, प्रोत्साहन योजना या कार्य योजना को लागू किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार विमानन क्षेत्र में एसएएफ का उपयोग बढ़ाने के लिए इसकी उत्पादन क्षमता, ब्लेंडिंग, गुणवत्ता मानकों और आपूर्ति श्रृंखला को सुदृढ़ करने हेतु तेल विपणन कंपनियों, विमानन कंपनियों, अनुसंधान संस्थानों और निजी क्षेत्र के सहयोग से कोई विशेष पहल कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) वर्ष 2026 के दौरान एसएएफ से संबंधित स्वीकृत पायलट परियोजनाओं, अनुसंधान और विकास कार्यकलापों, निवेशों, उत्पादन क्षमता और वित्तीय सहायता का ब्यौरा क्या है; और

(घ) क्या सरकार आयातित विमानन ईंधन पर निर्भरता कम करने और कार्बन उत्सर्जन को घटाने के उद्देश्य से कृषि अवशेषों, प्रयुक्त खाना पकाने के तेल, जैव-अपशिष्ट और अन्य जैव-आधारित फीडस्टॉक से एसएएफ के स्वदेशी उत्पादन को बढ़ावा देने के लिए किसी समयबद्ध कार्य योजना को लागू कर रही है 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) से (घ): सरकार ने पारंपरिक विमानन टर्बाइन ईंधन (एटीएफ) में 2027 तक 1%, 2028 तक 2% और 2030 तक 5% के सतत विमानन ईंधन (एसएएफ) के लिए सांकेतिक मिश्रण लक्ष्यों को मंजूरी दी है, जो शुरू में अंतर्राष्ट्रीय उड़ानों के लिए है। सार्वजनिक क्षेत्र की तेल विपणन कंपनियां बताए गए मिश्रण लक्ष्यों को प्राप्त करने में सक्रिय रूप से लगी हुई हैं।

इसके अलावा, सरकार ने देश में एसएएफ पारिस्थितिकी तंत्र के विकास का समर्थन करने के लिए कई कदम उठाए हैं। इनमें शामिल हैं:

(i) एविएशन टर्बाइन फ्यूल (एटीएफ) (विपणन का विनियमन) आदेश, 2001 (एटीएफ नियंत्रण आदेश) में संशोधन की अधिसूचना दिनांक 17 अप्रैल 2026, एटीएफ नियंत्रण आदेश के दायरे में सतत विमानन ईंधन (एसएएफ) के साथ मिश्रित एविएशन टर्बाइन फ्यूल लाने के लिए एक प्रशासनिक उपाय के रूप में है।

(ii) अंतर्राष्ट्रीय स्थिरता और कार्बन प्रमाणन (आईएससीसी) योजना के तहत एसएएफ प्रमाणन निकायों के प्रमाणीकरण के लिए प्रमाणन निकायों के लिए राष्ट्रीय प्रत्यायन बोर्ड (एनएबीसीबी) की मान्यता है।

(iii) तेल विपणन कंपनियों (ओएमसीज) और एयरलाइनों के बीच दीर्घकालिक एसएएफ आपूर्ति व्यवस्था की सुविधा, जिसमें ओएमसीज और एयरलाइनों के बीच समझौता ज्ञापनों पर हस्ताक्षर करना शामिल है।

(iv) एसएएफ पर हितधारक परामर्श और जागरूकता कार्यक्रम आयोजित करना।

इंडियन ऑयल कॉर्पोरेशन लिमिटेड (आईओसीएल) और भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बीपीसीएल) को क्रमशः अपनी पानीपत और मुंबई रिफाइनरियों में एसएएफ उत्पादन के लिए आईएससीसी कार्बन ऑफसेटिंग एंड रिडक्शन स्कीम फॉर इंटरनेशनल एविएशन (आईएससीसी कॉर्सिया) प्रमाणन प्राप्त हुआ है।

एसएएफ सहित उन्नत जैव ईंधन उत्पादन को सुविधाजनक बनाने के लिए, सरकार ने लिग्नोसेलुलोसिक बायोमास और अन्य नवीकरणीय फीडस्टॉक का उपयोग करके देश में एसएएफ उत्पादन के लिए परियोजनाओं सहित उन्नत जैव ईंधन परियोजनाओं की स्थापना के उद्देश्य से 2019 में "प्रधानमंत्री जी-वन (जैव ईंधन- वातावरण अनुकूल फसल अवशेष निवारण) योजना" को अधिसूचित किया, जिसे 2024 में संशोधित किया गया। पीएम जी-वन के लिए कुल वित्तीय परिव्यय 1,969.50 करोड़ रुपये है, जिसमें से 1,800 करोड़ रुपये वाणिज्यिक पैमाने की उन्नत जैव ईंधन परियोजनाओं के लिए और 150 करोड़ रुपये प्रदर्शन पैमाने की उन्नत जैव ईंधन परियोजनाओं के लिए आवंटित किए गए हैं। परियोजना की कुल लागत में बायोमास आपूर्ति श्रृंखला और हैंडलिंग, प्रौद्योगिकी शुल्क, कुल उपकरणों की लागत आदि शामिल हैं। पीएम जी-वन योजना के तहत, वाणिज्यिक पैमाने की परियोजनाओं के लिए प्रति परियोजना अधिकतम 150 करोड़ रुपये और उन्नत जैव ईंधन के उत्पादन के क्षेत्र में प्रौद्योगिकियों के विकास

और अपनाने के लिए अनुसंधान एवं विकास को बढ़ावा देने के साथ-साथ वाणिज्यिक व्यवहार्यता में सुधार के लिए प्रति परियोजना 15 करोड़ रुपये की वित्तीय सहायता निर्धारित की गई है।

जून 2026 में, पीएम जेआई-वन योजना के तहत तीन वाणिज्यिक-स्केल और दो प्रदर्शन-स्केल एसएएफ परियोजनाओं के लिए वित्तीय सहायता स्वीकृत की गई थी। स्वीकृत परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	**परियोजना विकासकर्ता**	**संयंत्र का स्थान**	**परियोजना का प्रकार**	**स्वीकृत वित्तीय सहायता, करोड़ रुपए**
1	मैंगलोर रिफाइनरी एंड पेट्रोकेमिकल लिमिटेड	मैंगलोर, कर्नाटक	वाणिज्यिक-स्केल	56
2	एम11एनर्जी ट्रांज़िशन लिमिटेड	उडुपी, कर्नाटक	वाणिज्यिक-स्केल	150
3	टूऑल्ट	बागलकोट, कर्नाटक	वाणिज्यिक-स्केल	150
4	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	विशाखापत्तनम, आंध्र प्रदेश	प्रदर्शन-स्केल	15
5	सिन-बायो	नरवार, मध्य प्रदेश	प्रदर्शन-स्केल	15

DEVELOPMENT OF AVIATION SECTOR UNDER UDAN SCHEME

3004. SHRI MALAIYARASAN D.:

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

(a) the details and the current status of implementation of the Ude Desh ka Aam Nagrik (UDAN) scheme including the number of routes operationalised, airports/heliports/water aerodromes made functional, State/UT-wise, particularly in Kallakurichi Lok Sabha Constituency of Tamil Nadu;

(b) the total funds allocated, released and utilised under the said scheme since its inception till date, year-wise;

(c) whether several regional routes have been discontinued or suspended due to low passenger traffic or financial viability issues and if so, the details thereof;

(d) the steps taken to improve last-mile air connectivity in remote, hilly and coastal regions and to ensure long-term sustainability of subsidised routes; and

(e) whether the Government proposes any modification or extension of the UDAN Scheme beyond its current phase 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 (e): Since inception of the Regional Connectivity Scheme (RCS)-UDAN, a total of 679 RCS routes connecting 95 unserved and underserved airports, including 17 heliports and 02 water aerodromes, have been operationalised across the country under the UDAN Scheme.

No aerodromes located in the Kallakurichi Lok Sabha Constituency of Tamil Nadu have been identified for development under the UDAN Scheme.

For revival and development of un-served and under-served airports/heliports/water aerodromes identified under Regional Connectivity Scheme - Ude Desh ka Aam Nagrik (RCS-UDAN), an amount of Rs. 4500 crore in the Phase I and an amount of Rs.1000 Crores in Phase II of the Scheme has been allocated. Rs.4,839.48 crore has been incurred for revival/development of airports under RCS till date.

Under the scheme, 156 routes discontinued services before completion of their 3-year VGF support tenure due to operational and airline related issues.

The next phase of the UDAN Scheme was launched on 04.07.2026 to promote regional air connectivity in Tier 2 and Tier 3 cities and remote regions across the country, targeting 120 new destinations and 4 crore passengers over the next 10 years. The Scheme is being implemented from FY 2026-27 to FY 2035-36 with an outlay of Rs 28,840 crore, including Rs. 12,159 crore for Aerodrome development and Rs3,661 crore for development of 200 heliports in Hilly, North-Eastern and Aspirational (HINER) States/districts.

MULTIMODAL LOGISTICS PARKS UNDER BHARATMALA PARIYOJANA

3005. SHRI MANOJ TIWARI:
SHRI BALABHADRA MAJHI:
SHRI LAVU SRI KRISHNA DEVARAYALU:
DR. K. SUDHAKAR:
SHRIMATI MAHIMA KUMARI MEWAR:
SHRI KOTA SRINIVASA POOJARY:
SHRI VISHWESHWAR HEGDE KAGERI:
SHRI MAHENDRA SINGH SOLANKY:
SHRI JUGAL KISHORE:
DR. HEMANT VISHNU SAVARA:
SHRI HARIBHAI PATEL:
SHRI AVIMANYU SETHI:
SHRI MANISH JAISWAL:
SHRI CHANDRA PRAKASH CHOUDHARY:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI NABA CHARAN MAJHI:

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

(a) whether the Government has undertaken any review of the development of Multimodal Logistics Parks under Bharatmala Pariyojana and if so, the details thereof, State/UT-wise;

(b) the progress achieved in development and operationalisation of Multimodal Logistics Parks across the country, States/UTs-wise;

(c) the details of States where agreements have been signed with private companies for the develoment of such parks, State/UT-wise;

(d) the measures undertaken to strengthen multimodal connectivity by integrating road infrastructure with railways, ports, inland waterways and other freight transport networks to support industrial clusters, agricultural produce and MSMEs in the country, State/UT-wise;

(e) the expected impact of these Logistics Parks on reducing logistics costs, improving freight efficiency, attracting investments, generating employment, promoting economic and industrial growth in the country, State/UT-wise; and

(f) whether any additional Multimodal Logistics Parks have been proposed or are under consideration in the country and if so, the details and the current status thereof along with the expected timelines for their completion, State/UT-wise?

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

(a) and (b): Multi Modal Logistic Parks (MMLP) projects are reviewed by the Government from time to time.

Government in Ministry of Road Transport & Highways awarded 3 nos. of projects for development of Multi Modal Logistic Parks (MMLPs) at Chennai (Tamil Nadu), Bengaluru (Karnataka) and Indore (Madhya Pradesh) under Bharatmala Pariyojana on Public Private Partnership (PPP) mode. No further awards are being undertaken under Bharatmala Pariyojana since November 2023. In addition, Government has prioritised 11 additional locations for exploring MMLP development. The status of MMLPs at 14 locations (including 3 under **Bharatamala)** are given in the enclosed **Statement.**

(c): The Concession Agreements have been signed with respective bidders for development of MMLPs at Chennai, Bengaluru and Indore on PPP mode.

(d): MMLPs are being developed with dedicated rail siding and external road & rail connectivity to ensure the integration of road and rail infrastructure. The integration work is in progress for MMLPs at Chennai, Bengaluru, Nagpur and Indore. Also integration with Inland Waterways is proposed in MMLPs at Varanasi and Jogighopa.

(e): As the MMLPs are under development, their impact on reducing logistics costs, improving freight efficiency, attracting investments, generating employment, promoting economic and industrial growth are yet to be assessed.

(f): Details of additional MMLPs proposed by the Government may be seen from sl. no. 4 to 14 of Table given in the enclosed **Statement.**

STATEMENT

Details of Multi Modal Logistic Park projects awarded/proposed by the Government:

Sl. No.	State	MMLP Location	Area (Acres)	Status
Projects awarded under Bharatmala Pariyojana				
1	Tamil Nadu	Chennai	184.27	Under implementation
2	Madhya Pradesh	Indore	255.17	Under implementation
3	Karnataka	Bangalore	391.73	Under implementation
Additional Projects proposed by the Government				
4	Maharashtra	Nagpur	150.42	Letter of Acceptance (LoA) issued
5	Maharashtra	Nashik	128.84	DPR completed; project at appraisal stage
6	Maharashtra	Jalna	63.00	Commercial operation commenced on Operation & Maintenance (O&M) model
7	Bihar	Patna	103.23	At DPR stage
8	Andhra Pradesh	Anantapur	109.64	At DPR stage
9	Andhra Pradesh	Visakhapatnam	120.00	At DPR stage
10	Telangana	Hyderabad	156.00	At DPR stage
11	Maharashtra	Pune	334.96	At DPR stage
12	Assam	Jogighopa*	195.00	project to be taken up on O&M model ; proposal for project appraisal is under preparation
13	Uttar Pradesh	Varanasi	40.00	Project sanctioned on 15.07.2026; bidding in process
14	Assam	Silchar		DPR being initiated

* Land area development with internal roads, utilities, warehouses along with external road & rail connectivity developed on Engineering, Procurement and Construction (EPC) mode in collaboration with Govt. of Assam.

भूमि अधिग्रहण के लिए भूमि राशि पोर्टल

3006. श्री सुखजिंदर सिंह रंधावा:
श्री विजय बघेल:
श्री जसवंतसिंह सुमनभाई भाभोर:
श्री प्रवीण पटेल:
श्री रमेश अवस्थी:
श्री दुलू महतो:
श्रीमती हिमाद्री सिंह:
श्रीमती कमलजीत सहरावत:
श्री संजय हरिभाऊ जाधव:
श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:
श्री जनार्दन मिश्रा:
श्री जुगल किशोर:
श्री अरूण गोविल:
श्री पी. पी. चौधरी:
श्री आशीष दुबे:
श्री बंटी विवेक साहू:

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

(क) क्या सरकार ने राष्ट्रीय राजमार्ग परियोजनाओं के तहत भूमि अधिग्रहण के लिए भूमि राशि पोर्टल के कार्यान्वयन की समीक्षा की है और यदि हां, तो तत्संबंधी राज्य-वार/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ख) उक्त पोर्टल के माध्यम से अधिग्रहित की गई भूमि, प्रभावित किसानों/भूमि स्वामियों और उन्हें भुगतान किए गए मुआवजे का राज्य-वार और जिला-वार ब्यौरा क्या है;

(ग) भूमि अधिग्रहण प्रक्रिया के डिजिटलीकरण और पोर्टल के माध्यम से मुआवजे के प्रत्यक्ष वितरण में हुई प्रगति का ब्यौरा क्या है और विशेषकर पंजाब में इसकी वर्तमान स्थिति का राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(घ) क्या राष्ट्रीय राजमार्ग परियोजनाओं के तहत पारदर्शिता में सुधार करने, भूमि अधिग्रहण में देरी को कम करने, लंबित मामलों को सुलझाने और किसानों की शिकायतों का निवारण करने के लिए कोई विशेष उपाय और कदम उठाए गए हैं और यदि हां, तो तत्संबंधी राज्य-वार/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ङ) परियोजना के कार्यान्वयन में तेजी लाने, पारदर्शिता सुनिश्चित करने और प्रभावित भूमि स्वामियों को मुआवजे के समय पर वितरण में सुधार करने पर उक्त पोर्टल का क्या प्रभाव पड़ा है और इसका राज्य-वार/संघ राज्यक्षेत्र-वार ब्यौरा क्या है; और

(च) कार्याधीन और आगामी राष्ट्रीय राजमार्ग अवसंरचना परियोजना का राज्य-वार/संघ राज्यक्षेत्र-वार ब्यौरा क्या है?

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

(क) से (ङ): भूमिराशि पोर्टल एक केंद्रीय रूप से निगरानी किया जाने वाला पोर्टल है और इसके विकास की नियमित रूप से सड़क परिवहन और राजमार्ग मंत्रालय में केंद्र सरकार द्वारा समीक्षा की जाती है।

भूमिराशि पोर्टल का उद्देश्य राष्ट्रीय राजमार्ग अधिनियम, 1956 के अंतर्गत भूमि अधिग्रहण से संबंधित अधिसूचनाओं के ऑनलाइन प्रसंस्करण के लिए एक एकल मंच प्रदान करना है, ताकि भारत में राजमार्ग अवसंरचना विकास परियोजनाओं में तेजी लाई जा सके और लाभार्थियों को मुआवजे का वितरण सुनिश्चित किया जा सके। भूमि अधिग्रहण अधिसूचनाओं के प्रसंस्करण के लिए पोर्टल को अनिवार्य कर दिया गया है। उक्त उद्देश्यों के लिए पोर्टल को अप्रैल 2018 में लॉन्च किया गया था। पोर्टल जीआईएस-आधारित अधिग्रहण मानचित्रों के निर्माण में सहायता करता है और भूमि मालिकों को मुआवजे के वितरण में सटीकता और विश्वसनीयता में सुधार के लिए सार्वजनिक

वित्तीय प्रबंधन प्रणाली (पीएफएमएस) और आधार-आधारित प्रमाणीकरण के साथ एकीकृत किया गया है। भूमिराशि पोर्टल ने अपने ऑनलाइन प्रसंस्करण के माध्यम से वैधानिक अधिसूचनाओं के लिए लगने वाले औसत समय को कम कर दिया है।

राष्ट्रीय राजमार्ग परियोजनाओं के लिए भूमि अधिग्रहण, परियोजना-आधारित और एक सतत प्रक्रिया है। भूमि अधिग्रहण के लिए सक्षम प्राधिकारी (सीएएलए) प्रतिकर निर्धारण अधिनिर्णय (अवार्ड) तैयार करने के लिए उत्तरदायी है। भूमिराशि पोर्टल के माध्यम से अधिग्रहित कुल भूमि लगभग 1,88,690 हेक्टेयर है (ब्यौरा **विवरण-I** में संलग्न है) और वितरित मुआवज़ा लगभग ₹ 53,196 करोड़ है। हालांकि, मुआवज़े का दावा करने वाले पक्षों के बीच स्वामित्व विवाद और मुआवज़े के बंटवारे का मामला अधिकार क्षेत्र रखने वाले प्रधान सिविल न्यायालय को भेजा जाता है और निर्धारित मुआवज़े की राशि न्यायालय में जमा की जाती है।

सरकार का सड़क परिवहन एवं राजमार्ग मंत्रालय ने केंद्रीय एवं राज्य स्तरीय संस्थानों, राज्य की राजधानियों आदि में भूमि अधिग्रहण प्रक्रिया में शामिल केंद्रीय एवं राज्य के अधिकारियों के लिए विभिन्न क्षमता निर्माण प्रशिक्षण/कार्यशालाओं का आयोजन किया है। भूस्वामियों को अपनी शिकायतों के समाधान के लिए राष्ट्रीय राजमार्ग अधिनियम, 1956 के तहत आपत्तियां और मध्यस्थता तंत्र, केंद्रीकृत सार्वजनिक शिकायत निवारण एवं निगरानी प्रणाली (सीपीग्राम) आदि जैसे उपाय उपलब्ध हैं।

भूमि अधिग्रहण सहित राष्ट्रीय राजमार्ग परियोजनाओं की प्रगति की निगरानी सरकार द्वारा विभिन्न स्तरों पर नियमित रूप से की जाती है। इसके लिए राज्यों/केंद्र शासित प्रदेशों के मुख्य सचिवों के नेतृत्व में समन्वय बैठकें आयोजित की जाती हैं, जहां यदि कोई अनसुलझे मुद्दे हों, तो उन्हें परियोजना निगरानी समूह और "प्रगति" के माध्यम से आगे की समीक्षा के लिए उठाया जाता है।

(च): वर्तमान में निर्माणाधीन राष्ट्रीय राजमार्ग परियोजनाओं की संख्या का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा, परियोजना पूर्णता प्राप्त किए बिना और समाप्ति/फोरक्लोजर के लिए विचाराधीन परियोजनाओं को छोड़कर, **विवरण-II** में संलग्न है।

विवरण-I

भूमिराशि पोर्टल के माध्यम से राज्य/संघ राज्य क्षेत्रवार अधिग्रहित कुल भूमि का ब्यौरा इस प्रकार है:

क्रम संख्या	राज्य/संघ राज्य क्षेत्र	अधिग्रहित कुल क्षेत्रफल (हेक्टेयर में)
1	अंडमान व निकोबार द्वीप समूह	0
2	आंध्र प्रदेश	17720.53
3	अरुणाचल प्रदेश	0
4	असम	3679.17
5	बिहार	8991.23
6	चंडीगढ़	0
7	छत्तीसगढ	4314.18
8	दादरा, नगर, हवेली, दमन और दीव	2.36
9	दिल्ली	326.87
10	गोवा	268.4
11	गुजरात	6521.37
12	हरियाणा	16136.51
13	हिमाचल प्रदेश	1313
14	जम्मू और कश्मीर	1514.46
15	झारखंड	7560.99
16	कर्नाटक	11256.55
17	केरल	1618.56
18	लद्दाख	46.34
19	लक्षद्वीप	0
20	मध्य प्रदेश	16437.49
21	महाराष्ट्र	11628.34

22	मणिपुर	1463.09
23	मेघालय	469.23
24	मिजोरम	1456.8
25	नागालैंड	0
26	ओडिशा	5257.49
27	पुदुचेरी	796.83
28	पंजाब	12042.34
29	राजस्थान	16682.38
30	सिक्किम	188.04
31	तमिलनाडु	7467.95
32	तेलंगाना	8688.41
33	त्रिपुरा	1046.1
34	उत्तर प्रदेश	18717.26
35	उत्तराखंड	2226.37
36	पश्चिम बंगाल	2851.52
कुल		**188690.16**

विवरण-II

राज्य/संघ राज्य क्षेत्र के अनुसार राष्ट्रीय राजमार्ग परियोजनाओं की वह संख्या, जो वर्तमान में निर्माणाधीन हैं और जिनका निर्माण कार्य पूरा नहीं हुआ है तथा जिन परियोजनाओं को समाप्त करने/फोरक्लोजर के लिए विचार चल रहा है, उन्हें छोड़कर, निम्नलिखित है:

क्रम संख्या	राज्य / संघ राज्य क्षेत्र	परियोजनाओं की संख्या
1	आंध्र प्रदेश	69
2	अरुणाचल प्रदेश	14
3	असम	52
4	बिहार	67
5	छत्तीसगढ	38
6	दिल्ली	0
7	गोवा	15
8	गुजरात	40
9	हरियाणा	16

10	हिमाचल प्रदेश	28
11	जम्मू और कश्मीर	38
12	झारखंड	36
13	कर्नाटक	77
14	केरल	16
15	लद्दाख	7
16	मध्य प्रदेश	65
17	महाराष्ट्र	118
18	मणिपुर	27
19	मेघालय	12
20	मिजोरम	17
21	नागालैंड	19
22	ओडिशा	49
23	पुदुचेरी	1
24	पंजाब	31
25	राजस्थान	36
26	सिक्किम	11
27	तमिलनाडु	42
28	तेलंगाना	43
29	त्रिपुरा	12
30	उत्तर प्रदेश	87
31	उत्तराखंड	74
32	पश्चिम बंगाल	29
33	अंडमान और निकोबार द्वीप समूह	3
34	दादरा और नगर हवेली तथा दमन और दीव	2

FUNDING FOR POLAVARAM PHASE-I

3007. SHRI P. V. MIDHUN REDDY:

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

(a) whether the Government has approved funding for Polavaram Phase-I (storage up to 41.15 metres) and the subsequent sanction of the recent

multi-tranche grants for completion of the project and if so, the details thereof;

(b) whether the project is on track to achieve the 41.15 metre storage milestone by the 2027 timeline and the critical construction milestones that remain to be completed and if so, the details thereof;

(c) whether the sanctioned grant is exclusively for Phase-I works or also includes canal networks, the powerhouse and outstanding rehabilitation and resettlement liabilities and if so, the details thereof; and

(d) the status of compliance by the State Government of Andhra Pradesh with technical and financial preconditions, including submission of updated project reports and utilisation certificates, required for release of the remaining grant tranches as of June, 2026?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Government of India has approved funding for Polavaram Irrigation Project Phase-I (storage up to Elevation Level (EL) +41.15 metres) for Rs.30,436.95 crore at 2023 Price Level with the balance central grants for the project limited to Rs.12,157.53 crore. Subsequently, grant of Rs 5,512.40 crore was released for the project in Financial Year 2024-25 and Rs 2810.22 in Financial Year 2025-26.

(b): The project is on track to achieve the 41.15 metre storage milestone and the critical construction milestones such as construction of the main dam in

Gap-I & Gap-II, Land Acquisition (LA) and Rehabilitation & Resettlement (R&R) works are targeted for completion by June, 2027.

(c): The Central Grant is limited to Phase-I works for water storage up to EL +41.15 m. It covers all civil works of the project up to the Full Reservoir Level (FRL) of EL +45.72 m, LA and R&R works up to EL +41.15 m, and the Left & Right Main Canals. The cost of the Power House component of the Project is to be borne by the Government of Andhra Pradesh.

(d): The Government of Andhra Pradesh is timely furnishing the necessary technical documents and utilisation certificates as per the requirement. Polavaram Project Authority under DoWR, RD&GR examines the technical documents and utilisation certificates submitted by Government of Andhra Pradesh before release of funds.

NATIONAL AQUIFER MAPPING AND MANAGEMENT PROGRAMME

3008. SHRI VISHNU DAYAL RAM:
SHRI ANUP SANJAY DHOTRE:
SHRI DAMODAR AGRAWAL:
SHRIMATI SANJNA JATAV:
SHRI TEJASVI SURYA:
SHRIMATI SMITA UDAY WAGH:
SHRI G. M. HARISH BALAYOGI:
SHRIMATI MALA RAJYALAXMI SHAH:
SHRI MAHENDRA SINGH SOLANKY:
SHRI BIBHU PRASAD TARAI:
SHRI KHAGEN MURMU:

SHRI YADUVEER WADIYAR:

SHRI SUKANTA KUMAR PANIGRAHI:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI BALABHADRA MAJHI:

SHRI AVIMANYU SETHI:

SHRI BUNTY VIVEK SAHU:

SHRI TRIVENDRA SINGH RAWAT:

SHRIMATI KAMALJEET SEHRAWAT:

SHRI GODAM NAGESH:

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

(a) whether the Government has undertaken any review of the implementation of the National Aquifer Mapping and Management Programme (NAQUIM 2.0) in the country and if so, the details and the major outcomes thereof, State-wise, particularly in Maharashtra, Andhra Pradesh, Uttarakhand, Madhya Pradesh including Dewas-Shajapur Lok Sabha Constituency and Odisha including Kandhamal Lok Sabha Constituency;

(b) the progress achieved in high-resolution aquifer mapping and preparation of area-specific groundwater management plans under the programme in the country, State-wise, particularly in Maharashtra including Jalgaon Lok Sabha Constituency, district-wise in Andhra Pradesh including Konaseema district and district-wise in Madhya Pradesh including Dewas and Shajapur districts;

(c) the details of the mechanism established to facilitate utilisation of scientific inputs generated under NAQUIM 2.0 by various State Governments

including the State Government of Andhra Pradesh, Panchayati Raj Institutions and local bodies for groundwater planning and management;

(d) the manner in which the said programme is expected to strengthen evidence-based groundwater management and the steps taken to promote evidence-based sustainable groundwater management, climate-resilient water management in the country, particularly in Rajasthan, Andhra Pradesh including Konaseema district and Madhya Pradesh including Dewas Shajapur Lok Sabha Constituency;

(e) whether the Government proposes to extend NAQUIM 2.0 interventions to groundwater stressed areas in Jalgaon Lok Sabha Constituency and if so, the details thereof; and

(f) the funds allocated, released and utilised for implementation of NAQUIM 2.0 in Andhra Pradesh during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (e): The Central Ground Water Board (CGWB) has completed aquifer mapping under the National Aquifer Mapping and Management Programme (NAQUIM 1.0), covering about 25 lakh sq. km of the identified mappable area of the country and has shared aquifer maps and Aquifer Management Plans with the concerned State Governments. Building upon this, NAQUIM 2.0 was initiated in 2023 for preparation of high-resolution aquifer maps and issue-specific groundwater management plans in identified priority areas such as

water-stressed regions, groundwater quality-affected areas, urban agglomerations, industrial clusters, coastal aquifers and springsheds.

NAQUIM 2.0, approved in 2023, provides for 143 studies covering areas about 76,857 sq. km across the country during 2023-24 to 2025-26. These studies generate high-resolution scientific information on aquifer characteristics, groundwater availability and quality, recharge potential and groundwater stress, which form the basis for preparation of area-specific Aquifer Management Plans recommending suitable supply-side and demand-side interventions. The aquifer maps, groundwater data and management plans are shared with the concerned State Governments, District Administrations, Panchayati Raj Institutions, Urban Local Bodies and other stakeholders for integration into groundwater recharge, sustainable groundwater development, water-resource planning and climate-resilient groundwater management. CGWB also undertakes stakeholder consultations, dissemination workshops and capacity-building programmes to facilitate effective utilisation of the scientific outputs under the programme. The programme facilitates evidence-based groundwater management by providing scientific inputs for groundwater recharge, sustainable groundwater development, climate-resilient water-resource planning and convergence with various Central and State Government programmes.

The State/area-wise status of NAQUIM 2.0 studies and the major outcomes in respect of Maharashtra, Andhra Pradesh, Uttarakhand, Rajasthan,

Madhya Pradesh and Odisha, including the districts and Lok Sabha Constituencies referred to in the Question are given below:

i. **Maharashtra:** NAQUIM 2.0 covers eight identified study areas with an aggregate area of about 8,371 sq. km, selected on the basis of scientific prioritisation of water-stressed areas, groundwater quality-affected areas, urban agglomerations, industrial clusters, coastal aquifers and springsheds. Jalgaon district was covered under NAQUIM 1.0 and its Aquifer Management Plan, published in 2022, recommended construction of 617 artificial recharge structures with an estimated recharge potential of about 39.64 Million Cubic Metres (MCM) and adoption of micro-irrigation over about 464.05 sq. km, with an estimated groundwater saving of about 156.57 MCM. Jalgaon district is not among the identified study areas under NAQUIM 2.0.

ii. **Andhra Pradesh:** NAQUIM 2.0 covers five identified study areas with an aggregate area of about 3,155 sq. km in selected urban agglomerations and water-stressed areas. Konaseema district was covered under NAQUIM 1.0 over a mappable area of about 2,079.95 sq. km. The Aquifer Management Plan delineated five aquifer systems and recommended artificial recharge, conjunctive use of surface water and groundwater, management of waterlogging and protection of coastal aquifers. Konaseema district is not among the identified study areas under NAQUIM 2.0.

iii. **Uttarakhand:** NAQUIM 2.0 covers four identified study areas with an aggregate area of about 3,567 sq. km for preparation of high-resolution aquifer maps and area-specific groundwater management plans. The studies generated scientific information on aquifer characteristics, groundwater availability and quality, recharge potential and suitable supply-side and demand-side interventions for sustainable groundwater management.

iv. **Rajasthan:** NAQUIM 2.0 covers five identified study areas with an aggregate area of about 1,410 sq. km. Under NAQUIM 1.0, about 3.43 lakh sq. km covering the then 33 districts of the State was mapped and the aquifer maps and Aquifer Management Plans were shared with the State Government for evidence-based groundwater planning and management.

v. **Madhya Pradesh:** NAQUIM 2.0 covers six identified study areas with an aggregate area of about 3,640 sq. km. Dewas and Shajapur districts were covered under NAQUIM 1.0, under which the respective Aquifer Management Plans recommended construction of 3,313 artificial recharge structures in Dewas district and 856 in Shajapur district. The plans also recommend demand-side measures such as micro-irrigation, crop diversification and improved water-use efficiency for sustainable groundwater management. Dewas and Shajapur districts are not among the identified study areas under NAQUIM 2.0.

vi. **Odisha:** NAQUIM 2.0 covers eight identified study areas with an aggregate area of about 2,990 sq. km in selected coastal, industrial, mining, urban, water-stressed and groundwater quality-affected areas. Kandhamal Lok Sabha Constituency is not among the identified study areas under NAQUIM 2.0.

(f): Under the National Aquifer Mapping and Management Programme (NAQUIM 2.0), CGWB undertakes scientific studies for preparation of high-resolution aquifer maps and area specific Aquifer Management Plans under the Ground Water Management and Regulation (GWMR) Scheme, a Central Sector Scheme. Funds under the GWMR Scheme are utilised by CGWB for carrying out these studies and are not released to the State Governments. Since water is a State subject, planning, funding, implementation of water resources projects, including implementation of the recommendations contained in the Aquifer Management Plans are the responsibility of the respective State Governments in accordance with their priorities and available resources. Accordingly, no funds are allocated or released to the State Governments specifically for implementation of the recommendations of NAQUIM 2.0.

IMPLEMENTATION OF PMEGP IN PERAMBALUR

3009. SHRI ARUN NEHRU:

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

(a) the total financial subsidies and margin money disbursed under the Prime Minister's Employment Generation Programme (PMEGP) within the Perambalur Lok Sabha constituency of Tamil Nadu over the last three years;

(b) the specific number of new agro-based and textile manufacturing micro-units successfully established by the local youth and women entrepreneurs in the Perambalur district during the said period;

(c) whether the Ministry has noted a high rate of rejection of the applications or excessive demands for collateral by the regional rural banks, contrary to the central scheme guidelines and if so, the details thereof;

(d) the total formal employment directly generated by these PMEGP-funded enterprises within the said constituency during the last three years; and

(e) the administrative steps being taken by the Government to simplify the online application process and conduct targeted entrepreneurship awareness camps in the rural blocks of Perambalur?

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): Margin Money (MM) Subsidy amounting to Rs. 5.66 crore has been disbursed under the Prime Minister's Employment Generation Programme (PMEGP) in the Perambalur Lok Sabha constituency of Tamil Nadu during the last three years i.e. FY 2023-24 to FY 2025-26.

(b): During the last three years, 26 micro-enterprises have been established under agro-based industries and 1 micro-enterprise under textile manufacturing by entrepreneurs, including local youth, in the Perambalur district. Out of these, 9 micro-enterprises were established by women entrepreneurs in the agro-based sector during the said period.

(c): The Ministry has not observed any excessive collateral demands or unusually high rejection rates by Regional Rural Banks under PMEGP. As per RBI Master Directions on lending to MSMEs, no collateral security is to be insisted by Banks for projects involving loan up to Rs. 20 lakh and strict compliance of this provision has been reemphasized to all the financing Banks. On the contrary, rejection rates have shown a declining trend, reducing from 52% to 46% during the last three years, reflecting improved implementation of the scheme in line with scheme guidelines.

(d): Sustainable employment opportunities to around 3,105 persons have been generated through PMEGP assisted micro enterprises within the Perambalur Lok Sabha constituency during the last three years.

(e): Steps taken by the Government to simplify the online application process and conduct targeted entrepreneurship awareness camps under PMEGP throughout the country including rural blocks of Perambalur in Tamil Nadu include the following:

i. PMEGP Portal developed as an end-to-end digital platform is integrated with financing banks through Jan Samarth Portal, streamlining the approval process with SMS alert to applicants at different stages.

ii. Establishment of PMEGP Helpdesks at State Offices to provide real-time assistance and hand-holding support to potential beneficiaries.

iii. A wide range of more than 1,000 Model of Detailed Project Reports prepared on various industries has been made available on the PMEGP portal.

iv. Awareness and outreach programmes in all the States/UTs including backward and under-performing areas, Aspirational districts, NER etc. to identify potential beneficiaries and provide handholding support during the application process.

CENTRAL EXCISE DUTY ON PETROL AND DIESEL

3010. SHRI S. VENKATESAN:

SHRI SACHITHANANTHAM R.:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the total Central Excise Duty collected on petrol and diesel for domestic consumption during the last three financial years from 2023-24 to 2025-26 and the current financial year up to date;

(b) the total revenue earned by the Union Government from Central Excise Duty and other Central levies on petrol and diesel during each of the last twelve years along with the breakup thereof, year-wise; and

(c) the proportion of the retail selling price of petrol and diesel constituted by taxes, dealer commission and refinery price?

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 central exchequer including central excise duty since 2014-15 are given in the enclosed **Statement.**

(c): The details of price build-up of petrol and diesel in Delhi as on 03.08.2026 are given below:

(Rs./Litre)

Elements	Petrol	Diesel
Price charged to Dealers (inclusive of excise duty and excluding VAT) *	81.08	78.25
Add: Dealer Commission (Average)	4.45	3.04
Add: VAT (including VAT on Dealer Commission)	16.59	13.91
RSP (Rounded)	**102.12**	**95.20**

*Including Excise duty of Rs. 11.90/litre on Petrol and Rs. 7.80/litre on Diesel

Source: Petroleum Planning and Analysis Cell (PPAC)

STATEMENT

The details of contribution of petroleum sector to central exchequer including central excise duty since 2014-15:

(Rs. in Crore)

Particulars	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
A. Tax/ Duties on Crude oil & Petroleum products						
Cess on Crude Oil	15,869.25	15,409.37	13,081.77	14,514.19	17,740.83	14,788.62
Royalty on Crude Oil / Natural Gas	3,858.03	4,885.42	4,649.30	4,746.66	6,061.88	5,602.02

Customs Duty	4,124.90	6,762.84	8,798.53	11,171.07	16,035.33	22,927.17
NCCD on Crude Oil	822.28	857.13	926.38	968.41	1,180.00	1,130.22
Excise Duty	99,068.44	1,78,476.84	2,42,690.52	2,29,715.87	2,14,369.40	2,23,057.33
Service tax	2180.89	2836.7	2955.88	1228.18	339.73	16.88
IGST	0.00	0.00	0.00	9,211.18	16,478.77	13,098.62
CGST	0.00	0.00	0.00	4,487.74	7,436.86	6,831.11
Others	101.11	125.48	122.17	125.17	203.87	88.3
Sub Total (A)	1,26,024.90	2,09,353.78	2,73,224.55	2,76,168.47	2,79,846.67	2,87,540.27
B. Dividend to Government/ Income tax etc.						
Corporate/ Income Tax	23,920.90	25,505.39	32,511.18	33,598.70	38,560.65	23,133.56
Dividend income to Central Govt.	9,196.94	10,217.38	17,500.79	14,575.30	15,524.88	12,270.07
Dividend distribution tax	3500.24	4590.32	6196.61	5981.18	6415.25	5461.86
Profit Petroleum on exploration of Oil/ Gas	9,422.41	4,630.00	5,741.80	5,839.13	7,693.61	5,909.07
Sub Total (B)	46,040.49	44,943.09	61,950.38	59,994.31	68,194.39	46,774.56
Total Contribution to Central Exchequer (A+B)	1,72,065.39	2,54,296.87	3,35,174.93	3,36,162.78	3,48,041.06	3,34,314.83

Particulars	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**2024-25(P)**	**2025-26 (P)**
A. Tax/ Duties on Crude oil & Petroleum products						
Cess on Crude Oil	10,676.31	19,213.60	21,444.70	19,580.40	18,559.10	17,744.20
Royalty on Crude Oil / Natural Gas	3,589.83	5,638.70	9,821.90	9,286.20	9,195.20	8,214.30
Customs Duty	13,514.17	11,423.40	14,985.30	13,133.70	15,488.90	15,091.40
NCCD on Crude Oil	1,016.43	1,120.90	1,192.40	1,190.90	1,196.60	1,205.20
Excise Duty	3,72,969.96	3,63,305.00	2,87,575.30	2,73,683.90	2,76,562.90	3,08,381.30
Service tax	0.25	-	-	-	-	-
IGST	11,594.12	19,726.30	22,235.80	20,929.70	19,251.50	20,310.00
CGST	6,157.66	10,843.30	13,011.60	12,230.10	10,862.80	11,695.40
Others	365.23	337.6	59.5	51.5	66.2	104.6
Sub Total (A)	4,19,883.96	4,31,608.90	3,70,326.50	3,50,086.40	3,51,183.10	3,82,746.50
B. Dividend to Government/ Income tax etc.						
Corporate/ Income Tax	21,908.93	29,219.30	33,291.80	57,493.30	46,225.80	59,595.40
Dividend income to Central Govt.	10,392.67	22,612.20	15,672.70	19,309.70	22,095.40	25,713.70
Dividend distribution tax	0	-	-	-	-	-
Profit Petroleum on exploration of Oil/ Gas	2,883.47	8,862.10	8,776.10	5,504.70	5,322.40	7,683.40
Sub Total (B)	35,185.07	60,693.60	57,740.70	82,307.70	73,643.60	92,992.60
Total Contribution to Central Exchequer (A+B)	4,55,069.03	4,92,302.50	4,28,067.10	4,32,394.10	4,24,826.70	4,75,739.00

The above is based on data provided to Petroleum Planning and Analysis Cell (PPAC) by 15 major oil & 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.

Totals may not tally due to round off (P) - Provisional

इटावा में उप-केंद्रों और पारेषण नेटवर्क के लिए योजना

3011. श्री जितेंद्र दोहरे:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार का इटावा लोक सभा निर्वाचन क्षेत्र में बार-बार विद्युत आपूर्ति बाधित होने और कम वोल्टेज की समस्याओं के समाधान हेतु उप-केंद्रों और पारेषण नेटवर्क के आधुनिकीकरण के लिए किसी विशेष योजना को लागू करने का प्रस्ताव है; और

(ख) 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 (ख) : उत्तर प्रदेश पावर ट्रांसमिशन कॉरपोरेशन लिमिटेड (यूपीपीटीसीएल) द्वारा दी गई सूचना के अनुसार, इटावा लोकसभा निर्वाचन क्षेत्र में पारेषण नेटवर्क के कारण बार-बार विद्युत ट्रिपिंग या कम वोल्टेज की कोई समस्या नहीं है।

चूंकि विद्युत एक समवर्ती विषय है, इसलिए अंतः-राज्यीय विद्युत ग्रिड तथा पारेषण अवसंरचना की आयोजना, विकास एवं प्रचालन मुख्य रूप से उत्तर प्रदेश राज्य सरकार की जिम्मेदारी है।

भारत सरकार सभी उपभोक्ताओं को गुणवत्तापूर्ण तथा विश्वसनीय विद्युत की आपूर्ति के उद्देश्य को प्राप्त करने में मदद करने के लिए विभिन्न स्कीमों के माध्यम से राज्यों के प्रयासों में सहायता प्रदान करती है।

इस संबंध में, संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के अंतर्गत, इटावा लोकसभा निर्वाचन क्षेत्र के लिए 441.41 करोड़ रुपये की लागत वाली हानि न्यूनीकरण अवसंरचना तथा 445.55 करोड़ रुपये की लागत वाली स्मार्ट मीटरिंग कार्यों की परियोजनाएं कार्यान्वयनाधीन हैं।

SEASONAL MIGRATION OF VAN GUJJAR TRIBAL COMMUNITY

3012. SHRI ASADUDDIN OWAISI:

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

(a) whether the Government had issued a letter on 5 June 2025 directing the State Government of Uttarakhand and the district administrations to expedite the recognition of the rights of Van Gujjars over seasonal grazing areas in response to the harassment faced by them during their seasonal migration, if so, the details thereof;

(b) the action taken by the Tribal Department of the State Government of Uttarakhand in response to the issues raised in the said letter; and

(c) whether the Government has formulated any future plan to safeguard forest-dependent pastoral communities undertaking their annual seasonal migration, if so, the details thereof?

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

(a) and (b): Yes, Ministry of Tribal Affairs (MoTA) had issued letters on 5 June 2025 to the State Government of Uttarakhand and the district administrations of Dehradun, Uttarkashi, Rudraprayag, Chamoli, Udhamsingh Nagar, Haridwar, Pauri Garhwal, Nainital and Tehri Garhwal.

Tribal Welfare Department, Government of Uttarakhand has informed that they have taken cognizance of the matter and directed the concerned District Administrations to resolve the issues.

(c): The Ministry has been exhorting the State Governments and UT Administrations to ensure that no rightful beneficiary is deprived of their forest rights, including the community rights of traditional seasonal resource access of nomadic or pastoralist communities as stipulated under FRA Section 3(1)(d).

SLUM REHABILITATION SCHEME

3013. DR. ALOK KUMAR SUMAN:

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

(a) the present status of slum rehabilitation schemes in the country;

(b) the steps taken by the Government to provide affordable housing in urban areas;

(c) the progress made under housing schemes for the urban poor;

(d) the present status of the land allocation policy for housing projects; and

(e) the manner in which housing development is being undertaken under the Smart Cities Mission?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d): ‘Land’ and ‘Colonisation’ are State subjects. Therefore, schemes related to housing, slum rehabilitation and land allocation for housing projects for their citizens are implemented by States/Union Territories (UTs) in their

respective areas. 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 houses to all eligible urban beneficiaries including urban homeless and slum dwellers across the country.

Based on the learnings from the experiences of 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 support 1 crore additional eligible beneficiaries. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). The Scheme Guidelines can be accessed at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf.

Based on the project proposal submitted by States/Union Territories (UTs), a total of 127.68 lakh houses including 16.20 lakh under PMAY-U 2.0 have been sanctioned by the Ministry including slums in cities across the country as 13.07.2026. Out of which, 121.03 lakh houses have been grounded, 99.07 lakh are completed of which 96.73 lakh are occupied across the country as on 13.07.2026 under PMAY-U & PMAY-U 2.0. A total of ₹2.12 lakh crores of Central Assistance has been approved of which ₹1.81 lakh crore have been released to States/UTs based on the compliances

submitted by them. Out of total houses sanctioned under the scheme, more than 29 lakh houses have been sanctioned to slum dwellers.

(e): The Smart Cities Mission (SCM) adopted an integrated approach to urban development, wherein housing was as part of comprehensive city planning rather than as a standalone component. Since the SCM period is over on 31.03.2025, no new schemes are being undertaken now.

सड़क दुर्घटना पीड़ितों के लिए योजनाएं

3014. श्री अरुण कुमार सागर:

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

(क) देश में सड़क दुर्घटना पीड़ितों के लिए केंद्रीय योजनाओं का ब्यौरा क्या है;

(ख) उक्त योजनाओं के तहत प्रदान किए जाने वाले मुआवजे और चिकित्सा सहायता का ब्यौरा क्या है;

(ग) शाहजहांपुर संसदीय निर्वाचन क्षेत्र में उक्त योजनाओं के अंतर्गत लाभान्वित हुए सड़क दुर्घटना के पीड़ितों की संख्या कितनी है;

(घ) देश में ऐसे पीड़ितों को दिए जाने वाले मुआवजे के संवितरण में आ रही समस्याओं का ब्यौरा क्या है; और

(ङ) सड़क दुर्घटना पीड़ितों को सहायता प्रदान करने पर उक्त योजनाओं का क्या प्रभाव पड़ा है?

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

(क) और (ख): केंद्र सरकार ने सड़क दुर्घटना पीड़ितों के नकदी रहित (कैशलेस उपचार) और हिट एंड रन मोटर दुर्घटनाओं के पीड़ितों को मुआवजे के माध्यम से आपातकालीन चिकित्सा देखभाल प्रदान करने के लिए निम्नलिखित योजनाएं लागू की हैं:

(i) प्रधानमंत्री सड़क दुर्घटना पीड़ित अस्पताल में भर्ती और सुनिश्चित उपचार (पीएम-राहत) योजना: मोटर यान अधिनियम, 1988 की धारा 162 के तहत कानूनी अधिदेश के अनुसार शुरू की गई सड़क दुर्घटना पीड़ितों के कैशलेस उपचार योजना में किसी भी श्रेणी की सड़क पर दुर्घटना की तारीख से अधिकतम 7 दिनों की सीमा के अधीन प्रति पीड़ित 1.5 लाख रुपये तक का उपचार कवर प्रदान किया जाता है। इसके अलावा, मोटर वाहनों के उपयोग के कारण होने वाली सड़क दुर्घटनाओं में शामिल सभी पीड़ितों को उपचार कवर उपलब्ध होगा।

(ii) हिट एंड रन मोटर दुर्घटना पीड़ितों की योजना, 2022 के लिए मुआवजा: मोटर यान अधिनियम, 1988 की धारा 161 के अनुसार, केंद्र सरकार को हिट-एंड-रन मोटर दुर्घटनाओं के परिणामस्वरूप मृत्यु या गंभीर चोट के संबंध में मुआवजा प्रदान करने की आवश्यकता है। तदनुसार, हिट एंड रन मोटर दुर्घटना पीड़ितों के लिए मुआवजा योजना, 2022 को सा.का.नि. 163(अ) के माध्यम से अधिसूचित किया गया था और इसे दिनांक 01.04.2022 से लागू किया जा रहा है। इस योजना के तहत, मृत्यु की स्थिति में 2 लाख रुपये और गंभीर चोट की स्थिति में 50,000 रुपये का निश्चित मुआवजा प्रदान किया जाता है।

(ग): दिनांक 31.07.2026 तक, शाहजहांपुर संसदीय निर्वाचन क्षेत्र में लाभार्थियों की स्थिति इस प्रकार है:

पीएम-राहत योजना के तहत, 1 सड़क दुर्घटना पीड़ित को उपचार के लिए पंजीकृत किया गया है। संबंधित ई-डीएआर अनुरोध पुलिस द्वारा अनुमोदित किया गया था, जिससे पीड़ित योजना के प्रावधानों के अनुसार पूर्ण उपचार कवरेज के लिए पात्र हो गया।

हिट एंड रन मोटर दुर्घटना पीड़ितों के मुआवजे की योजना, 2022 के तहत, 2 दावे प्राप्त किए गए हैं और उनका निपटारा किया गया है।

(घ): उपचार प्रदान करने, दावों के निपटान और मुआवजे के वितरण में देरी को कम करने के लिए संबंधित योजनाओं के तहत समयबद्ध प्रक्रियाओं और स्पष्ट रूप से परिभाषित जिम्मेदारियों को निर्धारित किया गया है:

पीएम-राहत योजना के तहत, प्रवेश पर उपचार शुरू किया जाता है और राष्ट्रीय स्वास्थ्य प्राधिकरण (एनएचए) के एकीकृत लेनदेन प्रबंधन प्रणाली (टीएमएस) पोर्टल और इलेक्ट्रॉनिक विस्तृत दुर्घटना रिपोर्ट (ईडीएआर) पोर्टल के माध्यम से पुलिस प्रमाणीकरण समानांतर रूप से किया जाता है। डिस्चार्ज के बाद, अस्पताल सत्यापन और अनुमोदन के लिए अपना दावा राज्य स्वास्थ्य एजेंसी को प्रस्तुत करता है। अस्पतालों को समय पर भुगतान सुनिश्चित करने के लिए, जिला कलेक्टरों या जीआई परिषद द्वारा दावे को मंजूरी दिए जाने से लेकर भुगतान करने के लिए 10 दिनों की अवधि निर्धारित की गई है, जैसा भी मामला हो। निर्धारित समय के बाद, दावा स्वीकृत माना जाएगा। एंड-टू-एंड डिजिटल वर्कफ़्लो दुर्घटना रिपोर्टिंग और उपचार से लेकर दावा अनुमोदन और अंतिम भुगतान तक एक पूर्ण ट्रेल प्रदान करता है।

इसी प्रकार, हिट एंड रन मोटर दुर्घटना पीड़ितों के लिए मुआवजा योजना, 2022 दावों के निपटान के लिए एक समयबद्ध प्रक्रिया प्रदान करती है। दावा जाँच अधिकारी को आवेदन प्राप्त होने के एक महीने के भीतर जांच रिपोर्ट प्रस्तुत करने की आवश्यकता होती है, दावा निपटान आयुक्त को रिपोर्ट प्राप्त होने के 15 दिनों के भीतर दावे को मंजूरी देने की आवश्यकता होती है, और सामान्य बीमा परिषद (जीआईसी) को दावेदार को 15 दिनों की अवधि के भीतर मुआवजा हस्तांतरित करने की आवश्यकता होती है।

(ङ) **पीएम-राहत योजना** सड़क दुर्घटना पीड़ितों को उपचार से वंचित न करने के लिए अस्पतालों को वित्तीय निश्चितता प्रदान करते हुए मृत्यु दर को कम करने के उद्देश्य को प्राप्त करने के लिए तैयार किया गया है। आपातकालीन प्रतिक्रिया सहायता प्रणाली (ईआरएसएस - 112), पुलिस के लिए दुर्घटना रिपोर्टिंग तंत्र (ईडीएआर) और नामित अस्पताल नेटवर्क (टीएमएस 2.0) का एकीकरण एम्बुलेंस सहायता, निकटतम नामित अस्पताल की पहचान, उपचार की त्वरित शुरुआत, समानांतर पुलिस प्रमाणीकरण और अस्पतालों को सीधे प्रतिपूर्ति की सुविधा प्रदान करता है।

हिट एंड रन मोटर दुर्घटना पीड़ितों की मुआवजा योजना, 2022 में मृत्यु की स्थिति में 2 लाख रुपये और गंभीर चोट की स्थिति में 50,000 रुपये की निश्चित वित्तीय सहायता प्रदान की जाती है, जहां अपराध करने वाले वाहन की पहचान नहीं की जा सकती है। निर्धारित समयबद्ध दावा प्रक्रिया, डिजिटल प्रोसेसिंग, ई-डीएआर लिंकेज और जिला सड़क सुरक्षा समितियों और राज्य सड़क सुरक्षा परिषदों के माध्यम से निगरानी के साथ, पात्र दावेदारों को पारदर्शी और समय पर वितरण का सुनिश्चित करती है।

सरकार ने गंभीर सड़क दुर्घटनाओं के गोल्डन आवर के दौरान पीड़ितों की सहायता के लिए नागरिकों को प्रोत्साहित करने के लिए राह-वीर योजना शुरू की है। यह योजना मोटर यान अधिनियम, 1988 की धारा 134ए और सा.का.नि. 594(अ) दिनांक 29.09.2020 के तहत अधिसूचित नेक दिल नागरिक(गुड सेमेरिटन) नियमों के तहत गुड सेमेरिटन को प्रदान की गई सुरक्षा के साथ संचालित होती है। कोई भी व्यक्ति जिसने मोटर वाहन से जुड़े गंभीर दुर्घटना के शिकार व्यक्ति को तत्काल सहायता प्रदान करके और चिकित्सा उपचार के लिए दुर्घटना के गोल्डन आवर के भीतर उसे अस्पताल/ट्रॉमा केयर सेंटर में ले जाकर सहायता की है, वह योजना के प्रावधानों के अधीन, प्रति घटना 25,000 रुपये के नकद पुरस्कार के साथ-साथ प्रशंसा प्रमाण पत्र के लिए पात्र है।

EXPRESSION OF INTEREST FOR APC SCHEME

3015. ADV. GOWAAL KAGADA PADAVI:

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

(a) the number of Expression of Interest (EoIs) received for Agro Processing Clusters (APC) Scheme in Maharashtra post-2020 and project approved, district-wise;

(b) the status of the twelve Maharashtra APC projects including original timelines, current physical progress, revised completion timelines with penalties, if any, imposed on execution agencies;

(c) the grant utilization percentage and specific reasons for prolonged “Under Implementation” status for the same; and

(d) the concrete steps taken to provide market access and reduce post-harvest losses via. Pradhan Mantri Kisan Sampada Yojana (PMKSY) and Production Linked Incentive Scheme for Food Processing Industries (PLISFPI), including number of beneficiaries and value addition units established thereof?

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

(a): The Ministry of Food Processing Industries (MoFPI) has been implementing the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC) since 2017 as a component scheme of the Pradhan Mantri Kisan Sampada Yojana (PMKSY). Proposals under the APC Scheme are invited from prospective investors / entrepreneurs through Expressions of Interest (EoIs) issued by MoFPI from time to time. The district-wise details of EoIs received for APCs in Maharashtra post-2020 and projects approved are given in the enclosed **Statement-I.**

(b) and (c): The status of twelve approved projects under APC Scheme in the State of Maharashtra, including original timelines, current physical progress and grant utilization percentage is given in the enclosed **Statement-II**. The

Ministry considers and accords extensions in timelines under the Scheme Guidelines. Further, the delay in implementing the projects is mainly due to project-specific issues such as delay in obtaining statutory clearances, including planning implementation, land acquisition, regulatory clearances, market linkages and technology adoption and penalty, wherever applicable, is imposed on the Project Implementing Agency for delay in completion of the project, in accordance with the provisions of the Scheme Guidelines.

(d): The component schemes under PMKSY provide financial assistance in the form of grants-in-aid/subsidy. The scheme is aimed at creating modern food processing infrastructure and value addition facilities, strengthening the food processing sector, reducing post-harvest losses, enhancing the processing and preservation of agricultural produce, generating employment, and providing better remuneration to farmers.

As of 30.06.2026, under PMKSY, 1735 projects have been approved (1,256 completed/operational), benefiting 37.76 lakh farmers, generating 9.16 lakh jobs, and creating 294.21 LMT per annum of processing/preservation capacity.

PLISFPI provides performance-linked incentives on incremental sales to promote domestic processing, value addition, capacity expansion, and modernization. Its Branding & Marketing Abroad component grants 50% of eligible expenditure, capped at 3% of sales or ₹50 crore annually, whichever is less.

Under PLISFPI, in Maharashtra, 41 manufacturing units are operational and Rs.1368.71 crore have been invested. Approved PLI units, manufacturing products across segments including RTC/RTE foods, processed fruits & vegetables, marine products, mozzarella cheese, millet-based items, and innovative/organic foods, have added approximately 4,33,982 MT per annum of processing capacity.

STATEMENT-I

District-wise details of EoIs received for APCs in Maharashtra post-2020 (2021 onwards) and projects approved

District	No. of proposals received in EoIs	Projects Approved
Ahmednagar	2	0
Bhandara	1	1
Hingoli	3	0
Jalna	5	0
Latur	1	0
Nagpur	5	0
Nashik	2	0
Palghar	3	0
Parbhani	1	0
Pune	1	1
Raigad	1	0
Sangli	1	0
Solapur	4	1
Thane	2	0
	32	**3**

STATEMENT-II

Details of projects approved under the APC Scheme in the State of Maharashtra:

S. No.	Name of the Project Execution Agency (PEA)	District	Date for Original Complet-ion Timeline	Current Physical Progress	Grant Approved (in Cr.)	Total Grant released (in Cr.)	Grant Utilization %age
1	M/s Sahyadri Farmers Producer Company Limited	Nashik	15.11.2019	Completed and Operational	8.65	8.44	100%
2	M/s India Mega Agro Anaj Limited	Nanded	15.11.2019	Completed and Operational	10	6.50	100%
3	M/s Swabhimani Co-op Industrial Estate Ltd. (Cooperative)	Kolhapur	15.11.2019	Completed and Operational	9.99	9.06	100%
4	M/s Kisan Sampada Food Park Industries	Nagpur	08.02.2020	Completed and Operational	9.69	8.34	100%
5	M/s Madhur Food Park LLP	Dhule	31.08.2020	Completed and Operational	8.97	8.08	100%
6	M/s Reva Tapi Valley Industrial Development	Nandurbar	01.08.2021	At various stages of Implementation (Core and Basic Infrastructure works are at an advanced stage of implementation)	10	6.75	67.50%
7	M/s Pravin Masalewale	Satara	24.08.2022	At various stages of Implementation (Core and Basic Infrastructure works are at an advanced stage of implementation)	10	6.75	67.50%
8	M/s Baheti Krushi Samuha LLP	Washim	16.11.2022	At various stages of Implementation (On the verge of completion of Core & Basic Infrastructure)	2.85	1.99	69.82%
9	M/s Chinteshwar Agro Processing Pvt Ltd	Beed	17.11.2023	At various stages of Implementation (Core and Basic Infrastructure works are at an advanced stage of implementation)	8.28	5.65	68.23%
10	M/s Varsha Agro	Pune	10.11.2024	At various stages of Implementation (Approximately 70% of core infrastructure and 30% of basic infrastructure have	10	3.28	32.80%

				been completed)			
11	M/s Arya Food and Other Products Processing Unit	Solapur	20.11.2025	At various stages of Implementation (More than 50% of the core and basic infrastructure has been completed)	10	3.33	33.33%
12	M/s Divyansh Agro And Food Park	Bhandara	10.05.2025	At various stages of Implementation (Work on various components of the core and basic infrastructure is in progress)	10	3.33	33.33%

IRRIGATION PROJECTS UNDER PMKSY-AIBP

3016. ADV. PRIYA SAROJ:

SHRI PUSHPENDRA SAROJ:

SHRI RAJEEV RAI:

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

(a) the number of major and medium irrigation projects under the Pradhan Mantri Krishi Sinchayee Yojana–Accelerated Irrigation Benefits Programme (PMKSY-AIBP) that remain delayed beyond their approved completion schedule, State and district-wise, particularly in Uttar Pradesh;

(b) the current status of the Saryu Nahar National Project and other PMKSY-AIBP projects in Uttar Pradesh including the cost revisions, additional Central assistance released and the revised completion timelines;

(c) the details of the gap between Irrigation Potential Created and Irrigation Potential Utilised under Central irrigation projects in Uttar Pradesh, along with the reasons identified for such gap;

(d) the assistance released under the Micro Irrigation Fund for Uttar Pradesh and the area brought under micro-irrigation therefrom; and

(e) the measures taken to improve utilisation of irrigation infrastructure and address waterlogging and canal seepage in command areas supported under Central schemes?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Ninety-Nine (99) ongoing major and medium Irrigation Projects (and seven phases) were included under the PMKSY-AIBP during 2016-17. Further, 19 new major and medium irrigation projects have been taken up for funding under this scheme after March, 2021. Out of these, 71 projects have been completed. The state wise details of projects taken up and completed under PMKSY-AIBP, with districts benefitted by each project, including Uttar Pradesh, are given in the enclosed **Statement.**

(b) and (c): Status of PMKSY-AIBP projects in the State of Uttar Pradesh including latest estimated cost of the project, central assistance provided to the project, completion timelines, irrigation potential created and irrigation potential utilized, as intimated by Government of Uttar Pradesh are given below.

Sl. No.	Name of the Project	Completion timelines	Latest estimated cost (Rs. crore)	Central assistance provided (Rs. crore)	Irrigation Potential Created (Lakh hectare)	Irrigation Potential Utilised (Lakh hectare)
1	Saryu Nahar Project	Completed	10,184.93	3,086.14	12.64	8.93

2.	Bansagar Canal Project	Completed	3,420.24	1,010.88	1.50	1.50
3.	Arjun Sahayak Project	All civil works completed	2,756.93	673.29	0.59	0.48
4.	Madhya Ganga Canal Project Phase-II	October, 2026	4,909.92	255.76	1.32	1.18

Utilization of irrigation potential depends on the command area development works undertaken in the project command, cropping pattern adopted as per the irrigation planning, reservoir filling and irrigation water available in a particular year and hydraulic connectivity in distribution network.

(d): As informed by the Department of Agriculture and Farmers Welfare, no proposal has been received from the Government of Uttar Pradesh for financial assistance under the Micro Irrigation Fund (MIF). However, an area of 5.86 lakh hectares has been covered under micro irrigation in the State of Uttar Pradesh under Per Drop More Crop (PDMC) Scheme up to 2025-26.

(e): Under PMKSY-AIBP, extension, renovation and modernisation of projects are also undertaken, including measures for addressing waterlogging and canal seepage, to improve utilization of irrigation infrastructure. Further, micro irrigation is promoted under PDMC to improve water application efficiency in farm fields. In addition, a pilot scheme viz. Modernisation of Command Area Development and Water Management (MCAD) has been launched with aim to modernize irrigation water supply network with robust backend infrastructure for micro-irrigation by farmers from established source to the farm gate with

underground pressurized piped irrigation to increase water use efficiency and agriculture productivity.

STATEMENT

State wise details of projects taken up and completed under PMKSY-AIBP

Sl. No.	State	Districts Benefitted	Total no. of Projects	No. of Projects completed
1	Andhra Pradesh	E.Godavari, Prakasham, Srikakulam, Vijayanagram,Vishakhapatnam, W.Godavari, Eluru, Kakinada, Krishna, Anakapalli	8	1
2	Assam	Darrang, Udalgura, Baksa, Kamrup, Kokrajhar, Chirang, Bongaigaon, Tamulpur	4	2
3	Bihar	Rohtas, Kaimur, Patna, Arwal, Jehanabad, Aurangabad, Gaya	3	1
4	Chhattisgarh	Bilaspur, Raigarh, Jangir, Champa	3	2
5	Goa	North Goa	1	1
6	Gujarat	Narmada, Vadodra, Bharuch, Chhota Udepur, Panchmahel, Ahmedabad, Gandhinagar, Kheda, Anand, Mehsana, Surendranagar, Morbi, Botad, Bhavnagar, Kachchh, Banskantha, Patan, Surat	2	0
7	Jammu & Kashmir	Pulwama, Jammu, Samba, Kathua	3	3
8	Jharkhand	West & East Singhbhum, Saraikela Kharsawan, , Palamau, Garhwa	2	0
9	Karnataka	Belgaum, Gulbarga, Bidar, Bijapur, Haveri, Simoga, Davengere	5	4
10	Kerala	Idukki, Ernakulam & Kottayam, Wayanad	2	0
11	Madhya Pradesh	Chhatarpur, Shivpuri, Vidisha, Gwalior, Datia, Bhind, Khandwa, Khargone, dhar, Rewa, Satna, Sidhi, Shahdol, Jhabua, Barwani, Seoni, Chindwara, Katni, Jabalpur	21	18
12	Maharashtra	Bhandara, Dhule, Chandrapur, Kolhapur, Sangli, Aurangabad, Beed, Parbhani, Jalna, Buldhana, Pune, Satara, Solapur, Ratnagiri, Sindhudurg,	29	19

		Yavatmal, Nanded, Hingoli, Wardha, Jalgaon, Amravati, Akola, Nagpur		
13	Manipur	Senapati, Imphal East, Kakching, Senapati, Thoubal and Ukhrul, Bishnupur, Imphal west	3	1
14	Odisha	Kalahandi, Sundargarh, Koraput, Nuapada, Balangir, Mayurbhanj, Keonjhar, Bhadrak	8	6
15	Punjab	Hoshiarpur, Shaheed Bhagat Singh Nagar, Sangrur, Mansa, Bhatinda, Barnala, Pathankot, Gurdaspur, Faridkot, Sri Muktsar Sahib, Ferozpur, Fazilka	5	2
16	Rajasthan	Jalore, Barmer, Sriganganagar, Baran, Jhalawar, Kota, Hanumangarh, Bikaner,Jaisalmer, Churu, Nagaur, Jodhpur	3	2
17	Telangana	Mancherial, Adilabad, Komarambheem Asifabad, Warangal (Rural), Khammam, Nalgonda, Jangaon, Suryapet, Jayashankar, Bhoopalapally, Mahaboobnagar, Wanaparthy & Nagarkurnool, Rajanna Sircilla, Karimnagar, Siddipet, Warangal Urban, Jagtiyal & Peddapally, Hanamkondla, Yadadri, Warangal, Mahboobabad, Mulugu	11	6
18	Uttar Pradesh	Allahabad, Mirzapur, Baharaich, Basti, Gorakhpur, Gonda, Shravasti, Balrampur, Sidharth Nagar, Sant Kabir Nagar, Mahoba, Hamirpur, Banda, Moradabad, Jyotibafule Nagar	4	2
19	Uttarakhand	Nainital & Udham singh nagar of Uttarakhand, Rampur & bareilly of Uttar Pradesh	2	0
20	Ladakh	Kargil	1	0
21	Himachal Pradesh	Hamirpur, Kangara	3	0
22	Tamil Nadu	Tirunelveli, Thoothukudi	1	1
23	Arunachal Pradesh	Upper siang, Siang	1	0
	Total		**125**	**71**

LPG DISTRIBUTION IN TAMIL NADU

3017. SHRI A. MANI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has undertaken measures to strengthen the Liquefied Petroleum Gas (LPG) distribution network in Tamil Nadu, particularly in Dharmapuri Parliamentary Constituency, to ensure timely and convenient access to domestic LPG for all households, if so, the details thereof;

(b) the number of LPG distributors, delivery points and LPG consumers in Dharmapuri Parliamentary Constituency and the steps taken to expand the distribution infrastructure during the last three years;

(c) whether the Government proposes to establish additional LPG distributorships or strengthen delivery logistics in rural and remote areas of Dharmapuri to improve last-mile service delivery, if so, the details thereof; and

(d) the measures taken to promote consumer safety, digital booking, doorstep delivery and timely refill supply and to further enhance LPG accessibility and service quality across Tamil Nadu including Dharmapuri Parliamentary Constituency?

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): Appointment of LPG distributorships by the Public Sector Oil Marketing Companies (OMCs) is a continuous process and locations for setting up of LPG distributorships are identified and advertised under Unified Selection Guidelines 2016.

As on 01.07.2026, there are a total of 25,611 LPG distributorships of PSU OMCs across the country, including 1658 in state of Tamil Nadu, out of which 17,685 distributorships are serving rural areas. These are served through 214 LPG bottling plants of Oil Marketing Companies (OMCs) located across the country. In order to improve access of LPG in rural and remote areas, PSU OMCs have commissioned 8045 distributorships, during 01.04.2016 to 30.06.2026 across the country, out of which 7452 (i.e. 93 %) are catering to rural areas. All distributors, except Durgam Kshetriya Vitraks, are mandated to make home delivery of LPG cylinders in their area of operation.

Dharmapuri Parliamentary Constituency covers Dharmapuri and Salem districts and is served by a total of 110 LPG distributors of Public Sector Oil Marketing Companies (OMCs), out of which 02 LPG distributorship have been commissioned during last 3 Financial Years. As on 01.07.2026, there were about total 15.80 lakh domestic LPG consumers in these two districts.

To further improve last-mile delivery in remote and underserved habitations, OMCs have taken several measures, including commissioning of rural and remote-area distributorships, appointment of Common Service Center - Village Level Entrepreneur (CSC VLEs), etc. OMCs have 162

numbers of CSC VLEs in these aforesaid 02 districts to ensure the last mile availability of LPG.

To ensure the timely availability of LPG refills, all domestic LPG consumers can book a refill by various methods including Interactive Voice Response System (IVRS), Short Message Service (SMS), Whatsapp, calling directly on the phone of distributor, e-commerce platforms, OMC mobile applications, OMCs web-portals etc. These different options provide enhanced user accessibility for seamless and hassle-free booking of LPG refills.

The average refill delivery time in Tamil Nadu is 1.6 days as of 01.08.2026.

To improve awareness amongst LPG consumers, a Basic Safety campaign was organised during 2024-2025 across the country under the theme “Khushiyan Ab Teen Guna” with the objective of reaching the doorsteps of domestic LPG customers. The campaign was designed to educate consumers on the safe usage of LPG, complemented by extensive mass awareness initiatives through print and electronic media, on-site safety checks at customer premises, and the replacement of Suraksha hoses. The campaign achieved significant progress with over 12.12 crore free basic safety checks conducted at customer premises without any cost to consumer including 82.42 lakh in state of Tamil Nadu and more than 4.65 crore LPG hoses replaced at discounted rates including 41 lakh in state of Tamil Nadu.

Details of Basic Safety checks and hose replacement in the districts of Dharmapuri & Salem, Tamil Nadu is given as below:

State	District Name	No. of Basic Safety Checks Done	Suraksha Hose Replaced
Tamil Nadu	DHARMAPURI	1,56,441	1,33,244
Tamil Nadu	SALEM	4,14,248	2,60,245

Source: IOCL on behalf of PSU OMCs

EXTENSION OF JAL JEEVAN MISSION

3018. SHRI NARESH GANPAT MHASKE:
SHRIMATI BHARTI PARDHI:
DR. SHRIKANT EKNATH SHINDE:
DR. RAJ KUMAR CHABBEWAL:
SHRI SHRIRANG APPA CHANDU BARNE:
SHRI RAVINDRA DATTARAM WAIKAR:

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

(a) whether the Government proposes to extend the Jal Jeevan Mission (JJM) up to December 2028 with the objective of achieving universal coverage of Functional Household Tap Connections (FHTCs) across the country and if so, the details thereof;

(b) the extent of progress achieved under the said Mission so far including the coverage of rural households and improvements made in drinking water infrastructure;

(c) the reasons and policy considerations that necessitated the proposed extension of the said Mission beyond its earlier timeline;

(d) the strategies being adopted during the extended period to address regional disparities, water quality challenges and sustainability of drinking water sources; and

(e) whether the proposed extension is aligned with the long-term objectives of water security and improved public health outcomes 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): Drinking Water being a State subject, it is the States, who plan, design, approve and implement drinking water supply schemes including those under Jal Jeevan Mission (JJM). Government of India supplements the efforts of the States by providing technical and financial assistance for the implementation of the mission

In August, 2019, Government of India approved Jal Jeevan Mission to be implemented in partnership with States for a period of five years (2019-24) for making provision of tap water supply to every rural household.

At the time of announcement of the JJM, only 3.23 crore (17%) rural households were reported to have tap water connections in the country. So far, as reported by States/ UTs as on 18.07.2026, around 12.66 crore additional rural households have been provided with tap water connections. Thus, as on 18.07.2026, out of 19.36 crore rural households in the country, around 15.89

crore (82.09%) households are reported to have tap water connections in their homes.

(c) to (e): To complete the ongoing works, Hon'ble Finance Minister during her budget speech 2025-26 announced extension of JJM until 2028. In March, 2026, Union Cabinet has approved extension of the JJM period up to December 2028, with an enhanced outlay and a restructured implementation framework focusing on structural reforms in the rural drinking water supply sector under JJM 2.0. The total outlay of the mission has been increased from Rs 3.60 lakh crore to Rs. 8.69 lakh crore with enhancement of total central assistance from Rs 2.08 lakh crore to Rs 3.59 lakh crore.

JJM has been envisioned and implemented as a decentralized, demand-driven and community managed programme, wherein the Gram Panchayat (GP) and/ or its sub-committee/ user group i.e. Village Water & Sanitation Committee (VWSC)/ Pani Samiti have been empowered to plan, implement, manage, operate and maintain in-village water supply system to provide regular and assured tap water supply in rural households. Further, provision has been made in the operational guidelines for implementation of JJM for the preparation of Village Action Plan (VAP) for engaging village community, which *inter alia* includes strengthening of drinking water sources in convergence with other schemes.

To promote Jan Bhagidari for sustainable and continuous service delivery under the JJM, a standardized “Handbook on Community-Managed Piped Water Systems” has been launched under the Jal Arpan initiative. The

handbook mandates a 15-day trial run involving GPs and VWSC/ Pani Samiti members to ensure smooth handover of water supply schemes and sustainable operations. In addition, Jal Seva Ankalan has been initiated as a Gram Panchayat led digital assessment tool for evaluating the functionality and service delivery of rural drinking water supply systems.

Moreover, for enabling the local village community to play their role in operation and maintenance of water supply schemes, Nal Jal Mitra Programme (NJMP) has been launched in collaboration with Ministry of Skill Development and Entrepreneurship to equip them with a comprehensive set of skills & develop “Nal Jal Mitras”, so that they can function as scheme operators and are able to carry out minor repairs and maintenance, including preventive maintenance, of the piped water supply scheme(s) in their village as skilled masons, plumbers, fitters, electricians, motor mechanics, pump operators, etc.

Provisions have also been made for planning and implementation of bulk water transfer from long distances and regional water supply schemes for ensuring tap water supply in drought-prone & water-scarce areas/ areas with inadequate rainfall or dependable ground water sources. In addition, provisions have been made for source recharging, viz. dedicated bore well recharge structures, rain water recharge, rejuvenation of existing water bodies, etc., in convergence with other schemes such as VB-G RAM G, Integrated Watershed Management Programme (IWMP), 15th and 16th Finance Commission tied grants to RLBs/ PRIs, State schemes, CSR funds, etc.

JJM 2.0 also fosters the vision of Viksit Bharat @ 2047 with assured supply of drinking water by shifting from infrastructure-centric approach to a citizen-centric utility-based service delivery approach through Structural Reforms.

त्रुटिपूर्ण विद्युत-वितरण करने वाले ट्रांसफॉर्मरों को बदलना

3019. श्री भारत सिंह कुशवाह:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या ग्रामीण और अर्ध-शहरी क्षेत्रों में खराब विद्युत-वितरण ट्रांसफॉर्मरों को बदलने में अत्यधिक विलंब के परिणामस्वरूप विद्युत आपूर्ति लंबे समय तक बाधित रहती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या विद्युत-वितरण ट्रांसफॉर्मरों का ओवरलोड होना, विभिन्न स्थानों पर खंभों के स्थानांतरण में विलंब और घनी आबादी वाले क्षेत्रों में स्थित जर्जर बिजली के खंभों के कारण दुर्घटनाओं का जोखिम बढ़ रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार राज्यों के समन्वय से विद्युत-वितरण ट्रांसफॉर्मरों का विकेंद्रीकरण, जर्जर बिजली के खंभों तथा घनी आबादी वाले क्षेत्रों में स्थित खंभों का शीघ्र स्थानांतरण करने, भूमिगत/केबल आधारित विद्युत लाइनों की स्थापना और लंबे समय से बसे हुए मजरा, टोला, नई कॉलोनियों और बस्तियों का शीघ्र विद्युतीकरण सुनिश्चित करने के लिए कोई समयबद्ध राष्ट्रीय कार्य योजना तैयार कर रही है; और

(घ) 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 (घ) : विद्युत एक समवर्ती विषय है तथा विद्युत का वितरण, वितरण यूटिलिटी द्वारा किया जाता है जो अपने संबंधित राज्य विद्युत विनियामक आयोग (एसईआरसी) एवं राज्य सरकार के मार्गदर्शन में कार्य करती हैं। विद्युत अधिनियम, 2003 के अनुसार, विद्युत का वितरण एक लाइसेंस प्राप्त गतिविधि है तथा संबंधित वितरण लाइसेंसधारी का यह कर्तव्य है कि वह अपने आपूर्ति क्षेत्र में एक कुशल एवं सुरक्षित वितरण प्रणाली विकसित करे और उसका रखरखाव करे। अतः, गुणवत्तापूर्ण तथा विश्वसनीय विद्युत आपूर्ति और आवश्यक सुरक्षा उपायों को सुनिश्चित करने के लिए वितरण प्रणाली के उन्नयन और रखरखाव के लिए आवश्यक उपाय करने तथा हाई टेंशन (एचटी) एवं लो टेंशन (एलटी) लाइनों के खंभों तथा तारों की संरचनात्मक मजबूती की नियमित रूप से जांच करने की जिम्मेदारी संबंधित वितरण यूटिलिटी की है; साथ ही, इस संबंध में शिकायतों पर कार्रवाई करना भी उन्हीं की ज़िम्मेदारी है।

सीईए (विद्युत आपूर्ति और सुरक्षा से संबंधित उपाय) विनियम, 2023, विद्युत स्टेशनों, उप-केंद्रों, पारेषण एवं वितरण लाइनों के निर्माण, प्रचालन तथा रखरखाव के लिए सुरक्षा उपायों को विनिर्दिष्ट करता है। ये विनियम विद्युत संस्थापनाओं के लिए सुरक्षा उपायों को निर्धारित करते हैं और विद्युत संस्थापनाओं के आवधिक निरीक्षण और परीक्षण के लिए प्रावधान करते हैं। इसके अलावा, सीईए (विद्युत संयंत्रों और विद्युत लाइनों के निर्माण के लिए तकनीकी मानक) विनियम, 2022 में गंभीर पर्यावरणीय संकट का सामना करने के लिए आपदा संभावित क्षेत्रों तथा तटीय क्षेत्रों में खंभों एवं तारों के सुदृढ़ीकरण के लिए विशिष्ट प्रावधान हैं। उपर्युक्त विनियम उन सभी कंपनियों पर लागू होते हैं जो विद्युत का उत्पादन, पारेषण तथा वितरण करती हैं।

भारत सरकार ने राज्यों को गुणवत्तापूर्ण विद्युत की आपूर्ति प्रदान करने में मदद करने के लिए पहले 2014 में शुरू की गई दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), अक्टूबर, 2017 में शुरू की गई प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) के माध्यम से तथा वर्तमान में जुलाई, 2021 में शुरू की गई संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) जैसी स्कीमों केमाध्यम से उनके प्रयासों में सहायता दी है।

आरडीएसएस के तहत, वितरण यूटिलिटी द्वारा प्रस्तुत प्रस्तावों के आधार पर, वितरण यूटिलिटी को वितरण अवसंरचना संबंधी कार्यों जैसे सबस्टेशनों तथा वितरण ट्रांसफार्मरों का उन्नयन/संवर्धन, कंडक्टरों का प्रतिस्थापन, नई एचटी/एलटी लाइनें, फीडर विभाजन, फीडर पृथक्करण, एरियल बंच्ड केबल्स (एबीसी)/कवर कंडक्टर, भूमिगत केबल और स्मार्ट मीटरिंग के उन्नयन के लिए वित्तीय सहायता प्रदान की जा रही है। इस स्कीम के तहत, राष्ट्रीय स्तर पर 1.53 लाख करोड़ रुपये के हानि न्यूनीकरण अवसंरचना कार्य तथा 1.31 लाख करोड़ रुपये के स्मार्ट मीटरिंग कार्यों को संस्वीकृति दी गई है।

भारत सरकार आरडीएसएस के तहत छूटे हुए घरों के ग्रिड विद्युतीकरण के लिए राज्यों को और सहायता प्रदान कर रही है। आरडीएसएस के तहत, प्रधानमंत्री जनजाति आदिवासी न्याय महाअभियान (पीएम-जनमन) के तहत चिह्नित विशेष रूप से कमजोर जनजातीय समूह (पीवीटीजी); धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीए-जेजीयूए) के तहत अनुसूचित जनजाति (एसटी); प्रधानमंत्री अनुसूचित जाति कल्याण योजना (पीएम-एजेएवाई) के तहत अनुसूचित जाति (एससी); और वाइब्रेंट विलेज प्रोग्राम (वीवीपी) के तहत दूरदराज एवं सीमावर्ती क्षेत्रों के घरों सहित, जहां भी यह व्यवहार्य पाया गया, 6,521 करोड़ रुपये की लागत से 13.65 लाख छूटे हुए घरों के विद्युतीकरण के लिए ऑन-ग्रिड विद्युतीकरण कार्य संस्वीकृत किए गए हैं। दिनांक 23.07.2026 तक, आरडीएसएस तथा राज्य स्कीमों के अंतर्गत 4.88 लाख घरों का विद्युतीकरण किया जा चुका है।

PROJECTS AND SCHEMES FINANCED BY HUDCO

3020. DR. BYREDDY SHABARI:

SHRI APPALANAIDU KALISETTI:

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

(a) the details of urban infrastructure projects financed by the Housing and Urban Development Corporation (HUDCO) during the last five years, year and State-wise;

(b) the funds sanctioned and disbursed by HUDCO for such projects during the said period, year and State-wise;

(c) the physical progress and completion status of HUDCO approved projects along with the reasons for delays, if any;

(d) whether HUDCO has conducted any capacity-building or training programmes for State Government officials, particularly in Andhra Pradesh and if so, the details thereof along with the number of programmes conducted, participants trained and themes covered, year-wise; and

(e) the details of the housing schemes funded by HUDCO including the names of schemes, States covered, the number of beneficiaries and the financial assistance provided?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The State-wise details of housing and urban Infrastructure projects financed by Housing and Urban Development Corporation (HUDCO) during the last five years is given in the enclosed **Statement-I.**

(b) and (c): The State-wise details of loan sanctioned and disbursed by HUDCO during the last five years along with status of HUDCO approved projects is given in the enclosed **Statement-II.**

(d): The training/capacity-building programmes conducted by HUDCO for the State Government officials including state of Andhra Pradesh during last five years is as under:

I. HUDCO has launched Urban Invest Window (UiWIN) on 8th November, 2025 as a one stop solution to support Urban Local Bodies (ULBs) and other stakeholders in project development, financing and capacity-building for urban infrastructure. Under UiWIN, HUDCO has conducted various capacity-building workshops and knowledge-sharing programmes for State Government/ ULB officials, including the state of Andhra Pradesh, details of which along with participants trained and themes covered are given in the enclosed **Statement–III**.

II. HUDCO's Human Settlement Management Institute (HSMI) had conducted two online training programmes for ULBs/ State Agencies/ Development Authorities on 'Financial Strengthening of ULBs' and 'Sustainable Development Goals mapping for Swachh Bharat Mission' which were attended by 132 professionals from various stakeholders across the country including the state of Andhra Pradesh.

III. In addition, HSMI in collaboration with CITYNET had conducted two online training programs on 'Sustainable Infrastructure Development Management' and 'Disaster Risk Reduction and Resilience in Cities' for

various stakeholders across the country including the state of Andhra Pradesh which were attended by 84 professionals.

(e): HUDCO extends loan assistance to the borrowing/ implementing agency and not to individual beneficiary directly. The details of the housing schemes funded by HUDCO along with the number of dwelling units therein during the last five years is given in the enclosed **Statement-IV.**

STATEMENT- I

Details of Housing and Urban Infrastructure Projects financed by HUDCO

(Fig in ₹ Cr.)

States/UTs	2021-22	2022-23	2023-24	2024-25	2025-26
Andhra Pradesh	-	-	1,694.25	1,610.52	13,400.77
Meghalaya + Tripura	-	64.26	51.40	55.00	-
Bihar	520.00	686.77	53.47	-	-
Chandigarh	50.00	-	132.00	600.00	1,500.00
Chattisgarh	-	-	-	-	122.64
Delhi	-	-	-	150.00	200.00
Jammu and Kashmir	-	-	-	-	830.16
Jharkhand	-				
Karnataka	-	-	942.53	7,073.76	566.31
Kerala	598.97	1,000.00	1,294.69	1,853.23	1,505.47
Madhya Pradesh	11.99	5.57	5.48	500.00	1,286.09
Maharashtra	616.27	3,120.65	4,408.24	11,233.24	10,768.00
Nagaland + Manipur	137.73	152.08	142.99	68.42	37.40
Odisha					
Rajasthan	4,155.00	1,431.11	4,795.00	7,643.35	5,909.00
Tamil Nadu	52.45	167.48	1,877.48	5,719.60	7,050.00

Telangana	-	-	-	1,685.00	1,477.09
Uttar Pradesh	1,400.00	-	-	623.88	500.00
Uttarakhand	-	-	200.00	-	284.90
West Bengal		-	-	401.14	331.53
Sikkim	65.00				
Grand Total	**7,607.40**	**6,627.91**	**15,597.53**	**39,217.13**	**45,769.36**

STATEMENT - II

Loan Sanctioned and Disbursed by HUDCO for Urban Infrastructure projects in last five years:

(Fig. in ₹ Cr.)

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
Andhra Pradesh	ANDHRA PRADESH CENTRAL POWER DISTRIBUTION COMPANY LIMITED	139.21	130.64	Implementation Stage
	ANDHRA PRADESH CENTRAL POWER DISTRIBUTION COMPANY LIMITED	148.93	148.93	Completed
	ANDHRA PRADESH CENTRAL POWER DISTRIBUTION COMPANY LIMITED	351.45	145.00	Implementation Stage
	ANDHRA PRADESH POWER FINANCE CORPORATION LIMITED	500.00	500.00	Completed
	ANDHRA PRADESH POWER FINANCE CORPORATION LIMITED	710.00	710.00	Completed
	ANDHRA PRADESH POWER FINANCE CORPORATION LIMITED	900.00	900.00	Completed
	ANDHRA PRADESH POWER FINANCE CORPORATION LIMITED	5000.00	5000.00	Completed
	ANDHRA PRADESH POWER GENERATION CORPORATION LTD	192.35	0.70	Implementation Stage
	ANDHRA PRADESH POWER GENERATION CORPORATION LTD	801.51	80.00	Implementation Stage
	ANDHRA PRADESH POWER GENERATION CORPORATION LTD	1000.00	1000.00	Completed
	ANDHRA PRADESH STATE FIBERNET LTD	121.13	121.13	Completed
	ANDHRA PRADESH STATE FIBERNET LTD	150.00	150.00	Completed
	ANDHRA PRADESH STATE FIBERNET LTD	150.00	150.00	Completed

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
	ANDHRA PRADESH STATE FIBERNET LTD	150.00	150.00	Completed
	ANDHRA PRADESH STATE FIBERNET LTD	55117.00	551.17	Implementation Stage
	AP CAPITAL REGION DEV. AUTHORITY	11000.00	2750.00	Implementation Stage
	AP STATE SPECIAL PROJECTS DEVELOPMENT CORPORATION LTD	5000.00	2072.01	Implementation Stage
	AP TOWNSHIP AND INFRA DEVP CORP LTD.	750.00	550.00	Implementation Stage
	AP TOWNSHIP AND INFRA DEVP CORP LTD.	1025.61	23.61	Implementation Stage
	BHOGAPURAM INTERNATIONAL AIRPORT CORPORA (A.P)	175.00	154.00	Implementation Stage
	BHOGAPURAM INTERNATIONAL AIRPORT CORPORA (A.P)	469.95	96.00	Implementation Stage
	EASTERN POWER DISTRIBUTION COMPANY OF ANDHRA PRADESH LIMITED	98.87	86.06	Implementation Stage
	EASTERN POWER DISTRIBUTION COMPANY OF ANDHRA PRADESH LIMITED	222.44	190.00	Implementation Stage
	NELLORE MUNICIPAL CORPORATION (A.P-APNMCO)	475.00	75.00	Implementation Stage
	NELLORE MUNICIPAL CORPORATION (A.P-APNMCO)	520.00	90.00	Implementation Stage
	SOUTHERN POWER DISTRIBUTION COMPANY OF ANDHRA PRADESH LIMITED	77.76	26.73	Implementation Stage
	SOUTHERN POWER DISTRIBUTION COMPANY OF ANDHRA PRADESH LIMITED	131.98	71.76	Implementation Stage
	SOUTHERN POWER DISTRIBUTION COMPANY OF ANDHRA PRADESH LIMITED	355.42	355.42	Completed
	TRANSMISSION CORPORATION OF ANDHRA PRADESH LIMITED	800.88	199.65	Implementation Stage
	TRANSMISSION CORPORATION OF ANDHRA PRADESH LIMITED	1542.00	227.74	Implementation Stage
Meghalaya	MEGHALAYA URBAN DEVELOPMENT AUTHORITY	154.21	115.66	Implementation Stage

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
Tripura	TRIPURA STATE ELECTRICITY CORPORATION LTD	55.00	55.00	Completed
Bihar	BIHAR STATE ROAD DEVELOPMENT CORPORATION LTD.	1416.50	1260.25	Implementation Stage
Chandigarh	HIMACHAL PRADESH INFRASTRUCTURE DEVELOPMENT BOARD	2680.00	1500.00	Implementation Stage
	PUNJAB MUNICIPAL INFRASTRUCTURE DEVELOPMENT COMPNY	1540.00	132.00	Implementation Stage
	PUNJAB POLICE HOUSING CORPORATION LTD.	150.00	50.00	Implementation Stage
	PUNJAB STATE POWER CORPORATION LTD	600.00	600.00	Completed
Chattisgarh	CHHATTISGARH STATE POWER DISTRIBUTION COMPANY LIMITED (CSPDCL)	204.41	122.64	Implementation Stage
Delhi	INDIA INTERNATIONAL CONVENTION AND EXHIBITION CENTRE LIMITED	500.00	350.00	Implementation Stage
Jammu and Kashmir	CHENAB VALLEY POWER PROJECT LIMITED	1073.75	830.16	Implementation Stage
Karnataka	BANGALORE DEVELOPMENT AUTHORITY	27000.00	50.00	Implementation Stage
	BANGALORE ELECTRICITY SUPPLY COMPANY LTD	1000.00	1000.00	Completed
	KARNATAKA POWER CORP. LTD.	250.00	250.00	Completed
	KARNATAKA POWER CORP. LTD.	500.00	500.00	Completed
	KARNATAKA POWER CORP. LTD.	1000.00	1000.00	Completed
	KARNATAKA POWER CORP. LTD.	300.00	300.00	Completed
	KARNATAKA URBAN WATER SUP.& DRAINAGE BRD	200.00	108.62	Implementation Stage
	KARNATAKA URBAN WATER SUP.& DRAINAGE BRD	200.00	116.27	Implementation Stage
	POWER COMPANY OF KARNATAKA LIMITED	5257.70	5257.70	Completed
Kerala	KERALA INFRA INVESTMENT BOARD	850.00	800.00	Implementation Stage
	KERALA INFRA INVESTMENT BOARD	930.00	930.00	Completed
	KERALA INFRA INVESTMENT BOARD	1000.00	500.00	Implementation Stage
	KERALA INFRA INVESTMENT BOARD	2000.00	1650.00	Implementation

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
				Stage
	KERALA STATE ELECTRICITY BOARD LTD	1000.00	1000.00	Completed
	KERALA STATE ELECTRICITY BOARD LTD	1000.00	1000.00	Completed
	KOCHI METRO RAIL LTD	55.00	55.00	Completed
	KOCHI METRO RAIL LTD	263.09	163.32	Implementation Stage
	KOCHI METRO RAIL LTD	293.97	150.27	Implementation Stage
	KOCHI METRO RAIL LTD	390.00	3.77	Implementation Stage
Madhya Pradesh	MP POORV KSHETRA VIDYIT VITARAN COMP.LTD	1000.00	1000.00	Completed
	MP POWER TRANSMISSION CO.LTD.	1040.00	20.00	Implementation Stage
	MP URBAN DEVELOPMENT COMPANY LTD.	954.80	766.09	Implementation Stage
	MUNICIPAL COUNCIL RAISEN	1.36	0.34	Implementation Stage
	MUNICIPAL COUNCIL RAISEN	4.09	1.02	Implementation Stage
	MUNICIPAL COUNCIL, BHIND, DISTT. BHIND (M.P.)	1.96	0.17	Implementation Stage
	MUNICIPAL COUNCIL, BHIND, DISTT. BHIND (M.P.)	5.88	0.52	Implementation Stage
	MUNICIPAL PANCHAYAT, NAMLI, DISTT. RATLAM (M.P.)	0.52	0.52	Completed
	NAGAR PALIKA PARISHAD, PALI, DISTT. UMARIA (M.P.	1.99	0.45	Implementation Stage
	NAGAR PALIKA PARISHAD, PALI, DISTT. UMARIA (M.P.	5.97	1.36	Implementation Stage
	NAGAR PARISHAD AMBAH, DISTT. MORENA (M.P.)	1.79	0.32	Implementation Stage
	NAGAR PARISHAD AMBAH, DISTT. MORENA (M.P.)	5.37	0.95	Implementation Stage
	NAGAR PARISHAD JEERAPUR, RAJGARH (M.P-MPNPJE)	1.52	0.38	Implementation Stage
	NAGAR PARISHAD JEERAPUR, RAJGARH (M.P-MPNPJE)	4.56	1.14	Implementation Stage
	NAGAR PARISHAD KUMBHRAJ, DISTT.	2.58	0.64	Implementation

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
	GUNA (M.P.)			Stage
	NAGAR PARISHAD KUMBHRAJ, DISTT. GUNA (M.P.)	7.73	1.93	Implementation Stage
	NAGAR PARISHAD, AMANGANJ, DISTT. PANNA (M.P.)	2.09	1.04	Implementation Stage
	NAGAR PARISHAD, AMANGANJ, DISTT. PANNA (M.P.)	6.26	3.13	Implementation Stage
	NAGAR PARISHAD, GOVINDGARH, DISTT. REWA (M.P.)	1.35	0.27	Implementation Stage
	NAGAR PARISHAD, GOVINDGARH, DISTT. REWA (M.P.)	4.06	0.81	Implementation Stage
	NAGAR PARISHAD, KURWAI, DISTT. VIDISHA (M.P.)	2.09	0.70	Implementation Stage
	NAGAR PARISHAD, KURWAI, DISTT. VIDISHA (M.P.)	6.27	2.09	Implementation Stage
	NAGAR PARISHAD, NOWROZABAD, DISTT. UMARIA (M.P.)	2.75	0.69	Implementation Stage
	NAGAR PARISHAD, NOWROZABAD, DISTT. UMARIA (M.P.)	8.25	2.06	Implementation Stage
	NAGAR PARISHAD, OMKARESHWAR, DISTT. KHANDWA (MP)	1.25	0.21	Implementation Stage
	NAGAR PARISHAD, OMKARESHWAR, DISTT. KHANDWA (MP)	3.76	0.63	Implementation Stage
	NAGAR PARISHAD, TEONTHAR, DISTT. REWA (M.P.)	1.65	0.41	Implementation Stage
	NAGAR PARISHAD, TEONTHAR, DISTT. REWA (M.P.)	4.96	1.24	Implementation Stage
Maharashtra	Government of Maharashtra - Public Health Dept	1948.00	924.42	Implementation Stage
	Government of Maharashtra - Public Health Dept	2000.00	1157.22	Implementation Stage
	MAHARASHTRA STATE ELECTRICITY DISTRIBUTION CO LTD	1000.00	890.00	Implementation Stage
	MAHARASHTRA STATE ELECTRICITY DISTRIBUTION CO LTD	1600.00	1600.00	Completed
	MAHARASHTRA STATE ELECTRICITY DISTRIBUTION CO LTD	2700.00	2699.99	Implementation Stage
	MAHARASHTRA STATE ELECTRICITY DISTRIBUTION CO LTD	3653.25	1435.08	Implementation Stage
	MAHARASHTRA STATE ELECTRICITY DISTRIBUTION CO LTD	4668.25	1556.08	Implementation Stage

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
	MAHARASHTRA STATE POWER GENERATION	4238.68	1479.84	Implementation Stage
	Maharashtra State Road Development Corporation	2140.00	1590.00	Implementation Stage
	Maharashtra State Road Development Corporation	3500.00	3500.00	Completed
	Maharashtra State Road Development Corporation	5500.00	5490.00	Implementation Stage
	Maharashtra State Road Development Corporation	22250.00	3400.00	Implementation Stage
	MAHARASHTRA URBAN INFRASTRUCTURE FUND	822.22	116.42	Implementation Stage
	MSIDC KONKAN REGION ROAD DEVELOPMENT CORPORATION LTD. (MKRRDCL)	2603.36	800.00	Implementation Stage
	MSIDC NAGPUR REGION ROAD DEVELOPMENT CORPORATION LTD (MNRRDCL)	2371.00	900.00	Implementation Stage
	MSIDC SAMBHAJI NAGAR REGION ROAD DEVELOPMENT CORPORATION LTD. (MSNRRDCL)	3423.00	1300.00	Implementation Stage
	MUMBAI METRO RAIL CORPORATION LIMITED	175.00	175.00	Completed
	NAGPUR MUMBAI SUPER COMMUNICATION EXPRESSWAY LTD	2550.00	1132.34	Implementation Stage
Nagaland	A.P STATE COUNCIL FOR SCIENCE & TECHNOLOGY	20.00	20.00	Completed
	CAWD GOVT OF NAGALAND, KOHIMA	1.16	1.16	Completed
	CAWD GOVT OF NAGALAND, KOHIMA	10.75	10.75	Completed
	CAWD GOVT OF NAGALAND, KOHIMA	12.81	12.81	Completed
	CAWD GOVT OF NAGALAND, KOHIMA	14.30	14.30	Completed
	DEPARTMENT OF SCHOOL EDUCATION	1.87	1.87	Completed
	GEOLOGY & MINING DEPARTMENT	1.00	1.00	Completed
	HEALTH & FAMILY WELFARE DEPARTMENT, GOVT. OF NAGAL	3.00	3.00	Completed
	HEALTH & FAMILY WELFARE DEPARTMENT, GOVT. OF NAGAL	0.21	0.21	Completed
	HEALTH & FAMILY WELFARE DEPARTMENT, GOVT. OF NAGAL	1.50	1.50	Completed
	PUBLIC WORKS DEPTT.GOVT OF	4.93	4.93	Completed

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
	NAGALAND			
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	0.76	0.76	Completed
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	7.00	7.00	Completed
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	2.00	2.00	Completed
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	2.27	2.27	Completed
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	2.90	2.90	Completed
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	7.00	5.00	Implementation Stage
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	9.87	5.50	Implementation Stage
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	13.50	1.50	Implementation Stage
	STATE INSTITUTE OF RURAL DEVELOPMENT	1.00	1.00	Completed
	STATE INSTITUTE OF RURAL DEVELOPMENT	1.40	1.40	Completed
Manipur	PLANNING & DEVELOPMENT AUTHORITY MANIPUR (MAN-PDAM)	233.59	233.59	Completed
	MANIPUR POLICE HOUSING CORPORATION LTD.	204.15	204.15	Completed
Rajasthan	AJMER VIDYUT VITRAN NIGAM LTD. (RAJ-AVV)	400.00	400.00	Completed
	AJMER VIDYUT VITRAN NIGAM LTD. (RAJ-AVV)	400.00	400.00	Completed
	AJMER VIDYUT VITRAN NIGAM LTD. (RAJ-AVV)	400.00	400.00	Completed
	JAIPUR MUNICIPAL CORPORATION-GREATER	80.00	80.00	Completed
	JAIPUR MUNICIPAL CORPORATION-HERITAGE	100.00	75.00	Implementation Stage
	JAIPUR VIDYUT VITRAN NIGAM LTD	55.00	42.50	Implementation Stage
	JAIPUR VIDYUT VITRAN NIGAM LTD	400.00	400.00	Completed
	JAIPUR VIDYUT VITRAN NIGAM LTD	400.00	400.00	Completed
	JODHPUR VIDYUT VITRAN NIGAM LTD.	400.00	400.00	Completed

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
	JODHPUR VIDYUT VITRAN NIGAM LTD.	500.00	500.00	Completed
	KOTA DEVELOPMENT AUTHORITY	140.00	15.00	Implementation Stage
	NAGAR NIGAM BHARATPUR	150.00	130.00	Implementation Stage
	Nagar Nigam Jodhpur (North)	18.89	15.00	Implementation Stage
	RAJ URBAN DRK WATER SEW & INFRA CORP LTD	450.00	450.00	Completed
	RAJ URBAN DRK WATER SEW & INFRA CORP LTD	1500.00	1280.00	Implementation Stage
	RAJ URBAN DRK WATER SEW & INFRA CORP LTD	1522.00	50.00	Implementation Stage
	RAJ URBAN DRK WATER SEW & INFRA CORP LTD	2111.12	1900.00	Implementation Stage
	RAJASTHAN RAJYA VIDYUT UTPADAN NIGAM LTD	400.00	400.00	Completed
	RAJASTHAN RAJYA VIDYUT UTPADAN NIGAM LTD	1000.00	1000.00	Completed
	RAJASTHAN RAJYA VIDYUT UTPADAN NIGAM LTD	1000.00	1000.00	Completed
	RAJASTHAN RAJYA VIDYUT UTPADAN NIGAM LTD	1000.00	1000.00	Completed
	RAJASTHAN STATE ROAD DEV. AND CONST.CORP LTD	4400.00	2745.00	Implementation Stage
	RAJASTHAN STATE ROAD TRANSPORT CORPORATION	117.98	104.00	Implementation Stage
	RAJASTHAN STATE ROAD TRANSPORT CORPORATION	162.00	121.96	Implementation Stage
	RAJASTHAN TOURISM DEVELOPMENT CORPORATION LIMITED	415.00	215.00	Implementation Stage
	RAJASTHAN WATER SUPPLY & SEWERAGE CORPN.	1576.78	1290.00	Implementation Stage
	RAJASTHAN WATER SUPPLY & SEWERAGE CORPN.	3090.73	2620.00	Implementation Stage
	RAJASTHAN WATER SUPPLY & SEWERAGE CORPN.	4000.00	4000.00	Completed
	RAJASTHAN WATER SUPPLY & SEWERAGE CORPN.	5000.00	2500.00	Implementation Stage

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
Tamil Nadu	CHENNAI AEROSPACE PARK LIMITED	150.00	100.00	Implementation Stage
	FINANCE DEPT (WAYS & MEANS)	30.10	25.60	Implementation Stage
	FINANCE DEPT (WAYS & MEANS)	17.37	17.37	Completed
	TAMIL NADU POWER DISTRIBUTION CORPORATION LTD	1000.00	3000.00	Implementation Stage
	TAMIL NADU POWER DISTRIBUTION CORPORATION LTD	2400.00	2400.00	Completed
	TAMIL NADU POWER DISTRIBUTION CORPORATION LTD	3000.00	6000.00	Implementation Stage
	TAMILNADU POWER GENERATION CORPORATION LTD	3000.00	3000.00	Completed
	WATER AND SANITATION POOLED FUND (WSPF)	50.44	50.44	Completed
	WATER AND SANITATION POOLED FUND (WSPF)	56.97	56.97	Completed
	WATER AND SANITATION POOLED FUND (WSPF)	216.62	216.62	Completed
Telangana	TELANGANA DRINKING WATER SUPPLY CORP LTD ICICI BANK	477.09	477.09	Completed
	TELANGANA STATE INDUSTRIAL INFRASTRUCTURE COPN.LTD	1000.00	380.00	Implementation Stage
	TL ROAD TRANSPORT CORPORATION	150.00	150.00	Completed
	TL ROAD TRANSPORT CORPORATION	400.00	400.00	Completed
	TL ROAD TRANSPORT CORPORATION	395.00	395.00	Completed
	TL URBAN FINANCE AND INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.	1000.00	1000.00	Completed
	TL URBAN FINANCE AND INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.	1000.00	350.00	Implementation Stage
	TRANSMISSION CORPORATION OF TELANGANA	571.00	10.00	Implementation Stage
Uttar Pradesh	U.P EXPRESSWAY INDUSTRIAL DEV. AUTHORITY	2400.00	1400.00	Implementation Stage
	U.P POWER TRANSMISSION CORP. LTD.	380.00	123.88	Implementation Stage
	UTTAR PRADESH POWER CORPORATION LIMITED	1000.00	1000.00	Completed

States/UTs	Customer Name	Loan Sanctioned	Loan Disbursed	Status
Uttarakhand	DEVELOPMENT AUTHORITY MUNSOORIE DEHRADUN	70.00	50.00	Implementation Stage
	UTTARAKHAND POWER CORPORATION LIMITED	400.00	400.00	Completed
	UTTARANCHAL TRANSPORT CORPORATION	34.90	34.90	Completed
West Bengal	DAMODAR VALLEY CORPORATION	106.90	80.00	Implementation Stage
	SIKKIM IND. DEV. & INV. CORP. LTD.	65.00	65.00	Completed
	WEST BENGAL POWER DEVELOPMENT CORP LTD	119.17	119.17	Implementation Stage
	WEST BENGAL POWER DEVELOPMENT CORP LTD	670.00	500.00	Implementation Stage
	WEST BENGAL STATE ELECTRICITY DISTRIBUTION COMPANY LIMITED	110.00	33.50	Implementation Stage
	Total	**262184.77**	**114819.34**	

STATEMENT – III

The details of various capacity-building workshops and knowledge-sharing programmes for State Government/ ULB officials, including the state of Andhra Pradesh along with the details of participants trained and themes covered:

S. No.	Programme	Date	Location	Participants	Key Themes Covered
i.	Two-Day Regional Workshop on UiWIN	15–16 March 2026	Visakhapatnam, Andhra Pradesh	172 participants representing 76 ULBs from southern States, including Andhra Pradesh. Officials from State financial institutions, NITI Aayog, the World Bank, NABFID, ADB, IFC and other	● Understanding the concept and framework of bankable urban infrastructure projects ● Procedural guidance for developing comprehensive and bankable project proposals ● Checklists for accessing market capital through

S. No.	Programme	Date	Location	Participants	Key Themes Covered
				institutions also participated.	PPP arrangements, municipal bonds and institutional loans ● Assessment of ULB readiness for mobilisation of market capital
ii.	Two-Day Capacity-Building Workshop for ULBs of Andhra Pradesh	9–10 June 2026	Vijayawada, Andhra Pradesh	180 participants representing 36 ULBs of Andhra Pradesh	● Urban Challenge Fund (UCF) Readiness Checklist ● Project Bankability Scorecard ● Public Private Partnership (PPP) Risk Allocation Matrix ● Municipal and Pooled Bond Readiness ● Comprehensive Detailed Project Report (DPR) preparation ● 30-Day Action Plan for project development and financing
iii.	Two-Day Capacity-Building Workshop	8–9 June 2026	Chandigarh	40 participants representing 17 ULBs from Punjab, Haryana, Himachal Pradesh and Jammu & Kashmir	● UCF and UiWIN ● Municipal Finance Framework ● Municipal Bond Issuance ● PPPs ● Water Utility Reforms ● Land Value Capture ● Institutional Readiness for UCF ● Innovative frameworks for unlocking private investment in urban infrastructure
iv.	Virtual Capacity-	17 June 2026	Virtual	30 participants attended on 17th	● UCF and UiWIN

S. No.	Programme	Date	Location	Participants	Key Themes Covered
	Building Workshops for West Bengal	and 25 June 2026		June; 305 participants attended on 25th June	framework ● Development of bankable urban infrastructure projects ● Project formulation and DPR preparation ● Financial structuring and project financing ● Municipal bonds and pooled finance ● PPPs and innovative financing mechanisms ● Institutional readiness for accessing market and institutional finance
v.	One-Day Capacity-Building Workshop for ULBs of Uttarakhand	25 June 2026	Dehradun	50 participants representing 20 ULBs	● Innovative urban financing models aligned with UCF ● Urban infrastructure financing landscape ● Understanding municipal finance ● PPP strategy and structuring ● Conceptualisation and development of urban infrastructure projects for Uttarakhand

S. No.	Programme	Date	Location	Participants	Key Themes Covered
vi.	One-Day Capacity-Building Workshop for ULBs of Rajasthan	28 June 2026	Jaipur	170 participants representing 50 ULBs	● Formulation of bankable urban infrastructure projects ● Concepts of PPPs ● DPR preparation ● Municipal finance and project financial structuring ● Financial closure of urban infrastructure projects ● Municipal bond and pooled finance readiness
vii.	One-Day Capacity-Building Workshop for ULBs of Odisha	28 June 2026	Bhubaneswar	88 participants representing 55 ULBs	● Good municipal accounting practices for ULBs ● Revenue enhancement measures ● Development of bankable urban infrastructure projects ● Innovative project financing and financial closure ● Municipal bonds and pooled finance readiness for Odisha ULBs ● Innovative and relevant PPP projects for Odisha ● HUDCO's loan approval process for infrastructure projects
viii.	One-Day UCF–UiWIN Symposium	25 April 2026	India Habitat Centre, New Delhi	Participation from ULBs, Development Authorities,	● Formulation of bankable urban infrastructure projects, including bankability, revenue

S. No.	Programme	Date	Location	Participants	Key Themes Covered
				Smart City SPVs, MoHUA, NITI Aayog, the World Bank, NABFID, ADB, IFC and other prominent institutions	enhancement, asset monetisation, viability gap funding and institutional reforms ● Financial closure of bankable urban projects through municipal bonds, alternative financing mechanisms, and multilateral and institutional finance

STATEMENT- IV

Details of Housing Schemes funded by HUDCO for the last 5 years

State	Agency/ Borrower Name	Loan sanctioned (in ₹ Cr.)	Loan Disbursed (in ₹ Cr.)	Number of Dwelling Units
Andhra Pradesh	AP STATE HOUSING CORPORTION LTD	1,433.54	1,433.54	168407
	AP STATE HOUSING CORPORTION LTD	560.00	560.00	57017
	AP STATE HOUSING CORPORTION LTD	1,830.00	1,830.00	200000
	AP TOWNSHIP AND INFRA DEVP CORP LTD.	4,451.35	1,000.00	41502
Chandigarh	HARYANA POLICE HOUSING CORPORATION	550.00	545.35	3060
Chattisgarh	STATE URBAN DEVELOPMENT AGENCY (CHT)	879.77	879.77	320126
Karnataka	RAJIV GANDHI RURAL HOUSING CORPN.LTD.	100.00	100.00	1886
Kerala	KERALA URBAN & RURAL DEVELOPMENT FINANCE CORP.LTD	1,000.00	1,000.00	50000
	KERALA URBAN & RURAL DEVELOPMENT FINANCE CORP.LTD	2,018.33	2,018.33	118654

	KERALA URBAN & RURAL DEVELOPMENT FINANCE CORP.LTD	1,448.34	1,448.34	78473
	KERALA URBAN & RURAL DEVELOPMENT FINANCE CORP.LTD	51.66	51.66	2583
	KERALA URBAN & RURAL DEVELOPMENT FINANCE CORP.LTD	217.22	87.14	10861
	KERALA URBAN & RURAL DEVELOPMENT FINANCE CORP.LTD	1,500.00	400.00	75000
Nagaland	DIMAPUR MUNICIPAL COUNCIL	2.75	1.11	20
Manipur	PLANNING & DEVELOPMENT AUTHORITY MANIPUR (MANPDAM)	315.00	165.00	392
	PLANNING & DEVELOPMENT AUTHORITY MANIPUR (MANPDAM)	51.00	51.00	180
Nagaland	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	1.00	1.00	4
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	4.00	4.00	72
	PRINTING & STATIONARY, GOVT. OF NAGALAND	0.14	0.14	2
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	13.50	1.50	8
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	2.41	2.41	18
	PUBLIC WORKS DEPTT.GOVT OF NAGALAND	4.54	3.00	26
Manipur	PLANNING & DEVELOPMENT AUTHORITY MANIPUR (MANPDAM)	57.50	8.00	64
Telangana	TELANGANA STATE HOUSING CORPORATION LTD.	2,400.00	2,400.00	70318
	TELANGANA STATE HOUSING CORPORATION LTD.	145.00	145.00	4143
	TELANGANA STATE HOUSING CORPORATION LTD.	146.00	146.00	4171
	TELANGANA HOUSING BOARD	3,000.00	3,000.00	95235
	TELANGANA STATE HOUSING CORPORATION LTD.	5,000.00	1,500.00	146628

Uttarakhand	DEVELOPMENT AUTHORITY MUNSOORIE DEHRADUN	72.00	72.00	338
	DEVELOPMENT AUTHORITY MUNSOORIE DEHRADUN	59.98	45.00	288

MAINTENANCE OF HIGHWAY SANITATION

3021. SHRI KIRTI AZAD:

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

(a) the steps taken by the Government to ensure sustained maintenance of highway sanitation beyond campaign periods to prevent relapse into unsanitary conditions;

(b) the details of provisions in place for incentivizing or penalizing concessionaires under performance-based contracts for highway cleanliness and upkeep;

(c) the percentage of ongoing and completed National Highway projects that have incorporated eco-friendly construction materials and energy-efficient street lighting systems along with the details of such projects;

(d) the mechanisms in place for independent verification of compliance and the steps being taken to expand designated green corridors; and

(e) whether the Government has initiated or proposed pilot projects employing Internet of Things (IoT), Artificial Intelligence (AI) and other emerging technologies for smart highway operations and enhanced traffic management and if so, the details thereof?

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

(a): Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Apart from organising cleanliness drives / campaigns on NHs, Government has undertaken various initiatives to ensure the sustained maintenance of highway sanitation on NHs, some of which are as under: -

i. Strict contractual maintenance obligations and penalty clauses incorporated in Operation & Maintenance (O&M) and concession / contract agreements, making Contractors / Concessionaires directly accountable for maintenance of project highway, roadside drains, culverts, medians, slopes, structures, and Right of Way (RoW) in a clean and hygienic condition by regularly removing debris, litter, waste materials, hazardous spillages, organic growth etc.

ii. Routine inspection by Authority Engineer (AE) / Independent Engineer (IE) to monitor compliance with maintenance obligations and ensure highway amenities, user fee plazas and wayside rest stops maintain hygiene standards year-round.

iii. Deployment of dedicated maintenance mobile application / dashboard to report, track and resolve sanitation issues in real time.

iv. Directions issued for construction of toilet facilities at all NH User Fee Plazas in both directions after crossing the plaza where such facilities are not presently available; temporary pre-fabricated or mobile toilet

blocks to be placed on newly completed access-controlled NHs till Wayside Amenities come up.

v. Mapping of toilet facilities on the Rajmarg Yatra App as well as installation of advance signages for public visibility for improved user experience.

(b): Government has adopted structured maintenance mechanisms through Performance-Based Maintenance Contracts (PBMC), wherein the payment for the deliverables is linked to the Contractor successfully meeting certain clearly defined performance indicators / Service Levels as defined in the standard PBMC Document. Further, there is a provision for penalty / reduction in routine maintenance monthly payment for non-achievement of the desired service levels of highway cleanliness and upkeep.

(c): Government has taken various policy reforms and initiatives to promote sustainable development through use of eco-friendly construction materials and energy-efficient street lighting systems on NHs. Various sustainable and recycled materials, such as use of Bamboo Crash Barrier, use of Fly Ash / Pond Ash in embankment and structural works, Reclaimed Asphalt Pavement (RAP) in bituminous layers, and Construction and Demolition (C&D) Waste / Recycled Aggregates are used in suitable highway works as per technical specifications. The use of plastic waste in bituminous mixes, natural geo-textiles (such as Jute/ Coir etc.) in addition to other sustainable materials including Slag, Bio Bitumen / Molasses, Crumb Rubber and other recycled or

industrial by-products are promoted as per feasibility and guidelines to improve pavement performance for addressing environmental concerns.

Accordingly, Government has completed NHs works in about 9,400 km using eco-friendly construction materials and NHs works in another 5,200 km are under construction.

Government has also installed solar-based street lighting systems in about 3,300 km NH length and installation in another 700 km has been taken up.

(d): As part of the Green Highways (Plantation, Transplantation, Beautification and Maintenance) Policy 2015, Government undertakes plantation along available surplus median and roadside land of Right of Way (ROW) of various NH stretches in the country either as part of NHs projects or on standalone basis, in accordance with Indian Roads Congress (IRC):SP:21 guidelines. During the last five years, approximately 1.32 Lakh km of NHs in the country have been covered with the plantation of over 3.61 Crore saplings.

Miyawaki plantation and drone monitoring of plantation has also been started to increase the green cover along NHs apart from deployment of External Professionals for implementation and supervision of greening endeavors and monitoring and evaluation of plantations through routine inspection by AE/IE.

Further, Government has developed the Green Cover Index, which uses high-resolution satellite data to assess plantation presence and health within NH RoW. The first assessment covered about 31,000 km across 24 States,

with results available on Geographic Information System (GIS) based portal hosted on Bhuvan geo-platform of Indian Space Research Organisation (ISRO).

(e): Government has been progressively adopting Artificial Intelligence (AI), Internet of Things (IoT) and other emerging technologies for smart highway operations and enhanced traffic management on NHs.

The Government has envisaged deployment of Advanced Traffic Management Systems (ATMS) with the objective of improving road safety and reducing accidents on NHs. ATMS has provisions for various electronic enforcement devices which help in speedy identification of incidents (including traffic violations) on the highway stretches and effectively monitor the highways, thereby improving incident response time and road safety. The Government has taken up Region-wise implementation of ATMS in all Four lane and above NHs in a phased manner to have an all-integrated development of traffic management rather than project level implementation. Accordingly, Government has approved ATMS implementation in 531 km length and process has been initiated for approval in another 6,000 km.

Government has also decided to implement Multi-Lane Free Flow (MLFF) Electronic Toll Collection system on NHs, which facilitates barrier-less tolling using integrated technologies including Automatic Number Plate Recognition (ANPR) with AI analytics and RFID-based Electronic Toll Collection (FASTag), where the user fee shall be charged from the vehicle

users without having to stop, slow down or stay in a given fee plaza lane. 17 fee plazas have been awarded, out of which 6 fee plazas are already live.

IMPLEMENTATION OF AMRUT 2.0

3022. SHRI BALABHADRA MAJHI:

SHRI PRADEEP KUMAR SINGH:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI ANUP SANJAY DHOTRE:

SHRI DAMODAR AGRAWAL:

SHRI RAMESH AWASTHI:

SHRI SHASHANK MANI:

DR. KALANIDHI VEERASWAMY:

SHRI SUDHEER GUPTA:

SHRI RADHESHYAM RATHIYA:

SHRI ARVIND DHARMAPURI:

SHRIMATI MALA RAJYALAXMI SHAH:

SHRI ANIL FIROJIYA:

SHRIMATI ANITA NAGARSINGH CHOUHAN:

SHRI RAHUL SINGH LODHI:

DR. SANJAY JAISWAL:

SHRI ALOK SHARMA:

SHRI AVIMANYU SETHI:

SHRI SATISH KUMAR GAUTAM:

SHRI MAHESH KASHYAP:

DR. NISHIKANT DUBEY:

SHRIMATI SMITA UDAY WAGH:

SHRI YOGENDER CHANDOLIA:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI NABA CHARAN MAJHI:

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

(a) whether the Government has reviewed the implementation of Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 and if so, the details thereof along with the projects sanctioned, completed and under implementation including the corrective measures suggested thereunder, State/UT and city-wise including Nabarangpur Lok Sabha Constituency of Odisha and Jalgaon Lok Sabha Constituency of Maharashtra;

(b) the progress made in developing urban water supply, sewerage, septage management infrastructure, storm water drainage, conservation of water bodies and development of green urban spaces under AMRUT 2.0, State/UT and city-wise including above Constituencies;

(c) the details of the funds allocated, released and utilised during the last three years and the current year for the said purpose under AMRUT 2.0, State/UT and city-wise including above Constituencies;

(d) whether any measures have been taken to improve implementation in comparatively slow performing States and Urban Local Bodies (ULBs) and if so, the details thereof, State/UT and city-wise including above Constituencies;

(e) the outcomes achieved in improving access to urban water supply and sanitation services including the benefits accrued to the residents under AMRUT 2.0, State/UT and city-wise including above Constituencies;

(f) whether the Government proposes to sanction additional AMRUT 2.0 projects for strengthening urban water supply and sewerage infrastructure in the country, State/UT and city-wise including above Constituencies;

(g) the number of urban households expected to benefit from these projects and the extent of improvement targeted in piped water supply coverage, sewerage connectivity and wastewater treatment capacity; and

(h) the timeline fixed and the steps taken by the Government to ensure timely completion of these projects and strengthen sustainable urban water management including recycling and reuse of treated wastewater in Tamil Nadu?

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 2.0 (AMRUT 2.0) was launched on 01 October 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. 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 are other components of the Mission.

Under AMRUT 2.0, States/ Union Territories (UTs) are empowered to select, appraise, prioritise and implement the projects within the broad framework of Mission guidelines. Under AMRUT 2.0, the State Water Action Plans (SWAPs) comprising of 8,777 projects with total cost of ₹1,97,191.85

crore (including operation and maintenance cost) including Central share of ₹66,638.59 crore have been approved. The project includes 3572 water supply projects with approved cost of ₹1,18,968.38 crore, 605 sewerage and septage management projects with approved cost of ₹71,133.01 crore, 2951 water body rejuvenation projects with approved cost of ₹ 6003.34 crore and 1649 park projects with approved cost of ₹1087.12 crore.

As reported by the States/ UTs on AMRUT 2.0 portal as on 09.07.2026, 7,687 projects worth ₹1,37,130.13 crore (capex cost) have been awarded and total works worth ₹66,472 crore have been physically completed. The status of projects, State/UT and city/ULB-wise including ULBs under Nabarangpur Lok Sabha Constituency of Odisha and Jalgaon Lok Sabha Constituency of Maharashtra are available on the website https://amrut.mohua.gov.in/approvedProjects/state.

The progress of the Mission is reviewed at various levels in the Ministry with the States/ UTs through physical meetings/ video conferences, etc. For assessment and monitoring of work done under AMRUT 2.0 in the States/UTs, Independent Review and Monitoring Agencies (IRMAs) have been engaged by the MoHUA, which periodically review and monitor the grounded projects in the States/UTs. The IRMAs give project specific observations, which are communicated to the State for rectification. The action taken by the State is further reviewed by the IRMA.

(c): Under AMRUT 2.0, funds are released to the States/ UTs and not city-wise. States/UTs further release funds to the ULBs/ Implementing Agencies as

per progress of the projects. Central share of ₹17834.22 crore has been released/ Sanctioned to the States/ UTs for the projects under AMRUT 2.0 in the last three financial years (2023-24 to 2025-26) and current year (2026-27) till 09.07.2026 of which an amount of ₹14,497.69 crore has been utilised/ expenditure incurred by the States/ UTs. State/UT-wise details are given in the enclosed **Statement.**

(d): The progress of the Mission in the States/ UTs including slow performing States/ UTs and ULBs is reviewed in the Ministry periodically. The Ministry also conducts capacity building programmes for ULB officials/ contractors, etc from time to time. The Mission guidelines also provide for engagement of Project Development and Management Consultant (PDMC) by the States for planning, design, supervision and management of projects. Expenditure on PDMC is fully funded by the Centre within the overall allocation of the State under Administrative and Other Expenditure (A&OE) component.

(e): As updated by the States/ UTs on AMRUT 2.0 portal as on 09.07.2026, around 70.62 lakh household water tap connections and 13.22 lakh household sewer connections have been provided in urban areas across the country under AMRUT 2.0. The State/UT-wise and ULB/ City-wise water tap connections and sewer connections are available on the website https://amrut.mohua.gov.in.

(f): Under AMRUT 2.0, States/ UTs are empowered to select, appraise, prioritise and implement the projects within broad framework of Mission guidelines. The approved projects, State/UT and city/ULB-wise including ULBs

under Nabarangpur Lok Sabha Constituency of Odisha and Jalgaon Lok Sabha Constituency of Maharashtra are available on the website https://amrut.mohua.gov.in/approvedProjects/state.

(g): As updated by the States/ UTs on the AMRUT 2.0 portal, the approved water supply projects under AMRUT 2.0 includes development of a total of 11,769.08 MLD water treatment plant capacity, 1.61 lakh km of water network and around 181 lakh new household water tap connections. The sewerage and septage management projects include development of a total of 7098.27 MLD of Sewerage Treatment Plant capacity, 40,021.24 km of sewer network and around 69.41 lakh new household sewer connections. The projects under AMRUT 2.0 are infrastructure projects which benefit all the people living in the area.

(h): The Mission guidelines has provision of the State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State to monitor and supervise implementation of the scheme at the State/ UT level for their timely completion. Further, an Apex Committee constituted under the Mission, reviews and monitor the Mission periodically. Also, 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. There is a dedicated AMRUT online portal for tracking the progress and project-wise outcomes provided by the States/ UTs.

AMRUT 2.0 promotes circular economy of water through development of city water balance plan for each city focusing on sustainable water

management which includes recycle/ reuse of treated used water. The approved projects under AMRUT 2.0 include development of 7098.27 MLD sewerage treatment capacity (new/augmentation) of which 1,900 MLD sewage treatment capacity is for recycle/reuse.

The State of Tamil Nadu has taken up 29 sewerage / septage management projects under AMRUT 2.0 covering development of 81.51 MLD of sewerage treatment capacity of which 32.65 MLD of used water is for reuse.

STATEMENT

Central share released / sanctioned for projects under AMRUT 2.0 during the last three years and current year (from 2023-24 to 2026-27 (upto 09.07.2026)):

(₹ in crore)

Sl. NO	State / UT	Release/ Sanctioned	UC Received/ Expenditure Incurred
1	A & N Islands	5.51	1.68
2	Andhra Pradesh	428.43	15.15
3	Arunachal Pradesh	44	21.65
4	Assam	298.09	243.03
5	Bihar	441.77	37.10
6	Chandigarh	32.38	22.38
7	Chhattisgarh	287.72	249.41
8	Dadra & Nagar Haveli and Daman & Diu	23	18.00
9	Delhi	227.25	129.35
10	Goa	45.76	43.22
11	Gujarat	1681.94	1535.27
12	Haryana	565.14	458.88
13	Himachal Pradesh	192.67	116.08
14	Jammu & Kashmir	250	163.73

15	Jharkhand	239.92	164.92
16	Karnataka	1852.77	1549.72
17	Kerala	271.3	209.79
18	Ladakh	0	0.00
19	Lakshadweep	0	0.00
20	Madhya Pradesh	673.2	622.62
21	Maharashtra	2619.48	2253.21
22	Manipur	36.95	14.51
23	Meghalaya	77.07	75.07
24	Mizoram	58	44.71
25	Nagaland	56.19	46.19
26	Odisha	783.96	678.53
27	Puducherry	106.61	92.14
28	Punjab	205	184.26
29	Rajasthan	899.79	753.61
30	Sikkim	22	12.62
31	Tamil Nadu	2216.05	1969.79
32	Telangana	416	284.82
33	Tripura	120.69	115.41
34	Uttar Pradesh	1725.26	1663.67
35	Uttarakhand	160.32	127.71
36	West Bengal	770	579.48
	Total	**17834.22**	**14497.69**

GROUNDWATER MAPPING FOR VAIGAI BASIN

3023. SHRI TAMILSELVAN THANGA:

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

(a) whether the Union Government has any proposal to undertake a comprehensive groundwater mapping exercise for the Vaigai basin and its adjoining areas and if so, the details thereof;

(b) whether the Union Government has also any integrated water management plan for the Vaigai river basin covering irrigation, drinking water and groundwater recharge; and

(c) 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) to (c): Water resources projects relating to irrigation, drinking-water supply, groundwater recharge and conservation are planned, implemented and maintained primarily by the respective State Governments, as water is a State subject. The Union Government supplements the efforts of the State Governments through technical guidance and various programmes relating to water-resource assessment, irrigation efficiency, drinking-water supply, watershed development and groundwater recharge.

Ministry initiated the National Aquifer Mapping and Management (NAQUIM) Programme in 2012 under the Ground Water Management and Regulation (GWMR) Scheme. Under NAQUIM 1.0, aquifer mapping covering the entire identified mappable area of about 25.14 lakh sq. km of the country has been completed. Subsequently, NAQUIM 2.0 was launched in 2023, under which scientific and region-specific groundwater maps, aquifer management plans and recharge plans are prepared using Geographic Information System (GIS), advanced analytical techniques, remote sensing and satellite data. Aquifer mapping under NAQUIM 1.0 has been completed for the Vaigai Basin, covering the identified mappable area of about 6,662 sq. km out of the total

basin area of approximately 8,896 sq. km spread across parts of Madurai, Theni, Sivagangai, Ramanathapuram and Dindigul districts.

Further, based on NAQUIM findings, the Central Ground Water Board has prepared an Aquifer Management Plan for the Vaigai Basin adopting an integrated approach to address declining groundwater levels, sustainability of abstraction structures, low-yielding aquifers and seawater intrusion. The Plan has been shared with the State Government and implementing agencies to facilitate groundwater-management interventions in the Vaigai Basin.

FLIGHT OPERATIONS AT SHIVAMOGGA AIRPORT

3024. SHRI B. Y. RAGHAVENDRA:

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

(a) whether the Government has received any proposal from the State Government of Karnataka for inclusion of the Bengaluru-Shivamogga-Bengaluru (BLR-RQY-BLR) sector under the modified Regional Connectivity Scheme (RCS)-UDAN and if so, the details thereof along with the action taken thereon;

(b) whether the Government proposes to accord priority consideration to the restoration of scheduled commercial flight services on the Bengaluru-Shivamogga sector under the said scheme in view of the suspension of services and the growing public demand for improved regional connectivity; and

(c) whether the Government proposes to introduce suitable policy measures under the said scheme to prioritise the revival and sustainability of regional air routes that have demonstrated proven passenger demand and significant socio-economic importance 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 (c): The Government has recently launched the modified UDAN Scheme on 04.07.2026, to further enhance regional air connectivity across the country. The modified scheme envisages connecting 120 new unserved and underserved destinations and facilitating travel for 4 crore passengers over the next 10 years.

As per the provisions of the Scheme, the Government of Karnataka may identify and propose State Priority Routes including those connecting Shivamogga, for inclusion in the bidding process, based on regional connectivity requirements, passenger demand and operational feasibility.

To strengthen the operational viability of regional routes and promote sustainable passenger traffic, the Scheme incorporates a longer VGF mechanism extending up to five years, progressively tapered to enable airlines to transition towards commercially sustainable operations.

छत्तीसगढ़ में विमानपत्तन का निर्माण

3025. श्री विजय बघेल:

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

(क) क्या सरकार को छत्तीसगढ़ में दुर्ग-भिलाई क्षेत्र में बढ़ती जनसंख्या, औद्योगिक कार्यकलापों और यात्रियों की बढ़ती संख्या को देखते हुए उक्त क्षेत्र के समीप एक नए नागरिक विमानपत्तन के निर्माण के लिए कोई प्रस्ताव या मांग प्राप्त हुई है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस पर अब तक क्या कार्रवाई की गई है;

(ग) क्या सरकार ने दुर्ग-भिलाई क्षेत्र में एक नया विमानपत्तन स्थापित करने के लिए कोई सर्वेक्षण या व्यवहार्यता अध्ययन कराने का निर्णय लिया है; और

(घ) यदि हां, तो इस संबंध में निर्धारित प्रस्तावित समय-सीमा सहित तत्संबंधी ब्यौरा क्या है और इसकी वर्तमान स्थिति क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (घ): ग्रीनफील्ड हवाईअड्डा (जीएफए) नीति, 2008 के अनुसार, हवाईअड्डा विकासकर्ता को एक उपयुक्त स्थल की पहचान करने और व्यवहार्यता-पूर्व अध्ययन कराने और 'साइट क्लीयरेंस' के लिए केंद्र सरकार को एक प्रस्ताव प्रस्तुत करने की आवश्यकता है, जिसके बाद ग्रीनफील्ड हवाईअड्डा विकास के लिए 'सैद्धांतिक' मंजूरी प्रदान की जाती है। छत्तीसगढ़ के दुर्ग-भिलाई क्षेत्र में ग्रीनफील्ड हवाईअड्डे के विकास के लिए साइट-मंजूरी के अनुरोध का कोई प्रस्ताव प्राप्त नहीं हुआ है।

ग्रीनफील्ड विमानपत्तन

3026. श्री ज्ञानेश्वर पाटील:

श्री निलेश ज्ञानदेव लंके:

श्री संदिपनराव आसाराम भुमरे:

डॉ. शिवाजी बंडाप्पा कालगे:

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

(क) वर्तमान में देश के विभिन्न राज्यों में निर्माणाधीन ग्रीनफील्ड विमानपत्तनों की संख्या कितनी है तथा उनका परिचालन शुरू करने के लिए क्या संभावित समय-सीमा निर्धारित की गई है;

(ख) देश में, विशेषकर महाराष्ट्र और मध्य प्रदेश में, नए विकसित विमानपत्तनों पर सौर ऊर्जा क्षमता और संधारणीय विमानन ईंधन अवसंरचना के एकीकरण सहित संधारणीय विमानन प्रथाओं को सुनिश्चित करने के लिए सरकार द्वारा क्या उपाय किए जा रहे हैं और तत्संबंधी ब्यौरा क्या है; और

(ग) उक्त विमानपत्तन परियोजनाओं के द्वारा राज्य-वार, विशेषकर महाराष्ट्र और मध्य प्रदेश के लिए रोजगार के कितने अवसर सृजित होने की संभावना है और इनसे कितना आर्थिक लाभ प्राप्त होगा?

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

(क): नागर विमानन मंत्रालय (एमओसीए) ने देश के विभिन्न राज्यों में 25 ग्रीनफील्ड हवाईअड्डों की स्थापना के लिए 'सैद्धांतिक' मंजूरी प्रदान कर दी है। इनमें से 14 ग्रीनफील्ड हवाईअड्डों को कार्यशील कर दिया गया है।

हवाईअड्डों के निर्माण की समय-सीमा भूमि अधिग्रहण, अनिवार्य मंजूरियों, बाधाओं को दूर करने, वित्तीय समापन आदि जैसे विभिन्न कारकों पर निर्भर करती है।

(ख): नागर विमानन मंत्रालय ने सभी राज्य सरकारों/संघ राज्य क्षेत्रों और ग्रीनफील्ड हवाईअड्डा विकासकर्ताओं को कार्बन न्यूट्रैलिटी और नेट जीरो उत्सर्जन प्राप्त करने की दिशा में कार्य करने की सलाह दी है। इसमें सौर ऊर्जा/बिजली सहित नवीकरणीय ऊर्जा का उपयोग शामिल है।

संधारणीय विमानन ईंधन (एसएएफ) एक ड्रॉप-इन ईंधन है और इसके उपयोग के लिए किसी समर्पित हवाईअड्डा अवसंरचना की आवश्यकता नहीं है। एसएएफ को लागू ईंधन विनिर्देशों

के अनुसार रिफाइनरी स्तर पर विमानन टर्बाइन ईंधन (एटीएफ) के साथ मिलाया जाता है और मौजूदा विमानन ईंधन आपूर्ति श्रृंखला के माध्यम से इसकी आपूर्ति हवाईअड्डों को की जाती है।

(ग): हवाईअड्डे आर्थिक गतिविधियों के केंद्र के रूप में उभरे हैं और उस राज्य की अर्थव्यवस्था पर गुणक प्रभाव डालते हैं। हवाईअड्डों के विकास से यात्रियों की आवाजाही, पर्यटन विकास, रोजगार सृजन और भूमि मूल्यांकन की सर्कल दरों में वृद्धि होती है, जिससे संबंधित राज्य में विभिन्न करों/स्टांप शुल्क आदि के संग्रह में वृद्धि होती है। अंतरराष्ट्रीय नागर विमानन संगठन (आईसीएओ) के अध्ययन से पता चलता है कि हवाई संपर्क का आर्थिक गुणक 3.25 और रोजगार गुणक 6.1 है।

IMPLEMENTATION OF MSE-CDP

3027. SHRI KESINENI SIVANATH:

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

(a) the details and the total number of proposals received and approved under Micro & Small Enterprises–Cluster Development Programme (MSE-CDP) since its inception, year-wise, State-wise and district-wise for Andhra Pradesh;

(b) the funds allocated, released and utilised, since its inception, year-wise and State-wise;

(c) the physical status of approved projects and the timeline targeted for completion, State-wise and district-wise for Andhra Pradesh;

(d) the measures taken to ensure skilling of women entrepreneurs to form self-employment generating clusters in different sectors such as textiles; and

(e) the issues faced in implementation of the scheme and the measures taken to address the same?

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 details of total number of proposals approved under Micro & Small Enterprises–Cluster Development Programme (MSE-CDP) since its inception, year-wise, State-wise and district-wise in Andhra Pradesh along with funds allocated, released and status, is given in the enclosed **Statement**.

(d): Under the Entrepreneurship and Skill Development Programme (ESDP) scheme during the last five Financial Years, total 42,211 number of training programmes were conducted involving 19,54,701 participants including 6,66,327 women beneficiaries in different sectors.

(e): The issues faced in implementation of the projects are addressed in coordination with the State Government and the concerned Implementing Agency.

STATEMENT

Details of total number of proposals approved under Micro & Small Enterprises–Cluster Development Programme (MSE-CDP) since its inception, year-wise, State-wise and district-wise in Andhra Pradesh along with funds allocated, released and status:

A. Completed Common Facility Centres (CFCs)

S. No.	Name of the Project	District	Year of approval	Project Cost	GoI Grant Approved	Total GoI grant released	Year of Completion	Status
				Rs. in lakh				
1.	Imitation Jewellery Industry Cluster, Machilipatnam	Krishna	2007-08	127.85	61.43	48.2	2011-12	Completed
2.	Gold Ornament (Jewellery) Cluster, Vijayawada	Krishna	2013-14	259.68	225.16	225.16	2017-18	Completed
3.	Printing Cluster, Kakinada	East Godavari	2021-22	1476	1033.2	1033.2	2025-26	Completed
4.	Gold Ornament Cluster, Jaggayyapeta	Krishna	2021-22	800	614.52	614.52	2025-26	Completed
5.	Pulses & Pulses Products Cluster, Machavaram village, Rayavaram Mandal	East Godavari	2021-22	1483.06	1038.14	1038.14	2025-26	Completed

B. Completed Infrastructure Development (ID) Projects

S. No.	Name of the Project	District	Year of approval	Project Cost	GoI Grant Approved	Total GoI grant released	Year of Completion	Status
				Rs. in lakh				
1.	New Industrial Estate at Nandial Distt. Mandal	Kurnool	1994-95	328	131	65.5	2006-07	Completed
2.	New Industrial Estate at Tada Distt.	Nellore	1998-99	404.69	161.87	94	2006-07	Completed
3.	New Industrial Estate at Vijayawada,	Krishna	2002-03	370	148	147.19	2008-09	Completed

	Distt.							
4.	Up-gradation of JRD Industrial Estate at Kanuru, Vijayawada	Krishna	2013-14	767.62	614.1	552	2019-20	Completed
5.	New Industrial Estate at Kopparthy IP	Kadapa	2017-18	2202.47	736.48	229.5589	2023-24	Completed
6.	Up-gradation of Industrial Estate at Amudalavalasa	Srikakularn	2017-18	355.77	284.62	200	2019-20	Completed
7.	Up-gradation of ID centre at Autonagar, Gajuwaka	Vishakhapatnam	2018-19	490.64	245.32	200	2021-22	Completed
8.	New Infrastructure Development at Peddapuram	East Godawari	2018-19	690.91	414.55	284.196	2022-23	Completed
9.	Up-gradation of ID centre at Singarayakonda	Prakasam	2018-19	1055.84	500	200	2022-23	Completed
10.	New Industrial Estate at Gandrajupalli	Chittor	2018-19	833.71	666.96	349.016	2023-24	Completed
11.	Up-gradation of ID centre at Autonagar, Vedayapalem	SPSR Nellore	2018-19	2202.57	800	272.4	2023-24	Completed
12.	Up-gradation of Industrial Estate at (Autonagar)	Guntur	2021-22	691.97	416.75	261.5517	2025-26	Completed

C. Ongoing Common Facility Centres (CFCs)							
S. No	**Name of the Project**	**District**	**Year of approval**	**Project Cost**	**GoI Grant Approved**	**Total GoI grant released**	**Status**
				(Rs. in Lakh)			
1.	Furniture Manufacturing Cluster	Rajamundry	2021-22	1498.41	1048.88	943.992	Ongoing
2.	Hosiery & Readymade Garments Cluster	Nellore	2021-22	822.98	576.08	518.472	Ongoing

3.	Printing Cluster	Tirupati	2024-25	2519.26	1763.48	-	Ongoing
4.	Food Processing Cluster	Srikakulam	2024-25	2994	2095	-	Ongoing
5.	Coconut Cluster, Yalamanchili Mandal	West Godavari	2025-26	2997.45	2098.21	-	Ongoing
6.	Gold Ornaments Cluster, Mangalagiri	Guntur	2025-26	999.36	799.49	-	Ongoing

D. Ongoing Infrastructure Development (ID) Projects

S. No	Name of the Project	District	Year of approval	Project Cost	GoI Grant Approved	Total GoI grant released	Status
				(Rs. in Lakh)			
1.	Up-gradation of Industrial Estate (Jewellery) at Machilipatnam	Krishna	2021-22	817.44	572.21	200	Ongoing
2.	Up-gradation of Growth Centre at Hindupur	Anantapuram	2021-22	715.06	443.71	200	Ongoing
3.	Up-gradation of Industrial Estate at Tanuku	West Godavari	2023-24	1010	800	720	Ongoing
4.	Up-gradation of existing Industrial Estate at Nellimarla	Vizianagaram	2023-24	646.08	516.86	200	Ongoing
5.	Development of Flatted Factory Complex (FFC) at Atchutapuram, Gurajapalem Village, Rambilli Mandal	Visakhapatnam	2023-24	1343.91	1032.56	200	Ongoing
6.	FFC at Peddapuram, Bhimavaram Village &Samalkot Mandal	Kakinada	2023-24	1330	931	465.5	Ongoing
7.	New Industrial Estate at Pagali (Block-II), Pagali Village, Yerpedu Mandal	Tirupati	2023-24	1030	721	360.5	Ongoing
8.	New Industrial Estate at Guttapadu, OrvakalMandal	Kurnool	2023-24	2140	1050	525	Ongoing
9.	FFC at IP, Pedagantyada	Visakhapatnam	2023-24	757	529.9	264.95	Ongoing
10.	New Industrial Estate at 5-Venkatapuram	Chittoor	2023-24	1430	1001	500.5	Ongoing
11.	New Industrial Estate at Gopavaram Village & Mandal	Y.S.R. Kadapa	2023-24	1525.49	1050	945	Ongoing

12.	New Industrial Estate at Chandalur, Darsi Mandal	Prakasam	2023-24	1076.41	753.49	678.141	Ongoing
13.	New Industrial Estate at Jagadurthy, Jagadurthy Village, Dhone Mandal	Nandyal	2023-24	1045.99	732.19	366.095	Ongoing
14.	New Industrial Estate (phase-III) at Veerapanenigudem(V), Gannavaram	Krishna	2023-24	1470	1029	926.1	Ongoing
15.	New Industrial Estate at Kalavacharla (Greenfield), Rajanagaram Mandal	East Godavari	2023-24	2065	1050	945	Ongoing
16.	Flatted Factory Complex (FFC) at Pydibhimavaram, Ranastalam Mandal	Srikakulam	2023-24	1460	1022	511	Ongoing
17.	New Industrial Estate at Kappalabanda Village, Puttaparthi Mandal	Sri Sathya Sai	2023-24	1171.13	819.79	409.89	Ongoing
18.	New Industrial Estate at Koduru	Anakapalli	2023-24	2686	1050	525	Ongoing
19.	New Industrial Estate at Narampeta, Narampeta Village, Atmakur Mandal	S.P.S.R. Nellore	2023-24	2343	1050	525	Ongoing
20.	New Industrial Estate at Thatiguntapalli Village, Valmikipuram Mandal	Annamayya	2023-24	1592.53	1050	525	Ongoing
21.	Up-gradation of Industrial Estate at Autonagar Throvagunta, Ongole Mandal	Prakasam	2025-26	1095	600	300	Ongoing
22.	New Industrial Estate at Brahmanapalle Village, Orvakal Mandal	Kurnool	2025-26	851.99	596.39	298.195	Ongoing
23.	Flatted Factory Complex at UDL 2, Nagamangalam Village, Palamaner Mandal	Chittoor	2025-26	1527	1050	525	Ongoing
24.	Flatted Factory Complex at Brahmanapalle, Brahmanapalle Village, Orvakal Mandal	Kurnool	2025-26	1295.92	907.14	453.57	Ongoing

PENDENCY ON MSME SAMADHAAN PORTAL

3028. SHRI BRIJMOHAN AGRAWAL:

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

(a) the total number of delayed payment applications currently pending on the Micro, Small and Medium Enterprises (MSME) Samadhaan portal nationwide and the cumulative financial amount locked up to the latest quarter of 2026;

(b) the structural reasons for the delay in full API integration between MSME Samadhaan Portal and the Government e-Marketplace (GeM) to automatically enforce the statutory 45-day payment mandate under Section 15 of the Micro, Small and Medium Enterprises Development Act, 2006;

(c) the total number of pending disputes before the Micro and Small Enterprises Facilitation Council (MSEFC) in Chhattisgarh, specifically concerning SC/ST entrepreneurs, tribal cooperatives and micro-units in industrial corridors; and

(d) the timeline for rolling out the Online Dispute Resolution (MSE-ODR) framework under the Raising and Accelerating MSME Performance (RAMP) scheme and introducing automated penalty mechanisms for defaulting buyer departments?

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 launched MSME SAMADHAAN Portal on 30.10.2017. As on 30.07.2026, a total of 90,756 cases involving amount of Rs. 21,030 crore are at various stages of adjudication with the Micro and Small Enterprises Facilitation Councils (MSEFCs).

(b): GeM has already been integrated with Trade Receivables Discounting System (TReDS) wherein there is a facility of invoice discounting available for faster payments to MSMEs.

(c): As on 30.07.2026, a total of 784 cases, including those pertaining to SC/ST entrepreneurs, are at various stages of adjudication with MSEFC in Chhattisgarh. Out of these, 432 applications pertain to micro enterprises.

(d): Ministry of MSME launched Online Dispute Resolution (ODR) Portal on 27.06.2025. It is a digital, technology-enabled mechanism for ensuring speedy, cost-effective, and transparent resolution of delayed payment disputes involving Micro and Small Enterprises (MSEs). ODR also provides facility of a pre-litigation, dialogue-based mechanism for voluntary mediation, conciliation or negotiation between the buyer and seller before the matter proceeds to MSEFCs for formal adjudication.

USAGE OF DRONES

3029. SHRI DILESHWAR KAMAIT:

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

(a) the manner in which the reduction of Goods and Services Tax (GST) on drones to five percent last year has impacted the adoption of drone-as-a-service models in the agricultural and logistics sectors;

(b) whether the Government is on track to notify the National Sustainable Aviation Fuel (SAF) Policy to meet the one per cent blending target mandate starting in 2027 and if so, the details thereof;

(c) the progress made in the Namo Drone Didi initiative; and

(d) the number of women Self-Help Groups trained successfully as drone pilots till February, 2026?

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 of India has taken a significant step towards strengthening farm mechanization by reducing the Goods and Services Tax (GST) slab on agricultural machinery, including drones, from 12-18% to 5%. This measure directly benefits farmers across the country, particularly those availing support under various farm mechanization assistance programs.

The reduction in GST has lowered the purchase cost of drones, making them more affordable and accessible for farmers. When combined with financial support available under farm mechanization schemes, which provide subsidies of up to 40-50% for the purchase of agricultural machinery, including drones, farmers gain the dual advantage of lower taxation and financial

assistance. Under the Namo Drone Didi Scheme, subsidies amount to 80% of the drone package cost, up to a maximum of Rs 8 lakh per drone package.

(b): The Government has approved indicative blending targets of 1% by 2027, 2% by 2028 and 5% by 2030 for Sustainable Aviation Fuels (SAF) in conventional Aviation Turbine Fuel for international operations. Public sector Oil Marketing Companies are actively engaged in achieving the stated blending targets.

(c) and (d): Namo Drone Didi Yojana (NDDY) was approved by the Government as a Central Sector Scheme with an outlay of Rs 1,261 crore for the period from Financial Year (FY) 2023-24 to FY 2025-26. The scheme aims to provide 15,000 agricultural drones to selected Women Self-Help Groups (SHGs). In 2023, 1,094 drones were distributed to SHGs by Lead Fertilizer Companies using their internal resources. Out of these 1,094 drones, 500 were distributed under the NDDY scheme. All SHG members have been provided training at Remote Pilot Training Organisations.

INTEGRATED WATER GOVERNANCE AND SUSTAINABLE WATER RESOURCE MANAGEMENT

3030. SHRI D. M. KATHIR ANAND:

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

(a) whether the Government has examined the need for a holistic approach to water governance by treating rivers, aquifers, wetlands and other water resources as interconnected ecological systems requiring coordinated

management instead of fragmented administrative oversight and if so, the details thereof;

(b) the major institutional, legal, infrastructural and inter-State challenges that impede equitable utilisation of water resources and balanced distribution among agriculture, domestic consumption, industry and environmental requirements;

(c) the reforms proposed to strengthen basin-oriented planning, integrated data-sharing, scientific hydrological assessment, real-time monitoring and evidence-based water resources management;

(d) the collaborative arrangements envisaged to enhance coordination among State Governments, local bodies, research institutions, water user associations and civil society organisations for participatory decision-making; and

(e) the long-term strategy of the Government to promote inclusive, sustainable and climate-resilient water governance based on the principle of equitable access to water for every citizen?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): The Union Government has recognized the need for adopting a holistic and integrated approach to water governance, considering rivers, aquifers, wetlands and other water resources as interconnected components of the hydrological and ecological system. Accordingly, the Ministry of Jal Shakti promotes an integrated approach to water resources planning and

management with emphasis on river basin-based planning, scientific assessment, technological interventions and coordinated institutional mechanisms. The National Water Policy, 2012 advocates the principles of Integrated Water Resources Management (IWRM) and emphasizes coordinated development and management of water resources at the river basin level with a view to ensuring their sustainable, equitable and efficient utilization.

(b): Water is a State subject under Entry 17 of List II of the Seventh Schedule to the Constitution and accordingly, the primary responsibility for planning, development and management of water resources rests with the respective State Governments. Nevertheless, integrated water governance is confronted with a number of institutional, legal, infrastructural and inter-State challenges. These include fragmentation of institutional responsibilities among multiple agencies, variations in State water laws and regulatory frameworks, inter-State river water disputes, inadequate storage and conveyance infrastructure, hydrometeorological variability across regions and increasing pressures arising from rapid urbanization, industrialization and agricultural water demand while ensuring environmental flow requirements. The Government of India addresses these challenges through policy support, technical guidance, financial assistance under various Central Sector and Centrally Sponsored Schemes, capacity-building initiatives and institutional mechanisms including the framework provided under the Inter-State River Water Disputes Act, 1956, for adjudication of inter-State river water disputes.

(c): The Government is implementing several initiatives aimed at strengthening integrated water resources management. To support evidence-based water resources management, the Government has implemented various phases of Hydrology Projects, aimed at improving the extent, quality, and accessibility of water resources information. Under this project, the National Water Informatics Centre (NWIC) has been established which manages (i) Water Resources Information System (India-WRIS) as a robust, public-facing portal for integrated data-sharing; and (ii) Water Information Management System (WIMS), which integrates continuous real-time data to generate flood forecasts and basin-level hydro-meteorological assessments.

The Government of India has undertaken modernization and expansion of surface water and groundwater monitoring networks, including setting up of telemetry systems to strengthen basin-oriented planning, integrated data-sharing, scientific hydrological assessment, real-time monitoring and evidence-based water resources management. Around 39,000 Real-Time Data Acquisition System (RTDAS) stations are currently operational in the country.

(d): The Government promotes participatory decision-making through multi-tier collaborative arrangements involving all key stakeholders. To integrate scientific expertise into policy, the Ministry actively collaborates with research institutions (such as IITs, NITs, and ICAR) through dedicated R&D programmes and Purpose Driven Studies (PDS) under various schemes like National River Conservation Plan, Hydrology Projects, Dam Rehabilitation and Improvement Project, R&D scheme etc. At the grassroots level, Civil Society Organisations

(CSOs) and Non-Governmental Organisations (NGOs) are formally engaged as Implementation Support Agencies (ISAs) under the Jal Jeevan Mission and as Support Agencies under the Atal Bhujal Yojana to facilitate community mobilization and behavioural change. Furthermore, local bodies and farmers are empowered through Participatory Irrigation Management (PIM), which mandates the creation of Water User Associations (WUAs) to manage equitable water distribution and system maintenance locally. The Jal Shakti Abhiyan: Catch the Rain and Jal Sanchay Jan Bhagidari campaigns have further strengthened public participation by mobilizing local bodies, educational and research institutions, civil society organizations, Nehru Yuva Kendra Sangathan, Self-Help Groups and other stakeholders for rainwater harvesting, water conservation and source sustainability. In addition, Jal Shakti Kendras established at the district level function as knowledge and resource centres for dissemination of best practices, technical guidance, awareness generation and capacity building relating to water conservation and efficient water management.

(e): The long-term strategy of the Government is to promote inclusive, sustainable and climate-resilient water governance through integrated planning, efficient management and equitable utilization of water resources. The strategy focuses on ensuring universal access to safe drinking water through flagship programmes such as the Jal Jeevan Mission and AMRUT 2.0, augmenting water availability through rainwater harvesting, rejuvenation of traditional water bodies and watershed development, promoting water-use

efficiency through demand-side management, micro-irrigation, recycling and reuse of treated wastewater, strengthening scientific groundwater management under the National Aquifer Mapping and Management Programme (NAQUIM). The Government continues to leverage scientific research, modern technologies, digital information systems, institutional reforms and participatory governance to strengthen water security and ensure sustainable management of the country's water resources for present needs and future resilience.

एनएक्यूयूआईएम 2.0 के अंतर्गत प्रगति

3031. श्री जसवंतसिंह सुमनभाई भाभोर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) राष्ट्रीय जलभृत मानचित्रण और प्रबंधन कार्यक्रम (एनएक्यूयूआईएम 2.0) के अंतर्गत दाहोद लोक सभा निर्वाचन क्षेत्र के लिए हाई-रिज़ॉल्यूशन जलभृत मानचित्रण और क्षेत्र-विशिष्ट भूजल प्रबंधन योजनाओं को तैयार करने में हुई प्रगति क्या है;

(ख) क्या एनएक्यूयूआईएम 2.0 के अंतर्गत तैयार किए गए किसी वैज्ञानिक डेटासेट या संसाधन मानचित्र को दाहोद लोक सभा निर्वाचन क्षेत्र के स्थानीय प्रशासन और ब्लॉक-स्तरीय अधिकारियों के साथ साझा किया गया है ताकि क्षेत्रीय जल की कमी को दूर किया जा सके और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार का उक्त निर्वाचन क्षेत्र के जल-अभाव वाले क्षेत्रों में पेयजल और सिंचाई की चुनौतियों का समाधान करने के लिए एएनआरएफ-जल शक्ति महा जल मिशन के अंतर्गत किसी नवीन जल प्रबंधन समाधान या प्रौद्योगिकी संघ को परिनियोजित करने का विचार है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): दाहोद लोक सभा निर्वाचन क्षेत्र में दाहोद और महिसागर जिलों के भाग शामिल हैं। एनएक्यूयूआईएम (नैक्विम) 1.0 के अंतर्गत, सीजीडब्ल्यूबी ने लगभग 3,642 वर्ग किमी को कवर कर रहे दाहोद जिले और लगभग 2,512 वर्ग किमी को कवर कर रहे महिसागर जिले के लिए जलभृत मानचित्रण और जलभृत प्रबंधन योजनाओं का निर्माण पूर्ण किया है। इन अध्ययनों ने जलभृत की विशेषताओं, भूजल संसाधनों, भूजल गुणवत्ता और पुनर्भरण स्थितियों का आकलन किया और स्थायी भूजल प्रबंधन के लिए उपयुक्त आपूर्ति-पक्ष और मांग-पक्ष के कार्यकलापों की सिफारिश की है। भूजल आयोजना और प्रबंधन में उपयोग के लिए जलभृत मानचित्र, भूजल डेटा और जलभृत प्रबंधन योजनाओं को संबंधित राज्य सरकार की एजेंसियों और संबंधित जिला प्रशासनों के साथ साझा किया गया है।

एनएक्यूयूआईएम 2.0 के अंतर्गत, स्थान-विशिष्ट भूजल प्रबंधन मुद्दों का समाधान करने के लिए चिन्हित प्राथमिकता वाले क्षेत्रों में उच्च-रिज़ॉल्यूशन जलभृत मानचित्रण किया जाता है। हालांकि, नैक्विम 2.0 के अंतर्गत दाहोद लोकसभा निर्वाचन क्षेत्र में कोई अलग उच्च-रिज़ॉल्यूशन जलभृत मानचित्रण अध्ययन नहीं किया गया था।

(ग): उच्च प्रभाव वाले क्षेत्रों में कार्य हेतु मिशन (एमएएचए) जल कार्यक्रम दिनांक 01.06.2026 को शुरू किया गया था। यह अनुसंधान नेशनल रिसर्च फाउंडेशन (एएनआरएफ), विज्ञान और प्रौद्योगिकी विभाग और जल शक्ति मंत्रालय की एक संयुक्त पहल है जो मुख्य जल संबंधी चुनौतियों का समाधान करने के लिए मिशन-उन्मुख, समाधान-आधारित अनुसंधान का समर्थन करती है। महा जल कार्यक्रम के पांच विषयगत कार्यक्षेत्र हैं: जल संसाधन मूल्यांकन और सतत प्रबंधन; पेयजल; जल की गुणवत्ता, मानव और पारिस्थितिक स्वास्थ्य; जल उपयोग दक्षता और परिपत्र अर्थव्यवस्था; और जलवायु रिजिल्यन्स और अनुकूलन।

IMPLEMENTATION OF MAHA WATER MISSION

3032. SHRI PRADEEP KUMAR SINGH:

SHRI YOGENDER CHANDOLIA:

SHRI VINOD LAKHAMSHI CHAVDA:

DR. HEMANT VISHNU SAVARA:

CAPTAIN BRIJESH CHOWTA:

SHRI ANIL FIROJIYA:

SHRI KHAGEN MURMU:

SHRI RAJKUMAR CHAHAR:

DR. SANJAY JAISWAL:

SHRI MAHESH KASHYAP:

DR. NISHIKANT DUBEY:

SHRI BHARTRUHARI MAHTAB:

SHRI MANOJ TIWARI:

SHRI NABA CHARAN MAJHI:

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

(a) whether the Government has initiated implementation of the ANRF–Ministry of Jal Shakti MAHA Water Mission and if so, the details thereof;

(b) the institutional framework established for selection, monitoring and evaluation of research projects and technology consortia under the said Mission including the mechanism for considering proposals from Dakshina Kannada;

(c) the measures undertaken/being undertaken to facilitate participation of Start-ups, Micro, Small and Medium Enterprises (MSMEs), academic institutions such as Indian Institutes of Technology (IITs), National Institutes of Technology (NITs) etc., and other research organisations in developing innovative water management solutions; and

(d) the manner in which technologies developed under the said Mission are proposed to be validated, deployed and integrated into water resources management and drinking water programmes like Jal Jeevan Mission (JJM) across the country?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d): Anusandhan National Research Foundation (ANRF), a statutory body of the Government of India, has been established under the ANRF Act, 2023 to provide high level strategic direction for research, innovation and entrepreneurship in fields of natural sciences and scientific and technological interfaces of humanities & social sciences to promote, monitor and provide support as required as per recommendations of the National Education Policy. Mission for Advancement in High-impact Areas (MAHA) is a program under ANRF to support priority-centric, solution-based research in Mission mode focusing on some key areas in alignment with nation's prime requirements. It is a multi-disciplinary, multi-institutional and multi-investigator project with industrial partnerships in the best-sorted areas of immediate concern.

The MAHA Water program launched on 01.06.2026, is a joint initiative of the ANRF, and the Ministry of Jal Shakti to support mission-oriented, solution-based research to address key water challenges. The five thematic areas of the MAHA Water Programme are: Water Resource Assessment and Sustainable Management; Drinking Water; Water Quality; Human and Ecological Health;

Water Use Efficiency & Circular Economy; and Climate Resilience & Adaptation.

Under the ANRF MAHA Water Programme, proposals are invited in a consortium mode involving multiple Principal Investigators (PIs) and institutions/laboratories from academia, research organisations, DSIR-SIRO-registered research organisations, and eligible Section 8 companies. Participation by at least one Start-up/MSME/Industry partner is mandatory, with a cash contribution of 10% of the total project cost. Related information is available on the website: https://anrfonline.in/ANRF/mahawp_anrf?HomePage=New.

The Bharat WIN Portal has been operationalised to facilitate participation of Start-ups/MSMEs and accelerate the development and deployment of innovative water technologies.

Further, the Jal Shakti Hackathon–2025 was organised to encourage practical, scalable, and field-ready technologies to address key water-sector challenges.

Results of R&D in the water sector are shared with stakeholders, such as States & UTs, partner ministries and project implementing agencies, for adoption and implementation as considered appropriate.

रॉबर्ट्सगंज में निर्बाध विद्युत आपूर्ति

3033. श्री छोटेलाल:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या उत्तर प्रदेश के सोनभद्र ज़िले सहित रॉबर्ट्सगंज संसदीय निर्वाचन क्षेत्र के कई ग्रामीण क्षेत्रों में विद्युत आपूर्ति पूरी तरह से चालू नहीं है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ख) रॉबर्ट्सगंज संसदीय निर्वाचन क्षेत्र में पूरी और निर्बाध विद्युत आपूर्ति कब तक उपलब्ध कराए जाने की अपेक्षा है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) और (ख) : विद्युत एक समवर्ती विषय है और विद्युत वितरण का कार्य वितरण यूटिलिटी द्वारा किया जाता है, जो अपने-अपने राज्य विद्युत विनियामक आयोग (एसईआरसी) तथा राज्य सरकार के दिशा-निर्देशन में कार्य करती है।

इसके अतिरिक्त, विद्युत (उपभोक्ता अधिकार) नियम, 2020 के अनुसार, वितरण लाइसेंसधारी द्वारा उपभोक्ताओं को 24x7 विद्युत आपूर्ति की जाएगी। तथापि, आयोग उपभोक्ताओं की कुछ श्रेणियों के लिए आपूर्ति के कम घंटे निर्धारित कर सकता है। उत्तर प्रदेश राज्य द्वारा दी गई जानकारी के अनुसार, सोनभद्र क्षेत्र सहित रॉबर्ट्सगंज लोकसभा निर्वाचन क्षेत्र के ग्रामीण क्षेत्रों में रोस्टर के अनुसार विद्युत आपूर्ति की जा रही है।

यूपीपीसीएल	रोस्टर के अनुसार विद्युत आपूर्ति (घंटों में)
शहरी क्षेत्र	24:00
तहसील क्षेत्र	21:30
ग्रामीण क्षेत्र	18:00

भारत सरकार ने वर्ष 2014 में शुरू की गई दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), अक्तूबर 2017 में शुरू की गई प्रधानमंत्री सहज बिजली हर घर योजना

(सौभाग्य) जैसी स्कीमों एवं वर्तमान में जुलाई 2021 में शुरू की गई संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के माध्यम से गुणवत्तापूर्ण विद्युत तक पहुँच प्रदान करने में राज्यों के प्रयासों में सहायता की है।

राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, देश के सभी आबाद गैर-विद्युतीकृत संगणना गाँवों का दिनांक 28 अप्रैल, 2018 तक विद्युतीकरण कर दिया गया था। डीडीयूजीजेवाई और उसके पश्चात सौभाग्य के अंतर्गत, सभी राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, सभी इच्छुक घरों का विद्युतीकरण पूरा कर लिया गया था। दोनों स्कीमें दिनांक 31.03.2022 से बंद हो गई हैं।

आरडीएसएस के अंतर्गत, हानि न्यूनीकरण अवसंरचना एवं स्मार्ट मीटरिंग कार्यों हेतु देश भर में 2.84 लाख करोड़ रुपये के कार्य स्वीकृत किए गए हैं। इसमें उत्तर प्रदेश राज्य के लिए 40,739 करोड़ रुपये शामिल हैं, जिसमें हानि न्यूनीकरण अवसंरचना कार्यों के लिए 21,782 करोड़ रुपये और स्मार्ट मीटरिंग कार्यों के लिए 18,956 करोड़ रुपये शामिल हैं। रॉबर्ट्सगंज लोक सभा निर्वाचन क्षेत्र के लिए, 227.78 करोड़ रुपये के हानि न्यूनीकरण अवसंरचना कार्य और 183.37 करोड़ रुपये के स्मार्ट मीटरिंग कार्य स्वीकृत किए गए हैं।

स्वीकृत हानि न्यूनीकरण अवसंरचना कार्यों में उपकेंद्रों का उन्नयन एवं क्षमता वृद्धि, वितरण ट्रांसफार्मरों (डीटी) की संस्थापना, डीटी का उन्नयन, पुराने कंडक्टरों को बदला जाना, फीडर विभाजन एवं पृथक्करण, नेटवर्क सुदृढ़ीकरण तथा केबलिंग कार्य शामिल हैं।

उपर्युक्त कार्यों के क्रियान्वयन से ग्रामीण क्षेत्रों सहित विद्युत आपूर्ति की गुणवत्ता में सुधार होगा। स्कीम की समाप्ति अवधि 31.03.2028 है।

CONSTRUCTION OF TUNNELS ON NH-326 AND NH-26

3034. SHRI SAPTAGIRI SANKAR ULAKA:

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

(a) the present status of the proposals for construction of tunnels at Gumma Ghat on National Highway (NH)-326 and Jeypore Ghat on NH-26, including the status of surveys, DPRs and approvals;

(b) whether the Government has assessed their impact on road safety, reduction in travel time and all-weather connectivity in the tribal districts of Koraput and Rayagada, if so, the details thereof;

(c) the present status of the Koraput, Jeypore and Rayagada Bypass projects, including land acquisition, approvals, tendering and construction;

(d) the reasons for delay, if any, in implementation of these projects; and

(e) the timeline for sanction, commencement and completion of the tunnel and bypass projects to improve connectivity, reduce accidents and facilitate socio-economic development in the region?

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

(a) and (b): At present, no proposal for construction of tunnels at Gumma Ghat on NH-326 and Jeypore Ghat on NH-26 is under consideration. Accordingly, no survey or Detailed Project Report has been carried out for these tunnel projects.

(c) to (e): The present status of the tunnel and bypass projects in Koraput and Rayagada districts including bypass projects at Koraput, Jeypore and

Rayagada, covering the status of land acquisition, approvals, tendering, construction, reasons for delay, and the timelines for sanction, commencement and completion is given in the enclosed **Statement**.

STATEMENT

The present status of the tunnel and bypass projects in Koraput and Rayagada districts:

Sr. No.	Project Name	Sanction Cost	Sanction Date	Date of Commence-ment	Scheduled date of Completion / Likely date of Completion	Reason for delays
1.	Construction of four lane bypass to Jeypore town on NH-26 including land acquisition in the State of Odisha under Annual Plan 2021-22.	Rs. 135.18 Cr	22.03.2026	22.05.2023	12.11.2024/ 31.12.2026	Delay in Land Acquisition
2.	Construction of bypass road to Rayagada town and J. K. Pur town on NH-326 in the state of Odisha on EPC mode under Annual Plan 2023-24.	Rs. 323.76 Cr	17.10.2023	-	-	Delay in Land Acquisition
3.	Construction of 2L Paved Shoulder Bypass road to Koraput town in the state of Odisha	-		DPR work has been taken up		

PEDESTRIAN INFRASTRUCTURE

3035. THIRU DR. S. JAGATHRAKSHAKAN:

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

(a) whether the Government is aware of the concerns relating to inadequate pedestrian infrastructure, unsafe footpaths, traffic congestion and rising

dependence on private vehicles affecting urban mobility and equitable access across cities in the country and if so, the details thereof;

(b) the steps taken by the Government to promote walkable cities through pedestrian-friendly roads, cycling infrastructure, integrated public transport systems and improved last-mile connectivity under urban development programmes;

(c) the progress made by the Government in expanding non-motorized transport facilities, accessible footpaths, street safety measures and inclusive mobility infrastructure for women, elderly citizens and differently able persons in urban areas; and

(d) whether the Government has assessed the implications of continued prioritisation of motor vehicle infrastructure over pedestrian and public transport systems in densely populated cities and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): As per the Twelfth Schedule of the Constitution of India, urban planning, including planning and provision of roads, footpaths and urban transport infrastructure, is a function of Urban Local Bodies (ULBs)/Urban Development Authorities. The respective State Governments/Union Territories and ULBs are, therefore, responsible for assessing local mobility conditions and for planning, developing, maintaining and enforcing provisions relating to pedestrian pathways, cycling infrastructure, street safety, public transport and

last-mile connectivity. The Government of India supplements their efforts through policies, advisories, technical guidelines, schematic interventions and financial assistance.

(b) to (d): The Ministry of Housing and Urban Affairs has published the Urban and Regional Development Plans Formulation and Implementation (URDPFI) Guidelines, 2014, the National Urban Transport Policy, 2006 and the Metro Rail Policy, 2017, which encourage integrated land-use and transport planning, pedestrian- and cycle-friendly development, prioritisation of public transport and provision of adequate non-motorised transport infrastructure. The URDPFI Guidelines specifically recognise last-mile connectivity as an integral element of the Chapter 4 Regional Planning Approach under Section 4.5.1 and address non-motorised transport and accessibility to public transport as part of Chapter – 6 Sustainability Guidelines, sustainable urban transport planning under Section 6.1.3.

Chapter -7 Simplified Planning Techniques - Section 7.3.5 and Table 7.4 of the URDPFI Guidelines provide for surveys of pedestrian facilities, non-motorised vehicle infrastructure, public transport and overall mobility patterns as part of the plan-preparation process. Chapter -8 Infrastructure Planning, Sections 8.2.3 and 8.2.4 prescribe planning and design standards for footpaths and cycle/non-motorised vehicle tracks. Further, under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT), non-motorised urban transport was one of the thrust areas. So far, 431 km of pedestrian pathways/walkways and 43 km of dedicated cycle tracks have been created

under the Mission. Under the PM-eBus Sewa Scheme, the Government has sanctioned 10,000 electric buses across more than 100 cities to augment city bus services, improve public transport accessibility, strengthen first- and last-mile connectivity, encourage greater use of public transport, and promote sustainable, clean, energy-efficient urban mobility and reduce dependence on private vehicles.

Chapter -8 Infrastructure Planning, Section 8.2.15 of the URDPFI Guidelines, relating to Transit-Oriented Development and mass transit, advocates an integrated public transport system combining different modes and services through interchanges and feeder services, rationalisation of existing services and improved passenger dispersal at transport terminals. The Ministry also supports States and cities through the Scheme for Special Assistance to States for Capital Investment for strengthening the urban planning ecosystem. Under its Transit-Oriented Development component, capital incentives have been provided for notification and implementation of TOD corridors. So far, 39 TOD corridors have been draft/final notified in eight States, enabling higher Floor Area Ratio/floors, increased density within TOD zones and improved last-mile connectivity.

भूजल में नाइट्रेट का स्तर

3036. श्री नीरज मौर्य:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) पिछले पांच वर्षों के दौरान भूजल में नाइट्रेट के स्तर का ज़िलेवार डेटा क्या है;

(ख) सरकार द्वारा खेती में उर्वरकों के अत्यधिक प्रयोग से भूजल में नाइट्रेट प्रदूषण को कम करने के लिए उठाए गए/उठाए जा रहे कदम क्या हैं और उनका क्या प्रभाव है;

(ग) भूजल निगरानी तंत्र के विस्तार, डिजिटल टूल्स के उपयोग और 2027 तक तंत्र को 40,000 कुओं तक बढ़ाने के प्रस्ताव में हुई प्रगति क्या है और तत्संबंधी अपेक्षित परिणाम क्या हैं;

(घ) सरकार की भूजल के संधारणीय उपयोग के लिए, अत्यधिक दोहन वाले क्षेत्रों में भूजल निकासी और उसकी पुनः भराई करने के बीच संतुलन बनाए रखने की रणनीति क्या है; और

(ङ) क्या सरकार ने भूजल में रासायनिक प्रदूषण के पर्यावरण और स्वास्थ्य पर पड़ने वाले प्रभावों संबंधी कोई अध्ययन किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इसके निष्कर्ष क्या हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): केन्द्रीय भूमि जल बोर्ड (सीजीडब्लूबी) द्वारा वार्षिक भूजल गुणवत्ता निगरानी कार्यक्रम और अलग-अलग वैज्ञानिक अध्ययनों के माध्यम से क्षेत्रीय स्तर पर भूजल की गुणवत्ता का डेटा तैयार किया जाता है। वर्ष 2019 और वर्ष 2024 के दौरान भूजल के नमूनों में नाइट्रेट के स्तर का ज़िले-वार डेटा निम्नलिखित लिंक पर उपलब्ध है:

https://cgwb.gov.in/PQ/Nitrate_Comparison_2019_vs_2024.pdf

(ख): जल के राज्य का विषय होने के कारण, भूजल की गुणवत्ता को बेहतर बनाना और नाइट्रेट जैसे प्रदूषण को कम करना सहित भूजल प्रबंधन का उत्तरदायित्व, मुख्य रूप से संबंधित राज्य सरकारों का है। तथापि, केंद्र सरकार तकनीकी मार्गदर्शन, साइंटिफिक इनपुट और विभिन्न योजनाओं तथा कार्यक्रमों के माध्यम से राज्यों के प्रयासों में सहायता करती है।

सीजीडब्लूबी नियमित रूप से भूजल की गुणवत्ता की निगरानी करता है और निगरानी के डेटा को 'भूजल गुणवत्ता रिपोर्ट्स', 'भूजल गुणवत्ता बुलेटिन्स' और फोर्टनाइट में जारी होने वाले 'भूजल गुणवत्ता अलर्ट्स' के माध्यम से प्रसारित करता है। यह डेटा संबंधित राज्य सरकारों और

अन्य हितधारकों के साथ साझा किया जाता है ताकि नाइट्रेट से प्रभावित इलाकों समेत दूषित क्षेत्रों की पहचान की जा सके और बचाव के उचित उपाय व भूजल प्रबंधन की योजना बनाई जा सके।

स्रोत पर नाइट्रेट की मात्रा को न्यूनतम करने हेतु सरकार 'राष्ट्रीय सतत कृषि मिशन' के अंतर्गत 'मृदा की स्थिति और उर्वरता पर राष्ट्रीय परियोजना' के अंतर्गत 'मृदा की स्थिति प्रबंधन' और 'मृदा की स्थिति कार्ड' योजनाएं कार्यान्वित कर रही है। ये योजनाएं मृदा की जांच के आधार पर और संतुलित मात्रा में उर्वरकों के उपयोग को बढ़ावा देती हैं। इसके अतिरिक्त, वर्ष 2019-20 से 'परंपरागत कृषि विकास योजना' (पीकेवीवाई) के अंतर्गत 'भारतीय प्राकृतिक कृषि पद्धति' (बीपीकेपी) के माध्यम से प्राकृतिक खेती को बढ़ावा दिया जा रहा है। इसमें सिंथेटिक केमिकल इनपुट के उपयोग से बचने और खेत पर ही बायोमास रीसाइक्लिंग, बायोमास मल्चिंग, और गाय के गोबर-मूत्र से बने मिश्रण व पौधों से तैयार अन्य वस्तुओं के उपयोग पर बल दिया जाता है।

इसके अतिरिक्त, भारत सरकार 'जल शक्ति अभियान' (जेएसए), 'जल संचय जन भागीदारी' (जेएसजेबी), 'मिशन अमृत सरोवर' और 'अटल नवीनीकरण और शहरी परिवर्तन मिशन' (अमृत) 2.0 जैसी पहलों के माध्यम से भूजल पुनर्भरण और जल संरक्षण को बढ़ावा देती है। भूजल के बेहतर तरीके से पुनर्भरण से नाइट्रेट प्रदूषण को कम करने और उसके प्रभाव को क्षीण करने में सहायता मिल सकती है। इसके साथ ही, अधिक उर्वरक का उपयोग करने के पर्यावरणीय प्रभाव के विषय में जागरूकता फैलाना, मृदा की जांच और आवश्यकता के अनुसार उर्वरक का उपयोग, प्रिसिजन फार्मिंग, एकीकृत पोषक तत्व प्रबंधन और जहां भी संभव हो जैविक खेती व जैविक खाद-आधारित उपायों को अपनाना, ये सभी उपाय मिलकर भूजल में नाइट्रेट प्रदूषण को कम करने में योगदान देते हैं।

(ग): भूजल से संबंधित हाई-फ्रीक्वेंसी डेटा के महत्व को लगभग रियल-टाइम आधार पर समझते हुए, इस मंत्रालय ने अपनी विभिन्न योजनाओं और परियोजनाओं, जैसे 'भूजल प्रबंधन एंड विनियमन (जीडब्ल्यूएम एवं आर) योजना, 'अटल भूजल योजना' आदि के अंतर्गत पूरे देश में टेलीमेट्री सिस्टम वाले 'डिजिटल जल स्तर रिकॉर्डर' (डीडब्लूएलआर) लगाने की प्रक्रिया शुरू की

है। राज्य सरकारों ने भी 'राष्ट्रीय जलविज्ञान परियोजना' (एनएचपी) के अंतर्गत इस कार्य के लिए वित्तपोषण किया है। अब तक, उपरोक्त योजनाओं के अंतर्गत पूरे देश में लगभग 24,000 डीडब्लूएलआर लगाए जा चुके हैं, जिनसे भूजल से जुड़े डेटा की लगभग रियल-टाइम में पहुँच मिलती है।

(घ): जल के राज्य का विषय होने के कारण, भूजल संसाधनों का सतत विकास और प्रबंधन मुख्य रूप से राज्य सरकारों का उत्तरदायित्व है। तथापि, केंद्र सरकार अपनी विभिन्न योजनाओं और परियोजनाओं के माध्यम से तकनीकी और वित्तीय सहायता से राज्य सरकारों के प्रयासों में सहायता करती है। इस दिशा में, जल शक्ति मंत्रालय और अन्य केंद्रीय मंत्रालयों ने देश में भूजल संसाधनों के सतत विकास के लिए विशेष रूप से जल की कमी वाले इलाकों पर निम्नानुसार महत्वपूर्ण कदम उठाए हैं:-

i. केन्द्रीय भूजल प्राधिकरण (सीजीडब्लूए) दिनांक 24.09.2020 के अपने दिशा-निर्देशों और उनमें किए गए संशोधनों के माध्यम से देश में भूजल निकासी की प्रक्रिया को विनियमन तथा नियंत्रण करता है। उद्योगों, आधारभूत अवसंरचना और खनन परियोजनाएं द्वारा भूजल निष्कर्षण प्रक्रिया को 'अनापत्ति प्रमाण पत्र' (एनओसी) कार्यढांचे के माध्यम से विनियमित किया जाता है, ताकि भूजल का विवेकपूर्ण से उपयोग और सतत भूजल प्रबंधन हो सके।

ii. देश में भूजल संसाधनों को बढ़ाने के लिए, सरकार के प्रयास, मुख्य रूप से फ्लैगशिप कैम्पेन 'जल शक्ति अभियान' (जेएसए) के माध्यम से किए जा रहे हैं। यह जल संचयन और कृत्रिम पुनर्भरण गतिविधियों के लिए एक वार्षिक मिशन-मोड कार्यक्रम है। उपलब्ध सूचना के अनुसार, जेएसए के अंतर्गत अब तक देश में अलग-अलग योजनाओं के तालमेल से 2 करोड़ से अधिक जल संरक्षण और कृत्रिम पुनर्भरण के काम किए गए हैं। इसने जल की कमी वाले ज़िलों में भूजल संसाधनों की स्थिरता को बढ़ाने में अहम भूमिका निभाई है।

iii. माननीय प्रधानमंत्री ने वर्ष 2024 में जेएसए की गति को और अधिक बढ़ाने के लिए 'जल संचय जन भागीदारी' (जेएसजेबी) पहल शुरू की। इसका उद्देश्य वर्षा जल के संचयन को देश में एक जन-आंदोलन बनाना है। जन भागीदारी और ज़िम्मेदारी को बढ़ावा देकर, यह पहल ज़िलों की विशेष रूप से जल से संबंधित चुनौतियों के अनुसार किफायती और स्थानीय समाधान विकसित करना चाहती है। इस पहल के अंतर्गत देश भर में 1.55 करोड़ से अधिक कृत्रिम भूजल पुनर्भरण और भंडारण के कार्य किए गए हैं। इसके उपरांत, दिनांक 1 जून 2026 को जल संरक्षण और कृत्रिम पुनर्भरण के लिए देश भर में 'जेएसजेबी-कैच द रेन' (सीटीआर) शुरू किया गया।

iv. कृषि और किसान कल्याण विभाग 'पर ड्रॉप मोर क्रॉप' (पीडीएमसी) योजना को कार्यान्वित कर रहा है। इसका उद्देश्य सूक्ष्म सिंचाई को बढ़ावा देना और खेतों में जल के उपयोग की क्षमता को बेहतर बनाना है, ताकि भूजल निष्कर्षण की मात्रा कम हो और भूजल संसाधनों का सतत उपयोग हो सके।

v. सीजीडब्लूबी ने देश के लगभग 25 लाख वर्ग किलोमीटर के मानचित्रण योग्य क्षेत्र को कवर करते हुए नैक्यूम 1.0 को सफलतापूर्वक पूरा किया और देश के भूजल संसाधनों की व्यापक स्तर पर समझ प्रदान की। प्रबंधन योजना के साथ ज़िला-स्तरीय रिपोर्ट तैयार की गई हैं और उन्हें राज्य सरकारों के साथ साझा किया गया है। सीजीडब्लूबी ने अब नैक्यूम 2.0 शुरू किया है, जिसमें जल की कमी वाले ज़िलों और जल की गुणवत्ता से प्रभावित इलाकों पर ध्यान दिया जा रहा है। नैक्यूम 2.0 के अंतर्गत, बहुत विस्तृत वैज्ञानिक डेटा तैयार करने के लिए अत्याधुनिक तकनीकों का उपयोग किया जा रहा है। यह डेटा सतत भूजल प्रबंधन के लिए सही निर्णय लेने में एक महत्वपूर्ण साधन के रूप में काम आता है।

vi. भारत सरकार ने वर्ष 2015-16 में 'प्रधानमंत्री कृषि सिंचाई योजना' (पीएमकेएसवाई) की शुरूआत की। इसका उद्देश्य सिंचाई की सुविधा को बेहतर बनाना, खेतों में जल के उपयोग की क्षमता बढ़ाना और जल बचाने के सतत उपायों को बढ़ावा देना था। पीएमकेएसवाई के

'हर खेत को पानी' (एचकेकेपी) घटक के अंतर्गत, मौजूदा जल निकायों के पुनरुद्धार और पुनर्जीवित करने के लिए मरम्मत, नवीनीकरण और पुनरुद्धारण (आरआरआर) की योजना कार्यान्वित की जा रही है। इससे जल की उपलब्धता बढ़ती है और भूजल पुनर्भरण में सहायता मिलती है।

vii. वीबीजी-आरएएमजी के अंतर्गत जल के संरक्षण और जल संचयन से संबंधित कार्य किए जा रहे हैं। गंभीर स्थिति वाले और अत्यधिक दोहन वाले जिलों में, आवंटित निधि का 65 प्रतिशत भाग जल के संरक्षण के कार्यों के लिए निर्धारित किया गया है।

viii. भारत सरकार द्वारा 'मिशन अमृत सरोवर' की शुरुआत की गई, जिसका उद्देश्य देश के प्रत्येक जिले में कम से कम 75 जल निकायों को विकसित और पुनर्जीवित करना था। इसके नतीजे के तौर पर, देश में लगभग 69,000 अमृत सरोवर बनाए या पुनर्जीवित किए गए हैं, जिससे जल के भंडारण और भूजल के पुनर्भरण में बढ़ोतरी हुई है।

ix. आवासन और शहरी कार्य मंत्रालय द्वारा देश भर के सभी शहरी स्थानीय निकायों (यूएलबी) में 'अटल नवीनीकरण और शहरी परिवर्तन मिशन (अमृत) 2.0' का कार्यान्वयन किया जा रहा है। इसका मुख्य बल जल सुरक्षा पर है, जिसमें जल निकायों का संरक्षण और ग्रीन स्पेस का विकास शामिल है, जो भूजल के पुनर्भरण में सहायता करते हैं। अमृत/अमृत 2.0 के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों ने लगभग 1.21 लाख एकड़ क्षेत्र में फैले 2,960 जल निकायों के संरक्षण और लगभग 18,168 एकड़ पारगम्य ग्रीन क्षेत्र में फैले 4,171 पार्कों और ग्रीन स्पेस परियोजनाओं पर काम शुरू किया है। इसके अतिरिक्त, शहरी इलाकों में कम गहराई वाले जलभृतों के वैज्ञानिक प्रबंधन के लिए 'शैलो एक्विफर प्रबंधन' (एसएएम) पहल शुरू की गई है।

x. जल शक्ति मंत्रालय ने 'अटल भूजल योजना' के माध्यम से समुदाय के नेतृत्व वाले और जन भागीदारी वाले भूजल प्रबंधन को सफलतापूर्वक करके दिखाया है। यह योजना सात राज्यों की जल की कमी वाली 8,203 ग्राम पंचायतों में क्रियान्वित की गई है। यह कार्यक्रम जल

बजटिंग, फसलों में विविधता लाना और जल का कुशल उपयोग करने जैसे मांग-पक्ष के हस्तक्षेपों को बढ़ावा देता है।

(ङ): लंबे समय तक ऐसे भूजल का उपयोग करना जिसमें आर्सेनिक, फ्लोराइड, भारी धातुएं आदि तय सीमा से अधिक हों, स्वास्थ्य पर कई बुरे प्रभाव डाल सकता है। स्वास्थ्य और परिवार कल्याण मंत्रालय के अनुसार, आर्सेनिक के संपर्क में आने से त्वचा पर घाव, कैंसर, दिल की बीमारियां और बच्चों के विकास पर बुरा प्रभाव पड़ सकता है। इसी प्रकार, भूजल में बहुत अधिक फ्लोराइड होने से दांतों और हड्डियों से संबंधित फ्लोरोसिस की समस्या हो सकती है। साथ ही, कई अन्य दूषित तत्व भी विभिन्न प्रकार के प्रतिकूल प्रभाव डाल सकते हैं।

हिसार विमानपत्तन का विकास

3037. श्री जय प्रकाश:

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

(क) क्या सरकार को जानकारी है कि हिसार विमानपत्तन को अंतरराष्ट्रीय स्तर के विमानपत्तन के रूप में विकसित करने की घोषणा के बावजूद, हाल ही में हुई एक चार्टर्ड विमान दुर्घटना के दौरान सुरक्षित लैंडिंग के लिए उपयुक्त रनवे न होने और रनवे की गुणवत्ता को लेकर गंभीर चिंताएं जताई गई हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने हिसार विमानपत्तन पर रनवे, टैक्सीवे और अन्य विमानन अवसंरचना की कोई तकनीकी और संरक्षा संपरीक्षा की है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इसके मुख्य निष्कर्ष क्या हैं;

(ग) क्या सरकार को रनवे पर समय से पहले गड्ढे होने और अन्य संरचनात्मक कमियों के बारे में कोई शिकायत प्राप्त हुई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या इसकी जांच की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इसके मुख्य निष्कर्ष क्या हैं, साथ ही जिम्मेदार पाई गई एजेंसियों के विरुद्ध क्या कार्रवाई की गई है; और

(ङ) सरकार ने हिसार विमानपत्तन को अंतरराष्ट्रीय मानकों के अनुरूप एक सुरक्षित और पूरी तरह से कार्यशील विमानपत्तन के रूप में विकसित करने के लिए क्या समयबद्ध कार्य-योजना तैयार की है?

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

(क): हरियाणा सरकार के स्वामित्व वाला हिसार हवाईअड्डा परिचालनशील हवाईअड्डा है, जिसके पास ऑल वैदर/इंस्ट्रूमेंट फ्लाइट रूल्स (आईएफआर) परिचालनों के लिए लागू नागर विमानन अपेक्षाओं (सीएआर) के अनुपालन के सत्यापन पर नागर विमानन महानिदेशालय (डीजीसीए) द्वारा जारी एयरोड्रोम लाइसेंस है। यह हवाईअड्डा, 3,000 मीटर रनवे के साथ 4सी आईएफआर हवाईअड्डा के लिए लाइसेंस प्राप्त है जो एयरबस ए320-200 श्रेणी के विमानों की सुरक्षित हैंडल करने में सक्षम है। इसके अलावा, हाल ही में चार्टर्ड विमान दुर्घटना के संबंध में, वायुयान दुर्घटना अन्वेषण ब्यूरो (एएआईबी) ने विमान (दुर्घटनाओं और घटनाओं की जांच) नियम, 2025 के नियम 11 के तहत जांच का आदेश दिया है। वर्तमान में यह जांच चल रही है। जांच पूरी होने के बाद अंतिम जांच रिपोर्ट एएआईबी की वेबसाइट पर अपलोड कर दी जाएगी।

(ख): नागर विमानन महानिदेशालय, लागू विनियामक अपेक्षाओं के निरंतर अनुपालन को सत्यापित करने के लिए लाइसेंस प्राप्त हवाईअड्डों का नियमित निगरानी निरीक्षण करता है। जुलाई, 2026 के दौरान हिसार हवाईअड्डे का वार्षिक निगरानी निरीक्षण किया गया, जिसके दौरान कोई सुरक्षा-संवेदनशील (स्तर-1) निष्कर्ष नहीं देखे गए।

(ग) और (घ): हिसार हवाईअड्डा रनवे पर समय से पहले गड्ढे होने या अन्य संरचनात्मक कमियों के संबंध में नागर विमानन मंत्रालय को कोई शिकायत रिपोर्ट नहीं की गई है।

(ङ): हिसार हवाईअड्डे का स्वामित्व हरियाणा सरकार के पास है। राज्य सरकार द्वारा परिचालन आवश्यकताओं और डीजीसीए द्वारा निर्धारित लागू विनियामक मानकों के अनुसार हवाईअड्डा अवसंरचना का विकास समय-समय पर किया जाता है।

रेल उपरि पुल का निर्माण

3038. श्री उमेषभाई बाबूभाई पटेल:

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

(क) गुजरात में वापी (चाला) से दमण और मोहनगाम-नववाली से दमण रेल उपरि पुल (आरओबी) परियोजना के लिए स्वीकृति और निर्माण कार्य शुरू होने की तिथि क्या है, साथ ही उनकी मूल स्वीकृति लागत, नियुक्त निर्माण एजेंसी और पूरा होने की नियत तिथि क्या है;

(ख) दोनों परियोजनाओं की वर्तमान भौतिक और वित्तीय प्रगति क्या है, साथ ही अब तक हुआ कुल व्यय कितना है;

(ग) भूमि अधिग्रहण, रेलवे की स्वीकृति, यूटिलिटी शिफटिंग, ठेकेदार के कार्यनिष्पादन या प्रशासनिक विलंब सहित सूची के अनुसार उक्त कार्यों के पूरा न होने के कारण क्या हैं और विलंब के लिए ज़िम्मेदार अधिकारियों/एजेंसियों के विरुद्ध की गई या की जाने वाली कार्रवाई का ब्यौरा क्या है; और

(घ) विलंब के कारण से लागत में हुई कुल बढ़ोतरी कितनी है, साथ ही संशोधित लागत कितनी है, अतिरिक्त वित्तीय बोझ कितना है और दोनों आरओबी को पूरा किए जाने और जनता के लिए खोले जाने की संशोधित समय-सीमा क्या है?

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

(क) से (घ): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव से संबंधित है। मोहंगम-नववाली से दमण रेल उपरि पुल (आरओबी) गुजरात राज्य में एनएच-848बी पर पड़ता है। इस आरओबी के निर्माण का कार्य सरकार द्वारा दिनांक 03.06.2020 को 112.17 करोड़ रुपये की अनुमानित कुल पूंजीगत लागत से स्वीकृत किया गया था। सिविल निर्माण कार्य मैसर्स रचना कंस्ट्रक्शन कंपनी, मेहसाणा को मूल निर्धारित पूर्णता तिथि 29.03.2023 के साथ सौंपा गया है। अब तक, 55% संचयी वास्तविक प्रगति हासिल की गई है और परियोजना पर 44.05 करोड़ रुपये का व्यय किया गया है।

आरओबी तक पहुंच मार्ग के निर्माण के लिए अतिरिक्त भूमि के अधिग्रहण में देरी, रेलवे द्वारा गर्डर लॉन्चिंग योजना की मंजूरी और संविदाकार के साथ नकदी असंतुलन की समस्याओं के कारण उपरोक्त परियोजना में देरी हुई है। इन लंबित मुद्दों को पर्याप्त रूप से हल कर लिया गया है और संशोधित पूर्णता की लक्षित तिथि 31.03.2027 के साथ कार्य कार्यान्वयन के अधीन है। आज की तारीख में, आरओबी की स्वीकृत कुल पूंजीगत लागत में कोई संशोधन प्रत्याशित नहीं है।

जहां तक वापी (चाला) से दमण आरओबी का संबंध है, यह राज्यीय राजमार्ग (एसएच) - 185 पर पड़ता है, जिसका विकास और रखरखाव गुजरात राज्य सरकार की जिम्मेदारी है।

HELICOPTER ACCIDENTS IN HIMALAYAN REGION

3039. SHRI ANURAG SINGH THAKUR:

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

(a) the number of helicopter accidents reported in Himalayan States during the last three years, State-wise;

(b) whether the Government has conducted any technical/safety audits of helicopter operations in high altitude, difficult terrains of the Himalayan region and if so, the details and the findings thereof;

(c) the details of Standard Operating Procedures (SOPs), special flying guidelines mandated by the Director General of Civil Aviation (DGCA) for helicopter operations in these areas, including weather forecasting, terrain-mapping, pilot training, nightflying restrictions;

(d) whether the Government has taken steps to upgrade helipads, communication infrastructure, real-time weather monitoring systems in Himalayan States to minimize accident risks and if so, the details thereof;

(e) whether the Government proposes to introduce/mandate use of advanced safety technologies such as Terrain Awareness and Warning Systems (TAWS), Health Usage Monitoring Systems (HUMS), satellite-based navigation for helicopters flying in Himalayan region and if so, the details thereof; and

(f) the measures being taken by the Government in coordination with States and Defence Forces for strengthening search and rescue in case of helicopter accidents in high-altitude regions?

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): During the last three years i.e. 2023 to 2025, a total of 06 accidents have occurred in Himalayan states at Uttarakhand.;

During the year 2025, 08 special audit of helicopter operators operating in high altitude, difficult terrains of the Himalayan region were carried out by DGCA namely:

(i) M/s Transbharat Aviation Pvt. Ltd.

(ii) M/s Himalayan Heli Services Ltd.

(iii) M/s Arrow Aircraft Sales & Charters Pvt. Ltd.

(iv) M/s Aryan Aviation Pvt. Ltd.

(v) M/s Thumby Aviation Pvt. Ltd.

(vi) M/s Kestrel Aviation Pvt. Ltd.

(vii) M/s Pawan Hans Ltd.

(viii) M/s Global Vectra Helicorp Ltd.;

The details of findings are given in the enclosed **Statement**;

The Standard Operating Procedures (SOPs) regarding flying in Pilgrimage Operations in Himalayan Region are placed in Operations Circular (OC) 02 of 2023.;

(d): DGCA has implemented the following safety measures to minimize accident risks:

(i) Strengthened operational safety by mandating enhanced pre-flight checklists covering crew competency, aircraft maintenance and fitness, load and trim, weather briefing, mandatory pilot familiarization and competency requirements, deployment of trained manpower, and improved helipad safety and security measures.

(ii) Introduced operational controls by restricting aircraft weight at high-altitude helipads, limiting hourly shuttle flights, capping daily charter operations, restricting the number of helicopters at shrine helipads, and implementing AAI-promulgated Kopter Routes.

(iii) Enhanced regulatory oversight and monitoring through Special Audits, deployment of DGCA officials for field surveillance, operation of the Integrated Command and Control Centre (ICCC), mandatory satellite-based heli-trackers, Automated Weather Observing Systems (AWOS), and enhanced CCTV/weather camera surveillance.;

(e): DGCA has mandated the use of the following advanced technologies :-

(i) Automated Weather Observing System.

(ii) Satellite based heli-tracking system with real-time updates.

(iii) Kopter routes that require GPS usage for effective navigation.

(iv) Weather cameras with live feed of real-time weather conditions available online and on web-based mobile apps.

As the operations in hills / mountains are primarily undertaken by single engine helicopters in Visual Flight Rules (VFR), therefore Terrain Awareness and Warning systems (TAWS) / Enhanced Ground Proximity Warning System (EGPWS) and Health Usage Monitoring systems (HUMS) are not mandated.;

(f): Heli-trackers (satellite based real-time tracking) have been made mandatory for all helicopter flights undertaking Char Dham operations, tracking data of the same is monitored in real-time at ICCC Sahastradhara. In case of any accident the latest position of the helicopter is known to the control center.

The state authorities are responsible for conducting search and rescue activities by either requesting Defence helicopters and/or utilizing State Disaster Relief Force (SDRF).

STATEMENT

The details of Salient Findings

- Effective monitoring of Flight Duty Time Limitation was not ensured.
- Effective implementation of OC 02/2023 was not ensured by the operator.
- No standardized procedure followed in closure of Maintenance package by certifying staff.

- Operator did not ensure that the calibration agency meets the requirement of CAR.
- The internal safety audit reports along with the ATR are not being forwarded to the DGCA
- The ERP of Guptkashi doesn’t contain the emergency contact details and the disabled aircraft removal procedure.
- Slot allotment timings for flying operations were not maintained.
- Airborne Image Recording System data was not analysed on few occasions.
- It is observed that there is no designated place at Sahastradhara heliport to carry out the BA test, as the pilots are undergoing the BA test near helicopter.

RESTRICTIONS ON PURCHASE OF VEHICLES

3040. SHRI ANIL YESHWANT DESAI:

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

(a) whether the Government considers the present density of vehicular traffic in the country to be excessive and warranting restrictions, if so, the details thereof;

(b) the number of registered motor vehicles in metropolitan cities including Mumbai, Delhi, Kolkata and Chennai, city-wise;

(c) whether the Government is considering imposing any restriction on the purchase or registration of more than 1 or 2 vehicles by a household, if so, the details thereof; and

(d) whether the Government proposes to undertake any time-bound study to assess measures for controlling the increasing density of vehicular traffic in the country, if so, the details thereof?

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

(a): Section 67(3) of the Motor Vehicles Act, 1988, empowers the State Government to make schemes for the transportation of goods and passengers and issue licences under such scheme for promotion of development and efficiency in transportation.

Further, the Central Government is responsible for formulating and notifying rules and regulations under the Motor Vehicles Act, 1988 and the Central Motor Vehicles Rules, 1989. The responsibility for implementation and enforcement of the provisions of the Act and the Rules, however, rests with the States/UT administrations.

Planning of Urban Transport is inter-twined with Urban Planning which is a State Subject. The initiatives for planning of sustainable urban transport system and other steps taken for reducing the increasing traffic congestion on the road are taken by the respective cities/States/UTs. Government in Ministry of Housing and Urban Affairs has notified policy (National Urban Transport Policy 2006) and other various guiding frameworks to help

cities/ULBs/States/UTs to identify principles and strategies for better planning and implementation of the concepts in the area of urban transport.

(b): The total number of active vehicles in the top 50 districts, as available on the VAHAN portal, is given in the enclosed **Statement.**

(c): No such proposal is under consideration.

(d): No such study has been undertaken by the Government in the Ministry of Road Transport and Highways being an issue within the jurisdiction of States.

STATEMENT

The total number of active vehicles in the top 50 districts, as available on the VAHAN portal:

Rank	State Name	District	Count of registered active vehicles
1	Karnataka	Bangalore	73,24,517
2	Maharashtra	Pune	44,26,887
3	Tamil Nadu	Chennai	31,48,598
4	Rajasthan	Jaipur	27,24,430
5	Maharashtra	Thane	27,21,146
6	Maharashtra	Mumbai Suburban	23,58,503
7	Uttar Pradesh	Lucknow	20,82,355
8	Gujarat	Surat	20,65,074
9	Gujarat	Ahmedabad	19,90,522
10	Kerala	Ernakulam	17,45,780
11	Madhya Pradesh	Indore	17,22,085
12	Tamil Nadu	Coimbatore	17,04,388
13	Kerala	Malappuram	15,90,755
14	Telangana	Hyderabad	15,79,409
15	Kerala	Thiruvananthapuram	15,42,423
16	Maharashtra	Nagpur	15,21,223
17	Haryana	Gurgaon	15,18,806
18	Delhi	North	14,76,653
19	Bihar	Patna	14,43,495

20	Tamil Nadu	Chengalpattu	14,25,391
21	Telangana	MEDCHAL MALKAJGIRI	14,10,387
22	Telangana	Rangareddy	13,89,879
23	Kerala	Thrissur	13,60,635
24	Kerala	Kozhikode	13,49,859
25	Punjab	Ludhiana	13,49,406
26	Maharashtra	Nashik	12,79,680
27	Gujarat	Rajkot	12,72,860
28	Odisha	Khordha	12,61,255
29	West Bengal	North Twenty Four Parganas	11,83,343
30	Gujarat	Vadodara	11,82,756
31	Chhattisgarh	Raipur	11,06,861
32	Rajasthan	Jhunjhunun	10,93,640
33	Kerala	Kollam	10,92,337
34	Uttar Pradesh	Kanpur Nagar	10,86,137
35	Madhya Pradesh	Bhopal	10,74,065
36	Delhi	South	10,48,932
37	Uttar Pradesh	Gautam Buddha Nagar	10,38,376
38	Uttar Pradesh	Prayagraj	10,33,650
39	West Bengal	Kolkata	10,25,441
40	Karnataka	Mysore	10,24,829
41	Uttar Pradesh	Ghaziabad	10,23,762
42	Kerala	Palakkad	10,11,460
43	Assam	Kamrup Metropolitan	10,06,142
44	Jharkhand	Ranchi	10,03,703
45	Uttarakhand	Dehradun	10,02,442
46	Karnataka	Belgaum	9,74,827
47	Kerala	Kannur	9,64,501
48	Haryana	Faridabad	9,39,315
49	Gujarat	AHMEDABAD(EAST)	9,14,743
50	Andhra Pradesh	Krishna	9,13,260

STATUS OF MANDI NORTHERN BYPASS PROJECT

3041. SUSHRI KANGNA RANAUT:

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

(a) the present status of construction of the Mandi Northern Bypass project in Himachal Pradesh;

(b) the total approved cost of the project, along with its physical and financial progress and the reasons for delay, if any;

(c) whether the Government has assessed the expected impact of the project on decongesting Mandi town and improving connectivity to Kullu, Manali, Lahaul-Spiti and adjoining regions;

(d) the measures being taken to ensure timely completion of the remaining works including tunnels, bridges and approach roads; and

(e) whether the Government proposes to undertake similar bypass projects in other congestion-prone hill towns and if so, the details thereof?

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

(a), (b) and (d): The Mandi Bypass forms part of the project of "Four Laning of Nerchowk–Pandoh Section of National Highway (NH)-21 (Package-I) from Km 190.000 to Km 221.305 (Design Length: 26.290 km) under National Highways Development Programme (NHDP) Phase-IVB on Engineering, Procurement and Construction (EPC) Mode in the State of Himachal Pradesh."

The said project has been completed and the Provisional Certificate of Completion (PCOD) was issued on 27.09.2024. The details of other projects

undertaken for decongestion of stretch in and around Mandi town are as below:

Sr. No.	NH No.	Stretch	Length (in km)	Cost (in Rs. Cr.)	Physical Progress (%)	Revised scheduled date of completion	Remarks
1	21	Nerchowk- Pandoh (Km. 190.000 to Km. 221.305)	26.29	554.79	100	Completed.	
2	70	Hamirpur-Karnohal (Km.141.000 to Km.181.000)	40	223.272	93	31.10.2026	
3	70	Karnohal-Kalwahan (Km.181.000 to Km.208.950)	27.95	141.00	**58**	31.03.2027	
4	70	Kalwahan-Mandi (Km.208.950 to Km.250.592)	41.64	189.09	**73**	31.12.2026	There is re-alignment portion of about 1.3 Km, which shall bypass single lane Mangwain stretch (2.6 Km) of NH-03 in Mandi town.
5	20 (New NH-154)	Bijni to Mandi	5.35	1314.83	**35**	13.09.2027	

(c): The Mandi Bypass and other projects has significantly improved traffic operations by diverting traffic away from Mandi town, thereby reducing congestion within the area. The project has improved travel time, road safety and riding quality for commuters.

It has also enhanced connectivity to Kullu, Manali, Lahaul-Spiti and adjoining regions, besides facilitating smoother movement of tourist &

commercial traffic and improving overall operational efficiency of the National Highway network.

(e): Government keeps on receiving/ undertaking/ preparing Detailed Project Report (DPR)/proposal for widening/development of NHs in the country. Decision for project implementation and investment is taken based on the outcome of DPR, requirement of connectivity, traffic density, synergy with PM Gati Shakti National Master Plan etc.

INADEQUATE AIR CONNECTIVITY FROM SRI GURU RAM DASS JEE INTERNATIONAL AIRPORT

3042. SHRI GURJEET SINGH AUJLA:

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

(a) whether the Government is aware of the severe hardships faced by passengers, particularly the large Punjabi diaspora, due to the lack of sufficient direct international flights from Sri Guru Ram Dass Jee International Airport, Amritsar, especially to Canada and if so, the details thereof;

(b) whether any concrete steps are proposed to establish direct flight connectivity between Amritsar and Canada to eliminate the financial and operational inconvenience of transit travel via Delhi or foreign hubs, if so, the details thereof;

(c) whether the Government has taken note of the inadequate direct domestic air connectivity from Amritsar to key strategic and religious

destinations, specifically the Northeast region, Patna Sahib, Nanded Sahib, Chennai and Jaipur;

(d) if so, the details of the measures being taken to introduce direct domestic flights from Amritsar to these destinations for the convenience of defence personnel stationed at the border, pilgrims, tourists, students and business travellers; and

(e) the timeline by which the Government intends to enhance both international and domestic air connectivity at this major border, religious and economic hub to match its strategic importance?

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): International flight operations are governed by bilateral Air Services Agreement (ASA) between India and the respective country. In accordance with ASA, Indian designated carriers are free to mount operations to/from any international airport including Amritsar to foreign destinations such as Canada as per mutually agreed capacity limits, while any designated foreign airline can operate to/from a point in India if it is designated as a point of call in the ASA. At present, direct international connectivity to Sharjah, Birmingham, London, Kuala Lumpur, Dubai, Doha and Singapore is available from Amritsar Airport.

Ministry of Civil Aviation has launched Hub & Spoke operations to provide seamless international connectivity to passengers from Tier-II and Tier-III cities through Indian hub airports. As part of the phased expansion of the initiative,

Hub & Spoke operations from Amritsar Airport were launched on 28 July, 2026. Under this initiative, international passengers complete check-in, immigration and customs formalities at the originating spoke airport, such as Amritsar, and thereafter travel seamlessly through the designated hub airport to their international destinations including Canada.

The start of domestic or international flights from any point in India is purely a commercial decision of scheduled airlines on the basis of passenger demand, availability of slots, economic viability of the route and other associated factors. The Government provides an enabling environment for growth of civil aviation sector but does not interfere in the operational plans of the airlines.

CREDIT ACCESS AND SUPPORT FOR WOMEN ENTREPRENEURS IN MSMEs

3043. DR. BACHHAV SHOBHA DINESH:
SHRI VISHALDADA PRAKASHBAPU PATIL:
SUSHRI PRANITI SUSHILKUMAR SHINDE:

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

(a) the details of the number of women-led Micro, Small and Medium Enterprises (MSMEs) registered, along with the sector-wise distribution during the last two years in Maharashtra;

(b) the details of the total amount of formal credit disbursed to women entrepreneurs as compared to the amount of formal credit disbursed to male entrepreneurs in Maharashtra;

(c) the steps taken to ensure equitable formal credit access, collateral-free loans, market linkage and mentorship for women entrepreneurs in Maharashtra; and

(d) the measures taken to provide incentives specifically for women entrepreneurs from Scheduled Castes/Scheduled Tribes/Other Backward Classes (SCs/STs/OBCs) communities and lesser developed regions in Maharashtra?

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 details of the number of women-owned MSMEs registered on Udyam Registration Portal and Udyam Assist Platform along the sector-wise distribution during the last two years in Maharashtra is as under:

No. of Women-owned/Women-led MSMEs registered in Maharashtra		
Sector	**2024-25**	**2025-26**
Manufacturing	2,49,876	2,96,769
Services	3,44,121	2,95,732
Trading	4,29,703	2,43,000
Total	**10,23,700**	**8,35,501**

(b): As per the Reserve Bank of India (RBI), the Public Sector Banks (PSBs) are advised to earmark 5% of their Net Bank Credit (NBC) for lending to

women. The total credit outstanding to MSME Sector by Scheduled Commercial Banks till 31st March, 2026 in the country is ₹38,35,353.58 crore, out of which ₹5,84,530.25 crore is in the State of Maharashtra for the MSMEs (including women owned MSMEs).

(c): The Government has taken several measures to facilitate equitable access to formal credit, collateral-free loans, market linkages and mentorship for MSMEs, including women entrepreneurs in the state of Maharashtra. These include:

(i) Banks have been mandated not to accept collateral security for loans up to ₹20 lakh extended to Micro and Small Enterprises (MSEs).

(ii) Credit Guarantee Scheme(CGS) for Micro and Small Enterprises(MSEs) provides credit guarantee for collateral-free loans upto ₹10 crore extended by Member Lending Institutions to eligible new and existing MSEs.

(iii) Prime Minister's Employment Generation Programme provides margin money subsidy of up to 35% for setting up new micro enterprises in the non-farm sector.

(iv) Pradhan Mantri Mudra Yojana (PMMY) facilitates collateral-free institutional credit of up to ₹20 lakh to eligible micro enterprises.

(d): The Government has introduced several measures to support women entrepreneurs belonging to Scheduled Castes (SCs), Scheduled Tribes (STs), Other Backward Classes (OBCs) and entrepreneurs from aspirational, hilly,

border and other lesser developed regions, including those in Maharashtra. These include:

(i) Higher margin money subsidy of 35% in rural areas and 25% for urban areas for beneficiaries belonging to Special Categories, including SCs, STs, OBCs, women, minorities, ex-servicemen, persons with benchmark disabilities and beneficiaries from Aspirational Districts, North Eastern Region, Hill and Border areas under PMEGP.

(ii) Women-owned enterprises are eligible for 90% guarantee coverage and a 10% concession in the annual guarantee fee Under Credit Guarantee Scheme (CGTMSE).

(iii) Central Ministries, Departments and Central Public Sector Enterprises are mandated to procure at least 3% of their annual procurement from women-owned MSEs under Public Procurement Policy for Micro and Small Enterprises (MSEs) Order, 2012.

(iv) Women entrepreneurs are eligible for 100% reimbursement of space rent and other admissible charges for participation in domestic trade fairs Under Procurement and Marketing Support (PMS) Scheme.

(v) Yashasvini Campaign was launched by the Ministry of MSME on 27.06.2024 to promote women entrepreneurship through awareness generation on formalisation, access to credit, capacity building, mentorship and market opportunities under various MSME schemes.

(vi) National SC-ST Hub of Ministry of MSME facilitates capacity building, market linkages and enhanced participation of SC/ST entrepreneurs in public procurement.

SCHEMES RELATING TO COLD-CHAIN DEVELOPMENT

3044. SHRI SANJAY DINA PATIL:

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

(a) whether the Government has reviewed the implementation of schemes relating to cold-chain development, food preservation, warehousing and integrated food parks serving in Mumbai during the last three years and if so, the details thereof;

(b) the details of projects sanctioned, funds allocated and infrastructure created to improve handling, storage, transportation and processing of perishable agricultural and marine products supplied to Mumbai;

(c) whether the Government has assessed the impact of these initiatives on reducing food wastage, improving farmer income and ensuring availability of quality food products in Mumbai; if so, the details thereof; and

(d) the measures taken or proposed to be taken to further strengthen food supply chains, food safety standards and modern processing infrastructure serving Mumbai?

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

(a): The Ministry of Food Processing Industries (MoFPI) has reviewed the implementation of the component schemes under the Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), which support the establishment of integrated cold chain and value addition infrastructure, Mega Food Parks, Agro Processing Clusters and food processing units, thereby facilitating the creation of cold storage, warehousing, food processing and food preservation infrastructure at various levels during the last three years. The implementation of projects approved under the component schemes of PMKSY has been closely monitored by the Programme Management Agencies (PMAs) engaged by the Ministry. Further, the Technical Committee (TC) and the Project Approval Committee (PAC) constituted under the respective schemes have periodically reviewed the implementation of ongoing projects approved across the country, including those in the State of Maharashtra, which serve the Mumbai region, during the last three years.

(b): As of 30.06.2026, a total of 204 food processing projects has been sanctioned in the State of Maharashtra under the component schemes of the Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) with a total approved grant-in-aid of ₹1,241.54 crore. These projects facilitate the creation of cold storage capacity of 2.98 lakh MT for preservation of perishable agricultural raw materials and processed products and the procurement of 403 reefer vehicles/ agri-logistics for preservation and transportation of perishable agricultural raw materials and finished processed products. The implementation of these 204 projects may lead to creation of food preservation capacity of 10.04 lakh MT

per annum and food processing capacity of 89.08 lakh MT per annum in the State of Maharashtra. The infrastructure created under these projects may facilitate in strengthening the supply chain for perishable agricultural and marine products across the State, including the Mumbai region.

(c): MoFPI has conducted various assessments from time to time to identify the level of food processing and to estimate post-harvest losses for various agricultural produces in India. These assessments are based on primary data collection nationwide including Mumbai and provides crop-wise estimates of the level of food processing and post-harvest losses. However, so far, this Ministry has not undertaken any assessment specifically to identify the impact of these initiatives on reducing food wastage, improving farmer income and ensuring availability of quality food products.

(d): MoFPI provides financial assistance for setting up food processing projects under three Schemes, namely: (i) Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), (ii) PM Formalisation of Micro Food Processing Enterprises (PMFME) Scheme, and (iii) Production Linked Incentive Scheme for Food Processing Industry (PLISFPI). These schemes aim to strengthen food supply chains, enhance food safety standards, and promote the development of modern food processing infrastructure nationwide, including the Mumbai region.

ग्रीनफील्ड परियोजना की स्थिति

3045. श्री संतोष पांडेय:

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

(क) मध्य प्रदेश में राजेगांव से छत्तीसगढ़ में रायपुर तक ग्रीनफील्ड परियोजना की वर्तमान स्थिति क्या है;

(ख) क्या इस परियोजना की आधारशिला रखी जा चुकी है;

(ग) क्या इस परियोजना के लिए भूमि अधिग्रहण की प्रक्रिया शुरू की जानी है; और

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

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

(क) से (घ): सरकार, राष्ट्रीय राजमार्ग नेटवर्क को उन्नत बनाने के लिए ग्रीनफील्ड/ग्राउंडफील्ड विस्तार के माध्यम से विस्तृत परियोजना रिपोर्ट (डीपीआर)/व्यवहार्यता अध्ययन का कार्य करती है, जिसका उद्देश्य लॉजिस्टिक दक्षता में सुधार करना और यात्रा समय को कम करना है। मध्य प्रदेश के राजेगांव से छत्तीसगढ़ के रायपुर तक की परियोजना के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) को तैयार करने का कार्य आवंटित कर दिया गया है। डीपीआर के परिणाम, संपर्कता (कनेक्टिविटी) की आवश्यकता, यातायात घनत्व, पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल आदि के आधार पर आगे की कार्रवाई की जाती है।

डीएजेजीयूए के अंतर्गत विशेष पहलें

3046. श्री बंटी विवेक साहू:

क्या **जनजातीय कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या मध्य प्रदेश के छिंदवाड़ा और पांढुर्णा जिलों के जनजातीय क्षेत्रों में शिक्षा, स्वास्थ्य देखरेख, पेयजल, सड़कें, विद्युत, आजीविका, कौशल विकास और अन्य अवसंरचनात्मक सुविधाओं के विस्तार के लिए कोई विशेष कार्य योजना तैयार की गई है; और

(ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और सरकार कार्यों का तीव्र कार्यान्वयन किए जाने और लाभार्थियों तक योजनाओं का लाभ समय पर पहुँचाए जाने के लिए छिंदवाड़ा और पांढुर्णा के

बाकी जनजातीय गांवों योजनाओं को 'धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए)' के अंतर्गत शामिल करने के लिए क्या कदम उठा रही है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) और (ख): माननीय प्रधानमंत्री ने 2 अक्टूबर, 2024 को धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) का शुभारंभ किया। इस अभियान में 17 संबंधित मंत्रालयों द्वारा कार्यान्वित 25 उपाय शामिल हैं और इसका उद्देश्य 5 वर्षों में 63,843 गांवों में स्वास्थ्य, शिक्षा, आंगनवाड़ी सुविधाओं तक पहुंच में सुधार करने सहित अवसंरचनात्मक अंतरों को संतृप्त करना और 30 राज्यों/संघ राज्यक्षेत्रों के 549 जिलों के 2,911 ब्लॉकों में 5 करोड़ से अधिक जनजातियों को लाभान्वित करते हुए आजीविका के अवसर प्रदान करना है।

डीएजेजीयूए के तहत संबंधित मंत्रालयों द्वारा कार्यान्वित उपायों का ब्यौरा संलग्न **विवरण** में दिया गया है। डीएजेजीयूए के तहत लाभों के कार्यान्वयन के लिए मध्य प्रदेश के छिंदवाड़ा और पांढुर्णा जिलों के 11 ब्लाकों में 591 गाँवों को डीएजेजीयूए गाँव की सूची में शामिल किया गया है।

मंत्रालय ने राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों से अनुरोध किया है कि वे उन गांवों की सूची प्रस्तुत करें जो डीएजेजीयूए ग्राम सूची में शामिल करने के लिए पात्रता मानदंडों अर्थात 500 या उससे अधिक आबादी वाले जनजातीय बहुल गांव और कम से कम 50% जनजातीय निवासियों वाले मानदण्डों को पूरा करते हैं। कार्यों के तीव्र कार्यान्वयन और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) के अंतर्गत लाभार्थियों को योजनाओं के लाभों को समय पर पहुंचाने के लिए जनजातीय कार्य मंत्रालय योजना के प्रभावी कार्यान्वयन को सुनिश्चित करने के लिए डीएजेजीयूए के तहत संबंधित मंत्रालयों के साथ नियमित रूप से अंतर-मंत्रालयी और समन्वय बैठकें आयोजित करता है। इसके अलावा, संबंधित राज्यों/जिला प्राधिकरणों (प्राधिकारियों) के साथ नियमित समीक्षा बैठकें भी आयोजित की जाती हैं। योजना की प्रभावी निगरानी और कार्यान्वयन के लिए पीएमयू का प्रावधान भी किया गया है।

विवरण

डीएजेजीयूए के तहत संबंधित मंत्रालयों द्वारा कार्यान्वित उपायों का ब्यौरा

क्र. सं.	मंत्रालय (Ministry)	योजना का नाम (Scheme Name)	मिशन लक्ष्य (Mission Target)
1	ग्रामीण विकास मंत्रालय (MoRD)	पीएमएवाई-जी (PMAY-G)	20 लाख आवास
2	ग्रामीण विकास मंत्रालय (MoRD)	पीएमजीएसवाई (PMGSY) - सड़कें	25,000 किलोमीटर सड़क
3	स्वास्थ्य और परिवार कल्याण मंत्रालय	मोबाइल मेडिकल यूनिट्स (MMUs)	1,000 मोबाइल मेडिकल यूनिट्स
4	दूरसंचार विभाग	यूनिवर्सल सर्विस ऑब्लिगेशन फंड (USOF)	5,252 गाँव
5	जल शक्ति मंत्रालय	जल जीवन मिशन (JJM)	सभी गाँवों को संतृप्त (पूर्ण रूप से कवर) करना
6	नवीन और नवीकरणीय ऊर्जा मंत्रालय	नई सौर ऊर्जा योजना - पीएम सूर्य घर योजना	2000 संस्थानों में सोलर रूफटॉप (छत पर सोलर पैनल) का प्रावधान
7	महिला एवं बाल विकास मंत्रालय	आंगनवाड़ी केंद्र - पोषण 2.0 (ICDS)	2,000 नई आंगनवाड़ियां
8	स्कूल शिक्षा और साक्षरता विभाग (DoSE&L), शिक्षा मंत्रालय	समग्र शिक्षा अभियान (SSA)	1,000 हॉस्टल (छात्रावास)
9	कौशल विकास और उद्यमिता मंत्रालय	जन शिक्षण संस्थान (JSS) योजना	जनजातीय जिलों में 30 कौशल केंद्र; 1000 वीडीवीके (VDVKs) और जनजातीय समूहों का प्रशिक्षण
10	आयुष मंत्रालय (Ministry of AYUSH)	पोषण वाटिका	700 पोषण वाटिका
11	कृषि एवं किसान कल्याण मंत्रालय	पीएम-आरकेवीवाई (PM-RKVY)	एफआरए (FRA) पट्टा धारकों (~ 2 लाख) को कृषि सहायता
12	विद्युत मंत्रालय (Ministry of Power)	संशोधित वितरण क्षेत्र योजना (RDSS)	प्रत्येक गैर-विद्युतीकृत घर (HH) और असंबद्ध सार्वजनिक संस्थान (~ 2.35 लाख)
13	पेट्रोलियम और प्राकृतिक गैस मंत्रालय	एलपीजी - उज्ज्वला योजना	25 लाख एलपीजी कनेक्शन
14	पंचायती राज मंत्रालय	राष्ट्रीय ग्राम स्वराज अभियान (RGSA)	एफआरए (FRA) से संबंधित सभी ग्राम सभाओं, उप-मंडलों और जिलों में एफआरए जागरूकता कार्यक्रम

15	मत्स्य पालन विभाग (D/o Fisheries)	प्रधानमंत्री मत्स्य संपदा योजना (PMMSY)	जनजातीय मछुआरों को सहायता: 10,000 आईएफआर (IFR) और 1000 सीएफआर (CFR)
16	पर्यटन मंत्रालय (Ministry of Tourism)	जिम्मेदार पर्यटन (स्वदेश दर्शन)	1000 होम स्टे
17	पशुपालन और डेयरी विभाग	राष्ट्रीय पशुधन मिशन	8,500 आईएफआर (IFR) धारकों को पशुधन प्रबंधन सहायता
18	जनजातीय कार्य मंत्रालय	आश्रम स्कूलों का उन्नयन (Upgradation), टीएमएमसी (TMMC) आदि	

NATIONAL MANUFACTURING MISSION

3047. SHRI ESWARASAMY K.:

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

(a) whether the Government has launched a National Manufacturing Mission to support industries under the Make in India initiative and if so, the objectives and implementation framework of the Mission;

(b) the details of projects and funds allocated to promote clean tech manufacturing in sectors such as solar PV cells, EV batteries, wind turbines and high-voltage transmission equipment, State-wise; and

(c) the steps being taken to strengthen Micro, Small and Medium Enterprises (MSMEs) participation in clean technology supply chains and to encourage green innovation in the manufacturing 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 (c): As informed by Department for Promotion of Industry and Internal Trade (DPIIT), no such mission has yet been launched.

PMEGP IN UNION TERRITORY OF LADAKH

3048. SHRI MOHMAD HANEEFA:

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

(a) the number of applications received, projects sanctioned, loans disbursed and beneficiaries covered under the Prime Minister's Employment Generation Programme (PMEGP) during the last five years in the UT of Ladakh, separately for Leh and Kargil districts;

(b) the total amount of margin money subsidy sanctioned and released along with the employment generated under the Scheme in Leh and Kargil districts;

(c) whether the Government has assessed the implementation of PMEGP in the UT of Ladakh in view of its difficult terrain, sparse population and limited industrial base and if so, the details thereof; and

(d) the measures being taken to improve awareness, facilitate credit linkage and increase the number of beneficiaries under PMEGP in Leh and Kargil districts?

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): Number of applications received, projects sanctioned, loans disbursed, beneficiaries covered, Margin Money (MM) subsidy sanctioned and released and estimated employment generated under the Prime Minister's Employment Generation Programme (PMEGP) during the last five years i.e. FY 2021-22 to FY 2025-26 in the UT of Ladakh, separately for Leh and Kargil districts is given below:

District	No. of Applications received	No. of projects sanctioned by bank	No. of Loans disbursed by bank	No. of beneficiaries covered	MM Subsidy sanctioned and released (Rs. lakh)	Estimated Employment Generated
Leh	416	285	256	263	1492.38	2367
Kargil	1062	631	517	562	2137.66	5,058

(c): The Ministry conducted an evaluation study of PMEGP through a third party agency to assess the performance of the PMEGP units across all States/UTs, including Ladakh. Majority of PMEGP units reported increase in average annual income and positive profitability across sectors over the years. Further, the Government duly assesses the implementation of PMEGP throughout the country including in the Union Territory of Ladakh through periodical review meetings by the Ministry with Implementing Agencies i.e. Khadi and Village Industries Commission (KVIC), State offices of KVIC, State Khadi and Village Industries Boards (KVIBs), State District Industries Centres (DICs) and financial institutions.

(d): Measures being taken to improve awareness, facilitate credit linkage and increase the number of beneficiaries under PMEGP throughout the country including Leh and Kargil districts include the following:

i. Awareness and outreach programmes in all the States/UTs including backward and under- performing areas, Aspirational districts, NER etc. to identify potential beneficiaries and provide handholding support during the application process.

ii. Establishment of PMEGP Helpdesks at State Offices to provide real-time assistance and hand-holding to potential beneficiaries.

iii. A wide range of more than 1,000 Model of Detailed Project Reports prepared on various industries have been made available on the PMEGP portal.

iv. As per RBI Master Directions on lending to MSMEs, no collateral security to be insisted by Banks for projects involving loan up to Rs. 20 lakh. Strict compliance of this provision has been reemphasized to all financing Banks.

v. PMEGP Portal developed as an end-to-end digital platform is integrated with financing banks through Jan Samarth Portal, streamlining the approval process and with SMS alert to applicants at different stages.

vi. Banker’s Review meetings conducted at State and Zonal levels to ensure proper sanctioning of loans and disbursement of MM Subsidy.

CONSUMER COMPLAINTS ON E20 PETROL

3049. SHRI ABHISHEK BANERJEE:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the number of complaints received by the Government, Oil Marketing Companies or Public Sector retail outlets regarding mileage loss, fuel system issues, engine damage, component replacement or warranty denial allegedly linked to E20 petrol, State-wise, vehicle category-wise and year-wise;

(b) whether any mechanism exists for testing fuel samples in such complaints, if so, the details thereof;

(c) the details of the number of complaints found valid, rejected or pending; and

(d) whether any compensation, repair liability or consumer grievance mechanism has been prescribed for vehicles not originally certified for E20 use, 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 (d): The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, scientifically validated and consultative process involving NITI Aayog, automobile manufacturers, Oil Marketing Companies (OMCs), Automotive Research Association of India (ARAI), Society

of Indian Automobile Manufacturers (SIAM), Indian Institute of Petroleum (IIP) and other technical institutions.

Since ESY 2014–15, the programme has generated foreign exchange savings of over ₹1.97 lakh crore, substituted nearly 316 lakh metric tonnes of crude oil, avoided approximately 952 lakh metric tonnes of CO_2 emissions and generated more than ₹1.66 lakh crore in additional income for Indian farmers.

Government has not received any widespread or substantiated complaints from vehicle manufacturers, automobile associations or consumer organisations regarding engine failure, fuel pump issues, corrosion, water contamination or other performance issues attributable to E20 fuel. Government has, however, taken note of certain concerns raised in media and social media, which have been scientifically examined.

Extensive laboratory studies and field trials conducted by ARAI, SIAM, IOCL, IIP and automobile manufacturers covering parameters such as engine durability, drivability, startability, corrosion resistance, material compatibility, emissions and fuel efficiency have confirmed that E20 is safe for use under prescribed standards.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20.

These extensive laboratory studies, field validation and real-world operating experience have not established any widespread adverse impact on vehicle performance due to E20 fuel.

E15+ blended petrol has been in widespread use across the country for over three-and-a-half years and E19–E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or abnormal wear attributable to E20 fuel. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability. Accordingly, year-wise and State-wise details of such complaints are Nil.

Ethanol Blended Motor Spirit (EBMS) supplied and sold through Retail Outlets (ROs) is ensured to conform to the applicable BIS specifications. Oil Marketing Companies (OMCs) have issued detailed Standard Operating Procedures (SOPs) to dealerships covering the receipt, inspection, sampling, decantation and sale of EBMS at retail outlets.

Further, to prevent any quality issues arising from water contamination, especially during the monsoon season, OMC officials conduct periodic water-ingress audits of Motor Spirit (MS) tanks at retail outlets. Dealers are also required to monitor water levels in MS tanks at regular intervals. In addition, Automated Tank Gauging (ATG) systems installed at retail outlets continuously monitor water levels in MS tanks. In the event water is detected beyond the prescribed limits, the automation system triggers an interlock mechanism, resulting in the automatic suspension of sales from the affected tank until corrective action is taken.

These measures ensure that only quality-compliant fuel is dispensed to consumers. However, in case of any specific complaint regarding quality of fuel delivered from the retail outlet, sampling/ testing of the product samples drawn from the retail outlet is done and further necessary action on the established cases where samples are not meeting the norms is taken, as per the Marketing Discipline Guidelines.

Moreover, Public Sector OMCs have established robust consumer grievance redressal mechanisms to receive investigate and resolve customer complaints and suggestions, including those relating to E20 fuel. Customers can register their grievances through multiple offline and online channels such as complaint/suggestion registers available at all retail outlets, dedicated toll-free customer care numbers, company websites and mobile applications, Customer Relationship Management (CRM) systems, social media platforms, e-mail, and the Centralized Public Grievance Redress and Monitoring System (CPGRAMS). The contact details of dealers and concerned field officers are prominently displayed at retail outlets to facilitate prompt grievance redressal. All complaints received through these channels are duly investigated and resolved within the stipulated timeframe in accordance with the established procedures of the OMCs.

Public awareness initiatives are also undertaken to educate consumers about the technical compatibility of E20 fuel with all petrol vehicles without any performance issue and the environmental and energy security benefits of ethanol blending. Consumer feedback received through the grievance

redressal mechanisms is regularly monitored by the OMCs, and appropriate corrective measures are taken wherever required to ensure consumer confidence while advancing the Ethanol Blended Petrol (EBP) Programme.

ULBS COVERED UNDER SBM-U 2.0 IN THANJAVUR

3050. SHRI MURASOLI S.:

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

(a) the number of Urban Local Bodies (ULBs) in Thanjavur district covered under the Swachh Bharat Mission-Urban (SBM-U) 2.0 during the last five years;

(b) the funds allocated and released for solid waste management and sewage treatment infrastructure in Thanjavur town during the said period; and

(c) whether Thanjavur has been considered for inclusion under the Smart Cities Mission or any other urban development scheme and if so, the details and the current status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) : Swachh Bharat Mission – Urban (SBM-U) is implemented in urban areas of all States/UTs including Thanjavur district. Further, under Swachh Bharat Mission-Urban (SBM-U) 2.0, launched on 1st October, 2021, Used Water Management (UWM) has been added as a new component to holistically deal with faecal sludge and septage in cities having less than 1 lakh

population. Hence, sewage treatment infrastructure for Thanjavur town is not covered under UWM component of SBM-U 2.0.

The Government of India has allocated ₹807.40 Cr under Solid Waste Management (SWM) component to the State of Tamil Nadu against which proposals having a Central share of ₹806.60 Cr have been approved, out of which an amount of Rs. 265.66 Cr. has been released to the State of Tamil Nadu including Thanjavur.

Sewage treatment infrastructure for Thanjavur town is addressed under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT), launched on 25th June, 2015, and AMRUT 2.0, launched on 1st October, 2021, with the objective of making cities 'self-reliant' and 'water secure'.

Under AMRUT, the State had taken up 01 sewerage and septage management project worth ₹67.8 Cr in the Kumbakonam ULB in Thanjavur district. Under AMRUT 2.0, the State has not taken any project in Thanjavur District in the sewerage and septage management sector.

An amount of ₹4547.68 Cr has been released for the projects under AMRUT/ AMRUT 2.0 to the State of Tamil Nadu including Thanjavur district during the last five years.

(c): The Smart Cities Mission (SCM), launched on 25 June 2015, was implemented up to 31 March 2025, covering 100 selected cities identified through a Challenge/Competition process, Thanjavur was among the cities selected under the Mission.

Under SCM, a total of 103 projects amounting to ₹ 996 Cr were taken up in Thanjavur City, out of which 102 projects amounting to ₹ 989 Cr have been completed. The Thanjavur smart city has been able to claim Central financial assistance of Rs. 490 Cr. As reported by the city as on 31.03.2026, 488 Cr has been utilised.

In 24 ULBs of Thanjavur district, the State of Tamil Nadu has taken up 47 projects worth ₹90.59 Cr under AMRUT 2.0 in the sectors of water supply, water body rejuvenations and development of parks.

Under Pradhan Mantri Awas Yojana – Urban (PMAY-U) and PMAY-U 2.0, in Thanjavur District, 13,424 houses have been sanctioned, with 12,763 grounded and 12,205 completed.

सड़कों का उन्नयन

3051. श्री राजकुमार रोत:

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

(क) क्या बांसवाड़ा-डूंगरपुर, उदयपुर-रतलाम और निम्बाहेड़ा-दाहोद मार्गों पर बढ़ते यातायात के कारण दुर्घटनाओं की संख्या में वृद्धि हो रही है और यात्रा में अधिक समय लग रहा है;

(ख) यदि हां, तो गत पांच वर्षों के दौरान उक्त मार्गों पर हुई सड़क दुर्घटनाओं, मौतों और घायलों का वर्ष-वार ब्यौरा क्या है;

(ग) क्या सरकार द्वारा इन मार्गों को चार लेन का बनाने के लिए किसी विस्तृत परियोजना रिपोर्ट (डीपीआर), व्यवहार्यता अध्ययन या किसी अन्य प्रस्ताव पर विचार किया जा रहा है या उसे स्वीकृति प्रदान की गई है;

(घ) यदि हां, तो ऐसी परियोजना की वर्तमान स्थिति, स्वीकृति की तिथि, लागत, निर्माण एजेंसी का नाम और इसे पूरा करने की संभावित समयावधि क्या है;

(ङ) यदि नहीं, तो क्या सरकार का सड़क सुरक्षा, क्षेत्रीय संपर्क और भविष्य की यातायात आवश्यकताओं को ध्यान में रखते हुए इन मार्गों को चार लेन में उन्नयन करने का विचार है; और

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

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

(क) से (च): राष्ट्रीय राजमार्गों के बांसवाड़ा-डूंगरपुर, उदयपुर-रतलाम और निम्बाहेड़ा-दाहोद खंडों पर दुर्घटनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

इन खंडों की वर्तमान स्थिति निम्नानुसार है:

(i) बांसवाड़ा-डूंगरपुर: एनएच-927ए के इस खंड पर लगभग 6500 यात्री कार इकाइयों (पीसीयू) का यातायात है और हाल ही में इसे पेव्ड शोल्डर विन्यास के साथ 2 लेन में विकसित किया गया है।

(ii) उदयपुर-रतलाम: केवल बांसवाड़ा-राजस्थान/मध्य प्रदेश सीमा खंड 2-लेन/ पेव्ड शोल्डर सहित 2-लेन विन्यास वाला राष्ट्रीय राजमार्ग है, जिसपर लगभग 7800 पीसीयू का यातायात है और शेष खंड राज्य की सड़कें हैं, जिनका रखरखाव संबंधित राज्यों में राजस्थान और मध्य प्रदेश की सरकारों द्वारा किया जाता है।

(iii) निम्बाहेड़ा-दाहोद एनएच-56: वर्तमान यातायात लगभग 8000 पीसीयू है। निम्बाहेड़ा से प्रतापगढ़ खंड 2 लेन विन्यास वाला है और वर्तमान में निर्माण संचालन हस्तांतरण (बीओटी) रियायत के तहत है। इस कॉरिडोर का प्रतापगढ़-पाडी-दाहोद खंड 2-लेन/ पेव्ड शोल्डर सहित 2-लेन विन्यास वाला है और वर्तमान में अल्पकालिक रखरखाव अनुबंधों के तहत अनुरक्षण किया जाता है।

बांसवाड़ा-रतलाम (उदयपुर-रतलाम खंड का भाग), पाडी-दाहोद और बांसवाड़ा-पाडी (निम्बाहेड़ा-दाहोद खंड का भाग) खंडों के और अधिक सुधार/उन्नयन के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का कार्य शुरू कर दिया गया है। कार्यान्वयन और निवेश के निर्णय डीपीआर के परिणाम, मानदंडों की पूर्ति, संपर्कता की आवश्यकता, यातायात सघनता और पीएम गतिशक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर लिए जाते हैं।

विवरण

विगत पांच वर्षों के दौरान एनएच खंडों पर हुई दुर्घटनाओं का जिला-वार और वर्ष-वार ब्यौरा

क्र.सं.	जिला	वर्ष	घातक दुर्घटनाओं की सं.	अघातक दुर्घटनाएँ	कुल
1	डूंगरपुर एनएच-927ए	2021	2	2	4
2		2022	1	3	4
3		2023	11	14	25
4		2024	12	18	30
5		2025	9	16	25
		कुल	**35**	**53**	**88**
1	बांसवाड़ा एनएच-927ए और एनएच-56	2021	13	16	29
2		2022	10	11	21
3		2023	11	8	19
4		2024	9	8	17
5		2025	17	11	28
		कुल	**60**	**54**	**114**
1	प्रतापगढ़ एनएच-56	2021	9	16	25
2		2022	19	31	50
3		2023	27	22	49
4		2024	27	22	49
5		2025	19	31	50
		कुल	**101**	**122**	**223**
1	चित्तौड़गढ़ एनएच-56	2021	6	3	9
2		2022	2	6	8
3		2023	5	5	10
4		2024	11	4	15
5		2025	4	2	6
		कुल	**28**	**20**	**48**

REHABILITATION OF TRIBALS AFFECTED BY KEN-BETWA LINK PROJECT

3052. SHRI RAHUL GANDHI:

SHRI AJENDRA SINGH LODHI:

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

(a) the number of tribal families affected by the Ken-Betwa Link Project, the number fully and partially compensated and these declared ineligible for rehabilitation along with the reasons therefor, village-wise;

(b) whether the Government has received or been referred any complaints of amounts recorded as disbursed but not having reached beneficiaries, if so, the number thereof and the action taken thereon;

(c) the date-wise details of Gram Sabha meetings under the Forest Rights Act, including participation, signatures obtained and grievances received regarding consent, compensation and displacement and their disposal status;

(d) the reasons for evicting tribal families without complying with the Stage-II Forest Clearance conditions;

(e) whether the Government is considering including common resources in compensation, enhancing compensation and extending the rehabilitation cut-off date; and

(f) whether the Government has taken cognisance of protesting tribal communities being evicted without dialogue, if so, the action taken thereon?

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

(a): Ken Betwa Link Project Authority under Department of Water Resources, River Development and Ganga Rejuvenation, Ministry of Jal Shakti has informed that Land Acquisition and Rehabilitation and Resettlement activities are being undertaken by the State Governments.

However, Ministry of Tribal Affairs (MoTA) is member of Steering and Monitoring committees of Ken-Betwa Link Project, which inter alia monitors the progress of implementation of Action plan of R&R of Project Affected Families (PAFs). Further, MoTA had given a clearance for R&R plan for Scheduled Tribes Project Affected Families (ST-PAF) of Ken-Betwa Link Project, Phase – I, wherein the proposal provided by the National Water Development Agency, (NWDA) in 2016, mentioned that the Ken-Betwa Link Project, Phase-I involves displacement of a total of 1,913 Project Affected Families (PAFs) (population 8,339) out of which a **total of 648 PAFs belong to Scheduled Tribes (ST).**

(b) and (f): MoTA has not received any complaint explicitly stating the issues of amounts recorded as disbursed but not having reached beneficiaries. However, Ministry of Tribal Affairs has received the various representations raising issues of displacement due to the Ken-Betwa River Link Project, which were examined and as the implementation of the FRA lies with the State Governments and UT Administration, these have been forwarded to the State Government of Madhya Pradesh and respective District Administrations for examination and necessary action.

(c): As implementation of Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (in short, FRA) lies with State Governments and UT Administrations, this data is not centrally maintained by MoTA.

(d): Ministry of Environment, Forest and Climate Change (MoEFCC) has informed that they have accorded the Stage-II approvals to two proposals pertaining to Ken- Betwa link project in Madhya Pradesh on 03.10.2023 and 06.05.2021 inter-alia stipulating the following conditions:

i. The State Government to ensure that the user agency implements the R&R Plan as per the R&R Policy of State Government in consonance with National R&R Policy, Government of India before the commencement of the project work. The said R&R Plan is monitored by the State Government / Regional Office of MoEF&CC along with indicators for monitoring and expected observable milestones;

ii. The State Government to ensure that compliance of Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 has been completed in accordance with the relevant Rules and Guidelines issued by the MoEF&CC in this regard, before handing over of forest land to the user agency

Further, provisions of Rule No. 11 (7) of the Van (Sanrakshan evam Samvardhan) Rules, 2023 provides that the State Government or Union territory Administration can issue order for diversion, assignment of lease or de-reservation, as the case may be, only after receiving the 'Final' approval of

the Central Government under sub-section (1) of section 2 of the Adhiniyam, and after fulfilment and compliance of the provisions of all other Acts and rules made thereunder, as applicable including ensuring settlement of rights under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (2 of 2007).

Moreover, MoTA has been exhorting the State Governments and UT Administrations to ensure that no rightful beneficiary is deprived of their forest rights including compliance of Section 4 (5) of FRA which stipulates that the claimants cannot be evicted or removed from forest land under his occupation till the recognition and verification procedure is complete.

(e): The Rehabilitation and Resettlement (R&R) of Project Affected Families, including its implementation, disbursement of compensation, enhancing compensation and rehabilitation cut-off date, is being dealt with by the respective State Government/Project Authority.

बिहार में अमृत 2.0 के अंतर्गत परियोजनाएं

3053. श्री गोपाल जी ठाकुरः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) बिहार में, विशेषरूप से दरभंगा नगर निगम के लिए कायाकल्प और शहरी परिवर्तन के लिए अटल मिशन (अमृत) 2.0 के अंतर्गत स्वीकृत परियोजनाओं का ब्यौरा क्या है;

(ख) दरभंगा में जल आपूर्ति, सीवरेज और जल निकासी से संबंधित क्रमशः पूर्ण हो चुकी, निर्माणाधीन और प्रस्तावित परियोजनाओं की कुल संख्या कितनी है;

(ग) उक्त परियोजनाओं के लिए अब तक स्वीकृत और उपयोग की गई निधि का ब्यौरा क्या है; और

(घ) क्या दरभंगा में पेयजल, सीवरेज और जल निकासी प्रणालियों को सुदृढ़ करने के लिए अतिरिक्त परियोजनाओं को स्वीकृति देने हेतु कोई प्रस्ताव सरकार के पास विचाराधीन है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): अटल नवीकरण और शहरी परिवर्तन मिशन **2.0** (अमृत **2.0**) के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों (यूटी) को परियोजनाओं के चयन, मूल्यांकन, प्राथमिकता निर्धारण तथा कार्यान्वयन का अधिकार प्राप्त है। बिहार राज्य ने अमृत **2.0** के अंतर्गत **₹8,167.78** करोड़ की अनुमोदित लागत (जिसमें प्रचालन एवं रख-रखाव लागत भी शामिल है) वाली **62** परियोजनाएं शुरू की गई हैं, जिनमें **₹4,648.37** करोड़ की **30** जलापूर्ति परियोजनाएं, **₹3,445.08** करोड़ अनुमोदित लागत की **11** सीवरेज एवं सेप्टेज प्रबंधन परियोजनाएं, **₹4.06** करोड़ की **3** जलाशय पुनरुद्धार परियोजनाएं तथा **₹70.26** करोड़ अनुमोदित लागत की **18** पार्क परियोजनाएं शामिल हैं। दरभंगा की परियोजनाओं सहित इन परियोजनाओं का ब्यौरा वेबसाइट amrut.mohua.gov.in/approvedProjects/ulb/em9PM2lZUE1UYXNpQzZGNExNK2t3Zz09. पर उपलब्ध है।

(ख): दरभंगा जिले में राज्य ने अमृत **2.0** के अंतर्गत **₹186.16** करोड़ की अनुमोदित लागत की एक जलापूर्ति परियोजना शुरू की है। अमृत **2.0** पोर्टल पर राज्य द्वारा सूचित किया गया है कि इस परियोजना के लिए निविदा आमंत्रण सूचना (एनआईटी) जारी की जा चुकी है।

(ग): अमृत **2.0** के अंतर्गत केंद्रीय हिस्सा परियोजना-वार नहीं, बल्कि राज्य-वार जारी/स्वीकृत किया जाता है। तदुपरांत राज्य परियोजनाओं की प्रगति के अनुसार शहरी स्थानीय निकायों (यूएलबी)/कार्यान्वयन एजेंसियों को निधियां जारी करते हैं। अमृत **2.0** के अंतर्गत दरभंगा की परियोजनाओं सहित बिहार राज्य की परियोजनाओं के लिए कुल **₹441.77** करोड़ का केंद्रीय

हिस्सा जारी/स्वीकृत किया गया है, जिसमें से राज्य द्वारा दिनांक **09.07.2026** तक **₹37.10** करोड़ का उपयोग/व्यय किया जा चुका है।

(घ): दरभंगा की परियोजनाओं सहित राज्य का कोई प्रस्ताव अमृत **2.0** के अंतर्गत केंद्रीय स्तर पर अनुमोदन के लिए लंबित नहीं है।

EXPANSION OF AIRPORT INFRASTRUCTURE IN TAMIL NADU

3054. SHRI G. SELVAM:

DR. RANI SRIKUMAR:

SHRI C. N. ANNADURAI:

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

(a) whether the Government has undertaken or proposes to undertake expansion, modernization and capacity enhancement of airports in Tamil Nadu and if so, the details thereof, airport-wise;

(b) the details of the projects approved or under consideration including new terminals, runway expansion, passenger amenities, cargo infrastructure and improved air connectivity along with the expected timeline fixed for completion;

(c) the likely impact of these airport expansion projects on regional connectivity, tourism, trade, investment and employment in Tamil Nadu; and

(d) the further measures proposed to strengthen aviation infrastructure and enhance air connectivity across the State?

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): Upgradation, modernization and capacity enhancement of existing airports is a continuous process and is undertaken by the Airports Authority of India (AAI) and other airport operators from time to time based on passenger demand forecasts, operational requirements, demand from airlines, availability of land, financial viability, statutory and regulatory clearances, and other site-specific factors.

Major expansion and development works at airports in Tamil Nadu include:

Chennai Airport: Phase-II modernization at a cost of 2,467 crore to enhance passenger handling capacity from 30 Million Passengers Per Annum (MPPA) to 35 MPPA, along with storm water drain modification (209.01 crore), refurbishment of Terminal-1 (81.80 crore) and development of airside infrastructure (480.06 crore).

Tiruchirappalli Airport: Construction of a New ATC Tower-cum-Technical Block at a cost of 80.17 crore.

Coimbatore Airport: Construction of the boundary wall on newly acquired land at a cost of 51.31 crore and addition and alteration to the existing terminal building at a cost of 13.71 crore.

The timeline for completion of the airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure etc.

(c) and (d): International Civil Aviation Organisation (ICAO) study titled 'Economic Benefits of Civil Aviation: Ripples of Prosperity', shows that the air connectivity has an economic multiplier of 3.25 and employment multiplier of 6.1.

In the state of Tamil Nadu, Salem Airport has been developed and operationalised whereas Vellore and Neyveli are being developed under the UDAN Scheme. The next phase of the scheme includes development of 100 airports, connecting 120 destinations across the country including Tamil Nadu.

PETROLEUM AND GAS INFRASTRUCTURE IN MAHARASHTRA

3055. SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

SHRIMATI SUPRIYA SULE:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has undertaken any assessment of the availability and distribution of petroleum products, Liquefied Petroleum Gas (LPG), Compressed Natural Gas (CNG) and Piped Natural Gas (PNG) in Maharashtra during the last three years, if so, the details thereof;

(b) the details of projects sanctioned for the expansion of City Gas Distribution (CGD) networks, LPG infrastructure, fuel retail outlets and petroleum logistics facilities in Maharashtra, district-wise;

(c) whether the Government has identified gaps in PNG and CNG coverage, fuel supply infrastructure and consumer accessibility, if so, the details thereof;

(d) the details of Central assistance and investments made for strengthening petroleum and gas infrastructure in Maharashtra during the last three years; and

(e) the measures taken to expand access to clean fuels, improve fuel security and ensure the uninterrupted supply of petroleum products and natural gas across Maharashtra?

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): India has surplus production of petroleum products to cater to the domestic needs. During 2025-26, 284.9 MMT of Petroleum Products were produced against the domestic consumption of 241.6 MMT. The distribution of petroleum products like MS, HSD, ATF, LPG, CNG, PNG etc. is continuously monitored to ensure uninterrupted supplies through a robust supply chain management system across the country including Maharashtra.

The strengthening of depot and terminal infrastructure, storage augmentation and enhancement of transportation facilities, augmenting the

Retail Outlets, LPG distributorships, CNG stations and alternate fuel infrastructure to improve availability and distribution of petroleum products is a continuous process.

The retail outlets are set up by OMCs at identified locations based on feasibility studies. Locations found to be having sufficient potential are included in the roster of state marketing plan for setting up of Retail Outlets. For appointment of LPG distributorships also, feasibility study is carried out based on available refill sales potential that can sustain economically viable operation. Viable locations are advertised accordingly.

Further, establishment of Compressed Natural Gas (CNG) stations and the provision of Piped Natural Gas (PNG) connections to households are undertaken as part of the development of the City Gas Distribution (CGD) network. These activities are carried out by entities authorized by the Petroleum and Natural Gas Regulatory Board (PNGRB).

PSU OMCs have commissioned 1143 new Retail Outlets and 18 new LPG distributorships during last 3 financial years in Maharashtra. CGD entities have released 17.18 lakh DPNG (Domestic) connections, installed 507 new CNG stations and laid 8,736 Inch-KM pipeline during last 3 financial years in Maharashtra.

In the State of Maharashtra, the Petroleum and Natural Gas Regulatory Board (PNGRB) has authorized 22 Geographical Areas (GAs), including one GA spanning Madhya Pradesh and Maharashtra and one GA spanning Gujarat

and Maharashtra, for the development of the City Gas Distribution (CGD) network. Collectively, these authorized GAs cover all districts of the State.

Details of important infrastructure projects commissioned in the state of Maharashtra during last three years are given in the enclosed **Statement.**

Further, the Government has notified a comprehensive control order dated 24.03.2026 under the Essential Commodities Act, 1955 to facilitate time-bound expansion of pipeline infrastructure across the country, especially CGD. The Order provides a uniform framework for grant of right of way (RoW) and permissions by mandating strict timelines, enabling deemed approvals in case of delays, and prohibiting imposition of unauthorized charges by public authorities.

To strengthen energy security and minimise supply risks, India has significantly diversified its crude oil sourcing portfolio from 27 countries to 41 countries and expanded LNG and LPG sourcing to 15 countries thereby reducing the dependence on any particular country, region or transit route and enhanced India's ability to manage supply disruptions and market volatility. Government, in consultation with Public Sector Oil and Gas Companies and other stakeholders, continuously assesses global supply conditions and acts appropriately to ensure uninterrupted availability of crude oil, LNG and petroleum products.

Government has also adopted a multi-pronged strategy to reduce the dependency on crude oil and to improve fuel security which, inter alia, include demand substitution by promoting usage of natural gas as fuel/feedstock

across the country towards increasing the share of natural gas in economy and moving towards gas based economy, promotion of renewable and alternate fuels like ethanol, second generation ethanol, compressed bio gas and biodiesel, refinery process improvements, promoting energy efficiency and conservation, efforts for increasing production of oil and natural gas through various policies initiatives, etc. For promoting the use of Compressed Bio Gas (CBG) as automotive fuel, Sustainable Alternative Towards Affordable Transportation (SATAT) initiative has also been launched.

STATEMENT

Details of important infrastructure projects commissioned in the state of Maharashtra during last three years:

Sr No	District	Project
1	Nashik	Increase in Bottling capacity of Manmad LPG Plant from 60 TMTPA to 120 TMTPA by adding 2nd carousel of 24 point
2	Raigad	Construction of LPG Bottling Plant at Rasayani with Bottling Capacity of 60 TMTPA & Storage Capacity of 1800 MT
3	Aurangabad	Increase in Loading facility from 4 Bay to 8 Bay at Aurangabad LPG Plant
4	Sangli	Increase in Storage Capacity at Hazarwadi LPG Plant from 2400 MT to 3800 MT
5	Mumbai Suburban	5 KG Cylinder filling facility at Mahul plant
6	Pune	Development of Pune ASF
7	Solapur	Development of Solapur ASF
8	Jalgaon	Development of Jalgaon ASF
9	Ahilyanagar	Upgradation of Shirdi ASF
10	Nagpur	Aircraft refuelers at Nagpur ASF

11	Kolhapur	Aircraft refuelers at Kolhapur ASF

Source: PSU OMCs

FLIGHTS FROM RAJAHMUNDRY AIRPORT

3056. SHRIMATI DAGGUBATI PURANDESWARI:

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

(a) the operational progress of regional flight routes connecting Rajahmundry Airport under the UDAN Scheme during the financial year 2025-2026;

(b) the total number of new unserved and underserved destinations linked to Rajahmundry Lok Sabha Constituency and the average passenger load factor recorded during the last one year;

(c) the total viability gap funding disbursed to commercial airlines operating these designated regional routes originating from East Godavari district;

(d) whether the Government has identified any constraints regarding runway length or Instrument Landing System (ILS) affecting round-the-clock operations at Rajahmundry Airport and if so, the details thereof; and

(e) the measures being taken by the Government to upgrade air traffic control infrastructure to accommodate higher frequency of commercial flights at Rajahmundry Airport?

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): The UDAN scheme aims to enhance regional air connectivity from unserved and underserved airports in the country and making air travel affordable to the masses. As per the provisions of the UDAN Scheme, Rajahmundry Airport has been categorized as a Served Airport since the inception of the Scheme.

Under UDAN 3.0, the tourism RCS route Rajahmundry-Visakhapatnam-Rajahmundry was operationalised on 15.09.2019 and remained operational up to 21.04.2023, during which Viability Gap Funding (VGF) amounting to Rs. 17.35 crore was disbursed.;

(d): Rajahmundry Airport is a DGCA licensed 4C airport with a runway length of 3,165 metres and is suitable for round-the-clock operations. Installation of the Instrument Landing System (ILS) was completed on 26.05.2026.

(e): Expansion, modernisation and development of airport infrastructure is a continuous process, which is undertaken by the Airports Authority of India (AAI) and other airport operators/developers based on passenger demand forecasts, commercial feasibility, operational requirements, demand from airlines and availability of land. Such development works are taken up in a phased manner.

“NATIONAL OVERSEAS SCHOLARSHIP FOR STs”

3057. SHRI BALASHOWRY VALLABHANENI:

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

(a) whether it is true that the objective of the National Overseas Scholarship for Scheduled Tribe (ST) candidates is to motivate and support them in pursuing higher education, if so, the details thereof;

(b) whether the Government justifies providing only twenty National Overseas Scholarships annually to Scheduled Tribe candidates, if so, the details thereof;

(c) whether it is true that out of the twenty scholarships, three are earmarked for Particularly Vulnerable Tribal Groups (PVTGs), if so, the details thereof;

(d) whether the Government justifies fixing the annual family income limit at Rs. 6 lakh for eligibility under the National Overseas Scholarship Scheme, if so, the details thereof; and

(e) whether there is any proposal to revise the annual family income limit of Rs. 6 lakh and increase the number of scholarships from 20 to 100, 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): Yes Sir, it is true that the objective of the National Overseas Scholarship for Scheduled Tribe (ST) candidates is to motivate and support them in pursuing higher education. Under the Scheme of National Overseas Scholarship for ST Candidates, a Central Sector Scheme of Ministry of Tribal Affairs, scholarships are given to the meritorious Schedule Tribe (ST) students for pursuing higher education in Top 1000 QS Ranked Institutes/Universities

situated outside India. Details of the courses of higher education along with marks and age criteria are given below: -

Sl. No.	Course	Marks and educational qualification	Maximum Age as on 1st July of selection year
1.	Post-Doctoral Research	55% marks or equivalent grade in relevant Master's Degree with awarded Ph.D.	38 years
2.	Ph. D.	55% marks or equivalent grade in relevant Master's Degree	35 years
3.	Master Degree	55% marks or equivalent grade in relevant Bachelor's Degree	32 years

The selected candidates are given the cost of tuition, other educational fees charged by the Foreign University, maintenance & other grants along with travel expenses.

(b): Based on the budgetary allocation and the applications received by the eligible ST students in the past, the provision of selection of 20 fresh students in an academic year was laid down in the existing guidelines of the National Overseas Scholarship.

(c): Yes, it is true that out of the twenty scholarships, three are earmarked for Particularly Vulnerable Tribal Groups (PVTGs). A copy of the scheme guidelines highlighting the earmarking for PVTGs is given in the enclosed **Statement**.

(d): The criteria of annual family income limit upto Rs. 6 lakhs laid down in the existing guidelines of the National Overseas Scholarship justifies the delivery of benefit to the more deserving ST candidate.

(e): The appraisal and approval of the Expenditure Finance Commission for the NOS scheme for its continuation during F.Y. 2026- 27 to 2030-31 is currently ongoing wherein, *inter-alia,* the proposal to revise the annual family income and increasing the number of slots in the NOS scheme is included for seeking the approval of the Dept. of Expenditure on the draft EFC. The decision regarding enhancing the annual income limit and number of slots under NOS in the said EFC is subject to the approval of the Competent Authority.

STATEMENT

सत्यमेव जयते

GOVERNMENT OF INDIA

MINISTRY OF TRIBAL AFFAIRS

GUIDELINES

CENTRAL-SECTOR SCHOLARSHIP SCHEME

OF

NATIONAL OVERSEAS SCHOLARSHIP FOR ST STUDENTS

2021-22 to 2025-26

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NATIONAL OVERSEAS SCHOLARSHIPS FOR ST STUDENTS

1. INTRODUCTION

It is a Central Sector Scheme of Ministry of Tribal Affairs under which scholarships are given to the meritorious Schedule Tribe (ST) students for pursuing higher education in reputed Institutes/Universities abroad. The Scheme will be implemented through the Indian Embassies/Missions abroad, Ministry of External Affairs. The provisions of this scheme guideline will be applicable from 2021-22 and onwards.

2. SALIENT FEATURE OFTHE SCHEME

2.1. SCOPE

i. Financial assistance is provided for pursuing post graduate courses (Masters, Ph. D and Post-Doctoral Research) in reputed universities across the world. Bachelor level courses in any discipline are not covered under the scheme.

ii. 20 awards every year would be sanctioned to ST students as under:

Sl. No.	Category	No. of Award
1	ST candidates	17
2	Particularly Vulnerable Tribal Groups (PVTG)	03
	Total	20

iii. If for any specific year, successful candidates are not available to the extent prescribed for one of the above listed categories, the awards for that year would become open for the other category.

iv. 30% of the scholarship awards are earmarked for female candidates. However, in case, adequate female candidates are not available, the unutilized slots will become open for eligible male candidates.

2.2. CONDITIONS OF ELIGIBILITY

(i). Qualification

Sr. No.	Course	Marks and educational qualification	Maximum Age as on 1st July of selection year
1	Post-Doctoral Research	55% marks or equivalent grade in relevant Master's Degree* with awarded Ph.D.	38 years
2	Ph. D	55% marks or equivalent grade in relevant Master's Degree	35 years
3	Master's	55% marks or equivalent grade in	32 years

Sr. No.	Course	Marks and educational qualification	Maximum Age as on 1st July of selection year
	Degree	relevant Bachelor's Degree.	

Note: The criteria of marks obtained in Bachelor's/Master's Degree will not apply to those candidates who have already obtained admissions in top 1,000 Institutes as QS World ranking of the latest available report.

(ii). One child in a family and one timeassistance

Not more than one child of the same parents will be eligible and the candidate has to furnish a self-certification to this effect. An individual is eligible for only one award and cannot be considered for any other award or same/higher level of award for the second time under the Scheme

(iii). Income Criteria

Scholarships will be paid to the students whosefamilyincome from all sources does not exceed *Rs.6,00,000/- (Rs. Six lakhs only)* per annum.

The family income shall be computed in the following manner: -

I. In case where both father and mother are working, the combined income of both of them from all sources shall be taken into account in computing total family income.
II. In case any other member of the family, other than father and mother, is an earning member, his or her income shall not be included in computing total family income.
III. In case only one parent is alive, the income of that parent shall be taken into account for considering total family income. If other sibling or family member is an earning member, their income shall not be included in computing total family income.
IV. In case of an orphan, supported by a guardian, income criteria shall not apply.

Note 1: *Definition of Income - Income means gross income including income from all sources without and exemption and deductions available in the Income Tax Act.*

Note 2: *Income certificate is required to be taken once only i.e. at the time of admission to course which will be valid for the entire duration of the course.*

Note 3: *The income certificate given at the time of admission should be taken in the same year for which the admission is taken. In case of salaried employee, the income of previous financial year will be considered for the purpose of eligibility. For example, if a candidate applies afresh for academic year 2021-22, the family income for financial year 2020-21 would be required.*

3.0. SUBJECTS AND SLOTS COVERED UNDER THE SCHEME

The subjects/disciplines in which student can opt for studies abroad and the number of slots available under each fieldfor grant of award are listed below: -

Field of study	Number of slots for the field of study
Pure/Applied Science/ Engineering/Technology/ Mathematics (STEM)	10
Management, Economics, Finance, Law	04
Agriculture/Medicine	04
Humanities/Social Science/Fine Arts	02

3.1. Duration of award with Financial Assistance:

Financial assistance will be provided till completion of the course/research or the prescribed duration of the course, whichever is earlier: -

Sl.No.	Course	Maximum Duration
1	Post-Doctoral Research	2 years
2	Ph. D	4 years (four years)
3	Master's Degree	1 or 2 years (One/Two years) depending upon the type and duration of the Course.

Note: Extension of stay beyond prescribed duration for levels of courses as mentioned above, will be **without** financial assistance of any kind except the air passage to return to India, if the candidate decides to come back to India on completion of the course.

3.2. Value of scholarship

Sl.No.	Scholarship Component	Details
1	Annual Maintenance Allowance	The Annual maintenance allowance in USD15,400 ($ Fifteen thousand four hundred only) in US/ Pound sterling 9,900 (£ Nine thousand nine hundred only) in United Kingdom for all level courses. For other countries, the USD or equivalent rates would be applicable.
2	Annual Contingency and Equipment Allowance	The Annual Contingency and Equipment Allowance for books/essentialapparatus/study tour/typing and binding of thesis etc. will be $ 1532 (US Dollars One thousand five hundred thirty-two only) for the candidates in US and for candidates in United Kingdom, it will be £ 1116

Sl.No.	Scholarship Component	Details
		(Pounds sterling One thousand one hundred sixteen only). For other countries, US Dollar or equivalent rates would be applicable.
3	Poll Tax	Actuals shall be paid, wherever applicable
4	Visa Fees	Actual visa fees in Indian Rupees will be paid.
5	Incidental Journey Expenses	Incidental journey expenses up to US Dollars 20 or its equivalent in Indian Rupees are permissible.
6	Fees	Tuition fees and other non-refundable fees which is required to be compulsorily paid by the student for completion of the course, as per actuals.
7	Medical Insurance Premium	Actuals as charged will be admissible. The Indian Embassy/Mission in the respective country will however examine the reasonableness of medical premium opted/claimed by the student.
8	Cost of Air Passage	Air passage grant on actual basis from India to the nearest place to the educational institution and back to India, by economy class and shortest route at best available price shall be provided.
9	Local Travel	Second class railway fare from the port of disembarkation to the place of study and back; in case of far flung places not connected by rail, bus fare from the place of residence to the nearest railway station, actual charge of crossing by ferry, air fare to the nearest rail-cum-air Station will be permissible.

Note 1: -

a. In case of unforeseen circumstances like pandemic, natural calamity, war etc., if an NOS awardee comes to India and pursues studies online, the Maintenance Allowance will be provided as per the rate of Junior Research Fellow (JRF) for Master Degree and as per the rate of Senior Research Fellow (SRF) for PhD and Post Doctorate course admissible under the scheme of National Fellowship for ST students during the online study period. The maintenance allowance asperforeign rates may be resumed as and when the awardee joins the universityabroad to continue on-campus studies.

b. In case, any NOS awardee comes to India for field study, as part of Course requirement, he would be required to take permission from the concerned Institute and Indian Embassy justifying that the field study in India is integral to successful completion of the course. The candidate will inform the Ministry by updating the details on the portal. The awardee will be provided Maintenance Allowance as per the rate of JRF for Master Degree and SRF for PhD and Post Doctorate course admissible under the schemeof National Fellowship for ST students of the Ministry

for the duration of the field study. The maintenance allowance as per foreign rates will be resumed only when the awardee joins his/her university abroad after completing field study in India. In such a situation, the candidate will be entitled for to and fro airfare only once for the entire duration of the course.

c. For the duration of the student's stay for which the student stays in India, the maintenance allowance payable abroad as per foreign rates will be proportionately reduced.

Note 2: The Students once considered for scholarship shall not be entitled for any other scholarship of the Centre/ State Govt for the same study.

Note 3. The Indian Embassy/Mission located in respective country will disburse the above listed financial assistance to the Institute and the student and the Ministry of Tribal Affairs shall reimburse the same to the Ministry of External Affairs.

Note 4: If the student comes to India in between the course, he will be required to duly inform, the Indian Mission and the institution of study. The awardee will, however, be required to bear to and fro journey expenses for the visit and shall also not be entitled to receive maintenance allowance under the scheme, for the period of being away from the place of his/her educational institution abroad. The maintenance allowance shall be resumed by the Indian Mission only from the date of his/her resuming same course at the same institution.

4.0. SELECTION PROCEDURE

4.1. ON-LINE APPLICATION THROUGH PORTAL

The applications for scholarships under the schemewill be invited online through National Overseas Scholarship Portal (NOSP) developed by the Ministry (overseas.tribal.gov.in). The opening and closing of the portal would be announced through an advertisement in Employment News, other prominent News Dailies, through Institutes/Universities, State Governments and through the Ministry's Portal. Applicants are advised to go through the Instruction Manual before applying online and for any query, may refer to the helpdesk module given on the portal.

4.2. REGISTRATION PROCESS:

Before filling application form online, candidates are required to register themselves on the NOSP and on Digi Locker. Aadhaar is mandatory for registration on portal. The applicant would be required to upload documents through Digi locker.

4.3. DOCUMENTS REQUIRED FOR FILLING DOCUMENTS REQUIRED FOR FILLING APPLICATION FORM

Applicant will be required to upload the following documents on the portal for registration:

- Latest Coloured Passport Size Photograph

- ST certificate issued by the competent authority
- PVTG certificate issued by the competent authority (if applicable)
- 10th Certificate/Marksheet in support of Date of Birth
- Graduation / Post-Graduation mark sheet [Aggregate marks in %] /equivalent % marks in case of CGPA / Ph. D completion certificate, wherever applicable (Conversion sheet of aggregate marks into percentage to be issued by Institute/University)
- Offer of admission
- Income Certificate

The candidates need to ensure that they fulfil all the eligibility criteria at the time of applying for scholarship. If it is found that the candidate does not have the eligibility or the candidate fails to upload the required document which are mandatory to prove their eligibility, the application will be liable to be rejected.

4.4. PREPARATION OF MERIT LIST

All applications received within the stipulated period, will be scrutinized for the eligibility criteria. Separate merit list will be drawn for each field of study as mentioned in para 3.3. above. The eligible applications will be considered for award of scholarship as per the procedure given below:

a. First priority will be given to the candidates who have already got admission and are pursuing their studies in the top 1,000 ranked foreign Institutes/Universities (as per the latest QS world ranking). The merit list will be drawn based on the ranking of the Institute. In case of a tie between the QS rankings of two or more candidates, merit will be decided on the basis of marks/grades secured by the candidate in the qualifying examination for higher studies for which the scholarship has been applied for.

Note: -

If selected, the student will be entitled for scholarship prospectively from the date of issuance of award letter. No reimbursement will be made for the fee already paid by the student to the University and the expenses incurred on Insurance etc. However, the Maintenance and Contingency and Equipment allowance will be given in proportion to number of months for the remaining financial year from the date of issue of Award letter. For subsequent years, the student will be eligible for scholarship covering all fee and other expenses (mentioned in para 3.5) for the remaining duration of the course (as mentioned in para 3.4).

b. In case sufficient number of students are not selected as mentioned in para (a) above, merit list will be drawn from the candidates who have already secured preliminary letter/offer of admission from top 1,000 ranked foreign

Institutes/Universities (as per the QS world ranking) and are yet to join. Merit list will be drawn in similar manner as mentioned in para 'a' above; i.e based on the ranking of the Institute and in case of tie in ranking of university/institution, the marks/grades secured by the candidate in the qualifying examination.

c. In case sufficient students are not selected as per para "a" and "b" above, the vacant slots will be filled from among the remaining eligible candidates through personal interview by a committee of experts constituted by the Ministry. The candidates who have cleared GRE/GMAT/TOFEL etc. will be given preference.

Note: The finally selected candidates will be required to secure admission and join in one of the top 1,000 ranked foreign Institutes/Universities abroad (as per the QS world ranking) **within 2 years** from the date of communication of Award Letter. On expiry of this specified period of time, the award will automatically get cancelled.

Note:

d. In case, the candidates who are selected as per para "b" and "c" do not secure admission and join in one of the top 1,000 ranked foreign Institutes/Universities abroad within 2 years from the date of communication of selection, such unfilled seats will be carried over to the next selection year immediately after the expiry of such time period. For example, if the date of provisional award is 01.09.2019, the candidate is required to get admission latest by 30.9.2021. In case the students fail to take admission within the prescribed time limit, such slots will be carried over to the selection year 2021-22.

e. Verification of the selected candidates as per para "a" above will be done through the Indian Embassy/Mission in the respective country. Verification of the short-listed candidates as per para "b" and "c" will be done through the respective State/UT.

f. The short-listed candidates who are required to appear in Interview before the Expert Committee will be entitled to reimbursement of second-class train fare/bus fare from the place of residence to the place of interview, by shortest route.

g. Provisional merit list of eligible candidates will be posted on the Ministry's website.

4.5. CONSTITUTION OF EXPERT COMMITTEE:

The Ministry will constitute a Selection Committee with domain experts. The Chairperson and members of the committee will be entitled to be paid economy air fare and the rate of hotel accommodation and D.A. would be as admissible to them as per eligibility in their concerned department/University/Institute. Further, honorarium of Rs.2500 a day will be paid to the members. If the members of the Committee are from New Delhi then a sitting fee inclusive of travelling allowance not exceeding Rs. 5000/- a day will be payable, for each day of their participation.

5. ROLE OF INDIAN EMBASSY/MISSION ABROAD

Before releasing scholarships to the candidates, the Indian Embassies/Missions abroad shall see the overall performance/ behaviour of the candidate.

i. In order to have a better connect with the students and status of their studies the student will submit progress report on the NOS Portal once in every 6 months. The Indian Mission abroad shall obtain performance reports from the university/institution where the awardee is pursuing his/her studies for which the award was given under the scheme and update the information thereon and other relevant information such as joining reports, discontinuation of studies etc., on online portal of the Ministry (https://overseas.tribal.gov.in/) as per the prescribed format.

ii. The Mission shall inform this Ministry any serious adverse developments in case of the awardee which requires decision towards further continuation of the award or otherwise.

iii. Before leaving the country, the student will be required to take permission ofIndian Mission and inform the Ministry on the portal.

iv. The Indian Mission will also be responsible for activities as mentioned in para 4.4(e)

6. OTHER CONDITIONS

i. Selected candidates shall furnish all such documents and enter into such agreements before their departure as shall be decided by the Government of India from time to time. In case the candidate is already residing abroad, he/she shall furnish all relevant documents and enter into such agreements prior to the release of the scholarship by the Indian Mission.

ii. The candidate shall not change the course of study or research and the Institute for which scholarship has been sanctioned.

iii. It will be the responsibility of candidate to obtain the appropriate visa for a country wherein he/she intends to study.

iv. In case the awardee has received overpayment through Indian Mission abroad or any other Government agency, he/she shall refund the same to Indian Mission abroad.

v. After completion of the course, the awardee shall upload the course completion details along with brief of study in the Alumni Module of NOS portal of the Ministry before his return tickets are booked.

7. CANCELLATION OF AWARD

The award of the scholarship will be cancelled and no financial support will be provided. Also, the Ministry of Tribal Affairs may recover the already paid award amount in case of any of the following:

i. The awardee has taken admission by submitting false documents or not conforming to the guidelines governing the Scheme;

ii. The awardee returning to India without successfully completing the course for which he/she has been selected.

Note: If the failure to complete the course is due to ill-health, he would require to submit certificate of medical officer nominated by the Indian Mission abroad.

iii. The student is involved in any illegal activity or antinational activity or misconduct or associated with use of narcotic substances or involved in violation of law of the host country or in the event of any police case against the candidate.

8. LITIGATION

Any litigation on matters arising out of this scheme in India will be subject to sole jurisdiction of the courts situated in Union Territory of Delhi. The litigations arising abroad will be attended to by the Indian Missions abroad.

9. CHANGE IN THE PROVISIONS OF THE SCHEME:

The provisions of this Scheme can be changed at any time with the approval of Minister of Tribal Affairs, Government of India.

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NATIONAL HIGHWAY-183A IN KERALA

3058. SHRI ANTO ANTONY:

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

(a) the present status of construction work on National Highway (NH)-183A in the State of Kerala;

(b) whether there is an inordinate delay in completing the work on above Highway;

(c) if so, the details thereof and the reasons for the delay;

(d) whether the upgradation of existing road has been completed; and

(e) if so, the details of work completed and the expenditure incurred by the Government in this regard?

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

(a) to (c): At present, no development or upgradation work is under implementation on National Highway (NH)-183A. However, maintenance works under Performance Based Maintenance Contracts (PBMC) and road safety improvement works are being carried out on various stretches to keep the NH in traffic worthy condition.

(d) and (e): Strengthening and geometric improvement works from Km 27.300 to Km 32.940 and from Km 40.000 to Km 72.390 of NH-183A have been completed at a total cost of ₹50.99 crore.

MEKEDATU BALANCING RESERVOIR PROJECT

3059. SHRI MATHESWARAN V. S.:

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

(a) whether the Cauvery Water Management Authority (CWMA) has taken any decision on the Detailed Project Report (DPR) of the Mekedatu Balancing Reservoir-cum-Drinking Water Project submitted by the State Government of Karnataka and if so, the details thereof; and

(b) whether the CWMA has sought comments from the Central Empowered Committee constituted by the Supreme Court on the above Project and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): The Detailed Project Report (DPR) of Mekedatu Balancing Reservoir cum Drinking Water Project submitted by Government of Karnataka to Central Water Commission (CWC) was forwarded by CWC to Cauvery Water Management Authority (CWMA) for considering the acceptability of the project in January 2019. The DPR was also shared with the Party States/Members of the Authority from State of Karnataka, State of Tamil Nadu, State of Kerala and U.T of Puducherry for their views.

The project was deliberated and discussed in the 28th meeting of CWMA held on 01.02.2024 and based on the opinion of majority of the participants of the meeting, CWMA decided to return the DPR back to CWC for establishing its feasibility or otherwise of the project.

Subsequently, during the examination of DPR of project in CWC, it is observed that the scheme is revised with respect to the DPR submitted in 2019. Detailed Project Report (DPR) of Mekedatu Balancing Reservoir cum Drinking Water Project, Karnataka submitted in 2019 has been returned to the project authority with the request to submit the revised DPR in compliance with the CWDT Award and as per the extant CWC guidelines.

(b): CWMA has not sought any comments on the Mekedatu Balancing Reservoir cum Drinking Water Project from the Central Empowered Committee constituted by the Supreme Court. The Central Empowered Committee deals primarily with matters relating to forests, wildlife and environmental compliance under the orders of the Supreme Court and has no role in the techno-economic appraisal of the DPR or determination of inter-State allocation of Cauvery waters.

विद्युत अवसंरचना का सुदृढ़ीकरण

3060. श्रीमती ज्योत्स्ना चरणदास महंतः

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) छत्तीसगढ़ सहित बिजली की मांग और बिजली की कटौती का जनवरी से जून, 2026 तक राज्य-वार और माह-वार ब्यौरा क्या है;

(ख) जलवायु परिवर्तन के कारण लू की बढ़ती अवधि, बारंबारता और तीव्रता को ध्यान में रखते हुए विद्युत अवसंरचना को सुदृढ़ करने के लिए सरकार द्वारा क्या उपाय किए गए हैं; और

(ग) उक्त अवधि के दौरान अत्यधिक बिजली की मांग और बिजली कटौती दर्ज करने वाले राज्यों/संघ राज्य क्षेत्रों के नाम क्या हैं?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) से (ग): देश में विद्युत की पर्याप्त उपलब्धता है। देश की वर्तमान संस्थापित उत्पादन क्षमता 548.86 गीगावाट (जून 2026 तक) है। देश ने अप्रैल 2014 से अब तक 324.7 गीगावाट उत्पादन क्षमता जोड़कर विद्युत की कमी की गंभीर समस्या का समाधान किया है, जिससे देश विद्युत की कमी से विद्युत पर्याप्तता में बदल गया है।

इस वर्ष अल नीनो के प्रभाव के कारण विद्युत की आवश्यकता में उल्लेखनीय वृद्धि हुई है। अप्रैल से जून 2026 के दौरान, पिछले वर्ष की इसी अवधि की तुलना में विद्युत की अधिकतम मांग में लगभग 12% की वृद्धि हुई। वर्तमान स्थिति के अनुसार, मई 2026 और जुलाई 2026 में अखिल भारतीय स्तर पर 270.8 गीगावाट की सर्वकालिक अधिकतम मांग सफलतापूर्वक पूरी की गई। जनवरी 2026 से जून 2026 तक छत्तीसगढ़ सहित राज्यवार और माहवार ऊर्जा आपूर्ति स्थिति का ब्यौरा संलग्न **विवरण** में दिया गया है। आपूर्ति की गई ऊर्जा, ऊर्जा की आवश्यकता के अनुरूप रही है, जिसमें केवल मामूली अंतर है जो सामान्यत: राज्य के पारेषण/वितरण नेटवर्क में बाधाओं के कारण होता है।

जलवायु परिवर्तन के कारण लू की अवधि, आवृत्ति और तीव्रता में वृद्धि को देखते हुए, सरकार ने विद्युत अवसंरचना को मजबूत करने के लिए निम्नलिखित उपाय किए हैं:

1. **उत्पादन और भंडारण आयोजना:**

(i) राष्ट्रीय विद्युत योजना (एनईपी) के अनुसार, वर्ष 2031-32 में संस्थापित उत्पादन क्षमता 874 गीगावाट होने की संभावना है। यह सुनिश्चित करने के लिए कि उत्पादन क्षमता अनुमानित मांग से अधिक रहे, सभी राज्यों ने सीईए के परामर्श से अपनी "संसाधन पर्याप्तता योजनाएं (आरएपी)" तैयार की हैं, जो गतिशील 10-वर्षीय रोलिंग योजनाएं हैं और इसमें विद्युत उत्पादन के साथ-साथ विद्युत क्रय आयोजना भी शामिल है।

(ii) सभी राज्यों को सलाह दी गई कि वे अपनी संसाधन पर्याप्तता योजनाओं के अनुसार सभी उत्पादन स्रोतों से उत्पादन क्षमताएं बनाने/अनुबंधित करने की प्रक्रिया शुरू करें।

(iii) विद्युत उत्पादन क्षमता बढ़ाने के लिए, भारत सरकार ने निम्नलिखित क्षमता वृद्धि कार्यक्रम शुरू किया है:

(क) तापीय क्षमता में वृद्धि: वर्ष 2035-36 तक अनुमानित तापीय (कोयला और लिग्नाइट) क्षमता की आवश्यकता दिनांक 31.03.2023 तक 2,11,855 मेगावाट की संस्थापित क्षमता की तुलना में लगभग 3,15,000 मेगावाट अनुमानित है। इस आवश्यकता को पूरा करने के लिए, विद्युत मंत्रालय ने न्यूनतम 1,05,000 मेगावाट अतिरिक्त कोयला और लिग्नाइट आधारित तापीय क्षमता संस्थापित करने की परिकल्पना की है।

तदनुसार, अप्रैल 2023 से दिनांक 30.06.2026 तक लगभग 21,080 मेगावाट की तापीय क्षमताएं कमीशन की गई हैं। इसके अलावा, वर्तमान में 47,545 मेगावाट की तापीय क्षमता (4,845 मेगावाट की संकटग्रस्त तापीय विद्युत परियोजनाओं सहित) निर्माणाधीन है। 16,000 मेगावाट के विवरण अवार्ड किए गए हैं और निर्माण किया जाना बाकी है।

(ख) केंद्रीय विद्युत प्राधिकरण (सीईए) ने वर्ष 2026-27 से 2031-32 की अवधि के दौरान लगभग 16,448 मेगावाट की जलविद्युत क्षमता वृद्धि का अनुमान लगाया है। इसमें से, दिनांक 30.06.2026 तक की स्थिति के अनुसार, 400 मेगावाट कमीशन किया जा चुका है तथा 12,973 मेगावाट वर्तमान में निर्माणाधीन है।

(ग) न्यूक्लियर क्षमता संवर्धन: 8000 मेगावाट न्यूक्लियर क्षमता निर्माणाधीन है और इसे वर्ष 2031-32 तक पूरा किए जाने का लक्ष्य है। 5600 मेगावाट न्यूक्लियर क्षमता आयोजना और अनुमोदन के विभिन्न चरणों में है।

(घ) नवीकरणीय क्षमता संवर्धन: 119,580 मेगावाट सौर (हाइब्रिड-सौर सहित) तथा 27,720 मेगावाट पवन (हाइब्रिड-पवन सहित) सहित 1,47,720 मेगावाट नवीकरणीय

क्षमता निर्माणाधीन है, जबकि 44,440 मेगावाट सौर क्षमता सहित 47,830 मेगावाट नवीकरणीय क्षमता आयोजना के विभिन्न चरणों में है और वर्ष 2029-30 तक पूरा किए जाने का लक्ष्य है।

(ङ) ऊर्जा भंडारण प्रणालियों का संवर्धन: दिनांक 30.06.2026 तक, 15,870 मेगावाट/95,220 एमडब्ल्यूएच पंप भंडारण परियोजनाएं (पीएसपी) निर्माणाधीन हैं। इसके अलावा, कुल 6,580 मेगावाट/39,480 एमडबल्यूएच क्षमता की पंप भंडारण परियोजनाएं (पीएसपी) की स्वीकृति दी गई है और अभी निर्माण शुरू किया जाना है। दिनांक 30.06.2026 तक, 15,754 मेगावाट/42,530 एमडबल्यूएच बैटरी ऊर्जा भंडारण प्रणाली (बीईएसएस) क्षमता निर्माणाधीन है, 11,747 मेगावाट/38,425 एमडबल्यूएच अवार्ड की गई है और 19,192 मेगावाट/67,574 एमडबल्यूएच बीईएसएस क्षमता निविदा चरण में है।

2. नवीकरणीय ऊर्जा (आरई) उत्पादन को बढ़ावा देना:

(i) दिनांक 30 जून, 2025 तक (जून, 2028 तक प्रतिवर्ष 25% की दर से छूट में क्रमिक कमी होगी) शुरू होने वाली परियोजनाओं, जून 2028 तक शुरू होने वाली सह-स्थित बीईएसएस परियोजनाओं, जून 2028 तक निर्माण कार्य अवार्ड होने वाली हाईड्रो पीएसपी परियोजनाओं, दिसंबर 2030 तक शुरू होने वाली हरित हाइड्रोजन परियोजनाओं तथा दिसंबर 2032 तक शुरू होने वाली अपतटीय पवन परियोजनाओं के लिए सौर एवं पवन विद्युत की अंतर-राज्यीय बिक्री हेतु अंतर-राज्यीय पारेषण प्रणाली (आईएसटीएस) प्रभारों की 100% छूट दी गई है।

(ii) ग्रिड से जुड़ी सौर, पवन, पवन-सौर हाइब्रिड तथा फर्म एवं डिस्पैचेबल आरई (एफडीआरई) परियोजनाओं से विद्युत की खरीद हेतु टैरिफ आधारित प्रतिस्पर्धी बोली प्रक्रिया के लिए मानक बोली दिशा-निर्देश जारी किए गए हैं।

(iii) नवीकरणीय ऊर्जा कार्यान्वयन एजेंसियां (आरईआईए) नियमित रूप से आरई विद्युत की खरीद के लिए बोलियाँ आमंत्रित कर रही हैं।

(iv) स्वचालित मार्ग के अंतर्गत 100 प्रतिशत तक प्रत्यक्ष विदेशी निवेश (एफडीआई) की अनुमति दी गई है।

(v) तीव्र आरई ट्रेजेक्टरी के लिए आवश्यक पारेषण अवसंरचना के संवर्धन हेतु, वर्ष 2032 तक पारेषण योजना तैयार की गई है।

(vi) नवीकरणीय विद्युत की निकासी हेतु हरित ऊर्जा गलियारा स्कीम के अंतर्गत नई अंत: राज्यीय पारेषण लाइनें बिछाने और नई सब-स्टेशन क्षमता निर्माण को सहायता प्रदान की गई है।

(vii) बड़े पैमाने पर नवीकरणीय ऊर्जा परियोजनाओं की संस्थापना हेतु आरई विकासकर्ताओं को भूमि और पारेषण सुविधा उपलब्ध कराने के उद्देश्य से सोलर पार्क तथा अल्ट्रा मेगा सोलर पावर परियोजनाओं की स्थापना संबंधी स्कीम लागू की जा रही है।

(viii) प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाअभियान (पीएम-कुसुम), पीएम सूर्य घर मुफ्त बिजली योजना, उच्च दक्षता वाले सौर पीवी मॉड्यूल पर राष्ट्रीय कार्यक्रम, प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम-जनमन) एवं धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीए-जेजीयूए) के अंतर्गत नई सौर विद्युत योजना (जनजातीय एवं पीवीटीजीआबादी/गांवों के लिए), राष्ट्रीय हरित हाइड्रोजन मिशन, अपतटीय पवन ऊर्जा परियोजनाओं के लिए व्यवहार्यता अंतर वित्तपोषण (वीजीएफ) योजना जैसी स्कीमें शुरू की गई हैं।

(ix) नवीकरणीय ऊर्जा खपत को प्रोत्साहित करने के लिए, नवीकरणीय क्रय दायित्व (आरपीओ) के बाद नवीकरणीय उपभोग दायित्व (आरसीओ) ट्रेजेक्टरी को वर्ष 2029-30 तक अधिसूचित किया गया है। आरसीओ, जो ऊर्जा संरक्षण अधिनियम, 2001 के तहत सभी नामित उपभोक्ताओं पर लागू होता है, का अनुपालन न करने पर शास्ति लगेगी।

(x) “अपतटीय पवन ऊर्जा परियोजनाओं की स्थापना हेतु कार्यनीति” जारी की गई है।

(xi) एक्सचेंजों के माध्यम से आरई की बिक्री को सुविधाजनक बनाने के लिए ग्रीन टर्म अहेड मार्केट (जीटीएएम) लॉन्च की गई है।

(xii) सौर पीवी मॉड्यूल की आपूर्ति श्रृंखला के स्थानीयकरण के उद्देश्य की प्राप्ति हेतु उत्पादन संबद्ध प्रोत्साहन (पीएलआई) स्कीम प्रारंभ की गई है।

3. पारेषण:

अंतर्राज्यीय और अंतः राज्यीय पारेषण प्रणाली की योजना बनाई गई है और उत्पादन क्षमता वृद्धि के समतुल्य समय सीमा में इसका कार्यान्वयन किया गया है। राष्ट्रीय विद्युत योजना के अनुसार,वर्ष 2022-23 से वर्ष 2031-32 तक की दस वर्ष की अवधि के दौरान लगभग 1,91,474 सीकेएम पारेषण लाइनें और 1,274 जीवीए अंतरण क्षमता (220 केवी और उससे अधिक वोल्टेज स्तर पर) जोड़ने की योजना है।

उपर्युक्त के अलावा, विद्युत मंत्रालय ने पारेषण लाइनों के लिए राइट ऑफ वे (आरओडब्ल्यू) के मुआवजे के भुगतान के संबंध में दिनांक 14.06.2024, 21.03.2025 और 15.12.2025 को दिशानिर्देश जारी किए हैं, जिसमें भूमि दर को प्रचलित बाजार दर से जोड़ा गया है। ये दिशानिर्देश राज्य सरकार द्वारा निर्धारित दरों की तुलना में अधिक मुआवजे की मांग करने वाले भूस्वामियों से उत्पन्न होने वाली आरओडब्ल्यू संबंधी प्रमुख चुनौतियों का समाधान करते हैं।

4. वितरण:

भारत सरकार ने गुणवत्ता और विश्वसनीय विद्युत आपूर्ति के लक्ष्य को प्राप्त करने में राज्यों की सहायता के लिए पहले दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), एकीकृत विद्युत विकास स्कीम (आईपीडीएस), प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) और वर्तमान में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) जैसी स्कीमों के माध्यम से राज्यों के प्रयासों में सहायता किया है।

भारत सरकार ने वित्तीय रूप से स्थिर और प्रचालनात्मक रूप से दक्ष वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विद्युत आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार के उद्देश्य से

जुलाई 2021 में आरडीएसएस की शुरुआत की है। इस स्कीम का परिव्यय 3,03,758 करोड़ रुपये है और केंद्र सरकार से अनुमानित सकल बजटीय सहायता (जीबीएस) 97,631 करोड़ रुपये है। स्कीम के तहत, वितरण यूटिलिटी (निजी क्षेत्र की यूटिलिटी को छोड़कर) को हानि न्यूनीकरण संबंधी अवसंरचना कार्यों और स्मार्ट मीटरिंग कार्यों के लिए वित्तीय सहायता प्रदान की जा रही है। स्कीम के तहत हानि कम करने वाली अवसंरचना के लिए 1.53 लाख करोड़ रुपये और स्मार्ट मीटरिंग कार्यों के लिए 1.31 लाख करोड़ रुपये की परियोजनाओं को मंजूरी दी गई है, जिससे देश में विद्युत आपूर्ति की विश्वसनीयता और गुणवत्ता में सुधार करने में मदद मिलेगी।

उपर्युक्त के अलावा, विद्युत वितरण यूटिलिटी को उनके सकल तकनीकी और वाणिज्यिक (एटीएंडसी) हानियों में सुधार करने में सहायता करने के लिए, आरडीएसएस के अलावा प्रमुख पहलें निम्नानुसार हैं:

i. राज्यों द्वारा विद्युत क्षेत्र में विशिष्ट सुधार करने की शर्त पर राज्य सरकारों को सकल राज्य घरेलू उत्पाद (जीएसडीपी) के 0.5% अतिरिक्त ऋण की अनुमति।
ii. निर्धारित शर्तों के तहत विद्युत वितरण यूटिलिटी के निष्पादन के आधार पर राज्य के स्वामित्व वाली विद्युत यूटिलिटी को ऋण स्वीकृत करने के लिए अतिरिक्त विवेकपूर्ण मानदंड।
iii. ईंधन और विद्युत क्रय लागत समायोजन (एफपीपीसीए) और लागत प्रतिबिंबित टैरिफ के कार्यान्वयन के लिए नियम ताकि यह सुनिश्चित किया जा सके कि विद्युत की आपूर्ति के लिए सभी विवेकपूर्ण लागतें शामिल की गई हैं।
iv. उचित सब्सिडी लेखांकन और उनके समय पर भुगतान के लिए नियम और मानक संचालन प्रक्रिया जारी की गई है।

केन्द्रीय और राज्य सरकारों के सघन प्रयासों से ग्रामीण क्षेत्रों में आपूर्ति के औसत घंटे वित्त वर्ष 14 में 12.5 घंटे से बढ़कर वित्त वर्ष 26 में 22.6 घंटे हो गए हैं और शहरी क्षेत्रों में भी यह वित्त वर्ष 14 में 22.1 घंटे से बढ़कर वित्त वर्ष 26 में 23.4 घंटे हो गए हैं।

5. ग्रिड आवृत्ति:

(i) भारतीय विद्युत ग्रिड संहिता के अनुसार, आपातकालीन स्थितियों में नवीकरणीय ऊर्जा संयंत्रों को प्राथमिक और द्वितीयक आवृत्ति नियंत्रण में भाग लेना अनिवार्य है। नवीकरणीय ऊर्जा उत्पादन में परिवर्तनशीलता को कम करने और ग्रिड को पर्याप्त आवृत्ति सहायता प्रदान करने के लिए हाइब्रिड नवीकरणीय ऊर्जा संयंत्रों, बैटरी ऊर्जा भंडारण प्रणाली (बीईएसएस) और पंप भंडारण परियोजना (पीएसपी) जैसी ऊर्जा भंडारण प्रणालियों को बढ़ावा दिया जा रहा है। देश में नवीकरणीय ऊर्जा के एकीकरण की सगमता के लिए ऊर्जा भंडारण की आवश्यकता को ध्यान में रखते हुए, विद्युत मंत्रालय (एमओपी) बैटरी ऊर्जा भंडारण प्रणाली (बीईएसएस) की स्थापना के लिए व्यवहार्यता अंतर वित्तपोषण (वीजीएफ) प्रदान कर रहा है। इस स्कीम के माध्यम से 43 गीगावाट घंटा क्षमता वाली बीईएसएस के विकास की परिकल्पना की गई है।

(ii) ऑटोमैटिक जनरेशन कंट्रोल (एजीसी) का उपयोग एजीसी-सक्षम विद्युत संयंत्रों को हर चार (04) सेकंड में सेकेंडरी रिजर्व एंसिलरी सर्विसेज (एसआरएएस) अप या डाउन सिग्नल भेजकर आवृत्ति स्थिरता बनाए रखने के लिए किया जा रहा है।

(iii) वास्तविक समय में मांग-आपूर्ति असंतुलन को दूर करने के लिए बाजार आधारित टर्शियरी रिजर्व एंसिलरी सर्विसेज (टीआरएएस)।

(iv) उच्च रैंप दर वाले जनरेटर (जैसे हाइड्रो या गैस) को भी लोड उत्पादन संतुलन बनाए रखने के लिए इष्टतम रूप से निर्धारित किया जाता है।

<u>विवरण</u>

ऊर्जा के संदर्भ में राज्यवार विद्युत आपूर्ति की स्थिति का ब्यौरा

राज्य/प्रणाली/क्षेत्र	जनवरी, 2026			
	ऊर्जा आवश्यकता	आपूर्ति की गई ऊर्जा	आपूर्ति नहीं की गई ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)

चंडीगढ़	149	149	0	0.0
दिल्ली	2,803	2,803	0	0.0
हरियाणा	5,179	5,179	0	0.0
हिमाचल प्रदेश	1,231	1,227	4	0.3
जम्मू-कश्मीर और लद्दाख संघ राज्य क्षेत्र	1,966	1,961	5	0.3
पंजाब	5,145	5,127	18	0.3
राजस्थान	10,299	10,299	0	0.0
उत्तर प्रदेश	12,145	12,145	0	0.0
उत्तराखंड	1,450	1,446	4	0.3
उत्तरी क्षेत्र	**40,497**	**40,465**	**32**	**0.1**
छत्तीसगढ	**3,466**	**3,466**	**0**	**0.0**
गुजरात	13,088	13,088	0	0.0
मध्य प्रदेश	10,599	10,597	2	0.0
महाराष्ट्र	17,544	17,544	0	0.0
दादरा और नगर हवेली और दमन और दीव	933	933	0	0.0
गोवा	442	442	0	0.0
पश्चिमी क्षेत्र	**47,226**	**47,225**	**1**	**0.0**
आंध्र प्रदेश	6,787	6,787	0	0.0
तेलंगाना	8,197	8,197	0	0.0
कर्नाटक	9,033	9,033	0	0.0
केरल	2,610	2,610	0	0.0
तमिलनाडु	10,099	10,099	0	0.0
पुदुचेरी	256	256	0	0.0
लक्षद्वीप (#)	6	6	0	0.0
दक्षिणी क्षेत्र	**36,985**	**36,985**	**0**	**0.0**
बिहार	3,455	3,454	1	0.0
डीवीसी	2,113	2,113	0	0.0
झारखंड	1,270	1,270	0	0.0
ओडिशा	3,226	3,225	1	0.0
पश्चिम बंगाल	5,091	5,060	31	0.6
सिक्किम	62	62	0	0.0
अंडमान- निकोबार	36	35	1	2.8
पूर्वी क्षेत्र	**15,222**	**15,189**	**33**	**0.2**
अरुणाचल प्रदेश	98	98	0	0.0
असम	902	902	0	0.0

मणिपुर	114	114	0	0.0
मेघालय	199	199	0	0.0
मिजोरम	70	70	0	0.0
नागालैंड	77	77	0	0.0
त्रिपुरा	131	131	0	0.0
उत्तर-पूर्वी क्षेत्र	**1,592**	**1,592**	**0**	**0.0**
अखिल भारत	**1,41,522**	**1,41,455**	**67**	**0.0**

राज्य/प्रणाली/क्षेत्र	फरवरी, 2026			
	ऊर्जा आवश्यकता	आपूर्ति की गई ऊर्जा	आपूर्ति नहीं की गई ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)
चंडीगढ़	106	106	0	0.0
दिल्ली	2,214	2,213	1	0.0
हरियाणा	4,584	4,584	0	0.0
हिमाचल प्रदेश	1,039	1,036	3	0.3
जम्मू-कश्मीर और लद्दाख संघ राज्य क्षेत्र	1,661	1,660	1	0.1
पंजाब	4,591	4,578	13	0.3
राजस्थान	9,125	9,125	0	0.0
उत्तर प्रदेश	10,099	10,099	0	0.0
उत्तराखंड	1,210	1,209	1	0.1
उत्तरी क्षेत्र	**34,737**	**34,719**	**18**	**0.1**
छत्तीसगढ	**3,578**	**3,578**	**0**	**0.0**
गुजरात	12,518	12,518	0	0.0
मध्य प्रदेश	9,211	9,209	2	0.0
महाराष्ट्र	17,063	17,063	0	0.0
दादरा और नगर हवेली और दमन और दीव	879	879	0	0.0
गोवा	415	415	0	0.0
पश्चिमी क्षेत्र	**44,789**	**44,787**	**2**	**0.0**
आंध्र प्रदेश	6,780	6,779	1	0.0
तेलंगाना	8,032	8,031	1	0.0
कर्नाटक	8,939	8,938	1	0.0
केरल	2,540	2,539	1	0.0
तमिलनाडु	10,163	10,161	2	0.0

पुदुचेरी	254	254	0	0.0
लक्षद्वीप	6	6	0	0.0
दक्षिणी क्षेत्र	**36,711**	**36,706**	**5**	**0.0**
बिहार	3,002	3,002	0	0.0
डीवीसी	1,929	1,928	1	0.1
झारखंड	1,116	1,116	0	0.0
ओडिशा	3,201	3,200	1	0.0
पश्चिम बंगाल	4,907	4,907	0	0.0
सिक्किम	56	56	0	0.0
अंडमान- निकोबार	34	34	0	0.0
पूर्वी क्षेत्र	**14,217**	**14,215**	**2**	**0.0**
अरुणाचल प्रदेश	90	90	0	0.0
असम	835	835	0	0.0
मणिपुर	104	104	0	0.0
मेघालय	176	176	0	0.0
मिजोरम	63	63	0	0.0
नागालैंड	73	73	0	0.0
त्रिपुरा	115	115	0	0.0
उत्तर-पूर्वी क्षेत्र	**1,458**	**1,457**	**1**	**0.1**
अखिल भारत	**1,31,911**	**1,31,883**	**28**	**0.0**

राज्य/प्रणाली/क्षेत्र	**मार्च, 2026**			
	ऊर्जा आवश्यकता	**आपूर्ति की गई ऊर्जा**	**आपूर्ति नहीं की गई ऊर्जा**	
	(एमयू)	**(एमयू)**	**(एमयू)**	**(%)**
चंडीगढ़	115	115	0	0.0
दिल्ली	2,533	2,533	0	0.0
हरियाणा	4,798	4,797	1	0.0
हिमाचल प्रदेश	1,042	1,039	3	0.3
जम्मू-कश्मीर और लद्दाख केंद्र शासित प्रदेश	1,685	1,682	3	0.2
पंजाब	4,846	4,818	28	0.6
राजस्थान	8,470	8,470	0	0.0
उत्तर प्रदेश	11,927	11,927	0	0.0
उत्तराखंड	1,247	1,238	9	0.7
उत्तरी क्षेत्र	**36,812**	**36,767**	**45**	**0.1**

छत्तीसगढ	**4,387**	**4,387**	**0**	**0.0**
गुजरात	13,619	13,619	0	0.0
मध्य प्रदेश	8,822	8,817	5	0.1
महाराष्ट्र	19,412	19,408	4	0.0
दादरा और नगर हवेली और दमन और दीव	931	931	0	0.0
गोवा	506	506	0	0.0
पश्चिमी क्षेत्र	**48,918**	**48,908**	**10**	**0.0**
आंध्र प्रदेश	8,095	8,095	0	0.0
तेलंगाना	9,983	9,983	0	0.0
कर्नाटक	10,272	10,272	0	0.0
केरल	3,059	3,059	0	0.0
तमिलनाडु	12,166	12,166	0	0.0
पुदुचेरी	306	306	0	0.0
लक्षद्वीप	7	7	0	0.0
दक्षिणी क्षेत्र	**43,885**	**43,885**	**0**	**0.0**
बिहार	3,689	3,689	0	0.0
डीवीसी	2,119	2,119	0	0.0
झारखंड	1,314	1,314	0	0.0
ओडिशा	3,709	3,709	0	0.0
पश्चिम बंगाल	6,094	6,094	0	0.0
सिक्किम	54	54	0	0.0
अंडमान- निकोबार	34	34	0	0.0
पूर्वी क्षेत्र	**16,985**	**16,985**	**0**	**0.0**
अरुणाचल प्रदेश	97	97	0	0.0
असम	905	905	0	0.0
मणिपुर	97	97	0	0.0
मेघालय	178	178	0	0.0
मिजोरम	63	63	0	0.0
नागालैंड	74	74	0	0.0
त्रिपुरा	133	133	0	0.0
उत्तर-पूर्वी क्षेत्र	**1,547**	**1,547**	**0**	**0.0**
अखिल भारत	**1,48,147**	**1,48,093**	**54**	**0.0**

राज्य/प्रणाली/क्षेत्र	अप्रैल, 2026			
	ऊर्जा आवश्यकता	आपूर्ति की गई ऊर्जा	आपूर्ति नहीं की गई ऊर्जा	
	(एमयू)	(एमयू)	(एमयू)	(%)
चंडीगढ़	138	138	0	0.0
दिल्ली	3,188	3,187	1	0.0
हरियाणा	5,314	5,292	22	0.4
हिमाचल प्रदेश	924	921	3	0.3
जम्मू-कश्मीर और लद्दाख संघ राज्य क्षेत्र	1,548	1,544	4	0.3
पंजाब	5,249	5,140	109	2.1
राजस्थान	7,862	7,862	0	0.0
उत्तर प्रदेश	13,779	13,776	3	0.0
उत्तराखंड	1,337	1,310	27	2.0
उत्तरी क्षेत्र	**39,473**	**39,306**	**167**	**0.4**
छत्तीसगढ	**4,653**	**4,642**	**11**	**0.2**
गुजरात	14,049	14,049	0	0.0
मध्य प्रदेश	8,841	8,841	0	0.0
महाराष्ट्र	18,933	18,923	10	0.1
दादरा और नगर हवेली और दमन और दीव	843	843	0	0.0
गोवा	525	525	0	0.0
पश्चिमी क्षेत्र	**49,140**	**49,119**	**21**	**0.0**
आंध्र प्रदेश	8,126	8,126	0	0.0
तेलंगाना	8,714	8,713	1	0.0
कर्नाटक	10,441	10,427	14	0.1
केरल	3,256	3,250	6	0.2
तमिलनाडु	12,849	12,849	0	0.0
पुदुचेरी	326	326	0	0.0
लक्षद्वीप	7	7	0	0.0
दक्षिणी क्षेत्र	**43,717**	**43,696**	**21**	**0.0**
बिहार	4,289	4,288	1	0.0
डीवीसी	2,114	2,114	0	0.0
झारखंड	1,388	1,387	1	0.1
ओडिशा	4,231	4,231	0	0.0
पश्चिम बंगाल	6,954	6,953	1	0.0
सिक्किम	49	49	0	0.0

अंडमान- निकोबार	40	39	1	2.5
पूर्वी क्षेत्र	**19,029**	**19,028**	**1**	**0.0**
अरुणाचल प्रदेश	88	88	0	0.0
असम	955	952	3	0.3
मणिपुर	94	94	0	0.0
मेघालय	167	167	0	0.0
मिजोरम	60	60	0	0.0
नागालैंड	77	77	0	0.0
त्रिपुरा	156	156	0	0.0
उत्तर-पूर्वी क्षेत्र	**1,597**	**1,594**	**3**	**0.2**
अखिल भारत	**1,52,956**	**1,52,743**	**213**	**0.1**

राज्य/प्रणाली/क्षेत्र	**मई, 2026**			
	ऊर्जा आवश्यकता	**आपूर्ति की गई ऊर्जा**	**ऊर्जा की आपूर्ति नहीं की गई**	
	(एमयू)	**(एमयू)**	**(एमयू)**	**(%)**
चंडीगढ़	194	194	0	0.0
दिल्ली	4,215	4,214	1	0.0
हरियाणा	6,964	6,924	40	0.6
हिमाचल प्रदेश	1,070	1,068	2	0.2
जम्मू-कश्मीर और लद्दाख संघ राज्य क्षेत्र	1,637	1,626	11	0.7
पंजाब	7,134	7,106	28	0.4
राजस्थान	9,930	9,930	0	0.0
उत्तर प्रदेश	16,815	16,808	7	0.0
उत्तराखंड	1,545	1,544	1	0.1
उत्तरी क्षेत्र	**49,649**	**49,557**	**92**	**0.2**
छत्तीसगढ	**4,045**	**4,044**	**1**	**0.0**
गुजरात	15,519	15,482	37	0.2
मध्य प्रदेश	9,670	9,643	27	0.3
महाराष्ट्र	20,235	20,102	133	0.7
दादरा और नगर हवेली और दमन और दीव	892	892	0	0.0
गोवा	535	535	0	0.0
पश्चिमी क्षेत्र	**52,228**	**52,029**	**199**	**0.4**
आंध्र प्रदेश	8,142	8,142	0	0.0

तेलंगाना	7,320	7,319	1	0.0
कर्नाटक	9,198	9,198	0	0.0
केरल	3,023	3,021	2	0.1
तमिलनाडु	12,411	12,410	1	0.0
पुदुचेरी	335	335	0	0.0
लक्षद्वीप	7	7	0	0.0
दक्षिणी क्षेत्र	**40,434**	**40,430**	**4**	**0.0**
बिहार	4,523	4,523	0	0.0
डीवीसी	2,098	2,098	0	0.0
झारखंड	1,494	1,494	0	0.0
ओडिशा	4,390	4,389	1	0.0
पश्चिम बंगाल	7,131	7,129	2	0.0
सिक्किम	43	43	0	0.0
अंडमान- निकोबार	40	39	1	2.5
पूर्वी क्षेत्र	**19,686**	**19,683**	**3**	**0.0**
अरुणाचल प्रदेश	94	94	0	0.0
असम	1,173	1,170	3	0.3
मणिपुर	105	105	0	0.0
मेघालय	181	181	0	0.0
मिजोरम	62	62	0	0.0
नागालैंड	90	90	0	0.0
त्रिपुरा	158	158	0	0.0
उत्तर-पूर्वी क्षेत्र	**1,864**	**1,862**	**2**	**0.1**
अखिल भारत	**1,63,861**	**1,63,561**	**300**	**0.2**

राज्य/प्रणाली/क्षेत्र	**जून 2026 (अनंतिम)**			
	ऊर्जा आवश्यकता	**आपूर्ति की गई ऊर्जा**	**ऊर्जा की आपूर्ति नहीं की गई**	
	(एमयू)	**(एमयू)**	**(एमयू)**	**(%)**
चंडीगढ़	214	214	0	0.0
दिल्ली	4,340	4,339	1	0.0
हरियाणा	7,697	7,665	32	0.4
हिमाचल प्रदेश	1,138	1,136	2	0.2
जम्मू-कश्मीर और लद्दाख संघ राज्य क्षेत्र	1,584	1,569	15	0.9
पंजाब	9,123	9,082	41	0.4

राजस्थान	9,764	9,764	0	0.0
उत्तर प्रदेश	18,816	18,816	0	0.0
उत्तराखंड	1,689	1,685	4	0.2
उत्तरी क्षेत्र	**54,562**	**54,466**	**96**	**0.2**
छत्तीसगढ	**3,792**	**3,788**	**4**	**0.1**
गुजरात	16,543	16,543	0	0.0
मध्य प्रदेश	8,400	8,400	0	0.0
महाराष्ट्र	19,371	19,349	22	0.1
दादरा और नगर हवेली और दमन और दीव	948	948	0	0.0
गोवा	473	473	0	0.0
पश्चिमी क्षेत्र	**50,630**	**50,604**	**26**	**0.1**
आंध्र प्रदेश	7,540	7,537	3	0.0
तेलंगाना	7,098	7,095	3	0.0
कर्नाटक	8,363	8,360	3	0.0
केरल	2,618	2,610	8	0.3
तमिलनाडु	12,213	12,209	4	0.0
पुदुचेरी	341	341	0	0.0
लक्षद्वीप	6	6	0	0.0
दक्षिणी क्षेत्र	**38,176**	**38,156**	**20**	**0.1**
बिहार	5,324	5,307	17	0.3
डीवीसी	2,122	2,122	0	0.0
झारखंड	1,549	1,548	1	0.1
ओडिशा	4,249	4,248	1	0.0
पश्चिम बंगाल	7,513	7,511	2	0.0
सिक्किम	41	41	0	0.0
अंडमान- निकोबार	40	39	1	2.5
पूर्वी क्षेत्र	**20,805**	**20,783**	**22**	**0.1**
अरुणाचल प्रदेश	102	102	0	0.0
असम	1,403	1,399	4	0.3
मणिपुर	103	103	0	0.0
मेघालय	183	183	0	0.0
मिजोरम	61	61	0	0.0
नागालैंड	97	97	0	0.0
त्रिपुरा	177	177	0	0.0
उत्तर-पूर्वी क्षेत्र	**2,127**	**2,123**	**4**	**0.2**
अखिल भारत	**1,66,300**	**1,66,131**	**169**	**0.1**

DOMESTIC FOOD MARKET IN TAMIL NADU

3061. SUSHRI S. JOTHIMANI:

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

(a) the specific initiatives being implemented by the Union Government to assist the State of Tamil Nadu in capitalizing on the projected forty-seven per cent growth of India's domestic food market, which is expected to reach 1,274 billion US Dollars by 2027;

(b) the details of the measures being taken by the Union Government to support innovative startups in Tamil Nadu’s food processing sector to enhance technological advancements and economic growth; and

(c) whether there are any specific financial assistance schemes or incentives designated for Tamil Nadu’s food processing industries to boost exports and infrastructure development and if so, the details thereof?

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

(a): In order to ensure overall development of food processing sector, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of related infrastructure through its Central Sector Umbrella Scheme - Pradhan Mantri Kisan SAMPADA Yojana (PMKSY); Central Sector Scheme - Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally Sponsored Scheme - PM Formalization of Micro Food

Processing Enterprises (PMFME). These schemes are demand driven and are implemented across the country including the State of Tamil Nadu.

(b): Department for Promotion of Industry and Internal Trade (DPIIT), Government of India, launched the Startup India initiative on 16th January 2016 to build a strong ecosystem for nurturing innovation, supporting startups and encouraging investments in the startup ecosystem of the country. As on 30th June 2026, a total of 9,949 entities have been recognized as startups by DPIIT in the Food Processing sector across the country. Of these, 709 entities have been recognized as startups in the Food Processing sector in the State of Tamil Nadu.

Under the Startup India initiative, the Government constantly undertakes various efforts to support startups across industries and sectors. The flagship Schemes namely, Fund of Funds for Startups (FFS), Startup India Seed Fund Scheme (SISFS) and Credit Guarantee Scheme for Startups (CGSS) support startups across sectors at various stages of their business cycle.

Under FFS, a total number of 65 startups from Tamil Nadu have been supported with a cumulative investment of Rs.1,420.85 crore (as on June 30, 2026), out of which 4 startups from food & beverages sector have been supported with an aggregate amount of Rs. 224.38 crore. SISFS provides financial assistance to seed stage startups through incubators. SISFS is implemented from 1st April 2021. Under the SISFS, supported incubators have approved Rs. 69.16 crore to 450 startups from Tamil Nadu. Out of this, specifically in the Food Processing sector, 21 startups have been supported

and a total of Rs. 21.2 crore has been approved to these startups under SISFS as on 30th June 2026. CGSS is implemented to enable credit access through debt funding to startups through eligible financial institutions [Member Institutes (MIs)]. CGSS is operationalized by the National Credit Guarantee Trustee Company (NCGTC) Limited and has been operationalized from 1st April 2023. 48 loans amounting to Rs. 187.60 crore have been guaranteed in Tamil Nadu as on June 30, 2026 under CGSS. Of this, a loan has been guaranteed amounting to Rs. 1.5 crore in food processing sector as on June 30, 2026 in the State of Tamil Nadu.

In addition to the above, MoFPI also extends support to innovative startups across the country, including those in Tamil Nadu, through its schemes. Under the PMFME Scheme, a total of 80 Incubation Centres have been approved and established across the country, out of which 04 Incubation Centres are operational in Tamil Nadu, for providing training in food processing sector and adoption of technology including to startups, as detailed below-

District	Host Institute	Grants-in-aid approved (Rs. in lakhs)
Coimbatore	Tamil Nadu Agriculture University, Coimbatore	256.00
Madurai	Krishi Vigyan Kendra- Madurai	253.34
Thanjavur	SASTRA Deemed University, Tirumalaisamudram, Thanjavur (Non Govt)	119.12
Tiruchirappalli	ICAR- National Research Centre for Banana	250.00

MoFPI has also supported 2 startups in the state of Tamil Nadu, through its two autonomous Institutions namely, National Institute of Food Technology Entrepreneurship & Management, Kundli, Haryana (NIFTEM-K) and National Institute of Food Technology Entrepreneurship & Management, Thanjavur, Tamil Nadu (NIFTEM-T). The Institutes also provide handholding support, mentorship, training, access to facilities such as Pilot Plant, NABL-accredited Food Testing Labs, incubation services, quality testing, R&D support, networking opportunities, etc. to these startups.

(c): MoFPI provides financial assistance/ incentive for setting up of food processing industries through its schemes for creation of infrastructure and to boost exports across the country including in the State of Tamil Nadu. The details of incentives available under schemes of MoFPI are given in the enclosed **Statement.**

STATEMENT

Incentives available under Pradhan Mantri Kisan Samapada Yojana (PMKSY):

S. No.	Component Scheme	Scheme Benefits (Grants-in-aid) for projects in General Area	Scheme Benefits (Grants-in-aid) for projects in Difficult Areas as well as SC/ST, FPOs, SHGs
1.	Integrated Cold Chain and Value Addition Infrastructure	Grants-in-aid @35% of eligible project cost [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project cost [subject to maximum of Rs. 10 crores per project]

2.	Creation/ Expansion of Food Processing & Preservation Capacities	Grants-in-Aid @35% of eligible project cost [subject to maximum of Rs. 5 crores per project]	Grants-in-Aid @50% of eligible project cost [subject to maximum of Rs. 5 crores per project]
3.	Infrastructure for Agro-Processing Clusters	Grants-in-aid @35% of eligible project cost in General Area [subject to maximum of Rs. 10 crores per project]	Grants-in-aid @50% of eligible project [subject to maximum of Rs. 10 crore per project]
4.	Operation Greens	Grants-in-Aid @35% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be Rs. 15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be Rs.10 crore per project.	Grants-in-Aid maximum @50% of eligible project cost for Integrated Value Chain Development Projects, maximum grants-in-aid would be Rs. 15 crore per project; and for Standalone Post-Harvest Infrastructure Projects, maximum grants-in-aid would be Rs. 10 crore per project.
5.	Food Safety and Quality Assurance - Food Testing Laboratories	For Private organizations/ entities: grants-in-aid of @ 50% of the eligible cost [subject to maximum of Rs. 5 crores per project]	For Private organizations/ entities: grants-in-aid of @ 70% of the eligible cost [subject to maximum of Rs. 5 crores per project]
6.	Human Resource & Institutions- Research & Development	For Government Organizations – Grants-in-aid @ 100% of equipment cost, consumables, For private organizations /universities/institutions, grants-in-aid @ 50 % of equipment cost.	For Government Organizations – Grants-in-aid @ 100% of equipment cost, consumables For Private Organizations /Universities/ Institutions, Grants-in-aid @ 70% of equipment cost.

Incentives structure under Production Linked Incentive Scheme for Food Processing Industry (PLIS-FPI):

Category/ Segments	Segment	Incentive Disbursement criteria (%)		Upper cap (% & Amount in crore)	Rate of Incentives (%)					
		Min. CAGR	Max. CAGR		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Cat. 1										
RTE/RTC	Biscuits	10%	13%	8% Rs.334.48	5%	5%	5%	5%	4.5%	4%
	Non-Biscuits				7.5%	7.5%	7.5%	7.5%	6.75%	6%
F&V	Spices	10%	12%	8% Rs.286.56	5%	5%	5%	5%	4.5%	4%
	Non-Spices		15%		10%	10%	10%	10%	9%	8%
Marine	Marine products	5%	10%	8% Rs.79.44	6%	6%	6%	6%	5%	4%
	Value added products				10%	10%	10%	10%	10%	10%
Mozzarella Cheese		15%	16%	25% Rs.70.75	10%	10%	10%	8%	6%	4%
Millet Products	Large Entity	10%	-	Rs.100	-	10%	10%	10%	9%	8%
	MSME	10%	-	Rs.10.54						
Cat. 2	Organic Products	10%	-		10%	10%	10%	10%	9%	8%
	Innovative Products	10%	-		10%	10%	10%	10%	9%	8%
Cat. 3	Branding & Marketing	Only Indian brands covered for		50% of total expenditure	-	Financial incentive @50% of expenditure on B&M abroad subject to max. grant of 3% of sales of food				

	(B&M)	selling food products completely manufactured in India.			products or Rs. 50 Cr per year, whichever is less.

CAGR- Compound Annual Growth Rate

The details of assistance available to Micro Food Processing Enterprises under PMFME Scheme:

(i). *Support to Individual / Group Category Micro Enterprises:* Credit-linked capital subsidy @35% of the eligible project cost, maximum ceiling Rs.10 lakh per unit;

(ii). *Support to SHGs for seed capital:* Seed capital @ Rs. 40,000/- per member of SHG engaged in food processing for working capital and purchase of small tools subject to maximum of Rs. 4 lakh per SHG Federation.

(iii). *Support for Common Infrastructure:* Credit linked capital subsidy @35% subject to maximum of Rs. 3 crore to support FPOs, SHGs, Cooperatives and any Government agency for setting up of common infrastructure. The common infrastructure will also be available for other units and public to utilize on hiring basis for substantial part of the capacity.

(iv). *Branding and Marketing Support:* Grant upto 50% for Branding and Marketing to groups of FPOs/ SHGs/ Cooperatives or an SPV of micro food processing enterprises.

(v). *Capacity Building:* The scheme envisages training for Entrepreneurship Development Skilling (EDP+): program modified to meet the requirement of food processing industry and product specific skilling.

KVIC PROGRAMMES IN MAHARASHTRA

3062. SHRIMATI SUPRIYA SULE:
DR. AMOL RAMSING KOLHE:
SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:
PROF. VARSHA EKNATH GAIKWAD:
SHRI BHASKAR MURLIDHAR BHAGARE:

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

(a) whether the Khadi and Village Industries Commission (KVIC) has been organizing 'Khadi Rozgar Utsav' programmes for the distribution of machines and toolkits to artisans and if so, the details thereof;

(b) whether the Government proposes to organize similar programmes in Maharashtra and if so, the details thereof;

(c) the number of artisans, weavers and other beneficiaries in Maharashtra who have been provided machines, toolkits and other assistance under the schemes of KVIC during the last three years and the current year, district-wise;

(d) whether any special measures have been taken to promote employment and entrepreneurship among traditional artisans, women and youth in

Vidarbha, Marathwada and the tribal areas of Maharashtra and if so, the details thereof; and

(e) the funds allocated and utilized for KVIC programmes in Maharashtra during the last three years and the current year?

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): Under the Gramodyog Vikas Yojana (GVY), the Khadi and Village Industries Commission (KVIC) imparts skill training to rural and traditional artisans in various village industries and also provides toolkits to enhance their productivity. As part of these initiatives, Khadi Rojgar Utsav Programmes has been organized by KVIC at Nasik and Wardha during FY 2025-2026 to distribute toolkits to rural artisans.

(c): KVIC implements various KVI schemes and programmes for the development of Khadi and Village Industries across the country including in the State of Maharashtra.

- Under the Khadi Vikas Yojana (KVY), the Modified Market Development Assistance (MMDA) component provides financial assistance to eligible Khadi artisans, while the Workshed Scheme for Khadi Artisans provides financial assistance for the construction of individual and group worksheds. Under the MMDA component, 400 artisans were benefited in 2023–24, 519 artisans in 2024–25, and 360 artisans in 2025–26.

Further, under the Workshed Scheme for Khadi Artisans, 40 artisans were benefited in 2024–25 and 30 artisans in 2025–26.

- Under Gramodyog Vikas Yojana (GVY), the district-wise number of artisans benefitted in Maharashtra State during the last three years and current year are given in the enclosed **Statement**.

(d): The Ministry of MSME implements various schemes across the country, including Vidarbha, Marathwada and the tribal areas of Maharashtra, to promote employment and entrepreneurship among traditional artisans, women and youth. These schemes provide skill training, financial assistance, modern tools and equipment, marketing support and handholding support to facilitate self-employment and sustainable livelihood opportunities.

- Skill training is provided to artisans and unemployed youth under various trades, including Khadi spinning and weaving, bee-keeping, food processing, tailoring, embroidery, pottery, agarbatti and candle making, and other village industries as well as to the artisans and craftspeople engaged in 18 traditional trades, including carpentry, blacksmithy, goldsmithy, masonry, barbering and fishing net making etc.
- Financial support is also provided through PMEGP and PM Vishwakarma to promote self-employment and entrepreneurship. Under PMEGP, Margin Money subsidy of up to **35%** of the project cost is provided for eligible beneficiaries, with higher subsidy for Special Categories as per Scheme guidelines. Under PM Vishwakarma, collateral-free Enterprise

Development Loans of up to ₹3 lakh are provided in two tranches at a concessional interest rate of 5%.

- Marketing support, including quality certification, branding, onboarding on e-commerce platforms such as GeM, advertising, publicity, exhibitions and buyer-seller meets, is provided to enhance market access and business opportunities for artisans and entrepreneurs.

(e): State-wise funds are not allocated under KVIC programmes, however, a fund of Rs.2402.99 lakh was utilized in the State of Maharashtra during the last three years and current year under various KVI activities.

STATEMENT

Gramodyog Vikas Yojana (GVY), the district-wise number of artisans benefitted in Maharashtra during the last three years and current year:

S. No.	Districts	No of artisans benefitted
1	AHMADNAGAR	170
2	AKOLA	107
3	AMRAVATI	190
4	AURANGABAD	30
5	BEED	90
6	BHANDARA	200
7	BULDHANA	60
8	CHANDRAPUR	80
9	DHULE	40
10	GADCHIROLI	180
11	GONDIA	100
12	HINGOLI	60
13	JALGAON	115
14	KOLHAPUR	50
15	LATUR	50
16	MUMBAI	105
17	MUMBAI (SUBURBAN)	120

18	NAGPUR	270
19	NANDED	70
20	NASHIK	135
21	OSMANABAD	20
22	PARBHANI	30
23	PALGHAR	40
24	PUNE	190
25	RAIGAD	20
26	RATNAGIRI	20
27	SANGLI	40
28	SATARA	130
29	SINDHUDURG	25
30	SOLAPUR	120
31	WASHIM	10
32	WARDHA	68
33	YAVATMAL	210
	Total	**3145**

NATIONAL HIGHWAYS PROJECTS IN TAMIL NADU

3063. SHRI A. RAJA:

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

(a) the total number and the details of National Highway projects currently under construction in the State of Tamil Nadu and the number of these projects that are delayed beyond the stipulated timelines, project-wise;

(b) the details regarding causes of delays in National Highway projects in Tamil Nadu, such as cost escalation, environmental clearances, negligence of contractors, etc.; and

(c) the concrete and time-bound steps taken by the Government so far to ensure timely completion of the delayed projects in the State with details thereof?

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

(a) and (b): At present, 50 National Highway projects are under construction in the State of Tamil Nadu. Of these, 33 projects are under execution beyond their originally stipulated completion timelines. The delays are attributable to one or more of the following factors, depending upon the project:

i. land acquisition and Right of Way (RoW) related issues;
ii. utility shifting and statutory/ railway/ forest/ environmental clearances;
iii. contractor-related issues such as inadequate resource mobilisation, slow progress and financial constraints;
iv. delay in procurement of construction materials such as borrow earth/fly ash;
v. change in project scope/design and other technical requirements;
vi. adverse weather conditions and other force majeure events; and
vii. local/site-specific issues including law and order, public demands and other implementation constraints.

(c): The Government has taken various measures to facilitate timely completion of National Highway projects and to minimise delays in projects, including:

i. Continuous coordination with the State Government and other concerned agencies for expeditious resolution of issues relating to land acquisition, utility shifting and statutory clearances.
ii. Regular review of project progress with all stakeholders at various levels, for timely resolution of implementation bottlenecks.
iii. Escalation of unresolved issues to appropriate forums such as the Project Monitoring Group (PMG) and PRAGATI for expeditious resolution.

Based on experience gained from execution of NH projects, the Government has taken several measures to minimise the delay in future projects like:

i. Award of works only after ensuring availability of at least 90% encumbrance-free Right of Way (RoW).
ii. Ensuring that major statutory clearances, approvals and permissions are obtained before award of works, to the extent feasible.

ADDRESSING RECOMMENDATIONS OF TRIBAL COMMUNITIES

3064. SHRI V. K. SREEKANDAN:

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

(a) whether the tribal communities have come out with more than 100 recommendations covering various aspects during their recent brainstorming session, if so, the details thereof;

(b) whether they have demanded strengthening of the Forest Rights Act and the expansion of Forest Rights Committees, if so, the details thereof;

(c) whether they have demanded the resolution of long-pending tribal land disputes through appropriate mechanisms including a judicial commission, if so, the details thereof; and

(d) whether the Government is considering to address the issues raised by them, if so, the details thereof?

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

(a) to (d): Ministry of Tribal Affairs has not organised any brainstorming session with tribal communities recently. Further, none of the State Governments has submitted such recommendations emerging out of any brainstorming session organised by them.

ओवरलोडेड वाहनों के लिए शास्ति प्रावधान

3065. श्री इमरान मसूद:

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

(क) क्या सरकार ने 15 अप्रैल, 2026 से ओवरलोडेड वाहनों पर संशोधित शास्ति प्रावधानों को लागू किया है;

(ख) यदि हां, तो इसके नए प्रावधानों का ब्यौरा क्या है;

(ग) इसके कार्यान्वयन के बाद ऐसे कितने मामलों में दंडात्मक कार्रवाई की गई है; और

(घ) राजस्व संग्रह और सड़क सुरक्षा पर उक्त दंडात्मक कार्रवाई का क्या प्रभाव पड़ा है?

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

(क) और (ख): सरकार ने सा.का.नि. 279(अ), दिनांक 13.04.2026 के माध्यम से राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियमावली, 2008 में संशोधन किया है। संशोधित प्रावधान 15 अप्रैल 2026 से प्रभावी हो गए हैं।

यह संशोधन राष्ट्रीय राजमार्ग शुल्क नियमावली, 2008 के नियम 10 को प्रतिस्थापित करता है और राष्ट्रीय राजमार्गों का उपयोग करने वाले अतिभार लदे (ओवरलोडेड) वाहनों पर प्रयोक्ता शुल्क लगाने और वसूलने के लिए एक संशोधित ढांचा प्रदान करता है।

तदनुसार, वाहन चालक, मालिक या यांत्रिक वाहन के प्रभारी व्यक्ति, जैसा भी मामला हो, राष्ट्रीय राजमार्गों पर ओवरलोडेड वाहन के लिए शुल्क का भुगतान करने के लिए उत्तरदायी होंगे, जिसे फास्टैग या यूनिफाइड पेमेंट्स इंटरफेस (यूपीआई) या केंद्र सरकार द्वारा अधिसूचित किसी अन्य इलेक्ट्रॉनिक माध्यम सहित डिजिटल भुगतान साधनों के माध्यम से नीचे दर्शाई गई दरों पर संग्रहित किया जाएगा:

तालिका

अधिकतम अनुमेय सकल वाहन भार से अधिक भार का प्रतिशत	**शुल्क की आधार दर से गुणन कारक**	**शुल्क**
(1)	(2)	(3)
10% तक	कोई ओवरलोड शुल्क नहीं	[(नियम 4 के उप-नियम (2) के अंतर्गत यांत्रिक वाहन की ऐसी श्रेणी के लिए लागू शुल्क) x (गुणन कारक)]
10% से अधिक लेकिन 40% तक	2	
40% से अधिक	4	

(ग): अप्रैल 2026 से जुलाई 2026 तक राष्ट्रीय राजमार्गों पर वसूले गए ओवरलोड शुल्क का विवरण निम्नानुसार है:

ओवरलोड यातायात और संग्रहण		
माह (2026)	**यातायात**	**संग्रहण (करोड़ रुपये में)**
अप्रैल	4,49,057	20.05
मई	5,50,465	20.83
जून	4,03,743	14.59
जुलाई	3,53,842	14.57

(घ): सड़क सुरक्षा उपाय के रूप में ओवरलोडेड वाहनों के विरुद्ध प्रवर्तन, जिसमें चालान जारी करना और ओवरलोडेड वाहनों से अधिक लदे भार को उतारना शामिल है, मोटर यान अधिनियम, 1988 की धारा 194 के अंतर्गत संबंधित राज्य परिवहन प्राधिकरणों/क्षेत्रीय परिवहन कार्यालयों के अधिकार क्षेत्र में आता है।

राष्ट्रीय राजमार्गों के संबंध में, राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियमावली, 2008 का नियम 10 राष्ट्रीय राजमार्ग का उपयोग करने वाले ओवरलोडेड वाहनों पर अतिरिक्त प्रयोक्ता शुल्क लगाने का प्रावधान करता है, जो अतिभार लदान के विरुद्ध एक निवारक के रूप में और ऐसे वाहनों द्वारा राष्ट्रीय राजमार्गों को हुए नुकसान के लिए आंशिक क्षतिपूर्ति उपाय के रूप में कार्य करता है।

वर्तमान में, राजस्व संग्रहण या सड़क सुरक्षा पर संशोधित प्रावधानों के प्रभाव का आकलन करने के लिए कोई अलग अध्ययन नहीं किया गया है।

SAFETY ASSESSMENTS FOR DAMS AND RESERVOIRS

3066. SHRI SRIBHARAT MATHUKUMILLI:

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

(a) the number of dams and reservoirs for which safety assessments have been completed under the Dam Safety Act, 2021, State-wise against the total number of specified dams in each State including the status of MeghadriGedda, Raiwada, Tatipudi and Mudasarlova reservoirs in Andhra Pradesh;

(b) whether the Government has undertaken any spillway repair, structural audit or rehabilitation work at MeghadriGedda, Raiwada, Tatipudi and Mudasarlova reservoirs and if so, the details thereof;

(c) the estimated annual water loss including losses due to evaporation and reduced storage capacity, attributable to the absence of such repairs at each of these reservoirs; and

(d) the timeline by which the remaining safety assessments and spillway audits are proposed to be completed across the country and specifically for Visakhapatnam in view of the Government's December 2026 target for pending dam safety evaluations?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): The responsibility for ensuring the safety of dams, including their operation, maintenance and surveillance, rests primarily with the respective dam owners, which are predominantly the State Governments and Central/State Public Sector Undertakings.

Further, in accordance with Section 31 of the Dam Safety Act, 2021, every owner of a specified dam is required to carry out annual pre-monsoon and post-monsoon inspections through its Dam Safety Unit and submit the inspection reports to the concerned State Dam Safety Organisation (SDSO). The SDSO examines these reports and communicates its observations regarding the safety status of the dam, deficiencies noticed and remedial measures required, if any, to the concerned dam owner.

As per the information furnished by the National Dam Safety Authority (NDSA), pre-monsoon inspections for the year 2026 have been completed in

respect of 6,566 out of 6,598 completed and operational specified dams across the country. The State/UT-wise details are given in the enclosed **Statement.**

In Andhra Pradesh, pre-monsoon inspections have been carried out for all 150 specified dams, including MeghadriGedda, Raiwada and Tatipudi reservoirs. Further, Mudasarlova does not fall under the category of specified dams under the Dam Safety Act, 2021. The Greater Visakhapatnam Municipal Corporation is responsible for its upkeep and the reservoir serves primarily as a source of drinking water.

Moreover, under Section 38 of the Dam Safety Act, 2021, every specified dam is required to undergo a Comprehensive Dam Safety Evaluation (CDSE) through an Independent Panel of Experts. As informed by the NDSA, Independent Panels of Experts have so far inspected 1,090 specified dams, and CDSE reports have been completed for 468 dams.

(b): As informed by the Government of Andhra Pradesh, no spillway repair, structural rehabilitation or rehabilitation works have been undertaken in respect of the MeghadriGedda, Raiwada and Tatipudi reservoirs.

(c): As per the information provided by the Government of Andhra Pradesh, the annual water loss due to evaporation and seepage loss in the concerned reservoirs are as follows:

S. No.	Project	Annual Evaporation Loss (TMC)	Seepage Loss (TMC)
1.	MeghadriGedda	0.082	0.024
2.	Raiwada	0.53	0.16
3.	Tatipudi	0.157	0.094

(d): As per the Dam Safety Act, 2021, timeline for Comprehensive Dam Safety Evaluation is December 2026.

STATEMENT

The State/UT-wise details of pre-monsoon inspections for the year 2026 of dams in the country:

Sl. No	States/UT	Total No. of Completed & Operational Specified Dams	Number of specified dams inspected during pre-monsoon 2026, as reported by States/UT on the DHARMA Portal
1	Andhra Pradesh	150	150
2	Arunachal Pradesh	5	4
3	Assam	3	3
4	Bihar	32	32
5	Chhattisgarh	317	315
6	Goa	6	6
7	Gujarat	524	523
8	Haryana	3	3
9	Himachal Pradesh	26	25
10	Jharkhand	68	67
11	Karnataka	232	232
12	Kerala	65	65
13	Madhya Pradesh	1370	1369
14	Maharashtra	2713	2692
15	Manipur	4	4
16	Meghalaya	11	9
17	Mizoram	3	3
18	Nagaland	1	1
19	Odisha	219	219
20	Punjab	15	15
21	Rajasthan	313	313
22	Sikkim	9	7
23	Tamil Nadu	123	123
24	Telangana	164	164
25	Tripura	1	1

26	Uttar Pradesh	139	139
27	Uttarakhand	33	33
28	West Bengal	36	36
29	Andaman and Nicobar Island (UT)	3	3
30	Jammu and Kashmir (UT)	8	8
31	Ladakh (UT)	2	2
	Total	**6598**	**6566**

OUTSTANDING DEBT ON NHAI

3067. DR. GUMMA THANUJA RANI:

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

(a) the details of the outstanding debt of the National Highways Authority of India (NHAI) as on March 31, 2026 and the interest savings achieved through debt pre-payment;

(b) whether Government has assessed the impact of debt reduction measures on the pace of awarding new National Highway projects in Andhra Pradesh; and

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

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

(a): The details of outstanding debt of National Highways Authority of India (NHAI)as on 31st March 2026 are as follows:

i. Bonds – Rs. 1,96,217 Crore

ii. Term Loans – Rs. 6,059 Crore

iii. Total Outstanding Debt - Rs.2,02,276 Crore

The interest savings achieved through debt pre-payment is Rs. 34,369 Crore

(b) and (c): Debt raised/prepayment by NHAI is for overall projects entrusted to the Authority and not state/ project specific. There has been no immediate impact on project implementation or pace of awarding projects on account of debt reduction measures. In future, the debt reduction would make liquidity available to meet expenditure on projects to be taken up.

MARINE FOOD PROCESSING SCHEMES IN TAMIL NADU

3068. SHRI NAVASKANI K.:

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

(a) whether the Government has implemented any schemes to strengthen marine food processing, value addition and cold chain infrastructure in Tamil Nadu particularly in Ramanathapuram district during the last three years and if so, the details thereof;

(b) the details of food processing units, cold storage facilities, integrated cold chain projects, freezing, packaging, testing, quality assurance and value addition infrastructure approved or supported in Tamil Nadu including Ramanathapuram district;

(c) the details of financial assistance sanctioned, released and utilised for marine food processing and value addition projects in Tamil Nadu during the last three years;

(d) whether the Government has taken measures to encourage private investment, technology upgradation, product diversification, quality certification, branding and export promotion for processed marine products from Ramanathapuram district and if so, the details thereof; and

(e) the initiatives proposed to reduce post-harvest losses, increase value addition, generate employment and enhance the income of fishers and food processing entrepreneurs in the said district?

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

(a): To strengthen the overall food processing sector, including marine food processing, value addition, and cold chain infrastructure, the Ministry of Food Processing Industries (MoFPI) is implementing three key schemes:

(i) The central sector Pradhan Mantri Kisan Sampada Yojana (PMKSY)

(ii) The central sector Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)

(iii) The centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) scheme.

These schemes are being implemented across the country, including Tamil Nadu and its Ramanathapuram district.

(b): The following table provides the details of projects approved under various component schemes of PMKSY in the State of Tamil Nadu:

Sl. No.	Component Scheme under PMKSY	Type of projects supported	No. of approved projects
1	Creation of Infrastructure for Agro Processing Clusters	Agro Processing Clusters	14
2	Creation of Backward and Forward Linkages [discontinued w.e.f. 01.04.2021]	Backward and Forward Linkages project	9
3	Integrated Cold Chain & Value Addition Infrastructure	Integrated Cold Chain projects	26
4	Creation/ Expansion of Food Processing and Preservation Capacities	Food Processing units	43
5	Food Safety and Quality Assurance Infrastructure (FS&QAI)- Food Testing Laboratories)	Food Testing Laboratories	23
6	Mega Food Parks scheme [discontinued w.e.f. 01.04.2021]	Mega Food park projects	1
7	Operation Greens	Operation Greens project	4
8	Research & Development in Food Processing Sector	Research & Development project	51
	Total		**171**

As of 31.01.2026, based on information provided by the Department of Agriculture & Farmers Welfare (DA&FW), 188 cold storages have been created in Tamil Nadu, which includes cold storages set up as constituent facilities under various PMKSY schemes of MoFPI.

Under PLISFPI, 19 units of approved applicants are currently operational in Tamil Nadu. These applicants have made a total investment of over ₹390 crore across different food processing segments, facilitating the addition of 1.79 lakh MT per annum of food processing capacity in the State.

Under PMKSY, as of 30.06.2026, no project has been approved specifically in Ramanathapuram district.

(c) to (e): PMKSY and PLISFPI are demand-driven schemes that invite nationwide applications through Expression of Interest (EoI) rounds based on fund availability. Eligible entities can apply online for grants and subsidies to establish food processing projects. Under PMKSY, the R&D component supports universities, IITs, government institutions, R&D laboratories, and CSIR-recognised private units in developing sectoral innovations. Under PLISFPI, marine products qualify for performance-linked incentives on incremental sales, and the scheme also offers a 50% financial incentive for branding and marketing abroad (capped at 3% of sales or ₹50 crore annually).

The centrally sponsored PMFME scheme aids micro-enterprises with a 35% capital subsidy (up to ₹10 lakh per unit) and provides 50% grants-in-aid for branding.

These schemes collectively catalyze private investment, expand processing capacity, and drive technology upgradation, product diversification, quality certification, and branding for marine products. In turn, they reduce post-harvest losses, boost domestic value addition, generate direct and indirect employment, and enhance the incomes of fish farmers and food processing entrepreneurs.

No marine-specific project has been approved under PMKSY in Tamil Nadu over the last three years.

APPROVAL OF NORMS FOR HIGH RISE BUILDINGS

3069. SHRI VARUN CHAUDHRY:

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

(a) whether the Government has taken note of complaints from various parts of the country alleging grant of statutory approvals to high-rise projects despite deficiencies in fire safety and environmental compliance and if so, the details thereof;

(b) whether the Government has received representation in respect of any housing projects in Sector-50, Gurugram, Haryana, raising similar concerns regarding the grant of Fire No Objection Certificate (NOC), Occupation Certificate and Completion Certificate, if so, the details thereof and the responsibility fixed therein along with the action taken to resolve the issue project-wise and society-wise;

(c) whether the Government has undertaken or proposes to undertake a review of the process followed by the State authorities in granting such approvals in cases where serious safety deficiencies are subsequently noticed and if so, the details thereof; and

(d) the details of the corrective measures taken/proposed to be taken to improve transparency, accountability and public safety in the approval process for high-rise projects particularly in sector 50, Gurugram?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): ‘Land’ and ‘Colonisation’ are State subjects. Further, as per the Twelfth Schedule of the Constitution of India, urban planning, regulation of land use and construction of buildings are functions of Urban Local Bodies/Urban Development Authorities. Accordingly, approval of building plans, issuance and renewal of Fire No Objection Certificates, grant of Occupation/Completion Certificates, inspection of buildings and enforcement against violations are undertaken by the concerned State Governments, Urban Local Bodies, Development Authorities and Fire Services in accordance with the applicable State Acts, rules, building bye-laws and development control regulations.

Complaints relating to alleged deficiencies in fire safety, environmental compliance or grant of statutory approvals to individual high-rise projects are, therefore, examined and acted upon by the respective statutory authorities. No centralised project-wise data regarding such complaints and approvals is maintained by the Ministry of Housing and Urban Affairs.

(c) and (d): The Ministry of Housing and Urban Affairs has issued the Model Building Bye-Laws (MBBL), 2016 for guidance of States/Union Territories (UTs). The Chapter 11- Fire Protection and Fire Safety Requirements, of the Model Building Bye-Laws contains provisions relating to fire protection and fire-safety requirements and Chapter - 5 Provisions for High Rise Development, provides for Safety of High-rise developments. These provisions are advisory in nature and become legally enforceable upon their adoption and notification by the respective State or local authority. The norms and standards for fire safety and their implementation are prescribed under the relevant State building bye-laws and

development control regulations. Further, Part F - 'Fire and Life Safety' of the National Building Construction Standards 2026 (NBCS 2026) published by the Bureau of India Standards contains provisions regarding fire prevention, life safety in relation to fire, and fire protection of buildings; apart from specific occupancy-wise requirements. Also, Part F provides the additional requirements for high-rise buildings with respect to fire and safety particularly with regards to planning, design, execution, maintenance and training.

Further, the MBBL 2016 provides a model framework covering building-plan scrutiny, fire and life safety, structural safety, disaster resilience, environmental safeguards and grant of occupancy-related approvals. States/UTs have also been encouraged to implement Online Building Permission System (OBPS) for transparent, time-bound and technology-enabled processing of applications, integration of departmental clearances, digital scrutiny of building plans and maintenance of electronic approval records. Under Atal Mission for Rejuvenation and Urban Transformation (AMRUT), OBPS has been made operational in 3,774 towns including 452 AMRUT cities to facilitate online issuance of construction permits.

However, adoption of the Model Building Bye-Laws, modification of State building regulations, conduct of inspections, periodic fire-safety audits, disclosure of approvals, enforcement against violations and fixation of accountability for officials and project proponents remain within the jurisdiction of the respective State/UT Governments and competent local authorities.

MSMEs IN RAJASTHAN

3070. SHRI RAHUL KASWAN:

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

(a) the number of Micro, Small and Medium Enterprises (MSMEs) registered in Rajasthan including Churu and Hanumangarh districts during the last three years;

(b) the details of the financial assistance released by the Government for MSME development during the last three years in Rajasthan including Churu and Hanumangarh districts;

(c) the number of employment opportunities generated through MSMEs in Churu and Hanumangarh districts during the said period; and

(d) the steps being taken by the Government to promote MSME growth and local employment generation in Churu and Hanumangarh districts

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 number of Micro, Small and Medium Enterprises (MSMEs) registered on the Udyam Registration Portal (URP) and Udyam Assist Platform (UAP) in Churu and Hanumangarh districts and State of Rajasthan during the last three years is as below:

Total No. of MSMEs registered on URP and UAP			
State/District	**FY 2023-24**	**FY 2024-25**	**FY 2025-26**
Rajasthan	11,28,798	12,46,652	10,45,305
Churu	29,336	36,698	24,378
Hanumangarh	26,512	34,783	23,602

(b): The Government has taken a number of initiatives to enhance financial support to MSMEs, across the country including the State of Rajasthan. The details of major schemes implemented in the districts of Churu and Hanumangarh and State of Rajasthan, are as under:

(i) Credit Guarantee Scheme (CGS) for Micro Small Enterprises (MSEs):

CGS- Guarantees approved - Rajasthan						
State/District	**FY 2023-24**		**FY 2024-25**		**FY 2025-26**	
	No. of guarantees approved	**Amount approved (in Rs. crore)**	**No. of guarantees approved**	**Amount approved (in Rs. crore)**	**No. of guarantees approved**	**Amount approved (in Rs. crore)**
Rajasthan	85,848	9,180	1,20,424	13,865	1,22,758	21,308
Churu	2,539	197	1,904	184	2,638	384
Hanumangarh	1,665	184	2,146	182	2,625	329

(ii) The details of Units Assisted (UA) and Margin money (MM) provided under Prime Minister's Employment Generation Programme is as under:

State	**FY 2023-24**			**FY 2024-25**			**FY 2025-26**		
	No. of UA	**MM (Rs Cr)**	**Est. Employment generated**	**No. of UA**	**MM (Rs Cr)**	**Est. Employment generated**	**No. of UA**	**MM (Rs Cr)**	**Est. Employment generated**
Rajasthan	1,678	124.06	13,424	916	72.48	7,328	1,655	122.76	13,240
Churu	32	1.65	288	13	0.72	117	28	1.79	252
Hanumangarh	17	0.92	153	10	0.59	90	29	1.65	261

(c): As per URP and UAP, the total employment reported by MSMEs in Churu and Hanumangarh districts and State of Rajasthan during the last three years is given below:

Total Employment reported on URP and UAP			
State/District	**FY 2023-24**	**FY 2024-25**	**FY 2025-26**
Rajasthan	35,42,857	44,53,162	52,21,074
Churu	71,131	96,727	83,976
Hanumangarh	66,893	95,491	1,10,998

(d): The Ministry of MSME implements various schemes and programmes to promote and support MSMEs across the country including the districts of Churu and Hanumangarh of the State of Rajasthan in the areas of credit, equity funding, technology, infrastructure, market access, skill development and entrepreneurship, such as - Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs), Self-Reliant India (SRI) Fund, Prime Minister's Employment Generation Programme (PMEGP), Micro and Small Enterprises Green Investment and Financing for Transformation (MSE-GIFT), Scheme for Promotion and Investment in Circular Economy (SPICE), Raising and Accelerating MSME Performance (RAMP), Micro and Small Enterprises Cluster Development Programme (MSE-CDP), Procurement and Marketing Support (PMS), Entrepreneurship and Skill Development Programme (ESDP), MSME Champions, PM Vishwakarma, International Cooperation, Tool Rooms, Technology Centre System Programme (TCSP), and National SC/ST Hub (NSSH) etc,- thereby strengthening the MSME ecosystem and contributing towards the vision of Atmanirbhar Bharat (Self-Reliant India).

PROJECTS APPROVED UNDER PLISFPI SCHEME

3071. SHRIMATI SANGEETA KUMARI SINGH DEO:

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

(a) the details of projects approved under the Production Linked Incentive Scheme for the Food Processing Industry (PLISFPI) indicating the number of beneficiaries, investment committed, incentives released and employment generated, State-wise;

(b) the details of projects approved in Odisha including information on investments, processing capacity created and jobs generated, district-wise;

(c) whether the Ministry has undertaken any assessment of the impact of PLISFPI on reducing post-harvest losses, enhancing value addition and increasing farmers' income and, if so, the details thereof; and

(d) the details of the targets proposed to be achieved under the Scheme during the remaining implementation period up to 2026-27?

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

(a): Under Production Linked Incentive Scheme for the Food Processing Industry (PLISFPI), there are no State-wise approval of the applicants. Total 127 beneficiaries/companies have been approved under the scheme across the country. Total investment of about Rs.9,207 crore has been made by the approved applicants against the committed investment of Rs.7,722 crore. Total incentive amount of Rs. 3,271.44 crore have been disbursed under the

Scheme up to June 2026. About 3.35 lakh both direct and indirect employment opportunities have been generated by the approved applicants under the scheme. State-wise data on employment is not maintained. The state-wise details of the projects/units and investment are given in the enclosed **Statement**.

(b): Under PLISFPI, five manufacturing units of approved applicants are located in Odisha. All these units are operational. Investment of Rs.196.30 crore has been made in these Units by the approved applicants. Total 110.22 thousand metric tonnes per annum of processing capacity has been created under the scheme. The details of district-wise units are as under:

Sl. No.	District	Beneficiary	Product Segment	Investment Achieved (Rs. in crore)	Additional Capacity (MTPA) (in thousand)
1	Balasore	Gadre Marine Export Pvt. Ltd.	Marine Products	29.85	10.80
2	Khurda	Britannia Industries Ltd.	RTC/RTE	66.24	30.00
3	Khurda	ITC Limited	RTC/RTE	34.31	9.40
4	Khurda	Parle Agro Pvt. Ltd.	Processed Fruits & Vegetables	53.08	32.42
5	Bargarh	Tata Consumer Products Ltd.	Processed Fruits & Vegetables	12.82	27.60
Total				**196.30**	**110.22**

State-wise/District-wise data on employment is not maintained.

(c): The Ministry of Food Processing Industries regularly reviews the implementation of the scheme. The objectives of the Scheme are to support

the creation of global food manufacturing champions, promote Indian brands of food products, increase employment opportunities for off-farm jobs, ensure remunerative prices of farm produce and higher income to the farmers. The scheme has contributed to expansion of food processing capacity, adoption of advanced processing and packaging technologies, strengthening of supply chains and import substitution. The incentives under the scheme are admissible where the entire chain of manufacturing processes, including primary processing of the food products applied for coverage under the scheme takes place in India, thereby promoting domestic value addition. The investments undertaken under the Scheme across the country have resulted in creation of around 34 lakh metric tonnes per annum of additional food processing capacity, strengthening food processing infrastructure and supply chains.

(d): About 3.35 lakh both direct and indirect employment have been generated by the approved applicants against the targeted employment of 2.5 lakh under the scheme. Total investment of about Rs.9,207 crore has been made by the approved applicants against the committed investment of Rs.7,722 crore. The investments undertaken under the Scheme across the country have resulted in creation of around 34 lakh metric tonnes per annum of additional food processing capacity, strengthening food processing infrastructure and supply chains.

PLISFPI is a time-bound Scheme being implemented up to FY 2026-27 in accordance with the approved Scheme Guidelines and the incentive disbursement under the scheme period is a continuous process.

STATEMENT

The State-wise details of the projects/units and investment achieved

Sr. No	State	Number of Projects/Units	Investment Achieved (Rs. in crore)
1	Andhra Pradesh	34	1313.33
2	Assam	3	46.54
3	Bihar	7	660.37
4	Chhatisgarh	1	45.14
5	Goa	1	20.21
6	Gujarat	27	1599.88
7	Haryana	6	80.62
8	Himachal Pradesh	1	10.93
9	Jammu & Kashmir	2	78.6
10	Jharkhand	2	11.76
11	Karnataka	13	312.87
12	Kerala	7	193.34
13	Madhya Pradesh	8	657.69
14	Maharashtra	31	1368.71
15	Odisha	5	196.3
16	Punjab	6	136.02
17	Rajasthan	6	279.94
18	Tamil Nadu	11	390.91
19	Telangana	8	245.5
20	Uttar Pradesh	23	1242.83
21	Uttarakhand	2	132.72
22	West Bengal	8	182.53
	Grand Total	**212**	**9207**

PM VISHWAKARMA SCHEME

3072. SHRIMATI SHAMBHAVI:
SHRI RAJESH VERMA:
SHRI ARUN BHARTI:
DR. LATA WANKHEDE:

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

(a) the physical and financial achievements under the PM Vishwakarma Scheme during the fiscal year 2025-2026 in Bihar and Madhya Pradesh;

(b) the total number of traditional artisans and crafts people who successfully completed the basic skill training and received the PM Vishwakarma certificate during the last one year in Bihar and Madhya Pradesh;

(c) the total quantum of collateral-free enterprise development loans and toolkit e-vouchers disbursed directly to the beneficiaries in Bihar and Madhya Pradesh;

(d) whether the Government has received reports of technical glitches on the registration portal causing verification delays for rural artisans in Bihar and Madhya Pradesh and if so, the details thereof; and

(e) the administrative steps being taken by the Government in coordination with the state authorities to expedite the three-tier verification process for applicants in Bihar and Madhya Pradesh?

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): PM Vishwakarma scheme is a Central Sector scheme for providing holistic support to the traditional artisans and craftspeople. The details of number of traditional artisans and craftspeople registered, PM Vishwakarma certificate issued, basic skill training imparted, collateral-free enterprise development loans sanctioned and toolkit e-vouchers disbursed under PM Vishwakarma in the state of Bihar and Madhya Pradesh are given in the enclosed **Statement.**

(d) and (e): PM Vishwakarma portal is a comprehensive digital platform for transparent, efficient and paperless service delivery. PM Vishwakarma portal is operating smoothly and a technical team is in place for responding to any operational requirements.

A total of 30 lakh artisans and craftspeople have been successfully registered, after three stage verification process, including the state of Bihar and Madhya Pradesh.

STATEMENT

Details of traditional artisans and craftspeople registered, PMV certificates issued, basic skill training completed, No. of loans and amount sanctioned and toolkit delivered in Bihar and Madhya Pradesh under PM Vishwakarma:

Particulars	BIHAR		MADHYA PRADESH	
	Since inception (17.09.23 to 04.08.26)	2025-26	Since inception (17.09.23 to 04.08.26)	2025-26
No. of artisans & craftspeople registered	1,62,053	4,669	2,78,022	4,330
PMV Certificates issued	1,62,053	4,669	2,78,022	4,330
Basic Skill Training Completed	1,19,731	28,003	2,28,642	26,924
No. of Loan Sanctioned	27,492	13,755	60,289	24,410
Amount of Loan Sanctioned (Rs. in crore)	233.53	113.28	546.82	220.43
Toolkit Delivered	73,153	60,004	1,57,897	1,19,355

METRO RAIL NETWORK IN CHENNAI

3073. DR. T SUMATHY *ALIAS* THAMIZHACHI THANGAPANDIAN:

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

(a) whether the Government has expedited the pending works in Corridors 3, 4 and 5 of the Chennai Metro Rail Limited (CMRL) Phase-II project and if so, the details thereof along with the funds released thereon; and

(b) the expected impact of the expansion of the Metro Rail network in Chennai on urban mobility, reduction in traffic congestion and improvement in last-mile connectivity?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): Chennai Metro Rail Project Phase II, for a total length of 118.9 km, comprising three corridors, viz., (i) Corridor 3 - Madhavaram to SIPCOT (45.8 km); (ii) Corridor 4 - Light House to Poonnamallee Bypass (26.1 km)., and (iii) Corridor 5 - Madhavaram to Sholinganallur (47.0 km) has been sanctioned by Central Government at the cost of Rs. 63,246 crore. Chennai Metro Rail Limited (CMRL), which is implementing agency for Chennai Metro Phase II project has informed that current physical progress of the project is 54.62%. Central funds for the Chennai Metro are released based on fund requirement posed by Special Purpose Vehicle (SPV) i.e. Chennai Metro Rail Limited (CMRL), which is dependent upon the progress of the project. Govt. of India has released Rs. 14,545.91 crore for the Chennai Metro Rail Phase II Project since its sanction in the month of October,

2024. The progress of project is regularly monitored by a High Powered Committee, Board of Directors of Chennai Metro Rail Limited and also at different levels in Central and State Government for its expeditious completion.

(b): CMRL has informed that the expansion of Chennai Metro Rail under Phase II is expected to significantly enhance urban mobility by providing seamless, safe and efficient public transport connectivity across the Chennai

Metropolitan Area. Physical integration of this metro network with railway stations, bus stations, airport & other metro corridors is expected reduction in the traffic congestion. For improved last mile connectivity, dedicated feeder services make metro more usable for end-to-end journey.

राष्ट्रीय खाद्य प्रौद्योगिकी, उद्यमशीलता और प्रबंधन संस्थान

3074. श्री दिनेश चंद्र यादवः

श्री रामप्रीत मंडलः

श्री कौशलेन्द्र कुमारः

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे किः

(क) वर्ष 2025-26 के केंद्रीय बजट में की गई घोषणा के अनुसार, खाद्य प्रसंस्करण को सहायता प्रदान करने और बढ़ावा देने के लिए 'पूर्वोदय' योजना के अंतर्गत बिहार में राष्ट्रीय खाद्य प्रौद्योगिकी, उद्यमशीलता और प्रबंधन संस्थान की स्थापना की वर्तमान स्थिति क्या है;

(ख) उक्त संस्थान को कार्यशील बनाने के लिए अब तक की-गई-कार्रवाई का ब्यौरा क्या है;

(ग) उक्त संस्थान किस जिले/स्थान पर स्थापित किया जा रहा है और इसके स्थल की पहचान और अन्य स्वीकृतियों की वर्तमान स्थिति क्या है;

(घ) इस उद्देश्य के लिए अब तक स्वीकृत, आवंटित और खर्च की गई निधि का वर्ष-वार ब्यौरा क्या है; और

(ङ) उक्त संस्थान की स्थापना के लिए समय-सीमा का ब्यौरा क्या है और उसमें हुई वर्तमान प्रगति, प्रस्तावित शैक्षिक और अनुसंधान सुविधाओं, उससे रोजगार सृजन की संभावना तथा बिहार सहित देश के खाद्य प्रसंस्करण क्षेत्र को होने वाले संभावित लाभ क्या हैं?

खाद्य प्रसंस्करण उद्योग मंत्री (श्री चिराग पासवान):

(क) से (ग): पूर्वी क्षेत्र में खाद्य प्रसंस्करण क्षेत्र को बढ़ावा देने के लिए बिहार में राष्ट्रीय खाद्य प्रौद्योगिकी, उद्यमिता एवं प्रबंधन संस्थान (निफ़्टेम) की स्थापना हेतु कदम उठाए गए हैं। बिहार

राज्य सरकार ने खाद्य प्रसंस्करण उद्योग मंत्रालय को संस्थान की स्थापना के लिए बिहार के वैशाली जिले में राजापाकर (जाफरपट्टी) में 100 एकड़ भूमि निःशुल्क हस्तांतरित करने के लिए 'सैद्धांतिक' स्वीकृति प्रदान की है। बिहार अवसंरचना विकास प्राधिकरण को निफ़्टेम के लिए भूमि के उपयुक्त भू-खंड की पहचान करने के लिए अधिकृत किया गया है।

(घ): अब तक, इस उद्देश्य के लिए भारत सरकार द्वारा कोई निधि आवंटित नहीं की गई है और न ही कोई व्यय किया गया है।

(ङ): बिहार में निफ़्टेम की स्थापना की समय-सीमा राज्य सरकार द्वारा भूमि के औपचारिक हस्तांतरण और विस्तृत परियोजना प्रतिवेदन (डीपीआर) की स्वीकृति पर निर्भर है, जिनमें से दोनों प्रक्रियाएँ अभी पूरी नहीं हुई हैं। प्रस्तावित संस्थान की स्थापना से खाद्य प्रसंस्करण के क्षेत्र में शिक्षा, अनुसंधान, नवाचार, मूल्य संवर्धन और इनक्यूबेशन सहायता को बढ़ावा मिलेगा, प्रत्यक्ष एवं अप्रत्यक्ष रोजगार सृजित होंगे तथा बिहार और पूरे पूर्वी क्षेत्र में खाद्य प्रसंस्करण पारिस्थितिकी तंत्र को समग्र रूप से मजबूती मिलेगी।

स्मार्ट सिटी मिशन के अंतर्गत परियोजनाओं के पूर्ण होने की स्थिति

3075. श्रीमती कलाबेन मोहनभाई देलकरः

डॉ. शिवाजी बंडाप्पा कालगेः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) वर्ष 2026 के अंत तक देशभर में स्मार्ट सिटी मिशन (एससीएम) के अंतर्गत परियोजनाओं के अंतिम रूप से पूरा होने की राज्य/संघ राज्यक्षेत्र-वार स्थिति क्या है;

(ख) उक्त मिशन के अंतर्गत जुटाया गया कुल निवेश और सौ स्मार्ट शहरों में संचालित एकीकृत कमान और नियंत्रण केंद्रों (आईसीसीसी) की महाराष्ट्र और दादरा और नागर हवेली तथा दमन और दीव संघ राज्यक्षेत्र सहित राज्य/संघ राज्यक्षेत्र-वार संख्या कितनी है;

(ग) उक्त मिशन की दस साल की कार्यान्वयन अवधि के दौरान राज्य/संघ राज्यक्षेत्र-वार क्या प्रमुख उपलब्धियां और परिवर्तनकारी परिणाम प्राप्त हुए हैं; और

(घ) उक्त मिशन के अंतर्गत विकसित डिजिटल अवसंरचना और नवाचारों को बनाए रखने तथा उनका विस्तार करने की योजना का राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख): स्मार्ट सिटी मिशन (एससीएम) के अंतर्गत, 31.03.2026 तक राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई जानकारी के अनुसार 1,64,811 करोड़ रुपये की कुल 8,064 परियोजनाएं शुरू की गईं, जिनमें से 1,56,257 करोड़ रुपये की 7,790 परियोजनाएं (कुल परियोजनाओं का 97%) पूरी की जा चुकी हैं।

महाराष्ट्र के साथ-साथ संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमन और दीव में स्मार्ट शहरों सहित सभी 100 स्मार्ट शहरों में एकीकृत कमान और नियंत्रण केंद्र (आईसीसीसी) स्थापित किए गए हैं।

एससीएम के तहत दावा की गई और उपयोग की गई केंद्रीय वित्तीय सहायता के साथ-साथ परियोजनाओं का राज्य/संघ राज्य क्षेत्र-वार और शहर-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग): एससीएम की प्रमुख उपलब्धियों तथा परिवर्तनकारी परिणामों में, अन्य बातों के साथ-साथ, निम्नलिखित शामिल हैं:

i. अपराध की निगरानी, नागरिक सुरक्षा, परिवहन, अपशिष्ट, जल और आपदा प्रबंधन के कार्यों के लिए 100 एकीकृत कमान और नियंत्रण केंद्र (आईसीसीसी) स्थापित किए गए;
ii. सार्वजनिक सुरक्षा और संरक्षा: 83,000 से अधिक सीसीटीवी निगरानी कैमरे लगाए गए;
iii. जीवंत सार्वजनिक स्थल: 1,300+ सार्वजनिक-स्थल परियोजनाएं पूरी हुईं, साथ ही 484 विरासत स्थलों के संरक्षण और 58 शहरों में बाजार पुनर्विकास;
iv. जल आपूर्ति: SCADA के माध्यम से 17,000+ किमी जल आपूर्ति नेटवर्क की निगरानी की जाती है, जिससे रिसाव और गैर-राजस्व पानी कम होता है;

v. ठोस अपशिष्ट प्रबंधन: आईसीसीसी आरएफआईडी-सक्षम अपशिष्ट-संग्रह वाहनों की निगरानी करते हैं, कई शहरों में मार्गों और संग्रह प्रभाविता में सुधार करते हैं;

vi. गतिशीलता: बेहतर यातायात प्रबंधन के लिए आईसीसीसी के माध्यम से आईटीएमएस तैनाती और निगरानी के साथ 1,700+ किमी की स्मार्ट, सुलभ सड़कों का निर्माण;

vii. सार्वजनिक निजी भागीदारी (पीपीपी): 9,190 करोड़ रुपये की 194 परियोजनाएं पूरी की जा चुकी हैं।

(घ): एमओएचयूए द्वारा जारी दिनांक 10 जून, 2025 की परामर्शिका संख्या 27 के अनुसार, विशेष प्रयोजन तंत्रों (एसपीवी) को आईसीसीसी का उपयोग शहर परिचालन प्रणाली तथा राज्य विश्लेषणात्मक हब के रूप में करने की सलाह दी गई थी, जिसमें परिचालन नियंत्रण यथासंभव शहरी विकास विभागों के पास बनाए रखा जाए। आईसीसीसी के कार्यों के प्रबंधन के लिए एसपीवी सर्विस-लिंक्ड राजस्व प्राप्त कर सकते हैं। राज्यों तथा संघ राज्य क्षेत्रों को मुख्य सचिव की अध्यक्षता वाली संबंधित उच्चाधिकार प्राप्त संचालन समितियों (एचपीएससी) के माध्यम से शहरी क्षेत्र की प्राथमिकताओं को चिह्नित करने तथा उन क्षेत्रों की मैपिंग करने के लिए प्रोत्साहित किया गया है, जहाँ एसपीवी कार्यनीतिक भूमिका निभाना जारी रख सकते हैं। इसके अतिरिक्त, एमओएचयूए ने आईसीसीसी को नगरपालिकीय प्रशासन के अंतर्गत लाइन विभागों के एकीकरण की दिशा में प्रोत्साहित किया है तथा आईसीसीसी को शहरी स्थानीय निकायों (यूएलबी) के लाइन विभागों को सेवाएँ प्रदान करने की भी अनुशंसा की है।

विवरण

एससीएम के अंतर्गत दावा की गई और उपयोग की गई केंद्रीय वित्तीय सहायता के साथ-साथ परियोजनाओं का राज्य/संघ राज्य क्षेत्र-वार और शहर-वार ब्यौरा:

(राशि करोड़ रुपए में)

क्रम संख्या	शहर का नाम	राज्य का नाम	भारत सरकार की निधियों की स्थिति		कुल परियोजनाएं		पूर्ण परियोजनाएं	
			दावा की गई भारत सरकार की निधि	उपयोग की गई भारत सरकार की निधि	परियोजनाओं की संख्या	परियोजनाओं की लागत	परियोजनाओं की संख्या	परियोजनाओं की लागत
1	पोर्ट ब्लेयर	अंडमान निकोबार द्वीप समूह	306	245	18	511	9	72
2	अमरावती	आंध्र प्रदेश	488	488	19	903	14	746
3	काकीनाडा	आंध्र प्रदेश	490	485	92	1,908	80	1,731
4	तिरुपति	आंध्र प्रदेश	392	388	104	2,083	92	1,649
5	विशाखापत्तनम	आंध्र प्रदेश	490	479	65	1,695	63	1,613
6	ईटानगर	अरुणाचल प्रदेश	488	409	32	521	25	422
7	पासीघाट	अरुणाचल प्रदेश	490	486	43	512	41	458
8	गुवाहाटी	असम	490	490	21	755	21	755
9	भागलपुर	बिहार	490	486	27	1,504	26	1,494
10	बिहारशरीफ	बिहार	433	418	61	1,449	57	1,252
11	मुजफ्फरपुर	बिहार	490	445	30	860	26	747
12	पटना	बिहार	488	485	34	1,430	34	1,430
13	चंडीगढ़	चंडीगढ़	490	490	97	2,694	97	2,694
14	अटल नगर	छत्तीसगढ़	488	476	52	944	52	944
15	बिलासपुर	छत्तीसगढ़	429	403	126	1,765	118	1,605
16	रायपुर	छत्तीसगढ़	453	453	342	1,745	337	1,696
17	सिलवासा	दादरा और नगर हवेली	392	389	29	853	14	432
18	दीव	दमन और दीव	386	386	52	1,148	43	1,093
19	एनडीएमसी	दिल्ली	343	317	127	997	121	884
20	पणजी	गोवा	490	470	51	1,051	50	1,043
21	अहमदाबाद	गुजरात	490	490	70	2,655	69	2,626
22	दाहोद	गुजरात	417	414	36	984	36	984
23	गांधीनगर	गुजरात	490	463	43	1,046	42	846

24	राजकोट	गुजरात	490	490	71	2,184	71	2,184
25	सूरत	गुजरात	490	490	87	2,694	87	2,694
26	वडोदरा	गुजरात	490	489	52	1,943	52	1,943
27	फरीदाबाद	हरियाणा	490	490	44	929	35	763
28	करनाल	हरियाणा	490	432	117	1,207	105	801
29	धर्मशाला	हिमाचल प्रदेश	490	477	80	656	77	611
30	शिमला	हिमाचल प्रदेश	488	478	211	896	208	840
31	जम्मू	जम्मू और कश्मीर	489	459	127	2,969	125	2,940
32	श्रीनगर	जम्मू और कश्मीर	452	452	161	3,634	157	3,532
33	रांची	झारखंड	490	490	26	1,847	26	1,847
34	बेलगावी	कर्नाटक	490	490	217	2,780	212	2,722
35	बेंगलुरु	कर्नाटक	488	456	57	1,054	56	1,031
36	दावणगेरे	कर्नाटक	490	490	128	1,976	127	1,947
37	हुबली-धारवाड़	कर्नाटक	490	444	81	1,950	79	1,835
38	मंगलुरु	कर्नाटक	490	457	105	2,579	98	2,484
39	शिवमोग्गा	कर्नाटक	490	490	112	1,381	112	1,381
40	तुमकुरु	कर्नाटक	490	490	217	2,099	217	2,099
41	कोच्चि	केरल	490	490	98	1,761	96	1,734
42	तिरुवनंतपुरम	केरल	488	488	79	1,242	77	1,179
43	कवरत्ती	लक्षद्वीप	183	45	12	289	8	11
44	भोपाल	मध्य प्रदेश	490	490	82	2,791	82	2,791
45	ग्वालियर	मध्य प्रदेश	490	490	84	1,633	81	1,416
46	इंदौर	मध्य प्रदेश	490	490	231	3,751	231	3,751
47	जबलपुर	मध्य प्रदेश	490	490	130	2,197	130	2,197
48	सागर	मध्य प्रदेश	490	489	80	1,782	78	1,607
49	सतना	मध्य प्रदेश	490	483	86	1,363	83	1,262
50	उज्जैन	मध्य प्रदेश	490	490	95	1,613	93	1,589
51	औरंगाबाद	महाराष्ट्र	490	490	47	2,835	45	2,690
52	कल्याण-डोंबिवली	महाराष्ट्र	490	490	19	1,245	16	721
53	नागपुर	महाराष्ट्र	490	490	47	1,768	40	1,588
54	नासिक	महाराष्ट्र	444	444	53	3,197	52	3,026
55	पिंपरी-चिंचवाड़	महाराष्ट्र	490	490	25	1,304	24	1,172
56	पुणे	महाराष्ट्र	490	490	55	3,333	55	3,333
57	सोलापुर	महाराष्ट्र	490	490	49	1,587	49	1,587
58	ठाणे	महाराष्ट्र	490	490	52	1,712	50	1,402
59	इंफाल	मणिपुर	398	348	27	513	23	346
60	शिलांग	मेघालय	490	445	13	517	10	453

61	आइजोल	मिजोरम	490	431	45	508	33	290
62	कोहिमा	नागालैंड	490	477	40	689	40	689
63	भुवनेश्वर	ओडिशा	490	490	32	2,072	31	2,057
64	राउरकेला	ओडिशा	490	490	75	1,517	73	1,370
65	पुडुचेरी	पुडुचेरी	343	338	80	595	70	328
66	अमृतसर	पंजाब	490	484	44	1,911	42	1,805
67	जालंधर	पंजाब	490	445	78	1,186	74	1,023
68	लुधियाना	पंजाब	490	490	82	1,389	74	1,320
69	अजमेर	राजस्थान	490	490	179	2,224	178	2,209
70	जयपुर	राजस्थान	490	484	170	2,545	168	2,483
71	कोटा	राजस्थान	490	484	87	2,154	86	2,139
72	उदयपुर	राजस्थान	490	490	143	1,717	143	1,717
73	गंगटोक	सिक्किम	488	447	29	744	28	735
74	नामची	सिक्किम	490	464	26	917	24	781
75	चेन्नई	तमिलनाडु	490	490	49	1,104	48	1,097
76	कोयंबटूर	तमिलनाडु	490	490	72	1,455	72	1,455
77	इरोड़	तमिलनाडु	490	486	55	1,304	55	1,304
78	मदुरै	तमिलनाडु	490	490	16	1,900	16	1,900
79	सलेम	तमिलनाडु	490	490	114	1,861	114	1,861
80	तंजावुर	तमिलनाडु	490	488	103	996	102	989
81	थूथुकुडी	तमिलनाडु	490	482	75	1,038	75	1,038
82	तिरुचिरापल्ली	तमिलनाडु	490	489	83	1,548	83	1,548
83	तिरुनेलवेली	तमिलनाडु	490	480	81	1,817	81	1,817
84	तिरुपुर	तमिलनाडु	490	489	28	2,833	28	2,833
85	वेल्लोर	तमिलनाडु	490	489	53	2,096	52	2,083
86	ग्रेटर वारंगल	तेलंगाना	377	377	119	1,800	103	1,499
87	करीमनगर	तेलंगाना	429	429	49	1,094	40	1,022
88	अगरतला	त्रिपुरा	490	490	77	808	77	808
89	आगरा	उत्तर प्रदेश	490	490	62	2,369	62	2,369
90	अलीगढ़	उत्तर प्रदेश	490	490	52	1,830	51	1,730
91	बरेली	उत्तर प्रदेश	490	485	88	1,476	88	1,476
92	झांसी	उत्तर प्रदेश	490	490	78	1,868	78	1,868
93	कानपुर	उत्तर प्रदेश	490	489	91	3,060	91	3,060
94	लखनऊ	उत्तर प्रदेश	490	490	103	2,126	102	2,115
95	मुरादाबाद	उत्तर प्रदेश	490	490	41	1,503	41	1,503
96	प्रयागराज	उत्तर प्रदेश	490	489	146	2,295	145	2,250
97	सहारनपुर	उत्तर प्रदेश	490	489	115	1,292	114	1,245

98	वाराणसी	उत्तर प्रदेश	490	490	117	3,342	117	3,342
99	देहरादून	उत्तराखंड	490	484	33	1,144	32	939
100	न्यू टाउन कोलकाता	पश्चिम बंगाल	490	487	226	1,460	225	1,435
	कुल		**47,320**	**46,254**	**8,064**	**1,64,811**	**7,790**	**1,56,257**
	गैर-चयनित स्मार्ट सिटी		18	18				
	सुल्तानपुर लोधी		120	105				
	कुल योग		**47,458**	**46,377**				

(31.03.2026 तक राज्यों/संघ राज्य क्षेत्रों/स्मार्ट सिटी मिशन द्वारा दी गई जानकरी के अनुसार)

प्रयागराज से मुंबई के लिए उड़ानों की आवृत्ति में कमी

3076. श्री प्रवीण पटेलः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार इस बात से अवगत है कि विभिन्न विमानन कंपनियों ने हाल ही में प्रयागराज से मुंबई के लिए उड़ानों की आवृत्ति कम कर दी है, जिसमें अकासा एयर द्वारा सप्ताह के सातों दिन संचालित होने वाली उड़ान को जुलाई से घटाकर सप्ताह में केवल एक दिन कर दिया गया है और इंडिगो द्वारा सप्ताह में छह दिन संचालित होने वाली उड़ान को घटाकर केवल चार दिन कर दिया गया है और यदि हां, तो इसके क्या कारण हैं;

(ख) क्या सरकार का यात्रियों को हो रही बढ़ती असुविधा को देखते हुए उड़ानों की आवृत्ति बढ़ाने के लिए विमानन कंपनियों को निर्देश देने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या क्षेत्रीय संपर्क योजना की अवधि समाप्त होने के कारण वर्तमान में व्यवहार्यता अंतर वित्तपोषण (वीजीएफ) के अंतर्गत प्रयागराज से कोई विमान सेवा संचालन नहीं कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): मार्च 1994 में वायु निगम अधिनियम के निरसन के साथ, भारतीय घरेलू विमानन क्षेत्र को विनियमनमुक्त कर दिया गया था। एयरलाइनें मौजूदा दिशानिर्देशों के अनुपालन के अधीन, यातायात माँग और वाणिज्यिक व्यवहार्यता के आधार पर विशिष्ट गंतव्यों के लिए हवाई सेवाएं प्रदान करती हैं। चूँकि हवाई यातायात माँग सीजनल प्रकृति की होती है, एयरलाइनें समय-समय पर अपने मार्ग नेटवर्क को अनुकूलित करती हैं और प्रासंगिक अवधि के दौरान प्रचलित परिचालन लागतों पर विचार करने के पश्चात मार्ग विस्तार की योजना बनाती हैं।

तदनुसार, मेसर्स इंडिगो और मेसर्स अकासा एयरलाइंस ने अक्टूबर 2026 से प्रयागराज से मुंबई के लिए उड़ानों को पुनः चालू करने की अपनी योजनाओं की जानकारी प्रदान की है।

वर्तमान में, 'उड़ान' योजना की व्यवहार्यता अंतर वित्तपोषण (वीजीएफ) समर्थन अवधि के तहत प्रयागराज से कोई आरसीएस उड़ानें परिचालित नहीं हो रही हैं।

कैशलेस उपचार योजना का कार्यान्वयन

3077. सुश्री इकरा चौधरी:

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

(क) वित्तीय वर्ष 2023-24, 2024-25 और 2025-26 के दौरान एक्सप्रेसवे, राष्ट्रीय राजमार्गों (एनएच) और राज्य राजमार्गों (एसएच) पर सड़क दुर्घटना के उन पीड़ितों का राज्य-वार और वर्ष-वार ब्यौरा क्या है, जिन्हें कैशलेस उपचार योजना के अंतर्गत 1.5 लाख रुपये तक का मुफ्त उपचार मिला है;

(ख) क्या पुलिस औपचारिकताओं या अग्रिम भुगतान की आवश्यकताओं के आधार पर दुर्घटना के तुरंत बाद के समय (गोल्डन आवर) के दौरान निजी अस्पतालों द्वारा उपचार में देरी करने के मामले सामने आए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और विगत तीन वर्षों के दौरान ऐसे अस्पतालों के विरुद्ध क्या कार्रवाई की गई है;

(ग) राहवीर योजना के अंतर्गत सड़क दुर्घटना पीड़ितों को अस्पतालों तक पहुंचाने के लिए 5,000 रुपये का प्रोत्साहन और प्रशस्ति पत्र प्राप्त करने वाले नागरिकों की राज्य-वार और वर्ष-वार संख्या कितनी है;

(घ) क्या कैशलेस उपचार योजना से संबंधित अस्पतालों की वास्तविक समय में निगरानी और जन शिकायतों के निवारण के लिए जिला स्तर पर कोई केंद्रीकृत डिजिटल डैशबोर्ड या हेल्पलाइन उपलब्ध कराई गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) उत्तर प्रदेश के शामली और सहारनपुर जिलों में पिछले दो वर्षों के दौरान कैशलेस उपचार योजना के अंतर्गत कितने व्यक्तियों को उपचार प्रदान किया गया है?

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

(क): मोटर यान अधिनियम, 1988 की धारा 162 के तहत कानूनी अधिदेश के अनुसार, सड़क दुर्घटना पीड़ितों के लिए कैशलेस उपचार योजना, 2025 को 13.02.2026 को राष्ट्रव्यापी कार्यान्वयन के लिए प्रारंभ किया गया। यह योजना किसी भी श्रेणी की सड़क पर दुर्घटना की तारीख से अधिकतम 7 दिनों की सीमा के अधीन, प्रति पीड़ित 1.5 लाख रूपये तक का उपचार कवर प्रदान करती है। इसके अलावा, यह उपचार कवर उन सभी पीड़ितों को उपलब्ध होगा जो मोटर वाहनों के उपयोग से होने वाली सड़क दुर्घटनाओं में शामिल हैं।

दिनांक 31.07.2026 तक, राष्ट्रव्यापी कार्यान्वयन के लिए योजना के शुभारंभ के बाद से, 34 राज्यों/संघ राज्य क्षेत्रों में योजना के दिशानिर्देशों के अनुसार कुल 22,481 पीड़ितों को निःशुल्क उपचार प्राप्त हुआ है। राज्य/संघ राज्य क्षेत्र वार ब्यौरा **विवरण-I** में संलग्न है।

(ख): उपचार उपलब्ध कराने, दावों के प्रसंस्करण और अस्पतालों को भुगतान के संवितरण में होने वाली देरी को कम करने के लिए पीएम-राहत योजना के तहत समयबद्ध प्रक्रियाएं और स्पष्ट रूप से परिभाषित जिम्मेदारियां निर्धारित किए गए हैं। इस योजना के तहत उपचार निम्नलिखित श्रेणियों के अस्पतालों के माध्यम से प्रदान किया जाता है:-

(i) आयुष्मान भारत प्रधान मंत्री जन आरोग्य योजना (एबी पीएम-जेएवाई) के अंतर्गत सूचीबद्ध और राष्ट्रीय स्वास्थ्य प्राधिकरण (एनएचए) द्वारा जारी दिशानिर्देशों का अनुपालन करने वाले अस्पताल स्वतः ही योजना के अंतर्गत नामित अस्पताल माने जाते हैं।

(ii) राज्य/संघ राज्य क्षेत्र, एनएचए द्वारा दिनांक 20.05.2025 को जारी ओएम संख्या एस-12018/81/2024 के अनुसार आवश्यक बुनियादी ढांचे, कुशल कर्मियों और आघात-देखभाल क्षमता वाले अतिरिक्त नामित अस्पतालों को शामिल कर सकते हैं।

(iii) नामित अस्पतालों के अलावा अन्य अस्पतालों को तत्काल स्थिरीकरण उपचार प्रदान करना आवश्यक है और उसके बाद वे पीड़ित को निर्धारित समय सीमा के भीतर उपयुक्त नामित अस्पताल में स्थानांतरित कर सकते हैं।

इस योजना के अंतर्गत प्रवेश या उपचार से इनकार करना लागू योजना प्रावधानों का उल्लंघन माना जाएगा। राज्यों/संघ राज्य क्षेत्र को क्लिनिकल प्रतिष्ठानों को विनियमित करने वाले कानूनों, जिनमें नैदानिक प्रतिष्ठान (पंजीकरण और विनियमन) अधिनियम, 2010 या संबंधित राज्य-विशिष्ट कानून शामिल हैं, के तहत कार्रवाई करने का अधिकार है। इसके अलावा, अस्पताल पैनल में शामिल होने संबंधी दिशानिर्देशों में अनुपालन न करने की स्थिति में अनुशासनात्मक कार्यवाही, निलंबन और पैनल से नाम हटाने का प्रावधान है।

(ग): सरकार ने गंभीर सड़क दुर्घटनाओं के पीड़ितों की सहायता के लिए नागरिकों को प्रोत्साहित करने हेतु 'राह-वीर योजना' शुरू की है। राज्यों/संघ राज्य क्षेत्रों से प्राप्त जानकारी के अनुसार, 'नेक मददगार (समरिटन) योजना' के तहत प्रोत्साहन राशि प्राप्त करने वाले नागरिकों की संख्या **विवरण-II** में संलग्न है।

(घ): योजना के दिशानिर्देशों के अनुसार, योजना के कार्यान्वयन से उत्पन्न शिकायतों के निवारण के लिए प्रत्येक जिले में जिला सड़क सुरक्षा समिति द्वारा एक समर्पित शिकायत निवारण अधिकारी (जीआरओ) नियुक्त किया जाएगा। यदि आवेदक समाधान से असंतुष्ट है, या यदि इसमें देरी होती

है, तो शिकायत को जिला कलेक्टर के समक्ष और उसके बाद राज्य सड़क सुरक्षा परिषद के समक्ष उठाया जा सकता है, जो अपीलीय प्राधिकारी के रूप में कार्य करती है।

एनएचए की हेल्पलाइन 14588 अस्पतालों के लिए भी उपलब्ध है, जहां वे अस्पताल में भर्ती होने, उपचार और अस्पताल के दावों के निपटान से संबंधित शिकायतों के लिए सहायता प्राप्त कर सकते हैं।

इसके अलावा, एम-परिवहन मोबाइल एप्लिकेशन के अंतर्गत एक नागरिक-केंद्रित पीएम-राहत मॉड्यूल विकसित किया गया है। यह मॉड्यूल नागरिकों को योजना से संबंधित जानकारी प्राप्त करने, निकटतम नामित अस्पताल का विवरण जानने, उपचार अनुरोध से संबंधित पुलिस प्रतिक्रिया की स्थिति की जांच करने और जिला स्तरीय शिकायत निवारण अधिकारी से संपर्क विवरण प्राप्त करने में सक्षम बनाता है।

(ङ): उत्तर प्रदेश के शामली और सहारनपुर जिलों में योजना के शुभारंभ के बाद से 31.07.2026 तक पीएम-राहत योजना के तहत उपचार प्राप्त करने वाले व्यक्तियों की संख्या **विवरण-III** के रूप में संलग्न है।

<u>विवरण-I</u>

दिनांक 31.07.2026 तक, पीड़ितों को प्रदान किए गए निःशुल्क उपचार का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा:

क्र.स.	राज्य	अनुमोदित	निर्धारित समय सीमा के भीतर पुलिस से कोई प्रतिक्रिया न मिलने पर योजना से बाहर कर दिया गया	राज्य पुलिस द्वारा जानलेवा मामलों को इस योजना के तहत पात्र नहीं माना जाएगा*	कुल योग
1	गुजरात	6,416	474	146	7,036
2	मध्य प्रदेश	6,275	336	150	6,761
3	असम	968	1,089	34	2,091
4	उत्तर प्रदेश	679	168	40	887
5	जम्मू और कश्मीर	680	57	12	749
6	आंध्र प्रदेश	391	244	42	677
7	छत्तीसगढ	371	257	16	644

8	हरियाणा	431	44	17	492
9	ओडिशा	380	58	32	470
10	हिमाचल प्रदेश	355	7	13	375
11	त्रिपुरा	267	77	31	375
12	पुदुचेरी	223	107	4	334
13	कर्नाटक	154	136	37	327
14	राजस्थान	211	91	9	311
15	महाराष्ट्र	49	197	54	300
16	तमिलनाडु	46	98	6	150
17	केरल	31	106	1	138
18	बिहार	84	5	9	98
19	मेघालय	76	19		95
20	पंजाब	5	21	1	27
21	चंडीगढ़	15	5		20
22	दादरा और नगर हवेली और दमन और दीव		18		18
23	झारखंड	13	4		17
24	उत्तराखंड	7	9		16
25	दिल्ली		15		15
26	सिक्किम	11	4		15
27	लद्दाख	6	8		14
28	तेलंगाना	2	7	3	12
29	पश्चिम बंगाल	1	4	1	6
30	अरुणाचल प्रदेश		4		4
31	अंडमान व निकोबार द्वीप समूह		3		3
32	गोवा	1	1		2
33	मणिपुर	1			1
34	मिजोरम		1		1
	कुल	**18,149**	**3,674**	**658**	**22,481**

*नोट: अस्पताल प्रशासन द्वारा जानलेवा घोषित किए गए मामले इस योजना के तहत तब तक उपचार के पात्र हैं जब तक कि पुलिस द्वारा ई-डीएआर पर मामला खारिज नहीं कर दिया जाता या 48 घंटे, जो भी पहले हो।

विवरण- II

'नेक मददगार (समरिटन) योजना' के तहत प्रोत्साहन राशि प्राप्त करने वाले नागरिकों की संख्या

क्र.स.	राज्य	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25	वित्तीय वर्ष 2025-26	कुल राशि (₹)
1	आंध्र प्रदेश	-	3	16	4	-	1,15,000
2	असम	-	1	-	-	-	*
3	बिहार	63	7	25	-	-	*
4	गोवा	-	-	-	-	-	
5	गुजरात	-	-	30	-	-	*
6	हिमाचल प्रदेश	-	-	-	-	26	2,00,000
7	जम्मू और कश्मीर	1	-	-	-	-	*
8	झारखंड	-	-	22	-	-	*
9	मध्य प्रदेश	-	-	39	-	15	4,80,000
10	नागालैंड	-	3	6	7	-	65,000
11	राजस्थान#	13	3	79	120	9	14,25,000
12	सिक्किम	-	3	-	-	-	*
13	तमिलनाडु	-	-	-	3	16	95,000
14	त्रिपुरा	-	-	1	2	8	1,40,000
15	उत्तराखंड	-	55	166	25	05	15,41,000
16	उत्तर प्रदेश	-	-	-	14	21	1,95,000
17	पुदुचेरी	-	-	-	2	-	10,000
कुल		**77**	**75**	**384**	**177**	**100**	**23,86,000**

संबंधित राज्य सरकार/संघ राज्य क्षेत्र प्रशासन द्वारा विवरण प्रस्तुत करते समय पुरस्कार राशि की जानकारी नहीं दी गई थी।

#राजस्थान सरकार ने मुख्यमंत्री जीवन रक्षा योजना के तहत नेक व्यक्ति को पुरस्कृत किया है।

विवरण- III

उत्तर प्रदेश के शामली और सहारनपुर जिलों में योजना के शुभारंभ के बाद से 31.07.2026 तक पीएम-राहत योजना के तहत उपचार प्राप्त करने वाले व्यक्तियों की संख्या:

क्र.सं.	ज़िला	अनुमोदित	निर्धारित समय सीमा के भीतर पुलिस से कोई प्रतिक्रिया न मिलने पर योजना से बाहर कर दिया गया	राज्य पुलिस द्वारा जानलेवा मामलों को इस योजना के तहत पात्र नहीं माना गया है*	कुल योग
1	शामली	8	1	2	11
2	सहारनपुर	42	28	0	70

*नोट: अस्पताल प्रशासन द्वारा जानलेवा घोषित किए गए मामले इस योजना के तहत तब तक उपचार के पात्र हैं जब तक कि पुलिस द्वारा ई-डीएआर पर मामला खारिज नहीं कर दिया जाता या 48 घंटे, जो भी पहले हो।

STRENGTHENING ROAD SAFETY

3078. SHRI SURESH KUMAR SHETKAR:

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

(a) the steps taken to strengthen emergency trauma care, ambulance services and the Golden Hour response mechanism for road accident victims across the country;

(b) whether the Government has undertaken any assessment of the implementation of the Motor Vehicles (Amendment) Act, 2019 with regard to improvement in road safety and reduction in traffic violations, if so, the findings thereof;

(c) the details of initiatives undertaken to improve road safety awareness among school students, young drivers and commercial vehicle operators along with the outcomes achieved thereof;

(d) whether the Government has issued guidelines for mandatory road safety audits at various stages of National Highway (NH) projects, if so, the details thereof and the extent of compliance by implementing agencies; and

(e) whether the Government proposes to launch any new scheme or mission to achieve the target of substantially reducing road accident fatalities by 2030, if so, the details thereof including the financial outlay, implementation strategy and the expected outcomes?

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

(a) and (e): In accordance with the legal mandate under Section 162 of the Motor Vehicles Act, 1988, the Cashless Treatment for Road Accident Victims Scheme, 2025 was launched for nationwide implementation on 13.02.2026. The scheme provides treatment cover upto ₹1.5 lakh per victim, subject to a maximum cap of 7 days from date of accident on any category of road. Further, the treatment cover will be available to all those victims who are involved in road accidents caused by use of motor vehicles.

The following measures have been taken to strengthen the Golden Hour response mechanism:

(i). Through convergence with the 112 Emergency Response Support System (ERSS), a victim or Good Samaritan may obtain details of the nearest designated hospital and seek ambulance support. The jurisdictional police are also intimated to facilitate timely response and authentication.

(ii). Hospitals empanelled under AB PM-JAY and compliant with the guidelines issued by the National Health Authority are automatically listed as designated hospitals under the Scheme. States and Union Territories have also been enabled by NHA vide O.M. No. S-12018/81/2024 dated 20 May 2025, to onboard additional hospitals with the requisite trauma-care infrastructure and skilled personnel, particularly near accident hotspots and in areas with limited treatment facilities.

(iii). Where a victim reaches a non-designated hospital, the hospital is required to provide immediate stabilisation treatment, thereby ensuring treatment even where a designated facility is not located at the first point of care.

(iv). The Government has instituted the Rah-Veer Scheme to encourage citizens to assist victims of serious road accidents during the Golden Hour. The Scheme operates along with the protections provided to Good Samaritans under Section 134A of the Motor Vehicles Act, 1988 and the Good Samaritan Rules notified vide G.S.R. 594(E) dated 29.09.2020. Any individual who has assisted a victim of a serious accident involving a motor vehicle by administering immediate assistance and rushing the victim to a Hospital/Trauma Care Centre within the Golden Hour of the accident for medical treatment is eligible for a cash reward of Rs. 25,000 per incident, along with a Certificate of Appreciation, subject to the provisions of the Scheme.

(b): The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the sole jurisdiction of State Governments/UT Administrations.

(c): A media outreach activity namely 'Sadak Suraksha Abhiyaan' hs been undertaken during the Financial Year 2025–26, under which, awareness

activities on road safety issue, including safety of school going children, etc., have been undertaken. As part of the Abhiyaan, a total of 150 Nukkad Natak (street plays) were organized in schools across the country with the objective of creating behavioural change and enhancing road safety awareness among students.

Further, the pilot phase of Project Abhay was implemented in collaboration with Indian Institute (IIT) Delhi across six States, namely Uttar Pradesh, Rajasthan, Madhya Pradesh, Maharashtra, Karnataka and Tamil Nadu during the year 2024-2025. The project reached over 50,000 truck drivers through health camps at major logistics hubs and provided comprehensive health check-ups, eye screening and spectacle distribution, behavioural change workshops, mental wellness support, and social security mapping and enrolment. The report of the projects mentions that about 55.1% of truck drivers were found to have compromised vision, with 53% requiring distance vision correction and 46.7% needing near-vision correction. 44.3% of drivers exhibited borderline or above Body Mass Index (BMI), 57.4% had elevated blood pressure levels, and 18.4% showed borderline or high blood sugar levels. Further, about 33.9% of drivers reported moderate stress, while 2.9% were found to have high stress levels, emphasizing the need for mental health support. With respect to the social security coverage, the report mentions that 48.3% of drivers lacked coverage under any social security schemes, and 68.6% were not insured.

Under the above-said programme, a total of 50,713 drivers underwent health check-ups, behavioural workshops and eye screening, while social security mapping was carried out for 46,693 drivers. Based on eligibility, 26,158 individuals were issued corrective eyewear / spectacles. Under the programme, 15,447 drivers were enrolled under e-Shram, 8,444 under Ayushman Bharat, 390 under other insurance schemes and 3,706 under Abhay Suraksha Bima Yojana.

(d): 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 specifications 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.

सोनीपत में ओवरलोडेड ट्रांसफॉर्मर

3079. श्री सतपाल ब्रह्मचारी:

श्री जय प्रकाश:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सोनीपत और हिसार लोक सभा निर्वाचन क्षेत्रों के कई गांवों और शहरी कॉलोनियों में ओवरलोडेड ट्रांसफॉर्मरों, जर्जर बिजली लाइनों और भार क्षमता पर अतिरिक्त दबाव के कारण लगातार ट्रांसफॉर्मर खराब होने, बिजली कटौती की समस्या और दुर्घटनाओं का जोखिम बना हुआ है;

(ख) यदि हां, तो विगत तीन वर्षों के दौरान उक्त निर्वाचन क्षेत्रों में ऐसे ट्रांसफॉर्मरों और जर्जर बिजली लाइनों के प्रतिस्थापन और क्षमता वृद्धि के लिए स्वीकृत परियोजनाओं और आवंटित निधि का ब्यौरा क्या है;

(ग) क्या सरकार किसानों को निर्धारित समय-सीमा के भीतर सिंचाई के लिए निर्बाध बिजली आपूर्ति सुनिश्चित करने के लिए अलग कृषि फीडरों के विस्तार, स्मार्ट वितरण प्रणालियों के आधुनिकीकरण और कार्यान्वयन के संबंध में कार्य करने के लिए कोई विशेष योजना लागू कर रही है;

(घ) यदि हां, तो सोनीपत लोक सभा निर्वाचन क्षेत्र में प्रस्तावित कार्यों, उनकी समय-सीमा और उनसे होने वाले संभावित लाभों का ब्यौरा क्या है; और

(ङ) हिसार लोक सभा निर्वाचन क्षेत्र में प्रस्तावित कृषि फीडरों, कार्यों की वर्तमान प्रगति और उनके पूरा होने की संभावित समय-सीमा का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): विद्युत एक समवर्ती विषय है और विद्युत वितरण का कार्य वितरण यूटिलिटी द्वारा किया जाता है जो संबंधित राज्य विद्युत विनियामक आयोगों (एसईआरसी) और राज्य सरकारों के मार्गदर्शन में कार्य करती हैं। विद्युत अधिनियम, 2003 के अनुसार, विद्युत वितरण एक लाइसेंसी गतिविधि है और संबंधित वितरण लाइसेंसधारी का यह कर्तव्य है कि वह अपने आपूर्ति क्षेत्र में एक दक्ष और सुरक्षित वितरण प्रणाली विकसित करे और उसका रखरखाव करे। अतः, ट्रांसफार्मर और वितरण लाइन सहित गुणवत्तापूर्ण विद्युत आपूर्ति सुनिश्चित करने हेतु वितरण प्रणाली के उन्नयन और रखरखाव के लिए आवश्यक उपाय करने की जिम्मेदारी संबंधित वितरण यूटिलिटी की है।

हरियाणा की वितरण यूटिलिटी द्वारा दी गई जानकारी के अनुसार, पिछले तीन वर्षों के दौरान ओवरलोडेड डिस्ट्रीब्यूशन ट्रांसफार्मर (डीटीआर), चिह्नित जर्जर/ओवरलोडेड विद्युत लाइन,

ट्रांसफार्मर खराब होने के मामलों, ऐसी खराबी के प्रमुख कारणों तथा हिसार और सोनीपत लोकसभा निर्वाचन क्षेत्रों के संबंध में की गई कार्रवाई का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ख) से (ङ): भारत सरकार ने वित्तीय रूप से स्थिर और प्रचालनात्मक रूप से दक्ष वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विद्युत आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार के उद्देश्य से 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की थी। आरडीएसएस के अंतर्गत हानि न्यूनीकरण अवसंरचना कार्यों के लिए 1.53 लाख करोड़ रू. तथा स्मार्ट मीटरिंग कार्यों के लिए 1.31 लाख करोड़ रू. की परियोजनाएँ स्वीकृत की गई हैं। आरडीएसएस के तहत स्वीकृत हानि न्यूनीकरण और स्मार्ट वितरण कार्यों में निम्नलिखित शामिल हैं:

i. गैस इंसुलेटेड स्विचगियर (जीआईएस) सबस्टेशनों सहित नए सबस्टेशनों के निर्माण/उन्नयन के लिए कार्य।
ii. नए वितरण ट्रांसफार्मर (डीटी) की संस्थापना और मौजूदा डीटी का संवर्धन
iii. पुराने कंडक्टरों का प्रतिस्थापन
iv. एचटी/एलटी लाइनों का भूमिगतिकरण
v. पर्यवेक्षी नियंत्रण और डेटा अधिग्रहण (स्काडा) कार्य
vi. 19.79 करोड़ उपभोक्ताओं को कवर करने वाले स्मार्ट मीटरिंग कार्यों और 2.11 लाख फीडरों और 52.53 लाख डीटीएस के लिए स्मार्ट सिस्टम मीटरिंग कार्यों को मंजूरी दी गई है। अब तक, आरडीएसएस के तहत 5.83 करोड़ स्मार्ट मीटर लगाए जा चुके हैं, और कुल मिलाकर, देश भर में विभिन्न स्कीमों के तहत 7.34 करोड़ स्मार्ट मीटर लगाए जा चुके हैं।

उपर्युक्त संस्वीकृति में हरियाणा राज्य के लिए आरडीएसएस के अंतर्गत 6,693.15 करोड़ रुपये की लागत से हानि न्यूनीकरण अवसंरचना के कार्य शामिल हैं। इसके अलावा, राज्य द्वारा दी गई जानकारी के अनुसार, वर्ष 2021 से सभी कृषि फीडरों का पृथक्करण किया जा चुका है। गुरुग्राम, पंचकुला, करनाल, पानीपत और फरीदाबाद जिलों में 8.74 लाख उपभोक्ताओं के लिए राज्य द्वारा अपनी स्कीम के तहत स्मार्ट मीटरिंग कार्य किए गए हैं।

हिसार और सोनीपत लोकसभा क्षेत्रों में आरडीएसएस के तहत किए गए कार्यों का ब्यौरा संलग्न **विवरण-II** और **विवरण-III** में दिया गया है। संस्वीकृत कार्य, योजना अवधि अर्थात् मार्च 2028 तक पूरे होने की उम्मीद है। कार्य पूरे होने पर विद्युत आपूर्ति की गुणवत्ता में सुधार होगा और उपभोक्ता सेवाओं में वृद्धि होगी।

विवरण-I

पिछले तीन वर्षों के दौरान ओवरलोडेड डिस्ट्रीब्यूशन ट्रांसफार्मर (डीटीआर), चिह्नित जर्जर/ओवरलोडेड विद्युत लाइन, ट्रांसफार्मर खराब होने के मामलों, ऐसी खराबी के प्रमुख कारणों तथा हिसार और सोनीपत लोकसभा निर्वाचन क्षेत्रों के संबंध में की गई कार्रवाई का ब्यौरा:

निर्वाचन क्षेत्र और विवरण	की गई कार्रवाई
हिसार (डीएचबीवीएनएल) ओवरलोडेड डीटीआर की संख्या: 1099 चिह्नित जर्जर/ओवरलोडेड लाइनों की संख्या: 78 टी/एफ में खराबी के मामलों की संख्या (पिछले 3 वर्षों में): 16976 मुख्य कारण: आंतरिक खराबी/ओवरलोडिंग और भयानक तूफान।	ट्रांसफार्मरों पर ओवरलोडिंग की समस्या को दूर करने के लिए 406 ट्रांसफार्मरों के संवर्धन सहित 346 अतिरिक्त ट्रांसफार्मर उपलब्ध कराए गए (डीएचबीवीएन विभाग द्वारा कार्यान्वित) कुल 16 फीडरों को विभाजित किया जाना है, जिनमें से 9 फीडरों का कार्य पूरा हो चुका है और 7 फीडरों पर आरडीएसएस के तहत कार्य प्रगति पर है। इसके अलावा, 68 फीडरों का उन्नयन विभागीय स्तर पर किया जा चुका है।
सोनीपत (डीएचबीवीएनएल और यूएचबीवीएनएल) ओवरलोडेड डीटीआर की संख्या: 1776 चिह्नित जर्जर/ओवरलोडेड लाइनों की संख्या: 111 टी/एफ में खराबी के मामलों की संख्या (पिछले 3 वर्षों में): 6372 मुख्य कारण: आंतरिक खराबी/ओवरलोडिंग और भयानक तूफान।	ट्रांसफार्मरों पर ओवरलोडिंग की समस्या को दूर करने के लिए 1080 ट्रांसफार्मरों के संवर्धन सहित 250 अतिरिक्त ट्रांसफार्मर उपलब्ध कराए गए। शेष कार्यों को चरणबद्ध तरीके से पूरा किया जा रहा है। 90 ओवरलोडेड फीडरों का विभाजन पूरा हो चुका है; 40 फीडरों का विभाजन वर्तमान में आरडीएसएस के तहत प्रगति पर है, जबकि 18 फीडरों का विभाजन विभागीय स्तर पर किया जाएगा।

विवरण-II

हिसार निर्वाचन क्षेत्र में आरडीएसएसएस के तहत संस्वीकृत कार्य

वित्तीय प्रगति

(राशि करोड़ रुपये में)

संस्वीकृत परियोजना लागत	**145.73**
भारत सरकार द्वारा स्वीकृत अनुदान	87.48
भारत सरकार द्वारा जारी अनुदान	23.27

वास्तविक प्रगति

कुल वास्तविक प्रगति: **40%**

प्रमुख शीर्ष	**स्वीकृत परियोजना लागत (करोड़ रुपये में)**	**विवरण**	**यूओएम**	**संस्वीकृत**	**अवार्ड किए गए**	**पूर्ण**
फीडर विभाजन	25.63	एचटी लाइनें	सीकेएम	382.81	312.81	58.65
		एलटी लाइनें	सीकेएम			
		डीटीएस	संख्या			
केबलिंग कार्य (एबी + यूजी)	16.74	एचटी केबल	सीकेएम	-	-	-
		एलटी केबल	सीकेएम	183.92	183.83	121.58
लाइनों का संवर्द्धन/रिकंडक्टरिंग	29.26	एचटी लाइनें	सीकेएम	607.25	577.26	312.34
	12.20	एलटी लाइनें	सीकेएम	227.62	227	126.81
उपस्टेशन	61.49	नया सबस्टेशन	संख्या	3	3	0
		सबस्टेशन का संवर्धन	संख्या	8	8	6
		अतिरिक्त पावर एक्स-मर	संख्या	14	14	6
सबस्टेशन पर वीसीबी	0.42	सबस्टेशन पर वीसीबी	संख्या	8	8	0
कुल	**145.73**					

विवरण-III

सोनीपत निर्वाचन क्षेत्र में आरडीएसएसएस के तहत संस्वीकृत कार्य

वित्तीय प्रगति

(राशि करोड़ रुपये में)

	डीएचबीवीएनएल (सोनीपत निर्वाचन क्षेत्र में जींद क्षेत्र का कुछ हिस्सा)	यूएचबीवीएनएल (सोनीपत निर्वाचन क्षेत्र में शेष क्षेत्र)	कुल
स्वीकृत परियोजना लागत	66.09	140.93	207.02
भारत सरकार द्वारा स्वीकृत अनुदान	39.65	84.56	124.21
भारत सरकार द्वारा जारी अनुदान	10.55	44.74	55.29

वास्तविक प्रगति (कुल वास्तविक प्रगति: 81.51%)

प्रमुख शीर्ष	स्वीकृत परियोजना लागत (करोड़ रुपये में)	विवरण	यूओएम	संस्वीकृत	अवार्ड किए गए	पूर्ण
फीडर विभाजन	56.51	एचटी लाइनें	सीकेएम	481.73	481.72	288.48
		वीसीबी	संख्या	61	127	60
		डीटीएस	संख्या			
केबलिंग कार्य (एबी + यूजी)	38.43	एलटी केबल	सीकेएम	437.82	437.82	313.14
नई लाइनें/केबल	8.65	एचटी लाइनें	सीकेएम	62.30	97.20	62.30
		एलटी लाइनें	सीकेएम			
लाइनों/केबलों का संवर्धन/रिकंडक्टरिंग	28.99	एचटी लाइनें	सीकेएम	492.36	570.22	479.25
	39	एलटी लाइनें	सीकेएम	1084.84	1088.88	447.82
	11.70	डीटीएस का संवर्धन	संख्या	240	240	240
उपस्टेशन	30.56	नया सबस्टेशन	संख्या	5	5	5
कुल	207.02					

TOLL POLICY IN BIHAR

3080. SHRI RAJA RAM SINGH:

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

(a) whether the Government has taken note of the recent changes in the toll policy adopted by the Government of Bihar exempting private non-commercial four-wheelers from payment of toll on State Highways;

(b) whether the Ministry has issued any model guidelines or policy framework for levy of user charges on State Highways by State Governments and if so, the details thereof;

(c) whether the Government has examined the fiscal implications of exempting private vehicles from toll on State Highways in certain States and if so, the details thereof; and

(d) whether the Government proposes to evolve a uniform framework in consultation with State Governments for balancing user convenience, revenue generation and maintenance of State Highway infrastructure and if so, the details thereof?

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

(a) to (d): The collection of user fees/Toll, if any, on State Highways/ Expressways falls under the constitutional jurisdiction of the respective State Governments and is governed in accordance with the User Fee/Toll Fee Rules of the concerned State Governments.

Accordingly, matters relating to exemption of private non-commercial four-wheelers from payment of toll on State Highways, issuance of policy guidelines for levy of user charges on State Highways, assessment of the fiscal implications of such exemptions, and formulation of any framework for State Highways are within the domain of the respective State Governments.

No framework has been proposed for State Highways. However, as far as National Highways (NHs) are concerned, user-fee at a fee plaza is collected for the use of section of NHs as per the provisions of National Highways Fee (Determination of Rates and Collection) Rules, 2008.

विमान किराए की अधिकतम सीमा

3081. श्री बृजेन्द्र सिंह ओलाः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या देश में त्योहारों और आपातकालीन स्थितियों के दौरान विमान किराए में मनमाने ढंग से और अत्यधिक वृद्धि की जाती है, जिससे आम यात्रियों पर अनावश्यक वित्तीय बोझ पड़ता है;

(ख) यदि हाँ, तो क्या सरकार विमान किराए में इस प्रकार की वृद्धि के संबंध में विमान किराए में वृद्धि की आवृत्ति, अवधि और मात्रा संबंधी कोई डेटा रखती है और यदि हाँ, तो विगत पाँच वर्षों और वर्तमान वर्ष के दौरान तत्संबंधी वर्ष-वार ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ग) क्या सरकार उपभोक्ताओं के हितों की रक्षा के लिए विमान किराए का विनियमन करने, अधिकतम किराया सीमा तय करने या कोई प्रभावी विनियामक तंत्र लागू करने पर विचार

कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में अब तक क्या कार्रवाई की गई है; और

(घ) क्या सार्वजनिक-निजी भागीदारी (पीपीपी) मॉडल के अंतर्गत छोटे और बड़े विमानपत्तनों को निजी संस्थाओं को सौंप दिया गया है या सौंपे जाने का विचार है और यदि हाँ, तो इस प्रक्रिया में पारदर्शिता, प्रतिस्पर्धा, जनहित और जवाबदेही सुनिश्चित करने के लिए किए गए प्रावधानों का ब्यौरा क्या है?

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

(क) से (ग): हवाई किराए का मूल्य निर्धारण माँग और आपूर्ति की शक्तियों से प्रभावित गतिशील उतार-चढ़ाव के अधीन होता है। वर्तमान सीट अधिभोग, ईंधन लागत, विमान क्षमता, सीजनल उतार-चढ़ाव और अन्य प्रासंगिक कारकों जैसे विभिन्न निर्धारक एयरलाइन टिकट मूल्य निर्धारण को महत्वपूर्ण रूप से प्रभावित करते हैं।

मार्च 1994 में वायु निगम अधिनियम के निरसन के साथ, हवाई किराए सरकार द्वारा विनियमन के अधीन नहीं हैं। एयरलाइनों के पास वायुयान नियमावली, 1937 के नियम 135 का अनुपालन करते हुए किसी विशेष मार्ग पर अपनी परिचालन और वाणिज्यिक व्यवहार्यता के आधार पर हवाई किराए निर्धारित करने की स्वायत्तता है।

सरकार बाजार प्रतिस्पर्धा को बनाए रखने के लिए आमतौर पर हवाई किराए को विनियमित करने से दूर रहती है, तथापि, वह सतर्क निगरानी की भूमिका बनाए रखती है और विभिन्न सेक्टरों में क्षमता का पुनर्वितरण करके और अस्थायी किराया सीमाएं लगाकर अपवादात्मक परिस्थितियों जैसे कोविड महामारी, महाकुंभ जैसे त्योहारों के दौरान या पहलगाम घटना और इंडिगो उड़ान व्यवधानों जैसी अन्य असाधारण परिस्थितियों में हस्तक्षेप करती है।

हवाई किराए में पारदर्शिता बढ़ाने के लिए, नागर विमानन महानिदेशालय (डीजीसीए) ने टैरिफ निगरानी इकाई (टीएमयू) की स्थापना की है जो मासिक आधार पर एयरलाइनों की

वेबसाइटों का उपयोग करके यादृच्छिक तरीके से चयनित 78 मार्गों पर हवाई किराए की निगरानी करती है ताकि यह सुनिश्चित किया जा सके कि एयरलाइनें उनके द्वारा घोषित सीमा से अधिक हवाई किराए न वसूलें।

(घ): भारत सरकार की राष्ट्रीय मुद्रीकरण पाइपलाइन (एनएमपी) 2.0 के अनुसार, हवाईअड्डों को मुद्रीकरण के लिए प्रस्तावित किया गया है। ऑनलाइन पोर्टल के माध्यम से पारदर्शी खुली प्रतिस्पर्धी बोली प्रक्रिया के माध्यम से सार्वजनिक निजी भागीदारी (पीपीपी) का चयन किया जाता है।

BENEFICIARIES UNDER PMEGP AND PM VISHWAKARMA SCHEME

3082. SHRI LAVU SRIKRISHNA DEVARAYALU:

SHRI BASTIPATI NAGARAJU:

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

(a) the total number of beneficiaries supported under the Prime Minister's Employment Generation Programme (PMEGP) and PM Vishwakarma scheme since their inception, State/UT-wise and year-wise and district-wise for Andhra Pradesh;

(b) the number of Scheduled Caste (SC) beneficiaries supported under PMEGP and PM Vishwakarma scheme since their inception, State/UT-wise and scheme, year-wise and district-wise for Andhra Pradesh; and

(c) whether the Government has conducted any assessment of the outreach and inclusion of Scheduled Castes under these schemes and if

so, the details and the findings thereof along with the corrective measures undertaken to improve coverage and 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): As per available data, the total number of beneficiaries supported under the Prime Minister's Employment Generation Programme (PMEGP), State/UT-wise, year-wise and district-wise in the State of Andhra Pradesh since FY 2017-18 is given in the enclosed **Statement-I**. Further, the total number of beneficiaries supported under the PM Vishwakarma scheme, State/UT-wise, year-wise and district-wise in the State of Andhra Pradesh since its inception i.e. FY 2023-24 is given in the enclosed **Statement-II.**

(b): As per available data, the total number of Scheduled Caste (SC) beneficiaries supported under PMEGP, State/UT-wise, year-wise and district-wise in the State of Andhra Pradesh since FY 2017-18 is given in the enclosed **Statement-III**. Further, the total number of SC beneficiaries supported under the PM Vishwakarma scheme, State/UT-wise, year-wise and district-wise in the State of Andhra Pradesh since its inception i.e. FY 2023-24 is given in the enclosed **Statement-IV.**

(c): The Ministry conducted an evaluation study of PMEGP through a third party agency to assess the performance of the PMEGP units across all

States/UTs and diverse demographic, social, and enterprise categories, including Scheduled Castes. Majority of PMEGP units reported increase in average annual income, improvement in standard of living and positive profitability across sectors over the years. Further, corrective measures undertaken by the Government to improve coverage and participation of beneficiaries including those belonging to SC category under PMEGP include the following:

i. To facilitate greater participation of SC entrepreneurs, they are classified under Special Category of beneficiaries which are eligible for higher MM subsidy rates and lower own contribution of the project cost.
ii. Establishment of PMEGP Helpdesks at State Offices to provide real-time assistance and hand-holding support to potential beneficiaries.
iii. A wide range of more than 1,000 Model of Detailed Project Reports prepared on various industries has been made available on the PMEGP portal.
iv. Awareness and outreach programmes in all the States/UTs including backward and under-performing areas, Aspirational districts, NER etc. to identify potential beneficiaries and provide handholding support during the application process.

Further, as per the findings of concurrent evaluation of the PM Vishwakarma Scheme conducted by IIM Mumbai covering a total of 11,591 beneficiaries, including scheduled castes across all States and Union Territories and incorporated feedback from stakeholders viz. bank officials,

Common Service Centres (CSCs), India Post personnel and training centres, 93% reported moderate to significant increase in income following training, indicating that acquired skills translated into tangible economic benefits.

STATEMENT-I

1. State/UT-wise Year-wise total number of beneficiaries supported under PMEGP since FY 2017-18 till FY 2025-26:

Sr. No.	State	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Andaman & Nicobar Island	218	229	93	155	162	121	135	61	56
2	Andhra Pradesh	1,527	2,220	2,192	1,674	2,477	3,073	5,577	3249	6779
3	Arunachal Pradesh	209	280	211	98	196	158	169	156	144
4	Assam	2,282	3,737	2,603	2,939	3,855	2,596	2,417	3170	2418
5	Bihar	2,307	3,303	2,221	2,192	2,477	4,459	6,837	5035	4609
6	Chandigarh	45	28	14	10	21	15	10	5	4
7	Chattishgarh	1,463	3,094	2,811	2,718	3,020	2,543	2,379	1853	1112
8	Dadra and Nagar Haveli	3	29	4	10	5	3	4	1	1
9	Daman and Diu	5	0	3	2	3	3	6	3	4
10	Delhi	115	132	93	74	100	72	50	26	20
11	Goa	50	78	90	58	87	66	68	39	29
12	Gujarat	1,871	3,500	3,980	2,852	4,140	3,068	2,994	1,780	1,829
13	Haryana	1,718	2,165	2,029	1,740	1,726	1,559	1,398	788	1094
14	Himachal Pradesh	886	1,399	1,226	1,208	1,274	930	974	796	902
15	Jammu & Kashmir	3,753	7,529	5,355	8,575	21,648	12,023	15,065	9863	7837
16	Jharkhand	1,111	1,797	1,544	1,522	1,714	1,851	2,101	1452	833
17	Karnataka	2,115	3,657	3,697	4,438	5,877	5,618	4,672	2839	3836
18	Kerala	1,347	2,486	2,421	2,389	2,789	3,129	3,389	2260	2399
19	Ladakh	-	-	-	281	295	91	122	135	182
20	Lakshadweep	-	-	-	3	7	2	-	0	0

21	Madhya Pradesh	1,804	2,526	2,168	4,854	8,082	5,957	5,292	2626	1886
22	Maharashtra	3,326	5,613	4,400	3,094	4,123	3,622	2,762	1,856	2,806
23	Manipur	600	1,291	1,173	1,556	1,139	545	348	608	403
24	Meghalaya	75	390	377	359	699	306	280	1114	751
25	Mizoram	249	1,123	760	810	650	412	401	484	343
26	Nagaland	930	1,208	1,109	740	1,241	469	517	1262	602
27	Odisha	2,399	3,070	2,718	3,171	4,301	3,880	2,975	1867	3033
28	Puducherry	44	76	64	44	66	25	30	38	23
29	Punjab	1,520	1,801	1,695	1,652	1,790	1,564	1,469	970	1357
30	Rajasthan	1,577	2,359	3,025	2,772	2,599	2,037	1,678	916	1655
31	Sikkim	37	55	79	57	85	57	132	316	315
32	Tamil Nadu	4,095	5,185	5,172	5,188	5,972	6,140	6,814	3949	7216
33	Telangana	1,190	2,051	2,178	2,025	2,906	2,540	2,503	1850	2663
34	Tripura	1,116	1,179	962	842	958	703	588	730	632
35	Uttar Pradesh	5,432	5,243	6,120	9,994	12,594	11,601	11,689	5518	7261
36	Uttarakhand	1,613	2,181	1,844	2,249	1,836	1,803	1,354	734	574
37	West Bengal	1,366	2,413	2,222	2,070	2,305	2,126	1,919	1359	886
Total		**48,398**	**73,427**	**66,653**	**74,415**	**103,219**	**85,167**	**89,118**	**59,708**	**66,494**

2. District-wise and Year-wise total number of beneficiaries supported under PMEGP in the State of Andhra Pradesh since FY 2017-18 till FY 2025-26:

Sr. No.	District	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Alluri Sitharama Raju	0	0	0	0	0	28	58	30	65
2	Anakapalli	0	0	0	0	0	52	144	86	279
3	Ananthapur	169	175	240	178	199	179	228	134	320
4	Annamayya	0	0	0	0	0	49	630	178	447
5	Bapatla	0	0	0	0	0	47	146	101	219
6	Chittoor	114	157	160	135	206	163	240	163	419
7	East Godavari	184	269	344	301	360	345	309	167	349
8	Eluru	0	0	0	0	0	110	147	94	139
9	Guntur	105	217	173	145	240	206	164	124	195
10	Kadapa (Ysr)	98	70	84	69	119	153	168	144	251
11	Kakinada	0	0	0	0	0	74	136	109	196
12	Karim Nagar	0	0	1	0	0	0	0	0	0
13	Konaseema	0	0	0	0	0	81	156	106	218
14	Krishna	102	175	130	97	194	131	149	108	202

15	Kurnool	68	156	130	80	149	152	162	78	111
16	Nanadyal	0	0	0	0	0	23	107	93	169
17	Nellore	64	109	106	95	147	234	153	171	217
18	Ntr	0	0	0	0	0	32	133	92	217
19	Palnadu	0	0	0	0	0	48	106	109	145
20	Parvathipuram Manyam	0	0	0	0	0	21	67	63	107
21	Prakasam	158	281	191	157	197	165	212	297	449
22	Sri Satya Sai	0	0	0	0	0	77	215	84	145
23	Srikakulam	181	160	145	86	157	157	267	134	405
24	Tirupati	0	0	0	0	0	46	503	183	484
25	Visakhapatnam	68	86	125	77	127	98	93	56	90
26	Vizianagaram	154	163	121	78	141	169	687	204	707
27	West Godavari	128	228	248	179	241	233	197	141	234
Total		**1593**	**2246**	**2198**	**1677**	**2477**	**3073**	**5577**	**3249**	**6779**

STATEMENT-II

1. State/UT-wise and year-wise number of beneficiaries supported under PM Vishwakarma scheme since FY 2023-24 till FY 2025-26:

Sr. No.	State/UT	FY 2023-24	FY 2024-25	FY 2025-26
1	Andaman And Nicobar Islands	151	627	279
2	Andhra Pradesh	75990	144309	2648
3	Arunachal Pradesh	256	5760	1180
4	Assam	48507	69829	525
5	Bihar	21443	135941	4669
6	Chandigarh	131	130	514
7	Chhattisgarh	41248	75133	61
8	Delhi	0	2239	380
9	Goa	12947	5615	13
10	Gujarat	106913	106321	830
11	Haryana	9984	30969	413
12	Himachal Pradesh	6068	13587	46
13	Jammu And Kashmir	73498	81202	181
14	Jharkhand	11910	31173	654
15	Karnataka	192474	374761	4873

16	Kerala	13053	9071	220
17	Ladakh	2652	1231	306
18	Lakshadweep	0	694	3
19	Madhya Pradesh	37464	236228	4330
20	Maharashtra	60349	217529	5420
21	Manipur	1787	13706	2639
22	Meghalaya	30	3399	1296
23	Mizoram	58	3170	169
24	Nagaland	523	2963	1064
25	Odisha	14731	90347	1234
26	Puducherry	234	515	153
27	Punjab	3626	9059	355
28	Rajasthan	39990	204329	7663
29	Sikkim	256	2449	702
30	Telangana	19892	66580	2568
31	Dadra And Nagar Haveli And Daman And Diu	356	525	37
32	Tripura	8781	11453	39
33	Uttar Pradesh	25230	151492	1309
34	Uttarakhand	9706	10609	42
Total		**840238**	**2112945**	**46815**

2. District-wise Year-wise number of beneficiaries supported under PM Vishwakarma scheme in the State of Andhra Pradesh since FY 2023-24 till FY 2025-26:

Sr. No.	District Name	FY 2023-24	FY 2024-25	FY 2025-26
1	Alluri Sitharama Raju	4	830	0
2	Anakapalli	0	4695	14
3	Ananthapuramu	3698	8466	347
4	Annamayya	1546	3110	27
5	Bapatla	45	2871	21
6	Chittoor	0	5943	19
7	Dr. B.R. Ambedkar Konaseema	1	6477	57
8	East Godavari	393	4214	9

9	Eluru	1821	2705	0
10	Guntur	1138	4012	111
11	Kakinada	1	4866	55
12	Krishna	2	3648	9
13	Kurnool	68	14767	152
14	Nandyal	1	5359	270
15	NTR	0	5404	481
16	Palnadu	130	7076	144
17	Parvathipuram Manyam	0	1717	15
18	Prakasam	6	12698	485
19	Sri Potti Sriramulu Nellore	5836	6846	48
20	Sri Sathya Sai	17	7093	127
21	Srikakulam	0	8252	117
22	Tirupati	10650	2459	11
23	Visakhapatnam	0	3319	22
24	Vizianagaram	0	6171	14
25	West Godavari	28414	4041	11
26	Y.S.R.	22219	7270	82
Total		**75990**	**144309**	**2648**

STATEMENT-III

1. State/UT-wise Year-wise total number of SC beneficiaries supported under PMEGP since FY 2017-18 till FY 2025-26:

Sr. No.	State/UT	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Andaman Nicobar	0	0	0	0	0	0	0	0	0
2	Andhra Pradesh	271	340	329	303	414	526	1216	1381	1419
3	Arunachal Pradesh	1	1	1	0	0	1	0	2	1
4	Assam	237	295	207	191	207	115	109	159	130
5	Bihar	359	343	206	198	194	398	701	853	497
6	Chandigarh	10	6	2	1	7	2	1	1	2
7	Chhattisgarh	173	331	302	286	294	259	299	305	227
8	Dadra Nagar Haveli	0	1	0	0	0	0	0	0	0

9	Daman And Diu	0	0	1	0	0	0	0	3	1
10	Delhi	18	16	15	7	7	6	6	4	9
11	Goa	0	3	5	0	3	0	1	3	0
12	Gujarat	198	265	263	189	313	243	274	236	159
13	Haryana	359	439	409	296	307	298	250	276	278
14	Himachal Pradesh	286	402	387	416	427	304	343	398	423
15	Jammu Kashmir	169	222	254	229	537	374	658	763	555
16	Jharkhand	84	170	107	99	92	115	130	150	77
17	Karnataka	401	686	629	808	1146	1063	877	952	1082
18	Kerala	132	226	164	152	169	245	292	371	427
19	Ladakh	4	5	1	1	2	0	0	0	2
20	Lakshadweep	0	0	0	0	0	0	0	0	0
21	Madhya Pradesh	118	180	132	447	921	725	653	572	205
22	Maharashtra	677	1148	843	502	627	510	374	395	514
23	Manipur	21	44	20	27	16	9	4	10	10
24	Meghalaya	0	2	3	3	9	1	2	7	5
25	Mizoram	0	2	3	3	4	1	3	2	2
26	Nagaland	5	4	7	1	11	320	248	3	2
27	Odisha	409	394	277	313	393	0	0	394	423
28	Puducherry	7	10	13	8	16	5	6	8	10
29	Punjab	490	525	569	417	502	423	370	384	356
30	Rajasthan	204	250	340	266	238	140	92	122	129
31	Sikkim	3	5	7	5	7	1	6	21	25
32	Tamil Nadu	479	532	508	534	691	765	823	1303	1741
33	Telangana	114	263	301	328	449	354	347	453	763
34	Tripura	149	166	100	117	143	99	93	85	99
35	Uttar Pradesh	703	698	785	1109	1405	1279	1685	1284	828
36	Uttarakhand	344	385	307	399	290	279	223	160	98
37	West Bengal	200	328	260	253	320	282	278	291	228
Total		**6625**	**8687**	**7757**	**7908**	**10161**	**9142**	**10364**	**11351**	**10727**

2. District-wise Year-wise total number of SC beneficiaries supported under PMEGP in the state of Andhra Pradesh since FY 2017-18 till FY 2025-26:

S.N.	District	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26

1	Alluri Sitharama Raju	0	0	0	0	0	0	0	7	3	6
2	Anakapalli	0	0	0	0	0	0	5	14	39	23
3	Ananthapur	15	47	26	62	26	22	25	64	47	45
4	Annamayya	0	0	0	0	0	0	3	105	90	49
5	Bapatla	0	0	0	0	0	0	12	58	66	88
6	Chittoor	2	30	24	32	56	40	39	73	97	75
7	East Godavari	10	33	28	38	42	40	46	63	57	84
8	Eluru	0	0	0	0	0	0	32	38	40	36
9	Guntur	15	19	42	36	33	42	44	47	47	75
10	Kadapa (Ysr)	9	15	17	14	10	33	34	44	52	55
11	Kakinada	0	0	0	0	0	0	15	21	42	42
12	Karim Nagar	0	0	0	1	0	0	0	0	0	0
13	Konaseema	0	0	0	0	0	0	9	43	32	47
14	Krishna	9	14	41	24	20	36	36	41	52	60
15	Kurnool	0	11	30	14	25	44	36	63	31	27
16	Nanadyal	0	0	0	0	0	0	10	33	51	44
17	Nellore	3	20	21	21	18	41	45	46	64	63
18	Ntr	0	0	0	0	0	0	9	39	52	78
19	Palnadu	0	0	0	0	0	0	6	21	34	51
20	Parvathipuram Manyam	0	0	0	0	0	0	1	16	15	18
21	Prakasam	13	33	55	39	36	47	42	88	198	176
22	Sri Satya Sai	0	0	0	0	0	0	0	16	9	10
23	Srikakulam	3	17	9	9	4	12	6	17	20	24
24	Tirupati	0	0	0	0	0	0	10	145	124	122
25	Visakhapatnam	0	2	4	5	4	17	7	18	19	19
26	Vizianagaram	0	7	11	3	7	4	14	70	56	52
27	West Godavari	15	23	32	31	22	36	40	26	44	50
Grand Total		**94**	**271**	**340**	**329**	**303**	**414**	**526**	**1216**	**1381**	**1419**

STATEMENT-IV

1. State-wise Year-wise number of SC beneficiaries supported under PM Vishwakarma since FY 2023-24 to FY 2025-26:

Sr. No.	State/UT Name	FY 2023-24	FY 2024-25	FY 2025-26
1	Andaman And Nicobar Islands	1	1	1

2	Andhra Pradesh	12035	24779	1978
3	Arunachal Pradesh	5	7	2
4	Assam	6593	12824	163
5	Bihar	4835	32210	1820
6	Chandigarh	40	16	114
7	Chhattisgarh	4177	8744	9
8	Delhi	0	466	81
9	Goa	373	122	0
10	Gujarat	10740	10383	63
11	Haryana	4027	10450	161
12	Himachal Pradesh	3019	7790	33
13	Jammu And Kashmir	14182	10053	15
14	Jharkhand	1148	3979	74
15	Karnataka	40981	88221	1108
16	Kerala	1288	552	1
17	Ladakh	39	13	1
18	Lakshadweep	0	1	0
19	Madhya Pradesh	7107	51007	1378
20	Maharashtra	9123	34163	1226
21	Manipur	4	1205	127
22	Meghalaya	0	28	21
23	Mizoram	0	4	0
24	Nagaland	6	13	3
25	Odisha	2828	26122	46
26	Puducherry	8	21	19
27	Punjab	2093	5374	260
28	Rajasthan	9344	41243	2169
29	Sikkim	24	227	79
30	Telangana	2494	8929	889
31	Dadra And Nagar Haveli And Daman And Diu	13	26	12
32	Tripura	2655	3214	6
33	Uttar Pradesh	7730	34249	318
34	Uttarakhand	2708	3544	13
Total		**149620**	**419980**	**12190**

2. District-wise Year-wise number of SC beneficiaries supported under PM Vishwakarma in the State of Andhra Pradesh since FY 2023-24 to FY 2025-26:

Sr. No.	District Name	FY 2023-24	FY 2024-25	FY 2025-26
1	Alluri Sitharama Raju	1	57	0
2	Anakapalli	0	239	4
3	Ananthapuramu	579	1311	156
4	Annamayya	302	580	22
5	Bapatla	8	810	21
6	Chittoor	0	1006	16
7	Dr. B.R. Ambedkar Konaseema	0	889	50
8	East Godavari	25	310	8
9	Eluru	370	474	0
10	Guntur	304	1105	23
11	Kakinada	0	468	48
12	Krishna	1	504	3
13	Kurnool	16	2507	134
14	Nandyal	0	1468	246
15	NTR	0	1620	469
16	Palnadu	56	2327	133
17	Parvathipuram Manyam	0	85	10
18	Prakasam	3	4762	431
19	Sri Potti Sriramulu Nellore	1213	567	17
20	Sri Sathya Sai	4	1465	114
21	Srikakulam	0	262	12
22	Tirupati	2756	247	7
23	Visakhapatnam	0	62	1
24	Vizianagaram	0	361	3
25	West Godavari	2858	336	7
26	Y.S.R.	3539	957	43
Total		**12035**	**24779**	**1978**

ENVIRONMENTAL IMPACT OF COAL-BASED THERMAL POWER PLANTS

3083. SHRI CHANDRA PRAKASH CHOUDHARY:

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

(a) whether the Government has taken measures to reduce the environmental impact of the coal-based Bokaro Thermal Power Station (BTPS) and Chandrapura Thermal Power Station (CTPS) of the Damodar Valley Corporation (DVC) and if so, the details thereof;

(b) the present status of installation and commissioning of Flue Gas Desulphurisation (FGD) systems at the said stations along with the reasons for any delay;

(c) the details of fly ash generation, utilisation and scientific ash management and the measures taken to promote biomass and Municipal Solid Waste (MSW)/Refuse Derived Fuel (RDF) co-firing at these plants;

(d) the details of the outsourcing agencies/Engineering, Procurement and Construction (EPC) contractors engaged for these environmental compliance works and other works, their performance against contractual milestones and delays, penalties, if any, along with the corrective measures taken in the matter; and

(e) the strategy adopted by the Government to ensure environmental sustainability while maintaining reliable thermal power generation at BTPS and CTPS?

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) : Bokaro Thermal Power Station (BTPS) and Chandrapura Thermal Power Station (CTPS) operate under the control of the Damodar Valley Corporation (DVC). In order to comply with the environmental norms notified by the Ministry of Environment, Forest and Climate Change (MoEF&CC), DVC has implemented several measures. These initiatives include installation of Electrostatic Precipitators (ESPs) to control particulate matter, De-NOx system to reduce nitrogen oxides, Continuous Emission Monitoring Systems (CEMS), Continuous Ambient Air Quality Monitoring System (CAAQMS), ash water recirculation, rainwater harvesting and wastewater recycling systems. Plantation has also been undertaken to mitigate the environmental impact of these power plants. Moreover, Flue Gas Desulphurisation (FGD) system has also been installed at BTPS.

(b) : In BTPS, FGD system has been installed and was declared under commercial operation on 22.06.2024.

Vide Notification dated 11.07.2025 of MoEF&CC, Category-C thermal power plants are required to comply with the stack height criteria prescribed under G.S.R. 742(E) dated 30.08.1990. Since CTPS is a category ‘C’ thermal power plant, FGD is not required.

(c) : Fly ash generated at BTPS and CTPS is managed in accordance with the provisions of MoEF&CC Ash Notifications and the Ministry of Power

guidelines. Details of ash generation and utilisation for the last three years is given below:

Ash generation and utilisation of BTPS & CTPS for last three years						
FY:	BTPS			CTPS		
	Ash generation (LMT)	Total ash utilisation (LMT)	% age ash utilisation	Ash generation (LMT)	Total ash utilisation (LMT)	% age ash utilisation
2023-24	9.96	12.48	125.32	11.92	12.98	108.94
2024-25	9.21	11.87	128.96	11.77	15.27	129.72
2025-26	7.56	6.56	86.75	10.63	8.14	76.53

The fly ash is utilized in cement manufacturing, brick and block production. For better ash management, DVC has undertaken several measures including evacuation of ash through Rail-cum-Road (RCR) mode, filling/ disposal of ash in abandoned mines and low-lying areas, execution of Memorandum of Understanding (MoUs) with NHAI and other Government agencies for road construction projects, and regular e-auction of dry fly ash through the Expression of Interest (EOI) process.

At BTPS, co-firing of non-torrefied biomass pellets has already been implemented and around 1,286 Metric Ton (MT) of biomass was co-fired during FY 2025-26. CTPS is equipped with Ball and Tube type grinding mills for coal pulverisation, which are not suitable for pulverisation of non-torrefied biomass pellets with coal due to high Volatile Matter (VM) content and other technical and operational limitations.

At present, there is no sourcing of MSW/ RDF at either of these plants.

(d) : The details of the outsourcing agencies/contractors engaged for environmental compliance works and other works are given in the enclosed **Statement.**

(e) : In order to ensure environmental sustainability while maintaining reliable thermal power generation at BTPS and CTPS, DVC has adopted a comprehensive compliance strategy in line with the MoEF&CC Notification dated 07.12.2015 which inter alia includes installation of ESPs, De-NOx, FGD systems, CEMS and CAAQMS to track air quality parameters continuously, improved ash handling/ transportation mechanism and plantation drives etc.

STATEMENT

The details of the outsourcing agencies/contractors engaged for environmental compliance works and other works:

Bokaro Thermal Power Station (BTPS):

(i) **Environmental Monitoring:** M/s ADITI R&D SERVICES, a Jharkhand State Pollution Control Board (JSPCB) approved and National Accreditation Board for Testing and Calibration Laboratories (NABL) accredited laboratory, has been engaged for statutory environmental monitoring, including stack emissions, ambient air quality, effluent, and noise monitoring.

(ii) **Ash Evacuation:** The details of the contracts awarded for dry fly ash and pond ash evacuation, are given below:

Dry Fly Ash Evacuation:

S. No.	Agency Name	Completion Date	Percentage (%) of ash lifted
1.	M/s Dalmia Cement (Bharat) Ltd	08.08.2026	36.35 %
2.	M/s B.K. Mahto	08.08.2026	18.00 %
3.	ASHTECH (INDIA) PRIVATE LIMITED	19.04.2027	6.432 %

Pond Ash Evacuation:

Sl. No.	Agency Name	Completion Date	Percentage (%) of ash lifted
1.	JDNS ENGG WORK	14.01.2027	0.024 %
2.	SARAN CONSTRUCTION COMPANY	14.01.2027	0.809 %
3.	JDNS ENGG WORK	05.04.2027	0.000 %
4.	SARAN CONSTRUCTION COMPANY	05.04.2027	0.000 %
5.	JDNS ENGG WORK	22.10.2026	8.566 %
6.	SARAN CONSTRUCTION COMPANY	22.10.2026	59.844 %
7.	NHAI PIU DHANBAD	08.03.2027	3.750 %
8.	ASHTECH (INDIA) PRIVATE LIMITED	19.04.2027	1.756 %

Ash evacuation from BTPS was stopped for around 4 months in FY 2025-26 from mid of July 2025 due to a bandh imposed by the Bermo Koylanchal Hywa Owners' Association.

Chandrapura Thermal Power Station (CTPS):

(i) **Environmental Monitoring:** M/s IDMA Laboratories Limited, a JSPCB authorized agency, has been engaged for monitoring of stack emission, ambient air quality, noise level, effluent quality etc.

(ii) **Ash Evacuation:** The details of the contracts awarded for dry fly ash and pond ash evacuation, are given below:

Sl. No.	Name of agency	Nature of work	Contract validity	Percentage (%) of ash lifted
Dry Fly Ash Evacuation				
1.	M/S ACC Ltd, SINDRI	Lifting & transporting of Dry Fly Ash (DFA) from CTPS, SILO for Cement manufacturing industries.	08.06.2025 to 07.09.2026	60%
2.	M/s DALMIA CEMENT; LINE#1		08.06.2025 to 07.09.2026	78.5%
3.	M/s DALMIA CEMENT; LINE#2		08.06.2025 to 07.09.2026	76.6%
4.	M/S HI TECH INFRASTUCTURE	Lifting & transporting of DFA from CTPS, SILO for MSMEs for Bricks/blocks manufacturing industries.	09.06.2026 to 08.06.2027	7.49%
5.	M/S BAJRANG PRESTRESSED PRODUCT(P) LTD		10.06.2026 to 09.06.2027	9.9%
6.	M/S SHIV SHAKTI INDUSTRY		11.05.2026 to 10.05.2027	5.27%
7.	M/S INFINITY ENTERPRISE		04.07.2026 to 03.07.2027	8.75%
8.	M/S HEMBRAM ENTERPRISES		08.07.2026 to 07.07.2027	5%
9.	M/S EXAXX ENTERPRISES		13.01.2026 to 12.01.2027	31.19%
Pond Ash Evacuation				
10.	M/s PMP Infratech Limited	Lifting of Pond Ash from CTPS and its nuisance-free transportation to NHAI and other Central/State Government Road Construction Projects	21.10.2025 to 20.10.2026	93.16%
11.	M/s Saran Construction		21.10.2025 to	31.00%

	Company		20.10.2026	
12.	M/s J.D.N.S Engineering Works		21.10.2025 to 20.10.2026	9.90%
13.	M/s Saran Construction Company	Lifting of Pond Ash from CTPS and nuisance-free transportation to Abandoned Open Cast mines/ Stone Quarries/ Low lying area or any other designated places outside plant following work order has been issued	22.01.2026 to 21.01.2027	15%
14.	M/s J.D.N.S Engineering Works		22.01.2026 to 21.01.2027	9%
15.	NKAS SERVICES PRIVATE LIMITED	Lifting of Pond Ash from CTPS and transported in RCR mode using railway siding Dugda Box Yard Line No. -03 (DBYC)	01.05.2026 to 30.04.2026	Work is yet to start
16.	M/s DILIP KUMAR MAHATO	Lifting of Pond ash/Conditioned ash from CTPS through RCR mode by engaging M/s Dilip Kumar Mahato	17.01.2026 to 16.05.2027	Agency has applied for extension of work order validity
17.	National Highway Authority of India	Lifting of Pond Ash from CTPS and its nuisance-free transportation to NHAI under Bharatmala Pari yojana in state of Jharkhand.	11.03.2026 to 10.03.2026	NHAI authority will start the work after monsoon season.

Ash evacuation from CTPS was stopped for around 4 months in FY 2025-26 from mid of July 2025 due to a bandh imposed by the Bermo Koylanchal Hywa Owners' Association.

MSME EXTENSION CENTRES

3084. SHRI PUTTA MAHESH KUMAR:

SHRI MAGUNTA SREENIVASULU REDDY:

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

(a) the details and the number of Micro, Small and Medium Enterprises (MSMEs) extension centres proposed, sanctioned, under construction and presently functional across the country, especially in Andhra Pradesh, district wise;

(b) whether the Government has considered increasing the number of MSME- extension centres, and if so, the details thereof and if not, the reasons therefore;

(c) whether the Government has identified any priority sectors that require MSME-extension centres, if so, the details thereof include a list of such sectors;

(d) the total funds allocated, released and utilised for MSME extension centres across the country during the last five years, year wise, State-wise and especially in Andhra Pradesh; and

(e) whether the Government has undertaken any activities to increase utilisation of MSME Extension centres across the country and if so, the details thereof and if not reasons, therefore?

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): Out of 100 Extension Centres (ECs) under the "Establishment of New Technology Centres/Extension Centres" scheme, 62 locations have been

approved for establishment of ECs across the country including Andhra Pradesh. Out of 62 approved locations, 32 ECs are under implementation and 30 ECs are operational. The details are given in the enclosed **Statement-I**.

(b): For establishment of ECs at 38 remaining locations, State Governments have been requested to provide ready to use built-up space to establish ECs as per the scheme provisions.

(c): ECs are established as per need assessment of local MSMEs in the catchment area of the locations.

(d): The details of funds allocated, released and utilised for MSME-ECs across the country including Andhra Pradesh during the last five years, year-wise, state-wise are given in the enclosed **Statement-II**.

(e): To increase the utilisation of MSME-Extension Centres' services, awareness sessions are organized. Since inception, these ECs have trained over 1.70 lakh trainees and assisted more than 3,600 MSMEs.

STATEMENT-I

State-wise list of ECs under implementation and in operation across the country under the scheme:

A. List of 32 Extension Centres - under implementation

Sl. No.	STATE	Location (District)
1.	Assam	Guwahati (Kamrup)
2.	Andhra Pradesh	Ananthapur
3.		Vizianagaram
4.	Bihar	Saran
5.		Jhanjharpur (Madhubani)
6.	Chhattisgarh	Raipur
7.		Bhilai (Durg)
8.	Delhi	Okhla (South East Delhi)

9.	Gujarat	Amarapur (Gandhi Nagar)
10.	Haryana	Loharu (Bhiwani)
11.	Himachal Pradesh	Pandoga (Una)
12.		Parwanoo (Solan)
13.	Jharkhand	Dhanbad
14.		Koderma
15.	Karnataka	Hubballi (Dharwad)
16.		Bangalore (Bangaluru Urban)
17.	Kerala	Attingal (Thiruvanathapuram)
18.		Thrissur
19.		Thavanur (Malapuram)
20.	Kerala	Kottayam
21.	Madhya Pradesh,	Gwalior
22.	Maharashtra	Nashik
23.		Solapur
24.	Odisha	Angul
25.		Jharsuguda
26.	Punjab	Mohali (SAS Nagar)
27.		Jalandhar
28.		Moga
29.		Patiala
30.	Rajasthan	Jodhpur
31.	Uttarakhand	Haridwar
32.	Uttar Pradesh	Moradabad

B. List of 30 Extension Centres – operational:

Sl. No.	STATE	Location (District)
1.	Assam	Jorhat
2.	Bihar	Muzaffarpur
3.		Darbhanga
4.		Rohtas
5.		Munger
6.	Gujarat	Sanand (Ahmedabad)
7.		Bhavnagar

8.	Haryana	Nilokheri (Karnal)
9.		Faridabad
10.	Jammu and Kashmir	Srinagar
11.	Jharkhand	Ranchi
12.	Karnataka	Bengaluru (Bengaluru Urban)
13.	Kerala	Ettumanoor (Kottayam)
14.		Thiruvalla (Pathanamthitta)
15.	Maharashtra	Waluj (Aurangabad)
16.	Odisha	Balasore
17.		Berhampur (Ganjam)
18.		Bhawanipatna (Kalahandi)
19.		Keonjhar
20.	Punjab	Hoshiarpur
21.		Amritsar
22.	Rajasthan	Jaipur
23.		Kota
24.		Nagaur
25.		Udaipur
26.	Tamil Nadu	Madurai
27.		Vaniyambadi (Tirupathur)
28.	Telangana	Karimnagar
29.	Uttarakhand	Haldwani (Nainital)
30.	West Bengal	Kolkata

Statement-II

Details of total funds allocated and released for MSME Extension Centres

State*	Extension Centre	Allocated (Rs. Cr)	Funds Released for Extension Centre (Rs. Cr)							
			FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Assam	Jorhat	10.00	4.21	-	-	-	-	-	-	**4.21**
Bihar	Saran (Munger)	10.00	-	-	-	-	-	-	2.26	**2.26**
	Rohtas	10.00	-	-	-	-	-	-	2.26	**2.26**
	Muzaffarpur	10.00	-	-	-	-	-	-	2.26	**2.26**
	Dharbhanga	10.00	-	-	-	-	-	-	2.26	**2.26**
Delhi	Okhla	11.79	3.01	6.62	-	2.16	-	-	-	**11.79**
Gujarat	Sanand	10.00	7.31	-	-		-	2.69	-	**10.00**
	Bhavnagar	10.00	7.83	-	-		-	2.17	-	**10.00**
Haryana	Nilokheri	13.92	8.42	5.50	-		-	-	-	**13.92**
	Faridabad	10.05	5.00	-	-	3.15	-	1.85	0.05	**10.05**
Jammu and Kashmir	Srinagar	12.40	5.55	5.25	-		-	1.60	-	**12.40**
Jharkhand	Ranchi	10.00	-	-	-	-	-	-	1.66	**1.66**
	Dhanbad	10.00	-	-	-	-	-	-	1.76	**1.76**
Karnataka	Bengaluru	10.00	6.65	-	0.50	-	-	-	-	**7.15**
Kerala	Ettumanoor	11.01	5.66	5.35	-	-	-	-	-	**11.01**
	Thiruvalla	11.44	5.95	5.50	-	-	-	-	-	**11.44**
Madya Pradesh	Gwalior	10.00	-	-	-	-	-	-	1.98	**1.98**
Maharashtra	Waluj	13.46	7.05	-	-	3.24	-	3.02	0.10	**13.41**

Odisha	Balasore	10.00	-	-	4.13	1.44	-	3.63	1.03	**10.22**
	Berhampur	11.60	6.60	-	-	-	-	5.00	-	**11.60**
	Bhawanipatna	10.00	6.26	-	-	-	-	3.76	-	**10.02**
	Keonjhar	11.16	5.84	2.04	-	-	-	3.28	-	**11.16**
	Jharsaguda	10.00	-	-	-	-	-	1.88	-	**1.88**
	Angul	10.00	-	-	-	-	-	-	2.14	**2.14**
Punjab	Amritsar	10.72	-	-	7.95	-	-	2.27	0.50	**10.72**
	Hoshiarpur	10.00	-	-	3.80	-	-	2.27	0.50	**6.57**
Rajasthan	Jaipur	11.13	5.93	5.20	-	-	-	-	-	**11.13**
	Kota	10.00	5.59	-	-	-	-	1.64	1.08	**8.31**
	Nagaur	11.36	5.83	5.23	-	-	-	0.30	-	**11.36**
	Udaipur	10.37	5.49	4.56	-	-	-	0.32	-	**10.37**
Tamil Nadu	Madurai	10.00	5.40	3.23	-	-	-	0.27	-	**8.89**
	Vaniyambadi	10.00	-	-	4.66	-	-	-	-	**4.66**
Telangana	Karimnagar	10.00	6.11	-	-	-	-	-	-	**6.11**
Uttarakhand	Haldwani	10.00	3.60	-	3.33	-	-	0.76	0.24	**7.93**
West Bengal	Kolkata	10.00	0.06	-	-	-	-	-	-	**0.06**

* For the state of Andhra Pradesh, the ECs at Ananthapur and Vizianagaram are under implementation, hence no Expenditure has incurred.

प्रधानमंत्री उज्ज्वला योजना और शहरी गैस वितरण नेटवर्क

3085. डॉ. राजकुमार सांगवानः

श्री राहुल कस्वां:

श्रीमती संजना जाटवः

श्री कुलदीप इंदौराः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने विगत तीन वर्षों के दौरान प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के अंतर्गत पात्र परिवारों को बड़े पैमाने पर द्रवीकृत पेट्रोलियम गैस (एलपीजी) कनेक्शन प्रदान कर स्वच्छ ऊर्जा तक पहुँच का विस्तार किया है और यदि हाँ, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ख) विगत तीन वर्षों के दौरान पीएमयूवाई के अंतर्गत भरतपुर संसदीय निर्वाचन क्षेत्र के अंतर्गत आने वाले अलवर, भरतपुर और डीग जिलों सहित जारी किए गए एलपीजी कनेक्शनों का ब्यौरा राज्य/संघ राज्यक्षेत्र-वार क्या है और उन लाभार्थियों की संख्या राज्य/संघ राज्यक्षेत्र-वार कितनी है जो वर्तमान में नियमित रूप से एलपीजी सिलेंडरों का उपयोग कर रहे हैं और उन लाभार्थियों की संख्या कितनी है जिन्होंने उक्त अवधि के दौरान एक भी रिफिल नहीं लिया है;

(ग) विगत तीन वर्षों के दौरान पीएमयूवाई लाभार्थियों द्वारा औसत एलपीजी रिफिल खपत का राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(घ) विगत तीन वर्षों के दौरान शहरी गैस वितरण (सीजीडी) के लिए उत्तर प्रदेश राज्य के जिलों और बागपत लोक सभा निर्वाचन क्षेत्र सहित प्राधिकृत भौगोलिक क्षेत्रों (जीए) का ब्यौरा क्या है और भरतपुर संसदीय निर्वाचन क्षेत्र सहित राजस्थान और उत्तर प्रदेश में शहरी गैस वितरण (सीजीडी) नेटवर्क के अंतर्गत घरेलू पाइप्ड प्राकृक्तिक गैस (पीएनजी) कनेक्शन प्रदान किए गए परिवारों की राज्य/संघ राज्यक्षेत्र-वार और जिला-वार संख्या कितनी है; और

(ङ) क्या सरकार ने रिफिलों की बढ़ती लागत के कारण गरीब परिवारों द्वारा एलपीजी के सीमित उपयोग का आकलन किया है और क्या वह राजसहायता योजना, उज्ज्वला योजना और अन्य सहायता उपायों के अंतर्गत रिफिलों को अधिक किफायती बनाने के लिए कोई अतिरिक्त सहायता प्रदान करने पर विचार कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) मई, 2016 में देश भर में गरीब परिवारों की वयस्क महिलाओं को जमानत मुक्त एलपीजी कनेक्शन प्रदान करने के उद्देश्य से शुरू की गई थी। दिनांक 01.08.2026 तक, देश भर में लगभग 10.57 करोड़ पीएमयूवाई कनेक्शन थे। विगत तीन वित्त वर्ष के दौरान पीएमयूवाई के तहत जारी किए गए एलपीजी कनेक्शनों का राज्य/केंद्र शासित प्रदेश-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है।

भरतपुर संसदीय निर्वाचन क्षेत्र के तहत अलवर, भरतपुर और डीग जिलों में विगत तीन वर्षों के दौरान पीएमयूवाई के तहत जारी किए गए एलपीजी कनेक्शनों का विवरण निम्नानुसार है:

जिला	विगत **तीन वित्तीय वर्षों के दौरान जारी किए गए पीएमयूवाई कनेक्शनों की संख्या**
अलवर	10,615
भरतपुर	11,199
डीग	7,467

स्रोत: पीएसयू ओएमसी की ओर से आईओसीएल

31 मार्च 2023 तक 9.60 करोड़ पीएमयूवाई लाभार्थी थे। वित्त वर्ष 2023-24 से वित्त वर्ष 2025-26 तक कोई रिफिल नहीं कराने वाले पीएमयूवाई लाभार्थियों की संख्या का राज्य/केंद्र शासित प्रदेश-वार ब्यौरा संलग्न **विवरण-II** में दिया गया है।

विगत तीन वर्षों के दौरान पीएमयूवाई के पीएमयूवाई लाभार्थियों द्वारा औसत एलपीजी रिफिल खपत का राज्य/केंद्र शासित प्रदेश-वार ब्यौरा संलग्न **विवरण-III** में दिया गया है।

(घ): पाइप्ड प्राकृतिक गैस (पीएनजी) कनेक्शन प्रदान करना और संपीड़ित प्राकृतिक गैस (सीएनजी) स्टेशनों की स्थापना नगर गैस वितरण (सीजीडी) नेटवर्क के विकास का हिस्सा है, जिसमें,अन्य बातों के साथ-साथ,घरेलू, वाणिज्यिक और औद्योगिक इकाइयों को पीएनजी की आपूर्ति के लिए पाइपलाइन बुनियादी ढांचे और अन्य सुविधाओं का निर्माण और परिवहन क्षेत्र को सीएनजी का निर्माण शामिल है जो पेट्रोलियम और प्राकृतिक गैस विनियामक बोर्ड (पीएनजीआरबी) द्वारा प्राधिकृत कम्पनियों द्वारा किया जा रहा है। अप्रैल, 2023 से पीएनजीआरबी द्वारा प्राधिकृत जीए की सूची संलग्न **विवरण-IV** में है।

बागपत जिला जीए बागपत का हिस्सा है जो थिंक गैस बागपत प्राइवेट लिमिटेड को प्राधिकृत है। दिनांक 31.05.2026 तक, प्राधिकृत इकाई ने जीए में 5,448 घरेलू पीएनजी कनेक्शन प्रदान किए हैं। भरतपुर गेल गैस लिमिटेड को प्राधिकृत फिरोजाबाद (ताज ट्रेपेजियम जोन) जीए का हिस्सा है। दिनांक 31.05.2026 तक, प्राधिकृत कम्पनियों ने जीए में 32,065 घरेलू पीएनजी कनेक्शन प्रदान किए हैं। उत्तर प्रदेश और राजस्थान राज्य में घरेलू पीएनजी कनेक्शनों की जिले-वार प्रगति संलग्न **विवरण-V** और **विवरण-VI** में दी गई है।

(ङ): घरेलू एलपीजी का खुदरा बिक्री मूल्य जून 2026 से 942 रुपये प्रति 14.2 किलोग्राम सिलेंडर (दिल्ली) पर बनाए रखा गया है, जिसमें जून 2026 में 700 रुपये प्रति 14.2 किलोग्राम सिलेंडर और जुलाई 2026 के दौरान 500 रुपये प्रति सिलेंडर से अधिक की अंतर्निहित राजसहायता (अल्प-वसूली) की गई थी। अगस्त 2026 के महीने के लिए भी, 14.2 किलोग्राम के सिलेंडर के आरएसपी पर 188 रुपये प्रति सिलेंडर की अंतर्निहित राजसहायता दी जाती है। 10.5 करोड़ से अधिक पीएमयूवाई उपभोक्ताओं के लिए, 300 रुपये प्रति सिलेंडर की लक्षित राजसहायता के बाद, प्रभावी मूल्य केवल 642 रुपये प्रति सिलेंडर (प्रति वर्ष 4 रिफिल तक) है।

सरकार देश में घरों को सस्ते मूल्यों पर घरेलू एलपीजी की उपलब्धता सुनिश्चित कर रही है, जिसके लिए सरकार ने वित्त वर्ष 2022-23 में ओएमसीज को 22,000 करोड़ रुपये का मुआवजा दिया है और वित्त वर्ष 2025-26 और वित्त वर्ष 2026-27 के दौरान 30,000 करोड़

रुपये का भुगतान किया है। इस मुआवजे के भुगतान के बाद भी, 30 जून 2026 तक घरेलू एलपीजी पर पीएसयू ओएमसीज की संचित अल्प-वसूली 51,000 करोड़ रुपये से अधिक थी।

विवरण-I

विगत तीन वर्षों में पीएमयूवाई के तहत जारी किए गए एलपीजी कनेक्शन की राज्य/केन्द्र शासित प्रदेश-वार ब्यौरा:

राज्य/केंद्र शासित प्रदेश	ओएमसीज़ द्वारा जारी पीएमयूवाई कनेक्शन की संख्या
अंडमान व निकोबार द्वीप समूह	625
आंध्र प्रदेश	6,26,191
अरुणाचल प्रदेश	6,010
असम	8,49,456
बिहार	13,39,921
चंडीगढ़	1,374
छत्तीसगढ	4,84,817
दादरा और नगर हवेली और दमन और दीव	3,974
दिल्ली	1,48,421
गोवा	789
गुजरात	5,64,392
हरियाणा	4,46,006
हिमाचल प्रदेश	12,081
जम्मू और कश्मीर	36,705
झारखंड	3,41,028
कर्नाटक	4,90,277
केरल	50,553
लद्दाख	2
लक्षद्वीप	61
मध्य प्रदेश	8,22,200
महाराष्ट्र	3,87,720
मणिपुर	27,240
मेघालय	1,10,439
मिजोरम	4,872
नागालैंड	40,658
ओडिशा	3,35,281
पुडुचेरी	5,501

पंजाब	80,381
राजस्थान	6,01,529
सिक्किम	6,348
तमिलनाडु	5,07,051
तेलंगाना	86,313
त्रिपुरा	50,336
उत्तर प्रदेश	14,99,108
उत्तराखंड	35,939
पश्चिम बंगाल	8,215

स्रोत: पीएसयू ओएमसीज़ की ओर से आईओसीएल

<u>विवरण-II</u>

पिछले तीन वित्तीय वर्षों के दौरान पीएमयूवाई के उन लाभार्थियों की संख्या का ब्यौरा, जिन्होंने कोई रिफिल नहीं लिया:

राज्य/केंद्र शासित प्रदेश	**तीन वित्तीय वर्षों में कोई रिफिल न लेने वाले पीएमयूवाई लाभार्थियों की संख्या**
अंडमान और निकोबार	947
आंध्र प्रदेश	14,740
अरुणाचल प्रदेश	3,070
असम	6,69,518
बिहार	5,93,451
चंडीगढ़	4
छत्तीसगढ	6,00,561
दादरा और नगर हवेली और दमन और दीव	190
दिल्ली	5,398
गोवा	25
गुजरात	81,783
हरियाणा	25,571
हिमाचल प्रदेश	3,911
जम्मू और कश्मीर	53,218
झारखंड	3,90,515
कर्नाटक	87,239
केरल	7,377

लद्दाख	290
लक्षद्वीप	5
मध्य प्रदेश	5,78,960
महाराष्ट्र	94,677
मणिपुर	9,943
मेघालय	30,567
मिजोरम	2,509
नागालैंड	8,616
ओडिशा	3,52,035
पांडिचेरी	170
पंजाब	34,962
राजस्थान	1,53,649
सिक्किम	791
तमिलनाडु	1,44,459
तेलंगाना	42,542
त्रिपुरा	78,368
उत्तर प्रदेश	5,01,612
उत्तराखंड	18,882
पश्चिम बंगाल	8,41,233
कुल	**54,31,788**

स्रोत: पीएसयू ओएमसीज़ की ओर से आईओसीएल

विवरण-III

विगत तीन वर्षों में प्रति कनेक्शन खपत का राज्य/केंद्र शासित प्रदेश-वार ब्यौरा

राज्य/केंद्र शासित प्रदेश	पीएमयूवाई लाभार्थियों की प्रति कनेक्शन खपत (14.2 कि.ग्रा. /वर्ष के		
	2023-24	2024-25	2025-26
चंडीगढ़	4.88	7.26	7.25
दिल्ली	6.61	7.57	7.58
हरियाणा	6.10	6.76	6.76
हिमाचल प्रदेश	4.08	4.47	4.28
जम्मू और कश्मीर	3.43	4.03	4.27
लद्दाख	2.97	4.54	5.23
पंजाब	5.52	5.63	5.49

राजस्थान	4.45	4.93	5.02
उत्तर प्रदेश	4.56	5.08	5.35
उत्तराखंड	4.88	5.04	5.15
अंडमान और निकोबार द्वीप समूह	5.60	6.06	5.16
अरुणाचल प्रदेश	3.77	4.14	4.10
असम	2.96	3.36	3.65
बिहार	3.82	4.15	4.49
झारखंड	2.73	3.20	3.68
मणिपुर	4.24	4.40	4.49
मेघालय	2.40	2.60	2.90
मिजोरम	4.70	5.37	5.34
नागालैंड	3.23	3.97	4.32
ओडिशा	3.46	4.03	4.32
सिक्किम	3.62	4.77	5.17
त्रिपुरा	2.67	3.20	3.63
पश्चिम बंगाल	3.90	4.78	5.03
छत्तीसगढ	1.92	2.39	2.52
दादरा और नगर हवेली	4.92	4.92	4.72
गोवा	3.93	4.27	4.67
गुजरात	4.76	5.31	5.56
मध्य प्रदेश	3.11	3.50	3.73
महाराष्ट्र	4.62	5.19	5.33
आंध्र प्रदेश	3.73	4.42	4.68
कर्नाटक	4.76	5.35	5.49
केरल	3.99	4.40	4.75
लक्षद्वीप	3.82	3.60	4.35
पुडुचेरी	6.25	6.91	6.97
तमिलनाडु	4.38	4.81	5.04
तेलंगाना	3.47	3.67	3.70

स्रोत: पीएसयू ओएमसीज़ की ओर से आईओसीएल

विवरण-IV

अप्रैल 2023 से पीएनजीआरबी द्वारा अधिकृत जीएज़ का ब्यौरा

प्राधिकरण का महीना	प्राधिकरण तिथि	भौगोलिक क्षेत्र (जीए)	अधिकृत संस्था
अप्रैल 2023	25-अप्रैल-2023	फरीदाबाद-2 (हरियाणा)	अडानी टोटल गैस लिमिटेड

अप्रैल 2023	25-अप्रैल-2023	गुरुग्राम-2 (हरियाणा)	हरियाणा सिटी गैस डिस्ट्रीब्यूशन लिमिटेड
अप्रैल 2023	25-अप्रैल-2023	नोएडा (ग्रेटर नोएडा सहित), उत्तर प्रदेश	इंद्रप्रस्थ गैस लिमिटेड
अप्रैल 2024	19-अप्रैल-2024	अरुणाचल प्रदेश राज्य	बीपीसीएल और ऑयल इंडिया लिमिटेड का संघ
अप्रैल 2024	19-अप्रैल-2024	अनंतनाग , बांदीपोरा , बारामुल्ला , बडगाम , डोडा , गंदेरबल , कारगिल , किश्तवाड़ , कुलगाम , कुपवाड़ा , लेह , पुंछ , पुलवामा , राजौरी , रामबन , शोपियां और श्रीनगर (जम्मू-कश्मीर और लद्दाख)	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड
अप्रैल 2024	19-अप्रैल-2024	मेघालय राज्य	एचसीजी (केसीई) प्राइवेट लिमिटेड और अन्य का संघ
अप्रैल 2024	19-अप्रैल-2024	मिजोरम राज्य	त्रिपुरा प्राकृतिक गैस कंपनी लिमिटेड
अप्रैल 2024	19-अप्रैल-2024	नागालैंड राज्य	एचपीओआईएल गैस प्राइवेट लिमिटेड
अप्रैल 2024	19-अप्रैल-2024	सिक्किम राज्य	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड
अप्रैल 2024	22-अप्रैल-2024	मणिपुर राज्य	त्रिपुरा प्राकृतिक गैस कंपनी लिमिटेड

स्रोत: पीएनजीआरबी

विवरण-V

उत्तर प्रदेश राज्य में घरेलू पीएनजी कनेक्शनों की जिले-वार प्रगति का ब्यौरा

दिनांक की स्थिति के अनुसार 31.05.2026 उत्तर प्रदेश जिला-वार डेटा					
क्रमांक	**जीए आईडी**	**जीए का नाम**	**कवर किए गए जिले**	**संस्था का नाम**	**घरेलू पीएनजी**
1	1.03	मथुरा	मथुरा जिला	टोरेंट गैस लिमिटेड	26937
2	1.06	मेरठ	मेरठ जिला	गेल गैस लिमिटेड	82896
3	2.02	इलाहाबाद	इलाहाबाद जिला।	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	25159
4	2.03	झांसी	झांसी जिला	सेंट्रल यूपी गैस लिमिटेड	29580

5	6.02	सहारनपुर जिला	सहारनपुर जिला	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	30077
6	8.05	बुलंदशहर (भाग) जिला	बुलन्दशहर जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	16257
7	8.06	बागपत जिला	बागपत जिला	बागपत ग्रीन एनर्जी प्राइवेट लिमिटेड	5448
8	9.76	बुलंदशहर जिला (ईएएए), अलीगढ़ और हाथरस जिले	अलीगढ़ जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	0
			बुलन्दशहर जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	7344
			हाथरस जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	0
9	9.77	इलाहाबाद जिला (ईएएए), भदोही और कौशाम्बी जिले	इलाहाबाद जिला।	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	8441
			भदोही जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	0
			कौशांबी जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	0
10	9.78	अमेठी , प्रतापगढ़ और रायबरेली जिले	अमेठी जिला	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	3125
			प्रतापगढ़ जिला	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	398
			रायबरेली जिला	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	4189
11	9.79	औरैया , कानपुर देहात और इटावा जिले	औरैया जिला	टोरेंट गैस लिमिटेड	9102
			इटावा जिला	टोरेंट गैस लिमिटेड	6734
			कानपुर देहात जिला	टोरेंट गैस लिमिटेड	2074
12	9.8	फैजाबाद और सुल्तानपुर जिले	फैजाबाद जिला	ग्रीन गैस लिमिटेड	2063
			सुल्तानपुर जिला	ग्रीन गैस लिमिटेड	0
13	9.81	गोरखपुर, संत कबीर नगर और कुशीनगर जिले	गोरखपुर जिला	टोरेंट गैस लिमिटेड	18369
			कुशीनगर जिला	टोरेंट गैस लिमिटेड	0
			संत कबीर नगर जिला	टोरेंट गैस लिमिटेड	395
14	9.82	मेरठ जिला (ईएएए), मुजफ्फरनगर और शामली जिले	मेरठ जिला	इंद्रप्रस्थ गैस लिमिटेड	1905
			मुजफ्फरनगर जिला	इंद्रप्रस्थ गैस लिमिटेड	66030
			शामली जिला	इंद्रप्रस्थ गैस लिमिटेड	10299
15	9.83	मुरादाबाद (ईएएए) जिला	मुरादाबाद जिला	टोरेंट गैस लिमिटेड	13433

16	9.84	उन्नाव (ईएएए) जिला	उन्नाव जिला	ग्रीन गैस लिमिटेड	749
17	10.31	झांसी (ईएएए) जिला, भिंड , जालौन , ललितपुर और दतिया जिले	जालौन जिला	अडानी टोटल गैस लिमिटेड	0
			झांसी जिला	अडानी टोटल गैस लिमिटेड	0
			ललितपुर जिला	अडानी टोटल गैस लिमिटेड	0
18	10.36	आजमगढ़ , मऊ और बलिया जिले	आजमगढ़ जिला।	टोरेंट गैस लिमिटेड	11103
			बलिया जिला	टोरेंट गैस लिमिटेड	0
			मऊ जिला	टोरेंट गैस लिमिटेड	3879
19	10.37	बरेली (ईएएए) जिला, पीलीभीत और रामपुर जिले	बरेली जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	2476
			पीलीभीत जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	6552
			रामपुर जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	8006
20	10.38	बस्ती और अंबेडकरनगर जिले	अंबेडकर नगर जिला	टोरेंट गैस लिमिटेड	1899
			बस्ती जिला	टोरेंट गैस लिमिटेड	7761
21	10.39	फर्रुखाबाद , एटा और हरदोई जिले	एटा जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	2023
			फ़र्रूख़ाबाद जिला।	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	6526
			हरदोई जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	10671
22	10.4	गोंडा और बाराबंकी जिले	बाराबंकी जिला	टोरेंट गैस लिमिटेड	6224
			गोंडा जिला	टोरेंट गैस लिमिटेड	4302
23	10.41	जौनपुर और गाज़ीपुर ज़िले	गाज़ीपुर जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	0
			जौनपुर जिला	इंडियन ऑयल अदानी गैस प्राइवेट लिमिटेड	7849
24	10.42	कानपुर (ईएएए) जिला, फतेहपुर और हमीरपुर जिले	फतेहपुर जिला	इंद्रप्रस्थ गैस लिमिटेड	31842
			हमीरपुर जिला	इंद्रप्रस्थ गैस लिमिटेड	8857
			कानपुर जिला	इंद्रप्रस्थ गैस लिमिटेड	19936
25	10.43	मैनपुरी और कन्नौज जिले	कन्नौज जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	3212

			मैनपुरी जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	14521
26	10.44	मिर्ज़ापुर , चंदौली और सोनभद्र ज़िले	चंदौली जिला मिर्ज़ापुर ज़िला	गेल गैस लिमिटेड गेल गैस लिमिटेड	11863 291
			सोनभद्र जिला	गेल गैस लिमिटेड	352
27	10.45	शाहजहांपुर और बदायूं जिले	बदायूं जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	2369
			शाहजहांपुर जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	18096
28	10.46	बिजनौर और नैनीताल जिले	बिजनौर जिला	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	7917
29	11.07	गोपालगंज , सीवान , पश्चिम चंपारण , पूर्वी चंपारण और देवरिया जिले	देवरिया जिला	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	19975
30	11.58	अमरोहा (पहले से अधिकृत क्षेत्र को छोड़कर) और संभल (पहले से अधिकृत क्षेत्र को छोड़कर) जिले	अमरोहा जिला	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	0
			संभल (पहले से अधिकृत क्षेत्र को छोड़कर) जिला	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	0
31	11.59	कासगंज जिला	कासगंज जिला	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	0
32	11.63	बांदा, चित्रकूट और महोबा	बांदा जिला	इंद्रप्रस्थ गैस लिमिटेड	31388
			चित्रकूट जिला	इंद्रप्रस्थ गैस लिमिटेड	0
			महोबा जिला	इंद्रप्रस्थ गैस लिमिटेड	7555
33	97.06	वाराणसी जिला	वाराणसी जिला	गेल इंडिया लिमिटेड	133606
34	98.01	खुर्जा	बुलन्दशहर जिला	अडानी टोटल गैस लिमिटेड	14713
35	98.03	मुरादाबाद	मुरादाबाद जिला	टोरेंट गैस लिमिटेड	43181
36	99.03	बरेली	बरेली जिला	सेंट्रल यूपी गैस लिमिटेड	60089
37	99.04	कानपुर	कानपुर जिला	सेंट्रल यूपी गैस लिमिटेड	139016
38	99.1	आगरा	आगरा जिला।	ग्रीन गैस लिमिटेड	117415
39	99.13	फिरोजाबाद (ताज समलम्ब क्षेत्र)	अलीगढ़ जिला	गेल गैस लिमिटेड	0
			फिरोजाबाद जिला	गेल गैस लिमिटेड	11601
			हाथरस जिला	गेल गैस लिमिटेड	0
			मथुरा जिला	गेल गैस लिमिटेड	8404
40	99.17	लखनऊ	लखनऊ जिला	ग्रीन गैस लिमिटेड	131923

41	99.19	गाजियाबाद और हापुड़ जिले	गाजियाबाद जिले	इंद्रप्रस्थ गैस लिमिटेड	437310
			हापुड जिला	इंद्रप्रस्थ गैस लिमिटेड	6272
42	99.2	नोएडा (ग्रेटर नोएडा सहित)	गौतम बुद्ध नगर जिला	इंद्रप्रस्थ गैस लिमिटेड	468279
			बहराइच	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	23359
43	11ए.01	लखीमपुर खीरी, सीतापुर, बहराइच, श्रावस्ती, बलरामपुर, सिद्धार्थ नगर और महाराजगंज जिले	बलरामपुर	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	3545
			लखीमपुर खेरी	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	33682
			महाराजगंज	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	3016
			श्रावस्ती	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	1114
			सिद्धार्थ नगर	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	4005
			सीतापुर	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	37354
कुल	**2306333**				

स्रोत: पीएनजीआरबी

<u>विवरण- VI</u>

राजस्थान राज्य में घरेलू पीएनजी कनेक्शनों की जिले-वार प्रगति का ब्यौरा

दिनांक की स्थिति के अनुसार 31.05.2026 राजस्थान जिलावार डेटा							
क्रमांक I	**जीए आईडी**	**जीए का नाम**	**अधिकृत संस्था का नाम**	**प्राधिकरण की तिथि**	**लक्ष्य पूरा होने की तिथि**	**कवर किए गए जिले**	**पीएनजी घरेलू कनेक्शन**
1	1.02	कोटा	राजस्थान स्टेट गैस लिमिटेड	01-जून-09	30-जून-14	कोटा जिला	81288
2	9.55	बाड़मेर , जैसलमेर और जोधपुर जिले	एजीपी सीजीडी इंडिया प्राइवेट लिमिटेड	28-सितंबर-18	30-सितंबर-30	बाड़मेर जिला	568
						जैसलमेर जिला	0
						जोधपुर जिला	50503
3	9.56	अलवर (भिवाड़ी के अलावा) और जयपुर जिले	टोरेंट गैस जयपुर प्राइवेट लिमिटेड	27-08-2018 (नई शुरू होने की तारीख	31-मार्च-30	अलवर जिला	266
						जयपुर जिला	19063

				01.04.2022)			
4	9.57	कोटा जिला (ईएएए), बारां और चित्तौड़गढ़ (केवल रावतभाटा तालुका) जिले	टोरेंट गैस लिमिटेड	13-सितंबर-18	30-सितंबर-28	बारां जिला	1454
						चित्तौड़गढ़ जिला	0
						कोटा जिला	5327
5	9.58	भीलवाड़ा और बूंदी जिले	अडानी टोटल गैस लिमिटेड	14-सितंबर-18		बिलवाड़ा जिला	5154
						बूंदी जिला	0
6	9.59	चित्तौड़गढ़ (रावतभाटा के अलावा) तालुका) और उदयपुर जिले		13-सितंबर-18		चित्तौड़गढ़ जिला	29233
						उदयपुर जिला	0
7	9.6	धौलपुर जिला	धौलपुर सीजीडी प्राइवेट लिमिटेड	28-सितंबर-18		धौलपुर जिला	2741
8	10.3	झाबुआ , बांसवाड़ा , रतलाम और डूंगरपुर जिले	गुजरात गैस लिमिटेड	29-मार्च-19	31-मार्च-29	बांसवाड़ा जिला	632
						डूँगरपुर जिला।	0
9	10.34	अजमेर, पाली और राजसमंद जिले	इंद्रप्रस्थ गैस लिमिटेड			अजमेर जिला	249309
						पाली जिला	20342
						राजसमंद जिला	4384
10	10.35	जालोर और सिरोही जिले	गुजरात गैस लिमिटेड			जालौर जिला।	2470
						सिरोही जिला	8291
11	11.22	आगर मालवा , नीमच , मंदसौर और झालावाड़ जिले	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	15-मार्च-22	31-मार्च-30	झालावाड़ जिला	0
12	11.41	फाजिल्का (पहले से अधिकृत क्षेत्र को छोड़कर), गंगानगर और हनुमानगढ़ जिले	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	04-मई-22	30-जून-30	गंगानगर जिला	20436
						हनुमानगढ़ जिला	7418
13	11.42	बीकानेर और चूरू जिले	गैसोनेट सर्विसेज (आरजे) लिमिटेड	15-मार्च-22	31-मार्च-30	बीकानेर जिला	643
						चूरू जिला	0
14	11.43	झुंझुनू , सीकर और नागौर जिले	इंडियन ऑयल कॉर्पोरेशन लिमिटेड	23-03-2022 (नई शुरू होने की तारीख	31-मार्च-31	झुंझुनू जिला	3370
						नागौर जिला	0
						सीकर जिला	3497

				01.04.2023)			
15	11.44	दौसा , करौली , सवाई माधोपुर और टोंक जिले	हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड	15-मार्च-22	31-मार्च-30	दौसा जिला	125
						करौली जिला	0
						सवाई माधोपुर जिला	0
						टोंक जिला	7865
16	98.12	भिवाड़ी (अलवर जिले में)	हरियाणा सिटी गैस डिस्ट्रीब्यूशन (भिवाड़ी) लिमिटेड	01-अगस्त-18	30-सितंबर-25	अलवर जिला	7631
17	99.13	फिरोजाबाद (ताज समलम्ब क्षेत्र)	गेल गैस लिमिटेड	26-सितंबर-11	25-अगस्त-14	भरतपुर जिला	12060
कुल							**544070**

स्रोत: पीएनजीआरबी

UNDERWATER ROAD TUNNEL UNDER HOOGHLY RIVER

3086. SHRI JAGANNATH SARKAR:

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

(a) the present status of proposed underwater road tunnel under the Hooghly River connecting Matia Burj, Kolkata to Shalimar/B. Garden area in Howrah an approximately eight kms freight corridor with about 800 metres under the river conceived under PM Gati Shakti initiative to decongest Kolkata Port traffic and provide direct access to the Kona Expressway and national highway network;

(b) whether feasibility study commissioned by Kolkata Port has been completed and if so, the findings thereof including the estimated project cost, the number of lanes and the construction methodology proposed;

(c) whether all necessary clearances including environmental clearance, approval from the Inland Waterways Authority of India for under-river construction and concurrence of the West Bengal State Government for land and approach road connectivity have been obtained, if so, the details thereof and the status of each; and

(d) the current stage of DPR preparation, agency responsible for execution and revised timeline for commencement and completion of the project?

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

(a) to (d): The Alignment Option Study and Drawing for the project were initially submitted by Syama Prasad Mookerjee Port Authority (SMPA), Kolkata. Subsequently, the Techno-Economic Feasibility Report was also submitted by SMPA, based on the submission of which, alignment has been approved by the Alignment Approval Committee on 03.04.2026.

Further, as per the request by SMPA, National Highways Authority of India (NHAI) has decided to engage a consultant for undertaking Detailed Project Report (DPR). It is premature at this stage to indicate the requirement of lane, Project Cost, Construction Methodology clearance etc.

FUNDS FOR BENGALURU METRO RAIL

3087. SHRI P. C. MOHAN:

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

(a) the details of the funds provided by the Union Government to Bengaluru Metro Rail Corporation Limited (BMRCL) for Namma Metro under Phase-2, Phase-2A/2B and Phase-3 including equity and subordinate debt components;

(b) the present timeline fixed for completion of these phases including the Blue Line's Silk Board-KR Puram and Hebbal-Kempegowda International Airport sections of the 58.19 km, 29-station corridor;

(c) the issues affecting the timely completion of these phases including civil construction progress, rolling stock delivery and depot connectivity, particularly for commencement of trial runs and passenger services on the Blue Line; and

(d) the steps taken by the Union Government in coordination with the State Government to expedite completion of the project, ensure timely utilisation of Central funds and prioritise the Blue Line in view of its importance for airport connectivity?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The Union Government has released a total of ₹26,447.27 crore, including equity and subordinate debt components, to Bangalore Metro Rail Corporation Limited (BMRCL) for Phase-2, Phase-2A/2B and Phase-3 of the Bangalore Metro Rail Project, as on 30.07.2026.

(b) and (c): Metro projects are generally completed in five to six years from the date of sanction. However, actual completion of projects depends upon the

timely acquisition of land, tree cutting permission, court cases etc. The Bangalore Metro Rail Project – Phase 2A & 2B (ORR–Airport Metro) from Central Silk Board Junction to Kempegowda International Airport via Hebbal Junction, having a length of 58.19 km, has achieved 72.50% physical progress and 70.17% financial progress as on 30.06.2026.

(d): High Powered Committee chaired by Chief Secretary of the concerned state regularly reviews the Metro Project to take expeditious decisions on matters for ensuring timely completion of metro projects. In addition to the above, it is informed that most of the metro rail projects are implemented by Joint Venture Special Purpose Vehicle (SPVs), which are companies with equal representation in the Board both from Central and State Governments. The progress of these projects is monitored by the Board of the SPVs constituted for the purpose. Further, progress of the metro projects is reviewed under Pro-Active Governance and Timely Implementation (PRAGATI), Project Monitoring Group (PMG) by the Central Government.

IMPACT OF BHARATMALA PARIYOJANA PROJECTS

3088. SHRI THARANIVENTHAN M. S.:

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

(a) the total number of projects sanctioned and completed under Bharatmala Pariyojana, State-wise particularly in Arani Lok Sabha Constituency of Tamil Nadu;

(b) the total length of roads constructed or upgraded under Bharatmala Pariyojana during the last three years along with the estimated cost and timelines thereof;

(c) whether the Government has assessed the impact of Bharatmala Pariyojana on freight efficiency, regional connectivity and local economic development and if so, the details thereof;

(d) the steps taken to ensure timely completion of pending projects and resolution of issues relating to land acquisition and environmental clearances; and

(e) the measures adopted to ensure that local employment, small contractors and Micro, Small and Medium Enterprises (MSMEs) benefit from Bharatmala Pariyojana projects?

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

(a) and (b): Bharatmala Pariyojana Phase-I was approved in 2017 covering a length of 34,800 km across the country at an estimated outlay of Rs. 5,35,000 Crore. Under the program, projects covering a total length of 26,425 km have been awarded and out of this, 22,755 km has already been constructed upto June, 2026. State-wise details are annexed. Further, during last 3 years, about 6,600 km of National Highways (NHs) under Bharatmala Pariyojana have been constructed. The details of works sanctioned / completed in Arani Lok Sabha Constituency are given in the enclosed **Statement.**

(c): The study conducted by Indian Institute of Management (IIM), Bangalore to evaluate the impact of Bharatmala Pariyojana indicates positive effects across multiple sectors. Economically, household income and expenditure has increased. Logistics efficiency has improved with reduced costs. Businesses have benefited from better access to markets and factories. Socially, travel time to schools and healthcare facilities has decreased, enhancing accessibility. Overall, the study suggests that Bharatmala Pariyojana has significantly contributed to socio-economic growth. As per the study conducted by IIM Bangalore, Bharatmala Pariyojana has demonstrated significant socio-economic benefits.

(d): The primary reasons for delay in National Highway (NH) projects are issues / bottlenecks relating to land acquisition, delay in getting statutory clearances / permissions, utility shifting, encroachment removal, law & order, non-availability of construction material / minerals, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic etc. To expedite project execution, various initiatives have been undertaken. These include streamlining and expediting the land acquisition process through Bhoomi Rashi portal, revamping the Parivesh Portal through Ministry of Environment, Forests and Climate Change to expedite forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) for Road over Bridges (ROBs) and Road under Bridges (RUBs) from the Railways, and conducting review meetings at various levels

with all stakeholders, including State Governments. The Government is taking all necessary steps for timely completion of these projects.

(e): For NH works, bids are invited on e-procurement portal of the Central Government, wherein bidders can compete based on their technical and financial capacity. Further, Government has made it mandatory to meet the provision of local content requirement, in its bidding process to help local suppliers/ manufacturers including Micro, Small and Medium Enterprises.

STATEMENT

State Wise Progress Details for Bharatmala Pariyojana

State	Total Length (km)	Length Awarded (km)	Length Constructed till 30th Jun'26 (km)
Andhra Pradesh	2,525	1,936	1,560
Assam	433	431	415
Bihar	1,572	1,159	816
Chhattisgarh	571	471	426
Delhi	203	203	195
Goa	26	26	26
Gujarat	1,577	1,194	1,071
Haryana	1,058	1,058	1,011
Himachal Pradesh	167	167	117
Jammu & Kashmir	433	251	182
Jharkhand	1,000	801	557
Karnataka	2,059	1,603	1,274
Kerala	1,126	708	590
Madhya Pradesh	3,063	2,017	1,826
Maharashtra	3,029	2,174	2,002
Manipur	635	635	572
Meghalaya	170	170	153

Mizoram	593	593	542
Nagaland	208	208	168
Odisha	1,586	967	948
Punjab	1,764	1,553	885
Rajasthan	2,503	2,360	2,264
Tamil Nadu	2,414	1,476	1,359
Telangana	1,719	1,026	955
Tripura	94	94	69
Uttar Pradesh	3,126	2,495	2,203
Uttarakhand	273	264	204
West Bengal	874	385	364
Total	**34,800**	**26,425**	**22,755**

Details of National Highway stretches passing through Arani Lok Sabha Constituency in the State of Tamil Nadu:

Sl. No.	NH No.	Name of the stretch	Total Length (in Km)	Length of NH passing through Arani Lok Sabha Constituency (Km)	Details of the works completed	Details of works in progress	Details of works sanctioned and to be commenced
1	New NH-32, NH-132 and NH-38 (Old NH-45)	Tindivanam - Ulundurpet section of NH-32,NH-132 & NH-38	72.90	10.00	4-laning of the stretch was completed in July 2009 under Built-Operate - Transfer BOT (Toll) mode and the stretch is under Operation and Maintenance (O&M) by the BOT Concessionaire upto February, 2027.	One Light Vehicle Underpass (LVUP) at Km 127+880 towards Blackspot Elimination is in progress (Scheduled revised date of completion is 30.09.2026)	1) VUP at Km 126+000 under Road Safety- Agreement signed. 2) LVUP at Km 124+670 under Road Safety. Bids invited.
2	New NH-77 (Old NH-66)	Tindivanam - Krishnagiri Section of NH-77	182.18	45.23	The stretch has been upgraded to 2-lane with Paved Shoulder configuration and the work was completed in July, 2024. Presently, the stretch is under Defect Liability Period.	-	-

वाहनों द्वारा यातायात नियमों का अनुपालन

3089. डॉ. संबित पात्रा:

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

(क) क्या मंत्रालय ने राज्य सरकारों के समन्वय से वाहन पोर्टल पर पंजीकृत वाहनों द्वारा सांविधिक यातायात नियमों के अनुपालन के लिए कोई निगरानी तंत्र विकसित किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने वाहन पोर्टल पर पंजीकृत वाहनों द्वारा सांविधिक यातायात नियमों के अनुपालन के संबंध में कोई अध्ययन कराया है;

(ग) यदि हाँ, तो क्या सरकार ने इस तथ्य का संज्ञान लिया है कि वाहन पोर्टल पर पंजीकृत कुछ वाहन सांविधिक नियमों के अनुपालन मानकों को पूरा नहीं करते हैं;

(घ) यदि हाँ, तो ऐसे वाहनों की राज्य और संघ राज्य क्षेत्र-वार संख्या कितनी है; और

(ङ) सरकार द्वारा देश में पंजीकृत वाहनों द्वारा सांविधिक नियमों का अनुपालन सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं?

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

(क) से (ङ): केंद्र सरकार ने भारत के संविधान की सातवीं अनुसूची की समवर्ती सूची (सूची III) की प्रविष्टि 35 के अंतर्गत मोटर यान अधिनियम, 1988 अधिनियमित किया है। केंद्र सरकार ने इस अधिनियम के अंतर्गत प्रदत्त शक्तियों का प्रयोग करते हुए केंद्रीय मोटर यान नियमावली, 1989 (सीएमवीआर) भी बनाई है। तदनुसार, सड़क परिवहन और राजमार्ग मंत्रालय की भूमिका मुख्यतः मोटर यान अधिनियम, 1988 और उसके अंतर्गत बनाए गए नियमों के लिए सांविधिक ढांचा तैयार करने तक ही सीमित है, जबकि अधिनियम एवं नियमों के प्रावधानों का कार्यान्वयन एवं प्रवर्तन संबंधित राज्य सरकारों और संघ राज्य क्षेत्र के प्रशासनों द्वारा किया जाता है।

इसके सांविधिक अधिदेश के अनुपालन में मोटर यान अधिनियम, 1988 के प्रावधानों को देश भर में समान रूप से लागू करने के लिए विभिन्न प्रौद्योगिकी-आधारित प्लेटफॉर्म विकसित

और कार्यान्वित किए हैं। मोटर यान अधिनियम, 1988 की धारा 62ख के तहत राष्ट्रीय मोटर वाहन रजिस्टर और इस अधिनियम की धारा 25क के तहत राष्ट्रीय ड्राइविंग लाइसेंस रजिस्टर को क्रमशः वाहन और सारथी प्लेटफॉर्म के माध्यम से प्रबंधित किया जाता है। ये प्लेटफॉर्म राज्यों और संघ राज्य क्षेत्रों को मोटर वाहनों के पंजीकरण, ड्राइविंग लाइसेंस जारी करने, संबद्ध सेवाओं और संबंधित सांविधिक अभिलेखों (रिकॉर्ड) को प्रबंधित करने के लिए एक समान डिजिटल अवसंरचना प्रदान करते हैं। उपर्युक्त पोर्टलों को संबंधित राज्य सरकारों और संघ राज्य क्षेत्र प्रशासनों द्वारा उनकी विशिष्ट संचालन और प्रशासनिक आवश्यकताओं के अनुरूप विशिष्ट रूप से तैयार किया जा रहा है।

इसके अतिरिक्त, मोटर यान अधिनियम, 1988 का अध्याय XIII यातायात नियमों के उल्लंघन से जुड़े अपराधों, दंडों और प्रक्रियाओं से संबंधित है, जिसमें यातायात नियमों का अनुपालन ना करने का अपराध भी शामिल हैं।

इसके अतिरिक्त, मोटर यान अधिनियम, 1988 की धारा 136क राष्ट्रीय राजमार्गों, राज्यीय राजमार्गों, सड़कों और शहरी क्षेत्रों, जिनकी जनसंख्या केंद्र सरकार द्वारा निर्धारित की जा सकती है, में सड़क सुरक्षा की इलेक्ट्रॉनिक निगरानी और प्रवर्तन का प्रावधान करती है। इसके अनुपालन में, सड़क सुरक्षा की इलेक्ट्रॉनिक निगरानी और प्रवर्तन से संबंधित सीएमवीआर के नियम 167क को तैयार किया गया है। इसके अलावा, सड़क सुरक्षा की इलेक्ट्रॉनिक निगरानी और प्रवर्तन के लिए दिनांक 28.10.2025 का मानक संचालन प्रक्रिया (एसओपी) राज्यों/संघ राज्य क्षेत्रों को परिचालित किया गया है।

इसके अलावा, नियम 167, अधिनियम के प्रावधानों का उल्लंघन करने वाले व्यक्ति को जारी किए गए इलेक्ट्रॉनिक चालानों के जारी करने, उन पर आपत्ति जताने और भुगतान के लिए एक व्यापक समान प्रक्रिया निर्धारित करता है। उक्त नियम में यह अधिदेशित है कि जारी किया गया प्रत्येक चालान निर्दिष्ट पोर्टल (ई-चालान पोर्टल) पर अपलोड किया जाएगा और पंजीकृत मालिक या ऐसे अन्य व्यक्ति को तामील किया जाएगा, जो उत्तरदायी हो। नियम 167 यह भी प्रावधान

करता है कि जहां कोई व्यक्ति भुगतान के लिए निर्धारित समय-सीमा का पालन करने या चालान को चुनौती देने में विफल रहता है, वहां कर के भुगतान को छोड़कर परिवहन से संबंधित सेवाओं पर रोक लगा दी जाएगी, जब तक कि बकाया चालान का निपटान नियमों के प्रावधानों के अनुसार नहीं किया जाता है। चालान के न्यायनिर्णयन सहित उपरोक्त प्रक्रिया का कार्यान्वयन संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा उनके नामित अधिकारियों के माध्यम से किया जाता है।

उपरोक्त के अतिरिक्त, मोटर यान अधिनियम, 1988 की धारा 53, पंजीकरण प्राधिकारी को ऐसे किसी वाहन का पंजीकरण प्रमाणपत्र निलंबित करने का अधिकार देती है, जो इस अधिनियम या उसके अंतर्गत बनाए गए नियमों की आवश्यकताओं का अनुपालन करने में विफल रहता है। यदि पंजीकरण प्रमाणपत्र का निलंबन लगातार कम से कम छह माह तक जारी रहता है, तो पंजीकरण प्राधिकारी को अधिनियम की धारा 54 के तहत पंजीकरण रद्द करने का भी अधिकार प्राप्त है।

24.07.2026 तक दिनांक 05.03.2026 को जारी वाहन वर्गीकरण ढांचे (संलग्न **विवरण-I में दिए गए हैं**) के अनुसार सक्रिय अनुपालन और गैर-अनुपालन वाहनों की संख्या (01.04.2026 से प्रभावी), राज्य/संघ राज्य क्षेत्र-वार संलग्न **विवरण-II** में दी गई है।

<u>विवरण-I</u>

वाहन वर्गीकरण ढांचा

वाहन डेटाबेस (VAHAN) में वाहन वर्गीकरण

जारीकर्ता: सड़क परिवहन और राजमार्ग मंत्रालय (MoRTH)

विषय: वाहन डेटाबेस (VAHAN) में वाहन वर्गीकरण

1. परिचय:

सड़क परिवहन और राजमार्ग मंत्रालय (MoRTH) 'वाहन' (VAHAN) प्रणाली के माध्यम से वाहन पंजीकरण प्रमाणपत्र (RC) से संबंधित महत्वपूर्ण डेटा का रखरखाव करता है। 'वाहन' देश भर में वाहन पंजीकरण डेटा के एक केंद्रीकृत भंडार के रूप में कार्य करता है, जिसमें वर्तमान में चालीस

करोड़ से अधिक पंजीकृत वाहनों के रिकॉर्ड शामिल हैं। आरसी (RC) डेटा के अलावा, 'वाहन' कई संबंधित प्रणालियों से जानकारी एकीकृत करता है, जिसमें प्रदूषण नियंत्रण प्रमाणपत्र (PUCC), ई-चालान, बीमा (Insurance), और वाहन स्थान ट्रैकिंग प्रणाली (VLTS) आदि शामिल हैं, जिससे यह विभिन्न परिवहन संबंधी सेवाओं और नियामक कार्यों को सक्षम करने में एक महत्वपूर्ण भूमिका निभाता है।

यह एकीकृत डेटा अवसंरचना मोटर वाहन अधिनियम, 1988 (MV Act) की धारा 62B और 63 के सांविधिक अधिदेश के तहत बनाए रखी जाती है। डेटा की सत्यनिष्ठा को बनाए रखने के लिए वाहन की स्थिति—जैसे कि सक्रिय (Active) या आर्काइव्ड (Archived)—का सटीक वर्गीकरण और प्रबंधन आवश्यक है। एक विश्वसनीय और सुव्यवस्थित वाहन डेटाबेस प्रभावी नीति कार्यान्वयन का समर्थन करता है, सड़क सुरक्षा प्रवर्तन को मजबूत करता है, और सरकारी एजेंसियों, कानून प्रवर्तन निकायों और अन्य हितधारकों के बीच साक्ष्य-आधारित निर्णय लेने में सक्षम बनाता है।

2. वाहन स्थिति वर्गीकरण में चुनौतियाँ:

'वाहन' डेटाबेस को वर्तमान में वाहनों की स्थिति को सटीक रूप से वर्गीकृत करने में महत्वपूर्ण चुनौतियों का सामना करना पड़ रहा है। कई वाहन बिना नवीनीकरण के दो साल से अधिक समय से अपनी फिटनेस वैधता पार कर चुके हैं, फिर भी कई को गलत तरीके से 'सक्रिय' (Active) के रूप में वर्गीकृत किया गया है। यह परिचालन वाले वाहनों की संख्या को बढ़ा-चढ़ाकर दिखाता है और सड़कों पर कानूनी रूप से चलने वाले वाहनों की वास्तविक तस्वीर को विकृत करता है। इसके अतिरिक्त, राज्यों और केंद्र शासित प्रदेशों में समान परिभाषाओं और वर्गीकरण मानदंडों की अनुपस्थिति के कारण डेटा में विसंगतियां पैदा होती हैं। ये अशुद्धियाँ प्रवर्तन प्रयासों में बाधा डालती हैं, अनुपालन निगरानी से समझौता करती हैं, और संसाधन आवंटन, बुनियादी ढांचे के विकास और परिवहन नीति निर्माण जैसे महत्वपूर्ण क्षेत्रों को प्रभावित करती हैं। प्रभावी शासन का

समर्थन करने के लिए, इन मुद्दों का समाधान करना और विश्वसनीय, डेटा-संचालित नीति निर्माण को सक्षम करना आवश्यक है।

मुख्य प्रभावों में शामिल हैं:

- राष्ट्रीय स्तर के वाहन स्थिति डेटा का भ्रामक होना
- प्रवर्तन और अनुपालन निगरानी का कमजोर होना
- परिवहन योजना और संसाधन आवंटन का विकृत होना
- अनुपालन और निगरानी के लिए अवास्तविक लक्ष्य बनना
- प्रभावी, साक्ष्य-आधारित नीतियां विकसित करने में चुनौतियां आना

3. वाहन वर्गीकरण के उद्देश्य:

'वाहन' डेटाबेस में वाहनों के वर्गीकरण के तंत्र का उद्देश्य है:

1. पंजीकरण वैधता, फिटनेस प्रमाणन स्थिति, पीयूसीसी स्थिति (यदि लागू हो), बीमा स्थिति और मौजूदा डेटाबेस स्थिति फ़्लैग जैसे प्रमुख मापदंडों के आधार पर वाहनों को सक्रिय (Active) या अस्थायी आर्काइव्ड (Temporary Archived) या स्थायी आर्काइव्ड (Permanent Archived) के रूप में वर्गीकृत करने के लिए स्पष्ट और समान मानदंड स्थापित करना। यह संपूर्ण 'वाहन' प्रणाली में मानकीकरण और निरंतरता सुनिश्चित करेगा।
2. सभी डैशबोर्ड, रिपोर्ट और आधिकारिक रिकॉर्ड में दिखाई देने वाले वाहन स्थिति डेटा में निरंतरता और सटीकता सुनिश्चित करना, जिससे परिवहन योजना और निर्णय लेने के लिए विश्वसनीय जानकारी मिल सके।
3. आर्काइव्ड वाहनों को स्पष्ट रूप से फ़्लैग करके केंद्रित और कुशल निगरानी सक्षम करना, जिससे सक्रिय वाहन रिकॉर्ड के बेहतर प्रबंधन में सहायता मिले।

4. पंजीकरण, फिटनेस, बीमा और पीयूसीसी स्थिति अपडेट से मुख्य रूप से जुड़े निष्क्रियता की अवधि और कारणों के आधार पर शर्तें निर्धारित करके आर्काइव्ड वाहनों के लिए पुनर्सक्रियन (Reactivation) प्रक्रिया को सुगम बनाना।
5. डेटा की सत्यनिष्ठा और विश्वसनीयता को बनाए रखने के लिए सटीक वाहन स्थिति डेटा को नियमित रूप से अपडेट और बनाए रखने के तंत्र प्रदान करना।
6. एक भरोसेमंद और अद्यतित वाहन डेटाबेस के माध्यम से मजबूत शासन, बुनियादी ढांचा योजना और साक्ष्य-आधारित राष्ट्रीय परिवहन नीति निर्णयों का समर्थन करना।
7. वाहन डेटा की सटीकता और पूर्णता में सुधार करके देश भर में 100% अनुपालन सक्रियण की दिशा में आगे बढ़ना, जिससे अंततः परिवहन प्रबंधन और नीति परिणामों में सुधार हो सके।

4. मौजूदा नियामक ढांचा:

वाहन पंजीकरण:

मोटर वाहन अधिनियम (MV Act) की धारा 41(7) के तहत, परिवहन वाहनों के अलावा अन्य मोटर वाहनों के लिए पंजीकरण का प्रमाणपत्र जारी होने की तारीख से पंद्रह वर्ष की अवधि के लिए वैध रहता है। इस अवधि के बाद, निर्धारित शर्तों के साथ वाहन के अनुपालन के अधीन, पंजीकरण को एक बार में पांच वर्षों के लिए नवीनीकृत किया जा सकता है। परिवहन वाहनों के मामले में, पंजीकरण की वैधता फिटनेस के प्रमाणपत्र से जुड़ी होती है, और नवीनीकरण को मोटर वाहन अधिनियम की धारा 41(8) के तहत केंद्र सरकार द्वारा निर्दिष्ट शर्तों का पालन करना चाहिए। धारा 39 के तहत वैध पंजीकरण के बिना वाहन चलाना या उसका उपयोग करने की अनुमति देना प्रतिबंधित है, और मोटर वाहन अधिनियम की धारा 192 के अनुसार, ऐसा कृत्य कानून के तहत दंडनीय अपराध है।

वाहन फिटनेस:

मोटर वाहन अधिनियम की धारा 56 के अनुसार, प्रत्येक परिवहन वाहन के पास सड़क पर चलने योग्य (Roadworthy) माने जाने और पंजीकरण या नवीनीकरण के लिए पात्र होने के लिए एक वैध फिटनेस प्रमाणपत्र होना अनिवार्य है। एक निर्धारित प्राधिकारी या एक अधिकृत परीक्षण स्टेशन द्वारा जारी किया गया प्रमाणपत्र यह प्रमाणित करता है कि वाहन अधिनियम के तहत निर्दिष्ट सभी सुरक्षा और यांत्रिक मानकों का अनुपालन करता है।

इसके अतिरिक्त, परिवहन वाहन के अलावा अन्य मोटर वाहन को पंजीकरण प्रमाणपत्र में दर्ज वैधता की अवधि समाप्त होने के बाद, धारा 39 के प्रयोजनों के लिए वैध रूप से पंजीकृत नहीं माना जाएगा और नियम 52 के उप-नियम (2) के तहत उसके पंजीकरण प्रमाणपत्र के नवीनीकरण होने तक किसी भी सार्वजनिक स्थान पर ऐसे वाहन का उपयोग नहीं किया जाएगा। जबकि, परिवहन वाहनों के मामले में, पंजीकरण प्रमाणपत्र की वैधता फिटनेस प्रमाणपत्र की वैधता के सह-समान (Co-terminus) होगी।

अधिनियम की धारा 192 यह प्रावधान करती है कि धारा 56 के प्रावधानों के उल्लंघन में मोटर वाहन का उपयोग धारा 39 (पंजीकरण की आवश्यकता) के प्रावधानों का उल्लंघन माना जाएगा और इसे उसी तरह दंडित किया जाएगा जैसा कि धारा 192 की उप-धारा (1) में प्रदान किया गया है।

पीयूसीसी (प्रदूषण नियंत्रण प्रमाणपत्र):

मोटर वाहन अधिनियम की धारा 110 के अनुसार केंद्र सरकार के पास मोटर वाहनों के निर्माण, उपकरण और रखरखाव को नियंत्रित करने वाले नियम बनाने की शक्ति है, जिसमें वायु और ध्वनि प्रदूषण के नियंत्रण से संबंधित नियम भी शामिल हैं। इसमें धुएं, वाष्प और अन्य प्रदूषकों के उत्सर्जन के लिए मानक निर्धारित करना शामिल है, जो केंद्रीय मोटर वाहन नियमावली, 1989 (CMVR) के नियम 115 का कानूनी आधार बनता है, जो वाहनों की विभिन्न श्रेणियों के लिए स्वीकार्य उत्सर्जन सीमा निर्दिष्ट करता है और अनुपालन के लिए समय-समय पर परीक्षण को अनिवार्य बनाता है।

केंद्रीय मोटर वाहन नियमावली, 1989 ("CMVR") का नियम 116(2) यह अनिवार्य करता है कि यदि चालक या प्रभारी व्यक्ति उत्सर्जन अनुपालन परीक्षण के लिए वाहन जमा करने में विफल रहता है या यदि वाहन सात (07) दिनों के भीतर नियम 115 के उप-नियम (2) का अनुपालन करने में विफल रहता है, तो वाहन का मालिक अधिनियम की धारा 190 की उप-धारा (2) के तहत निर्धारित जुर्माने के लिए उत्तरदायी होगा, जिसके परिणामस्वरूप पंजीकरण प्राधिकारी वाहन के पंजीकरण प्रमाणपत्र और किसी भी दिए गए परमिट को तब तक के लिए निलंबित कर देगा जब तक कि एक वैध "प्रदूषण नियंत्रण" (PUC) प्रमाणपत्र जनरेट नहीं हो जाता। इसके अलावा, मोटर वाहन अधिनियम की धारा 190(2) के तहत वायु और ध्वनि प्रदूषण से संबंधित उल्लंघनों के लिए दंड आकर्षित होते हैं, जिससे उत्सर्जन मानदंडों को लागू करना और पर्यावरणीय सुरक्षा मानकों को बनाए रखना सुनिश्चित होता है।

थर्ड पार्टी इंश्योरेंस (तीसरे पक्ष का बीमा):

मोटर वाहन अधिनियम की धारा 146 के अनुसार कोई भी व्यक्ति सार्वजनिक स्थान पर वैध बीमा पॉलिसी के बिना मोटर वाहन का उपयोग नहीं करेगा, न ही उपयोग करने की अनुमति देगा जो तीसरे पक्ष के जोखिमों के खिलाफ कवरेज प्रदान करती हो। यह सुनिश्चित करता है कि सार्वजनिक स्थान पर मोटर वाहन के उपयोग से उत्पन्न होने वाली मृत्यु, शारीरिक चोट या संपत्ति के नुकसान के लिए मुआवजा उपलब्ध हो।

मोटर वाहन अधिनियम की धारा 147 से 157 मोटर वाहन बीमा से संबंधित विस्तृत प्रावधानों और विशिष्ट आवश्यकताओं को रेखांकित करती हैं, जिसमें पॉलिसी कवरेज, बीमाकर्ता के दायित्व और प्रक्रियात्मक पहलू शामिल हैं।

इस अनिवार्य आवश्यकता का अनुपालन करने में विफल रहने पर अधिनियम की धारा 196 के तहत निर्धारित दंड आकर्षित होंगे।

वाहन दस्तावेज प्रस्तुत करने का अधिदेश

मोटर वाहन अधिनियम की धारा 158 के अनुसार, सार्वजनिक स्थान पर मोटर वाहन चलाने वाले प्रत्येक व्यक्ति को वर्दी में पुलिस अधिकारी या राज्य सरकार द्वारा अधिकृत किसी भी अधिकारी द्वारा मांग किए जाने पर कुछ दस्तावेज प्रस्तुत करने की आवश्यकता होती है। इनमें बीमा प्रमाणपत्र, पंजीकरण प्रमाणपत्र (RC), प्रदूषण नियंत्रण प्रमाणपत्र (PUCC) यदि लागू हो, और परिवहन वाहनों के मामले में, फिटनेस प्रमाणपत्र और परमिट शामिल हैं। यह प्रावधान सुनिश्चित करता है कि सार्वजनिक सड़कों पर चलने वाले सभी वाहन आवश्यक सुरक्षा, पर्यावरणीय और कानूनी आवश्यकताओं का अनुपालन करते हैं।

5. वाहन वर्गीकरण संरचना:

'वाहन' डेटाबेस में वर्तमान वाहन वर्गीकरण प्रशासनिक पंजीकरण फ़्लैग्स पर आधारित है। हालांकि ये फ़्लैग्स वाहन की कानूनी या प्रक्रियात्मक स्थिति को दर्शाते हैं, लेकिन ये उसकी वास्तविक परिचालन स्थिति को नहीं दर्शाते हैं—कि वाहन वास्तव में सक्रिय और सड़क पर चलने योग्य है, अस्थायी रूप से निष्क्रिय है, या स्थायी रूप से निष्क्रिय है। इसके परिणामस्वरूप डेटा में विसंगतियां पैदा होती हैं, जहां गैर-परिचालन वाहनों को अभी भी "सक्रिय" (Active) के रूप में चिह्नित किया जा सकता है, जिससे उपयोग में माने जाने वाले वाहनों की संख्या बढ़ जाती है। इस डेटा की विश्वसनीयता और उपयोगिता में सुधार के लिए, एक संशोधित वर्गीकरण ढांचे का प्रस्ताव है।

5.1. 'वाहन' में मौजूदा वर्गीकरण

वाहनों को वर्तमान में विभिन्न पंजीकरण फ़्लैग्स के तहत दर्ज किया जाता है, जिनमें से प्रत्येक एक अलग प्रशासनिक कार्रवाई या स्थिति का प्रतिनिधित्व करता है। हालांकि, ये फ़्लैग्स वाहन की वास्तविक परिचालन स्थिति का एक समेकित दृश्य प्रदान नहीं करते हैं, जिससे रिपोर्टिंग और नीति योजना की प्रभावशीलता सीमित हो जाती है।

'वाहन' (VAHAN) में वर्तमान वाहन संबंधी फ़्लैग्स:

- सक्रिय (Active)

- एनओसी जारी (NOC Issued)
- आरसी रद्द (RC Cancelled)
- आरसी समर्पित (RC Surrendered)
- आरसी निलंबित (RC Suspended)
- जब्त नीलामी वाहन (Confiscated Auction Vehicle)
- वाहन गैर-पंजीकृत (Vehicle Deregistered)
- स्क्रैपिंग से संबंधित सभी फ़्लैग्स (All flags related to Scrapping)

ये फ़्लैग्स वाहन की स्थिति के आधार पर सिस्टम जनरेटेड होते हैं और प्रत्येक वाहन को एक अद्वितीय फ़्लैग सौंपा जाता है। ये फ़्लैग्स प्रशासनिक आवश्यकताओं को पूरा करते हैं लेकिन यह संकेत नहीं देते हैं कि कोई वाहन सड़कों पर सक्रिय रूप से चल रहा है, निष्क्रिय है, या स्थायी रूप से सेवा से बाहर है।

(1) इस श्रेणी में शामिल फ़्लैग्स: (1) स्क्रैपिंग के लिए जमा किया गया वाहन, (2) वाहन स्क्रैप कर दिया गया पर आरसी रद्द नहीं हुई। (आंतरिक चर्चाओं के अनुसार, इन फ़्लैग्स को मौजूदा वाहन स्क्रैपिंग फ़्लैग्स के आधार पर युक्तिसंगत बनाया गया है। फ़्लैग "स्क्रैप किया जाना है" को "स्क्रैप किए जाने वाले वाहन" के साथ विलय कर दिया गया है, और फ़्लैग "वाहन स्क्रैप आरसी रद्द" को "आरसी रद्द" के साथ विलय कर दिया गया है)

5.2. प्रस्तावित वर्गीकरण ढांचा

मौजूदा सीमाओं को संबोधित करने के लिए, नीति एक उच्च-स्तरीय वाहन वर्गीकरण ढांचा पेश करती है जो मौजूदा फ़्लैग्स के ऊपर काम करता है। यह ढांचा वाहनों को उनकी परिचालन स्थिति के आधार पर चार अलग-अलग समूहों में वर्गीकृत करता है —

1. स्थायी आर्काइव (Permanent Archive)
2. अस्थायी आर्काइव (Temporary Archive)
3. सक्रिय - गैर-अनुपालन (Active - non-compliant)

4. सक्रिय - अनुपालन (Active - compliant)

यह संरचना मौजूदा फ़्लैग सिस्टम को बदले या हटाए बिना डेटा व्याख्या और निर्णय लेने को बढ़ाती है।

वर्गीकरण विवरण पंजीकरण, फिटनेस, बीमा और पीयूसीसी के अनुसार नीचे मैट्रिक्स में रेखांकित किया गया है।

क्र.सं.	आरसी फ़्लैग (RC Flag)	फिटनेस (Fitness)	बीमा (Insurance)	पीयूसीसी (PUCC)	श्रेणी (Category)
1	स्क्रैपिंग से संबंधित सभी फ़्लैग्स	वैध/अवैध	वैध/अवैध	वैध/अवैध	स्थायी आर्काइव (Permanent Archive)
2	आरसी रद्द (RC Cancelled)	वैध/अवैध	वैध/अवैध	वैध/अवैध	स्थायी आर्काइव (Permanent Archive)
3.1	आरसी फ़्लैग: वाहन गैर-पंजीकृत (Vehicle Deregistered)	वैध/अवैध	वैध/अवैध	वैध/अवैध	अस्थायी आर्काइव (Temporary Archive)
3.2	आरसी फ़्लैग: आरसी समर्पित (गैर-परिवहन)	वैध/अवैध	वैध/अवैध	वैध/अवैध	स्थायी आर्काइव (Permanent Archive)
3.3	आरसी फ़्लैग: आरसी समर्पित (परिवहन)	वैध/अवैध	वैध/अवैध	वैध/अवैध	अस्थायी आर्काइव (Temporary Archive)

गैर-परिवहन वाहन (Non-Transport Vehicles)

क्र.सं.	आरसी फ़्लैग (RC Flag)	बीमा (Insurance)	पीयूसीसी (PUCC)	श्रेणी (Category)
4	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त	वैध	अवैध	सक्रिय गैर-अनुपालन (Active Non-

	नीलामी वाहन			Compliant)
5	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	अवैध	वैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
6	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	अवैध	अवैध	नीचे परिभाषित उपश्रेणियाँ
6.1	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन: आयु (0-15 वर्ष)	*यदि दोनों 2 वर्ष से कम समय से अवैध हैं*		सक्रिय गैर-अनुपालन (Active Non-Compliant)
		अन्यथा यदि कोई भी 2 से 3 वर्ष से अवैध है		अस्थायी आर्काइव (Temporary Archive)
		अन्यथा यदि कोई भी 3 वर्ष से अधिक समय से अवैध है		स्थायी आर्काइव (Permanent Archive)
6.2	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन: आयु (15-20 वर्ष)	*यदि दोनों 2 वर्ष से कम समय से अवैध हैं*		अस्थायी आर्काइव (Temporary Archive)
		अन्यथा यदि कोई भी 2 वर्ष से अधिक समय से अवैध है		स्थायी आर्काइव (Permanent Archive)
6.3	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन: आयु (>20 वर्ष)	अवैध	अवैध	अस्थायी आर्काइव (Temporary Archive)
7	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	वैध	वैध	सक्रिय - अनुपालन (Active - Compliant)

परिवहन वाहन (Transport Vehicles)

क्र.सं.	आरसी फ़्लैग (RC Flag)	फिटनेस (Fitness)	बीमा (Insurance)	पीयूसीसी (PUCC)	श्रेणी (Category)
8	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	2 वर्ष से कम समय से अवैध	वैध	वैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
			वैध	अवैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
			अवैध	वैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
			अवैध	अवैध	अस्थायी आर्काइव (Temporary Archive)
क्र.सं.	**आरसी फ़्लैग (RC Flag)**	**फिटनेस (Fitness)**	**बीमा (Insurance)**	**पीयूसीसी (PUCC)**	**श्रेणी (Category)**
9	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	2 वर्ष से अधिक समय से अवैध	वैध	वैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
			वैध	अवैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
			अवैध	वैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
			अवैध	अवैध	अस्थायी आर्काइव

					(Temporary Archive)
10	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	वैध	वैध	अवैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
11	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	वैध	अवैध	वैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
		वैध	अवैध	अवैध	सक्रिय गैर-अनुपालन (Active Non-Compliant)
12	आरसी फ़्लैग: सक्रिय, एनओसी जारी, आरसी निलंबित, जब्त नीलामी वाहन	वैध	वैध	वैध	सक्रिय - अनुपालन (Active - Compliant)

6. कार्यान्वयन रणनीति:

प्रस्तावित वाहन वर्गीकरण ढांचे के कार्यान्वयन में व्यवस्थित आर्काइवल फ़्लैगिंग, डिजिटल डैशबोर्ड में संवर्द्धन, स्पष्ट पुनर्सक्रियन प्रक्रियाएं और सटीक व अद्यतित वाहन डेटा सुनिश्चित करने के लिए प्रमुख हितधारकों के लिए परिभाषित जिम्मेदारियां शामिल हैं।

6.1. वाहनों की फ़्लैगिंग

वाहनों को धारा 5 में परिभाषित मानदंडों के अनुसार स्थायी आर्काइव, अस्थायी आर्काइव, सक्रिय गैर-अनुपालन और सक्रिय अनुपालन के रूप में वर्गीकृत किया जाएगा। यह वर्गीकरण प्रक्रिया सिस्टम के भीतर पूरी तरह से स्वचालित होगी, जिससे निरंतरता सुनिश्चित होगी, मैन्युअल त्रुटियों को कम किया जा सकेगा और धारा 7 में उल्लिखित पुनर्सक्रियन प्रक्रिया को सुगम बनाया जा सकेगा।

6.2. डैशबोर्ड और रिपोर्टिंग संवर्द्धन

वाहन की स्थिति श्रेणियों में स्पष्ट दृश्यता सक्षम करने के लिए 'वाहन' (VAHAN) डैशबोर्ड और रिपोर्टिंग इंटरफेस को अपग्रेड किया जाएगा।

नए फ़िल्टर विकल्प प्रदान किए जाएंगे:

1. स्थायी आर्काइव (Permanent Archive)
2. अस्थायी आर्काइव (Temporary Archive)
3. सक्रिय - गैर-अनुपालन (Active - non-compliant)
4. सक्रिय - अनुपालन (Active - compliant)

कस्टम रिपोर्टिंग क्षमताएं नीति निर्माताओं, शोधकर्ताओं और सिस्टम प्रशासकों को लक्षित अंतर्दृष्टि (Insights) उत्पन्न करने में सहायता करेंगी।

6.3. राज्यों और केंद्र शासित प्रदेशों की जिम्मेदारियां

अद्यतन वर्गीकरण प्रणाली की प्रभावशीलता और सत्यनिष्ठा सुनिश्चित करने में राज्य और केंद्र शासित प्रदेश महत्वपूर्ण भूमिका निभाएंगे।

उनकी जिम्मेदारियों में शामिल हैं:

- अपने अधिकार क्षेत्र के भीतर वाहन की स्थिति का नियमित सत्यापन और सत्यापन, यह सुनिश्चित करना कि रिकॉर्ड फिटनेस, पंजीकरण और स्वामित्व पर नवीनतम जानकारी को दर्शाते हैं।
- बैकएंड सिस्टम के समन्वय में फिटनेस समाप्ति, पीयूसीसी समाप्ति, बीमा समाप्ति, स्क्रैप किए गए वाहन, या पुनर्सक्रियन के मामलों में सिस्टम में समय पर अपडेट।
- वाहन मालिकों के साथ आगामी फिटनेस, पीयूसीसी और बीमा समाप्तियों, नवीनीकरण प्रक्रियाओं और निष्क्रियता के परिणामों (जैसे, आर्काइवल स्थिति) के बारे में संचार।
- गैर-अनुपालन या आर्काइव्ड वाहनों की पहचान करने के लिए वर्गीकरण डेटा का लाभ उठाते हुए प्रवर्तन और अनुपालन के लिए समर्थन।

- राष्ट्रीय स्तर पर लगातार कार्यान्वयन और डेटा सटीकता सुनिश्चित करने के लिए ये जिम्मेदारियां आवश्यक हैं।

7. पुनर्सक्रियन तंत्र (Reactivation Mechanism):

अस्थायी और स्थायी आर्काइव के तहत वर्गीकृत वाहनों को पुनर्सक्रिय करने के लिए एक संरचित, पारदर्शी और जवाबदेह प्रक्रिया सुनिश्चित करने के लिए एक डिजिटल अधिसूचना तंत्र शुरू किया गया है। इस प्रणाली के तहत, वाहन मालिकों को उनके वाहन की आर्काइव्ड स्थिति के बारे में नियमित रूप से सूचित किया जाता है और निर्धारित समय सीमा के भीतर सभी अनिवार्य अनुपालनों को पूरा करके अपने वाहनों को सक्रिय (Active) स्थिति में बहाल करने का अवसर प्रदान किया जाता है। जो वाहन स्थायी रूप से आर्काइव्ड हैं, उन्हें केवल असाधारण परिस्थितियों में ही पुनर्सक्रिय किया जा सकता है।

1. अधिसूचना प्रोटोकॉल (Notifications Protocol)

- अस्थायी रूप से आर्काइव्ड (Temporarily Archive) और सक्रिय - गैर-अनुपालन (Active - Non Compliant) के तहत आने वाले वाहनों को 45 दिनों की अवधि के लिए 15-दिन के अंतराल पर डिजिटल सूचनाएं (तीन सूचनाएं) प्राप्त होंगी, जिसके बाद वाहन के वर्गीकरण में बदलाव होने तक मासिक अधिसूचना दी जाएगी।
- यदि वाहनों को उनकी संबंधित श्रेणियों में टैग करने की तारीख से तीन सूचनाओं और 45 दिनों की छूट अवधि (Grace Period) के बाद कोई कार्रवाई नहीं की जाती है, तो ऐसे वाहनों की सूची अधिनियम के अध्याय XIII के तहत कार्रवाई के लिए प्रवर्तन एजेंसियों के साथ साझा की जाएगी।
- इसके अलावा, सक्रिय-गैर-अनुपालन और अस्थायी आर्काइव श्रेणी के वाहन मालिकों को सक्रिय-अनुपालन (Active-Compliant) बनने के लिए उठाए जाने वाले कदमों पर मासिक सूचनाएं भी प्राप्त होंगी।

2. डिजिटल पुनर्सक्रियन (Digital Reactivation)

i. सक्रिय - गैर-अनुपालन (Active - Non - Compliant)

एक बार जब सभी आवश्यकताएं पूरी हो जाती हैं और वाहन डेटाबेस वैध बीमा, पीयूसीसी और जहां कहीं भी लागू हो फिटनेस को दर्शाता है, तो वाहन को स्वचालित रूप से **सक्रिय - अनुपालन** (Active - Compliant) के रूप में पुनर्वर्गीकृत किया जाएगा।

यदि वाहन मालिक उपरोक्त आवश्यकताओं के अनुपालन को नवीनीकृत करने के लिए एक वर्ष की अवधि के भीतर कोई कार्रवाई नहीं करते हैं, तो इन वाहनों को अस्थायी आर्काइव (Temporary Archive) में स्थानांतरित कर दिया जाएगा।

ii. अस्थायी आर्काइव (Temporary Archive)

क. इस श्रेणी के तहत वर्गीकृत वाहनों को सक्रिय-अनुपालन स्थिति में केवल तभी पुनर्सक्रिय किया जा सकता है जब मालिक 'वाहन' (VAHAN) पोर्टल के माध्यम से आवेदन करते हैं और निम्नलिखित दस्तावेज जमा करते हैं:

- वैध बीमा प्रमाणपत्र (Valid Insurance Certificate)
- फिटनेस प्रमाणपत्र (Certificate of Fitness) (परिवहन वाहनों के लिए)
- वैध प्रदूषण नियंत्रण प्रमाणपत्र (PUCC) (यदि लागू हो)

ख. वाहन आरटीओ (RTO) का दौरा किए बिना डिजिटल रूप से केवल अपनी बीमा स्थिति को नवीनीकृत करके अस्थायी आर्काइव से सक्रिय गैर-अनुपालन में स्वचालित रूप से चले जाएंगे, जैसे ही बीमा स्थिति वाहन (Vahan) में दिखाई देने लगेगी, बशर्ते वैध पंजीकरण और वैध फिटनेस हो।

इस श्रेणी से पुनर्सक्रियन के लिए आवेदन करने वाले सभी वाहनों के लिए अनुमोदन डिजिटल रूप से संसाधित किया जाएगा और इसके लिए संबंधित आरटीओ से प्राधिकरण की आवश्यकता होगी।

अनुपालन सुनिश्चित करने के लिए सड़क परिवहन और राजमार्ग मंत्रालय (MoRTH) द्वारा एनआईसी (NIC) के साथ मिलकर वर्ष के दौरान "अस्थायी आर्काइव" (Temporary Archive)

के रूप में फ़्लैग किए गए और "सक्रिय अनुपालन" व "सक्रिय गैर-अनुपालन" में बहाल किए गए वाहनों का एक वार्षिक ऑडिट किया जाएगा।

यदि वाहन मालिक वाहन को अस्थायी आर्काइव में रखने के कारण को हटाने के लिए दो साल की अवधि तक कोई कार्रवाई नहीं करते हैं, तो अस्थायी आर्काइव में मौजूद वाहनों को स्थायी आर्काइव (Permanent Archive) में स्थानांतरित कर दिया जाएगा।

3. मैनुअल पुनर्सक्रियन (Manual Reactivation)

राज्यों और केंद्र शासित प्रदेशों के पास दस्तावेजों को सत्यापित करने या डेटा त्रुटियों को ठीक करने के बाद मालिक द्वारा डिजिटल रूप से प्रस्तुत वाहन पुनर्सक्रियन अनुरोधों को मैन्युअल रूप से अनुमोदित करने का अधिकार है। यह तंत्र अपवादों को संभालने के लिए लचीलापन प्रदान करता है, जिसमें शामिल हैं:

- सहायक दस्तावेजों का भौतिक सत्यापन
- वैध औचित्य के साथ मालिक के अनुरोध
- पूर्व स्थिति फ़्लैग त्रुटियों का सुधार

डेटा सटीकता और पारदर्शिता के लिए संबंधित आरटीओ द्वारा ऐसे अनुमोदनों के एक सप्ताह के भीतर सभी मैनुअल पुनर्सक्रियन अनुमोदनों को 'वाहन' (VAHAN) में डिजिटल रूप से लॉग किया जाना आवश्यक है।

4. स्थायी आर्काइव (Permanent Archive) के तहत वर्गीकृत वाहनों का पुनर्सक्रियन (असाधारण मामले)

स्थायी आर्काइव श्रेणी के तहत वर्गीकृत वाहनों को डिफ़ॉल्ट रूप से निष्क्रिय माना जाता है और वे नियमित या स्वचालित पुनर्सक्रियन के लिए पात्र नहीं हैं। ऐसे वाहनों को प्रवर्तन, योजना और सेवा वितरण के प्रयोजनों के लिए सक्रिय वाहन ब्रह्मांड (Active vehicle universe) से बाहर रखा गया है।

हालांकि, असाधारण परिस्थितियों की संभावना को स्वीकार करते हुए, एक सीमित और कड़ाई से नियंत्रित बहाली (Restoration) तंत्र प्रदान किया गया है, जो विशेष रूप से उन मामलों के लिए है जहां स्थायी आर्काइव के तहत वर्गीकरण डेटा/सिस्टम त्रुटियों, न्यायिक या वैधानिक निर्देशों, या लीगेसी डेटा माइग्रेशन समस्याओं के कारण हुआ है।

क. बहाली के लिए अनुमेय आधार (Permissible Grounds for Restoration)

स्थायी आर्काइव से बहाली पर केवल निम्नलिखित शर्तों के तहत विचार किया जा सकता है:

- गलत आर्काइवल के कारण प्रमाणित डेटा या सिस्टम त्रुटि
- कानून की अदालत या सक्षम वैधानिक प्राधिकारी द्वारा जारी निर्देश
- प्री-वाहन (pre-VAHAN) डिजिटलीकरण या अंतर-राज्य डेटा माइग्रेशन से उत्पन्न होने वाली लीगेसी डेटा विसंगतियां
- पुनर्सक्रियन के समय लिखित में दर्ज और डिजिटल रूप से लॉग किया गया कोई अन्य न्यायसंगत कारण।

पुष्टि किए गए स्क्रैप किए गए वाहन, कानूनी प्रवर्तन कार्रवाइयों के कारण रद्द किए गए आरसी वाले वाहन, या कानून के अनुसार स्थायी रूप से गैर-पंजीकृत वाहन किसी भी परिस्थिति में बहाली के लिए पात्र नहीं होंगे।

ख. अनुमोदन प्राधिकारी और प्रक्रिया

- स्थायी आर्काइव से बहाली की अनुमति केवल परिवहन आयुक्त (Transport Commissioner) के स्पष्ट अनुमोदन के साथ दी जाएगी, जो सड़क परिवहन और राजमार्ग मंत्रालय (MoRTH) की पूर्व सहमति के साथ अंतिम अनुमोदन प्राधिकारी के रूप में कार्य करेंगे।
- संबंधित आरटीओ प्रारंभिक सत्यापन करेगा और सहायक रिकॉर्ड के साथ एक तर्कसंगत सिफारिश प्रस्तुत करेगा।

- सभी अनुमोदनों को डिजिटल रूप से संसाधित किया जाएगा और 'वाहन' (VAHAN) प्रणाली में दर्ज किया जाएगा।

ग. बहाली वर्कफ़्लो (Restoration Workflow)

- जब परिवहन आयुक्त द्वारा पुनर्सक्रियन को मंजूरी दी जाती है, तो ऐसे अनुमोदनों के कारणों को 'वाहन' में दर्ज किया जाना चाहिए।
- स्थायी आर्काइव से बहाली के लिए अनुमोदित वाहनों को वाहन मालिकों द्वारा फिटनेस, बीमा, पीयूसीसी और कर (Tax) सहित सभी लागू वैधानिक अनुपालनों को पूरा करने के बाद ही सक्रिय किया जाएगा।

घ. ऑडिट और सुरक्षा उपाय

- सभी बहाली कार्रवाइयां डिजिटल रूप से लॉग की जाएंगी, ऑडिट योग्य होंगी और राज्य/केंद्र शासित प्रदेश प्रशासन द्वारा समय-समय पर समीक्षा के अधीन होंगी।
- अनुपालन सुनिश्चित करने के लिए सड़क परिवहन और राजमार्ग मंत्रालय (MoRTH) द्वारा एनआईसी (NIC) के साथ मिलकर वर्ष के दौरान "स्थायी आर्काइव" के रूप में फ़्लैग किए गए और बहाल किए गए वाहनों का एक वार्षिक ऑडिट किया जाएगा।
- स्थायी आर्काइव से बहाली को एक बार के अपवाद के रूप में माना जाएगा और इससे भविष्य के मामलों के लिए कोई मिसाल या पात्रता नहीं बनेगी।

8. निष्कर्ष:

यह दस्तावेज़ 'वाहन' (VAHAN) डेटाबेस में सक्रिय और आर्काइव्ड वाहनों के प्रबंधन के लिए एक संरचित ढांचा प्रदान करता है। अस्थायी आर्काइव्ड वाहनों के पुनर्सक्रियन के लिए श्रेणीबद्ध अनुमोदन तंत्र की शुरुआत करके, 'वाहन' डेटाबेस पर वाहन वर्गीकरण डेटा की सत्यनिष्ठा, प्रवर्तन दक्षता और शासन प्रभावशीलता को बढ़ाता है।

विवरण-II

वाहन वर्गीकरण ढांचे के अनुसार 24.07.2026 तक राज्य और संघ राज्य क्षेत्र-वार वाहनों की संख्या:

क्र.सं.	राज्य	सक्रिय अनुपालन	सक्रिय गैर-अनुपालन	कुल सक्रिय वाहन
1	उत्तर प्रदेश	94,10,340	1,92,25,957	2,86,36,297
2	महाराष्ट्र	1,11,76,482	1,42,03,401	2,53,79,883
3	तमिलनाडु	46,95,129	1,51,70,841	1,98,65,970
4	कर्नाटक	43,70,187	1,45,07,778	1,88,77,965
5	गुजरात	76,51,972	93,91,649	1,70,43,621
6	मध्य प्रदेश	27,41,146	98,41,706	1,25,82,852
7	राजस्थान	45,46,118	88,08,465	1,33,54,583
8	केरल	77,81,941	61,91,241	1,39,73,182
9	आंध्र प्रदेश	24,15,605	81,03,593	1,05,19,198
10	पश्चिम बंगाल	61,91,675	47,64,506	1,09,56,181
11	दिल्ली	46,61,037	24,69,022	71,30,059
12	बिहार	34,10,918	64,99,814	99,10,732
13	तेलंगाना	15,28,872	74,14,147	89,43,019
14	पंजाब	29,19,044	42,52,042	71,71,086
15	हरियाणा	48,80,987	38,26,795	87,07,782
16	ओडिशा	33,04,375	35,67,703	68,72,078
17	छत्तीसगढ	14,96,671	37,49,488	52,46,159
18	झारखंड	17,89,585	31,96,698	49,86,283
19	असम	21,14,901	29,15,904	50,30,805
20	उत्तराखंड	11,59,434	14,40,787	26,00,221
21	जम्मू और कश्मीर	9,71,828	9,79,102	19,50,930
22	हिमाचल प्रदेश	8,29,259	8,97,440	17,26,699
23	पुदुचेरी	1,53,018	5,21,215	6,74,233
24	गोवा	5,82,389	4,76,184	10,58,573
25	चंडीगढ़	3,78,500	2,66,939	6,45,439
26	त्रिपुरा	3,22,841	2,68,754	5,91,595
27	मणिपुर	50,308	1,88,058	2,38,366
28	मेघालय	1,53,566	2,28,232	3,81,798
29	नागालैंड	1,35,956	1,08,654	2,44,610

30	दादर और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र	1,13,815	1,00,301	2,14,116
31	मिजोरम	1,31,621	1,52,081	2,83,702
32	अरुणाचल प्रदेश	73,011	1,98,721	2,71,732
33	अंडमान और निकोबार द्वीप समूह	67,717	51,342	1,19,059
34	सिक्किम	94,771	21,116	1,15,887
35	लद्दाख	9,306	31,026	40,332
36	लक्षद्वीप	1,395	12,469	13,864
	कुल	9,23,15,720	15,40,43,171	24,63,58,891

STATUS OF CAD&WM PROGRAMME IN ODISHA

3090. SHRI PRADEEP PUROHIT:

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

(a) whether the Government maintains the data on the works being implemented under the Command Area Development and Water Management (CAD&WM) Programme in Odisha and if so, the details thereof, district and project-wise;

(b) the total financial assistance released by the Union Government and the State Government of Odisha under the CAD&WM Programme during the last two financial years, year and project-wise;

(c) the details and the number of projects completed, under implementation and yet to be completed under the CAD&WM Programme in Odisha, district-wise;

(d) the details of the works for which tenders have been invited, awarded or are under process under the CAD&WM Programme in Odisha during the last two years, project and district-wise; and

(e) the steps taken by the Government to expedite the completion of pending CAD&WM projects and ensure efficient utilisation of the irrigation potential created in Odisha?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (c): Water, being State subject, water resources projects are planned, funded, executed and maintained by the State Governments themselves as per their own resources and priority. Role of Government of India is to provide technical support, and partial financial assistance for identified projects under ongoing schemes.

Ninety-Nine (99) ongoing Major/Medium Irrigation projects (and 7 phases) with pari-passu command area development in 88 projects were identified and included under Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) during 2016-17.

Eight Command Area Development and Water Management (CADWM) projects from Odisha were taken up under PMKSY. A total central assistance (CA) of Rs. 131.964 crore released to these eight CADWM projects of Odishan since 2016-17. No CA released to any of these projects in the last two years. Out of the total command area of 236.39 thousand hectares under these

projects, command area of 117.05 thousand hectares has been developed. Project-wise details are as under:

Sl. No	Project Name	Districts Benefitted	Command Area (Th. Ha)	Command Area Developed (Th. Ha)	Status of Completion
1	Lower Indra	Noapada	29.90	29.90	Completed
2	Upper Indravati	Kalahandi	23.83	23.83	Completed
3	Rukura	Kalahandi	5.75	5.65	Completed
4	RET Irrigation	Kalahandi	8.50	10.04	Completed
5	Telengiri	Koraput	9.95	9.95	Completed
6	Subernarekha	Sundargarh, Mayurbhanj	68.88	21.57	-
7	Anandpur Barrage	Balasore, Keonjhar, Bhadrak	60.00	12.80	-
8	Kanupur	Kaeonjhar	29.58	3.31	-
	Total		**236.39**	**117.05**	

(d): As per information provided by Government of Odisha, status of tender for various works under CADWM projects is given in the enclosed **Statement.**

(e): The progress of these projects is reviewed regularly at all levels in the Department of Water Resources, RD & GR and monitoring is carried out by the Central Water Commission to track physical and financial targets and expedite completion.

STATEMENT

The status of tender for various works under CADWM projects

Sl no	Name of Work	District	Agreement Cost in Crore	Tender Status
Anandapur Barrage Project				

1	Under Ground Pipeline Irrigation in the command area of Baisinga Branch canal and its system	Mayurbhanj	56.31	Awarded
2	Distribution system of Salandi Left Main Canal (Under Ground Pipe Line-UGPL) from RD 40.927 km to 45.57 km & RD 49.810 km to 73.003 km.	Balasore	764.00	Tendering Stage
3	Distribution system of Salandi Left Main Canal (UGPL) from RD 30.547 km to 40.927 km & 45.570 km to 49.810 km.	Balasore	426.50	Awarded
4	Distribution System for Baitarani Left Bank Canal (BLBC) (UGPL) from RD 0.00 km to 28.50 km & Baitarani Right Bank Canal (BRBC) from RD 0.00 Km to 9.00 Km	Kaeonjhar	120.00	Awarded
Kanupur Project				
5	CAD & WM works under Jhadaposi Sub -minor	Kaeonjhar	4.38	Awarded
6	CAD & WM works of Andharikaman Minor	Kaeonjhar	5.73	Awarded
7	CAD & WM works of mahadevpur Minor	Kaeonjhar	4.04	Awarded
8	CAD & WM works under Jagannathpur Minor	Kaeonjhar	4.37	Awarded
9	CAD & WM works of Ranipur Minor & Ichinda Sub Minor	Kaeonjhar	4.93	Awarded
10	CAD & WM works under Palasa minor	Kaeonjhar	3.02	Awarded
11	CAD & WM works of Sananai Minor & Tolaknonda Sub Minor	Kaeonjhar	2.97	Awarded

“DBT IN IMPLEMENTATION OF SCHOLARSHIP SCHEMES FOR TRIBALS”

3091. SHRI P.P. CHAUDHARY:

DR. K. SUDHAKAR:

SHRI JUGAL KISHORE:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRIMATI HIMADRI SINGH:

SHRI NALIN SOREN:

SHRI MANISH JAISWAL:

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

(a) whether the Ministry has undertaken any assessment of the Direct Benefit Transfer (DBT) Tribal Portal for implementation of scholarship schemes in the country:

(b) if so, the details thereof, State-wise and district-wise;

(c) the progress achieved in improving transparency and timely disbursement of scholarships through the portal;

(d) whether any measures have been undertaken to strengthen real-time monitoring, authentication of Aadhaar/bank account, beneficiary verification and prevention of fake or duplicate claims under the scholarship ecosystem, if so, the details thereof; and

(e) the observed impact of digitalisation on improving access to scholarships for Scheduled Tribe (ST) students, reducing processing delays and lowering dropout rates across the country, State-wise?

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

(a): Currently, the Ministry is already leveraging the benefit of DBT Tribal Portal by accessing the data of beneficiaries submitted by the respective State/UT for monitoring and generating MIS reports for the implementation of pre-matric and post-matric scholarship schemes. The States/UTs have also been given

facilities to upload queries, documents, utilization certificates, statement of expenditure etc. which has reduced processing time and reduced grievances.

(b): The details of the number of beneficiaries reported by the States/UTs on the DBT Tribal Portal for the pre-matric and post-matric scholarship schemes during the last three financial years are given in the enclosed **Statement**.

(c): The Pre-Matric and Post-Matric Scholarship Schemes are the Centrally Sponsored Schemes and implemented through respective States/UTs. The disbursement of scholarships is carried out by the concerned State/UT through their own portal or NSP portal. The progress made through the Portal are given as under: -

i. End-to-End Digitization: Transition from paper-based processing to scheme-specific digital portals.
ii. Common Data Standard: Implementation of standard data format for seamless web-service API based data sharing between States/UT portals/ National Scholarship Portal (NSP) and the DBT Tribal Portal of the Ministry
iii. Faster Communication and Online Processing: Online upload of Utilization Certificates (UCs), Statements of Expenditure (SoE), and queries by States, significantly reducing processing time and administrative delays.
iv. Public Transparency & Outcome Dashboards: Integration of beneficiary and transaction data with the Performance Dashboard of the Ministry, DBT Mission, Prayas Dashboard, and NITI Aayog for outcome tracking.

(d): The data of beneficiaries reported by the State/UTs in the DBT Tribal Portal have been useful for monitoring and generating MIS reports. Integration of National Scholarship Portal with States/UTs scholarship portal enables data validation and automated deduplication checks across schemes and databases.

Under Pre-Matric and Post-Matric Scholarship Schemes for ST students, to eliminate float at State level, minimize delays in release of scholarship, and ensure transparency of fund flow, the Ministry has adopted the SNA SPARSH Model for release of central share under Pre-Matric and Post-Matric Scholarship Scheme. This serves as a Just-in-Time Disbursement Framework under which the Central Share funds are release in "Just-in-time" as and when the bills are raised by respective State Govt for payment of scholarship. Once the bills for scholarship payment is approved, both Central Share as well as State Share fund is directly transferred from RBI account to Student beneficiary account on through DBT. This eliminates the parking of central share funds at state level and minimize delay in disbursement of scholarship.

Under Central Sector Schemes of Scholarship implemented directly by the Ministry, a robust digital mechanism is established through the National Scholarship Portal (NSP), Ministry's Scholarship Portal and the Public Financial Management System (PFMS) to facilitate Direct Benefit Transfer (DBT).

(e) : Removal of physical application process and manual verification by Institute/District/State authorities has streamlined approval workflows and reduced the overall application processing time. Transfer of Scholarship

amount through Direct Benefit Transfer (DBT) into the beneficiary student bank accounts ensures that financial benefit reaches targeted ST students in time and without involvement of intermediaries.

STATEMENT

Details of beneficiaries reported by the State/UTs on the DBT Tribal Portal during FY 2023-24 to 2025-26:

I. Pre-Matric Scholarship Scheme

Sl. No	States/UTs Name	2023-2024	2024-2025	2025-2026
		No. of beneficiaries	No. of beneficiaries	No. of beneficiaries
1	Andaman And Nicobar Islands	141	18	179
2	Andhra Pradesh	-	-	57788
3	Arunachal Pradesh	5698	635	1694
4	Assam	5625	2132	-
5	Bihar	11363	15319	14069
6	Chhattisgarh	21768	159372	35372
7	Goa	207	1985	369
8	Gujarat	108125	94169	26832
9	Himachal Pradesh	2445	1786	2455
10	Jammu And Kashmir	4665	365	1322
11	Jharkhand	7311	16250	-
12	Karnataka	181152	82316	18199
13	Kerala	1007	-	-
14	Ladakh	82	250	2459
15	Madhya Pradesh	35165	411273	328029
16	Manipur	1660	70	3311
17	Meghalaya	1408	19	8
18	Mizoram	465	-	8110
19	Odisha	62105	148166	122800
20	Puducherry	-	12	-
21	Rajasthan	129350	-	80125
22	Sikkim	47	134	171

23	Tamil Nadu	6569	-	18285
24	The Dadra And Nagar Haveli And Daman And Diu	3319	877	-
25	Tripura	15017	3054	12152
26	Uttar Pradesh	2329	-	-
27	Uttarakhand	516	751	820
28	West Bengal	28290	13345	5090
	Grand Total	**635829**	**952298**	**739639**

II. Post-Matric Scholarship Scheme

Sl. No	States/UTs Name	2023-2024	2024-2025	2025-2026
		No. of beneficiaries	No. of beneficiaries	No. of beneficiaries
1	Andaman And Nicobar Islands	170	2	283
2	Andhra Pradesh	75431	45208	93539
3	Arunachal Pradesh	46386	42586	44163
4	Assam	35135	12582	18456
5	Bihar	2467	3045	9206
6	Chhattisgarh	115067	109041	128661
7	Goa	3824	3128	3175
8	Gujarat	201326	205918	173747
9	Himachal Pradesh	4291	4042	3628
10	Jammu And Kashmir	10399	6591	4548
11	Jharkhand	97440	61098	-
12	Karnataka	140650	118878	87199
13	Kerala	24734	-	-
14	Ladakh	2196	10017	139
15	Madhya Pradesh	222333	362065	304520
16	Maharashtra	182192	-	-
17	Manipur	40736	29985	29983
18	Meghalaya	59845	57560	78443
19	Mizoram	304	30696	28186
20	Nagaland	40638	42448	64423
21	Odisha	167050	157340	289738
22	Puducherry	8	-	-

23	Rajasthan	45352	198676	145124
24	Sikkim	2553	1377	1
25	Tamil Nadu	7902	347	
26	Telangana	132617	88534	25560
27	The Dadra And Nagar Haveli And Daman And Diu	1442	-	-
28	Tripura	37387	33375	28163
29	Uttar Pradesh	8656	1020	
30	Uttarakhand	3398	3233	3710
31	West Bengal	71839	30395	26605
Grand Total		**1783768**	**1659187**	**1591200**

EXPANSION OF BAGDOGRA AIRPORT

3092. SHRI RAJU BISTA:

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

(a) the current status of the Bagdogra Airport expansion project including the expected timeline for its completion;

(b) the steps taken to improve direct air and helicopter connectivity at Bagdogra Airport under the UDAN Scheme;

(c) whether the Government has evaluated the development of minor airstrips and helipads in the districts of North Bengal; 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): The Airports Authority of India (AAI) has undertaken the development of New Civil Enclave at Bagdogra Airport at an estimated cost of Rs.1549 crore.

The projected date of completion for the project is March, 2027. However, the timeline for completion of the airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closures etc.

(b) to (d): The objective of the UDAN Scheme is to develop and operationalise unserved or underserved airstrips including heliports in North Eastern region, hilly states, and island territories to improve regional air connectivity and make air travel accessible in remote areas.

The next phase of the UDAN Scheme, launched on 04.07.2026, expands air and helicopter connectivity by envisaging the development of 100 airports and 200 modern helipads in Aspirational Districts and Priority Area districts where no heliport or airport is operational or under development, which will facilitate improved access for passenger connectivity as well as support emergency medical evacuation, disaster response and relief operations in remote and underserved areas.

The modified UDAN scheme introduces a Challenge Mode framework under which the State Government of West Bengal may identify and nominate suitable locations for development of airport and heliport infrastructure, subject to operational feasibility and availability of suitable sites.

IMPLEMENTATION OF CRIF SETU BANDHAN SCHEME

3093. SHRI KUNDURU RAGHUVEER:

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

(a) whether the Government has reviewed the implementation of the CRIF Setu Bandhan Scheme for construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs) across the country during the last five years, if so, the details thereof;

(b) the details of works sanctioned, completed, under construction and pending under the Scheme, along with the reasons for delays, State-wise, if any;

(c) whether the Government has identified railway level crossings requiring priority construction of ROBs/RUBs to improve road safety, reduce traffic congestion and ensure uninterrupted movement of vehicles, if so, the details thereof;

(d) whether the Government proposes to sanction additional ROBs/RUBs in States having a large number of pending level crossings, including Telangana and the criteria adopted for prioritisation, if so, the details thereof; and

(e) the steps taken by the Government to expedite approvals, ensure timely completion of works and enhance coordination among the Ministry of Road Transport and Highways, the Ministry of Railways and State Governments under the Scheme?

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

(a) to (d): Government in Ministry of Road Transport and Highways allocates and releases funds under the Central Road & Infrastructure Fund (CRIF)

Scheme as per the provisions of the amended CRIF Act, 2000, based on the criteria duly approved by the Government in Ministry of Finance to the State Governments / Union Territories (UTs), including for the State of Telangana, for development and maintenance of State Roads. Government in 2022-23 has also taken up specific programme for replacement of existing Railways level crossings and construction of standalone Bridges on State Roads known as “Setu Bandhan” under CRIF scheme for State Roads.

As per the above criteria, the Government approves list of State Roads projects, including proposals of Road Under Bridge (RUB) / Road Over Bridge (ROB) / Bridge projects under Setu Bandhan, duly prioritized and recommended by State/UT Governments, including the State of Telangana, based on the current year accrual and outstanding committed liabilities of already approved works under the CRIF Act, 2000.

Accordingly, Government has approved 271 projects costing ₹11,355 Crore under Setu Bandhan under CRIF Scheme since inception in FY 2022-23. State / Union Territory (UT) – wise details of the projects are given in the enclosed **Statement**. Out of this, 14 projects costing ₹544 Crore have been completed.

(e): In a major step towards enhancing efficiency, transparency, and inter-agency coordination in infrastructure development, Government has inter-alia launched the PRISM-SG (Portal for Rail-Road Inspection & Stages Management – Steel Girders) Portal to digitise key approval and inspection processes related to the construction of ROBs. The portal enables end-to-end

online submission of documents, scrutiny, raising and resolution of queries, approvals, scheduling of inspections, and uploading of inspection reports, photographs, test results, supported by a complete audit trail and real-time monitoring capabilities.

However, Administrative Approval, Technical Approval and Financial Sanction of the individual projects of the approved list under CRIF Scheme along with their implementation, monitoring & quality control vests with respective State/UT Governments.

STATEMENT

State / UT - wise details of Projects approved under Setu Bandhan under CRIF Scheme since inception in FY 2022-23:

S. No.	State/UT	No.	Cost (₹ Cr)
1	Andhra Pradesh	6	449
2	Arunachal Pradesh	18	306
3	Assam	17	231
4	Bihar	15	669
5	Chhattisgarh	7	357
6	Gujarat	16	1,000
7	Haryana	2	55
8	Himachal Pradesh	4	231
9	Jharkhand	6	342
10	Karnataka	22	785
11	Kerala	7	167
12	Madhya Pradesh	18	861
13	Maharashtra	34	1,473
14	Manipur	4	40
15	Meghalaya	6	76
16	Mizoram	1	70
17	Nagaland	11	48
18	Odisha	2	435

19	Punjab	4	184
20	Rajasthan	22	1,088
21	Sikkim	2	24
22	Tamil Nadu	4	346
23	Telangana	7	536
24	Tripura	3	64
25	Uttar Pradesh	14	932
26	Uttarakhand	6	194
27	Ladakh	13	393

IMPLEMENTATION OF SATATAND GOBARDHAN INITIATIVES

FOR CBG PRODUCTION

3094. SHRI YADUVEER WADIYAR:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has undertaken any assessment of feedstock availability,aggregation and supply-chain constraints affecting Compressed Biogas (CBG) plants establishedunder the Sustainable Alternative Towards Affordable Transportation (SATAT) initiative and theGalvanizing Organic Bio-Agro Resources Dhan (GOBARdhan) initiative, if so, the details thereof;

(b) the details of CBG plants sanctioned, commissioned and operational under the aforesaidinitiatives, along with those facing feedstock or pipeline connectivity constraints, State-wise;

(c) whether the Government maintains the data on biomass aggregation mechanisms andlong-term feedstock supply arrangements for such plants, if so, the details thereof; and

(d) the corrective measures taken to strengthen feedstock aggregation, pipeline connectivityand the sustained operation of CBG plants?

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): The selection of feedstock and its aggregation arrangements are the responsibility of the respective CBG project developers based on local availability and techno-commercial viability. The Government periodically reviews the progress of CBG projects through consultations with State Governments, Oil & Gas Marketing Companies (OGMCs), CBG developers and other stakeholders. During these consultations, issues relating to feedstock availability, biomass aggregation and supply-chain logistics, including seasonal availability of biomass, collection and transportation of dispersed feedstock, storage and competing uses of biomass, have been identified and are addressed through appropriate policy and facilitation measures.

As reported by entrepreneurs on the GOBARdhan Portal, as on 31st July, 2026, 217 CBG plants have been commissioned. The State/UT-wise details of commissioned CBG projects are given in the enclosed **Statement**.

CBG project developers adopt biomass aggregation models based on local availability and techno-commercial feasibility, including long-term feedstock supply arrangements with farmers, Farmer Producer Organizations

(FPOs), cooperatives, local vendors, or through their own aggregation mechanisms.

To strengthen biomass aggregation, pipeline connectivity and the sustained operation of CBG plants, Government have taken various measures, inter-alia including:

(i) Biomass Aggregation Machinery (BAM) Scheme: Financial assistance of up to ₹9 crore per CBG plant is provided to eligible CBG producers for procurement of biomass aggregation machinery at 50% of the procurement cost of eligible machinery, subject to a maximum of ₹90 lakh per set.

(ii) Crop Residue Management (CRM) Scheme: Under this scheme financial assistance of 50% is provided to farmers for purchase of crop residue management machinery, 80% for establishment of Custom Hiring Centres, and 65% (up to ₹1.50 crore) for paddy supply chain projects to support collection, aggregation and utilization of crop residue.

(iii) Development of Pipeline Infrastructure (DPI) Scheme: Financial assistance is provided to eligible entities for development of dedicated pipeline connectivity between CBG plants/clusters and the CGD or Natural Gas Pipeline network to facilitate CBG evacuation.

(iv) Model State CBG Policy: A Model State CBG Policy has been circulated to States/(Union Territories) UTs to facilitate investments,

streamline approvals, improve feedstockavailability and promote sustainable CBG production.

(v) Special Assistance to States for Capital Investment (SASCI): A CBG Sector Reforms component has been introduced under the SASCI Scheme to incentivize States/UTs to create an enabling ecosystem for the development of CBG projects.

STATEMENT

State/UT wise details of commissioned CBG Plants (as on 31.07.2026)

State Name	Functional CBG plants
Andhra Pradesh	9
Bihar	2
Chhattisgarh	3
Delhi	3
Goa	1
Gujarat	27
Haryana	22
Jharkhand	1
Karnataka	22
Kerala	1
Madhya Pradesh	14
Maharashtra	27
Odisha	1
Punjab	11
Rajasthan	12
Tamil Nadu	8
Telangana	7
Uttar Pradesh	41
Uttarakhand	4
West Bengal	1
Grand Total	**217**

(Source: GOBARdhan Portal)

STRENGTHENING OF AIR CONNECTIVITY IN AKOLA

3095. SHRI ANUP SANJAY DHOTRE:

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

(a) whether Akola Airport has been considered for operationalisation or expansion under the Modified UDAN Scheme and if so, the details and the present status thereof along with the details of the assistance provided therefor; and

(b) the measures taken/proposed to be taken to strengthen operational viability, enhance passenger traffic and improve regional air connectivity under the said scheme, particularly in Maharashtra including Akola?

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 Government has launched the next phase of the UDAN Scheme on 04.07.2026 for a period of ten years, from FY 2026-27 to FY 2035-36, with a total outlay of Rs. 28,840 crore. This includes budgetary support of Rs. 12,159 crore from the Government of India for the development of 100 airports.

The Scheme provides a Challenge Mode framework under which State Governments may nominate aerodromes and helipads for development. Proposals are evaluated based on availability of encumbrance-free land, infrastructure readiness, technical and operational feasibility, traffic potential, statutory clearances and support of the State Governments.

To enhance operational viability and passenger traffic, the Scheme incorporates longer VGF mechanism extending up to five years, progressively tapered to enable airlines to transition towards commercially sustainable operations. The Scheme also supports the development and upgradation of airport infrastructure and encourages State Governments to provide facilitative measures. These measures are applicable across the country, including Maharashtra.

SHORTAGE OF BITUMEN

3096. SHRI KARTI P. CHIDAMBARAM:

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

(a) whether the ongoing shortage of bitumen has affected the pace of National Highway (NH) construction during Financial Year 2025-26, if so, the details thereof;

(b) the extent of delays reported in ongoing NH projects due to bitumen supply constraints;

(c) the steps being taken by the Government to ensure alternative procurement of bitumen and stabilization of its prices; and

(d) whether the Ministry has explored the use of substitute materials or recycling technologies to reduce dependence on imported bitumen, if so, the details thereof?

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

(a) to (c): No shortage of bitumen was reported during the Financial Year (FY) 2025-26, accordingly, the pace of construction of National Highways (NHs) was not affected for any such causes.

However, during the current FY 2026-27, pace of construction of NHs has been marginally affected due to short supply of bitumen arising out of West Asia crisis.

NH contracts generally contain provisions for price adjustment to address fluctuations in price rise of materials including Bitumen during the implementation period. Moreover, in order to mitigate the impact of significant increase in price of bitumen and as a special relief measure to ensure uninterrupted construction and maintenance of NH projects, the Government has issued Cost Escalation Compensation Mechanism for bitumen effective upto 30.09.2026.

For addressing the supply constraints, a Joint Core Committee was established including representatives of all stakeholders including Oil Manufacturing Companies (OMCs) for day-to-day monitoring of bitumen supply. OMCs were also requested to arrange the import of bitumen to avoid supply constraints.

(d): The Government has established a framework to reduce the demand for bitumen in the construction and maintenance of NH projects. The strategy adopted inter-alia includes use of high-strength stabilized materials in the

underlying pavement layers, which reduces the design thickness of bituminous layers and consequently the requirement of fresh bitumen. The Government also promotes reuse of reclaimed bitumen recovered from existing bituminous pavements through recycling techniques.

Further, the Government has issued guidelines from time to time for the use of substitute materials and recycling technologies to reduce dependence on imported bitumen by way of:

i. Use of Reclaimed Asphalt Pavement (RAP) with Foamed Bitumen or Bitumen Emulsion in pavement construction and rehabilitation; and
ii. Implementation of Hot In-place Recycling Technology for Periodic Renewal (PR) works.
iii. Promoting use of modified bitumen e.g. Crumb Rubber Modified Bitumen (CRMB), Polymer Modified Bitumen (PMB)
iv. Focus on promoting bio-bitumen

These measures help in reducing consumption of fresh bitumen, conserving natural resources and promoting sustainable construction and maintenance of NHs.

भूजल स्तर में सुधार

3097. श्री विवेक ठाकुर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या देश में, विशेषकर नवादा और शेखपुरा जिलों में, चिह्नित किए गए विकास खंडों के भूजल स्तर में कोई सुधार दर्ज किया गया है; और

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

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): केंद्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा संबंधित राज्य सरकारों / संघ राज्य क्षेत्र प्रशासनों के साथ संयुक्त रूप से प्रतिवर्ष बिहार के नवादा और शेखपुरा जिलों सहित देश के सक्रिय भूजल संसाधनों का आकलन किया जाता है। इसमें आकलन इकाई स्तर (ब्लॉक/मंडल/तालुका/तहसील/जिला, जैसा भी लागू हो) पर वार्षिक भूजल पुनर्भरण, वार्षिक निष्कर्षण योग्य भूजल संसाधन, वार्षिक भूजल निष्कर्षण और भूजल निष्कर्षण के स्तर का अनुमान लगाया जाता है, जिसके आधार पर आकलन इकाइयों को सुरक्षित, अर्ध-गंभीर, गंभीर या अति-दोहित के रूप में वर्गीकृत किया जाता है।

वर्ष 2020 और वर्ष 2025 के सक्रिय भूजल संसाधन आकलनों की तुलना से देश के भूजल संसाधन में समग्र सुधार का पता चलता है। इस अवधि के दौरान, कुल वार्षिक भूजल पुनर्भरण 436.15 बिलियन घन मीटर (बीसीएम) से बढ़कर 448.52 बीसीएम हो गया, जबकि वार्षिक निष्कर्षण योग्य भूजल संसाधन 397.62 बीसीएम से बढ़कर 407.75 बीसीएम हो गया। सभी उपयोगों के लिए कुल वार्षिक भूजल निष्कर्षण 244.92 बीसीएम से मामूली रूप से बढ़कर 247.22 बीसीएम हुआ। परिणामस्वरूप, भूजल निष्कर्षण का स्तर वर्ष 2020 के 61.60 प्रतिशत की तुलना में वर्ष 2025 में घट कर 60.63 प्रतिशत पर आ गया। इसके अतिरिक्त, सुरक्षित के रूप में वर्गीकृत आकलन इकाइयों का अनुपात वर्ष 2020 में 63.56 प्रतिशत की तुलना में वर्ष 2025 में बढ़ कर 73.14 प्रतिशत हो गया, जबकि अति-दोहित आकलन इकाइयों का अनुपात 16 प्रतिशत से घटकर 10.80 प्रतिशत रह गया, जो देश भर में भूजल की उपलब्धता में समग्र सुधार का संकेत देता है।

वर्ष 2020 और वर्ष 2025 के सक्रिय भूजल संसाधन आकलनों की तुलना नवादा जिले की समग्र भूजल-संसाधन स्थिति में सुधार दर्शाती है। इस अवधि के दौरान, वार्षिक भूजल पुनर्भरण 618.91 मिलियन क्यूबिक मीटर (एमसीएम) से बढ़कर 730.94 एमसीएम हो गया, जबकि वार्षिक

निष्कर्षण योग्य भूजल संसाधन 558.85 एमसीएम से बढ़कर 659.61 एमसीएम हो गया। यद्यपि वार्षिक भूजल निष्कर्षण 315.21 एमसीएम से मामूली रूप से बढ़कर 328.46 एमसीएम हो गया, फिर भी भूजल निष्कर्षण का स्तर 56.40 प्रतिशत से घटकर 49.80 प्रतिशत पर आ गया। परिणामस्वरूप, भूजल निष्कर्षण का समग्र स्तर 70 प्रतिशत से काफी नीचे रहा और यह जिला सुरक्षित श्रेणी में बना हुआ है। सक्रिय भूजल संसाधन आकलन, 2025 के अनुसार, जिले की 14 आकलन इकाइयों में से 10 को सुरक्षित, 2 को अर्ध-गंभीर और 2 को गंभीर के रूप में वर्गीकृत किया गया है, जबकि कोई भी आकलन इकाई अति-दोहित नहीं है।

शेखपुरा जिले में, वार्षिक भूजल पुनर्भरण वर्ष 2020 के 182.14 एमसीएम की तुलना में वर्ष 2025 में बढ़ कर 187.04 एमसीएम हो गया, जबकि वार्षिक निष्कर्षण योग्य भूजल संसाधन 163.93 एमसीएम से बढ़कर 169.73 एमसीएम हो गया। तथापि, वार्षिक भूजल निष्कर्षण भी 87.53 एमसीएम से बढ़कर 99.85 एमसीएम हो गया, जिसके परिणामस्वरूप भूजल निष्कर्षण का स्तर 53.40 प्रतिशत से बढ़कर 58.83 प्रतिशत हो गया। इसके बावजूद, भूजल निष्कर्षण का समग्र स्तर 70 प्रतिशत से नीचे बना हुआ है और यह जिला सुरक्षित श्रेणी में बना हुआ है। सक्रिय भूजल संसाधन आकलन, 2025 के अनुसार, जिले की छह आकलन इकाइयों में से पांच को सुरक्षित और एक को गंभीर के रूप में वर्गीकृत किया गया है, जिसमें कोई भी आकलन इकाई अर्ध-गंभीर या अति-दोहित नहीं है।

APPROVAL FOR OUTER RING ROAD PROJECT IN KERALA

3098. ADV. ADOOR PRAKASH:

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

(a) whether the Government proposes to take fast-track measures for granting final approval to the Vizhinjam–Navaikulam Outer Ring Road project in Kerala considering the inordinate delay, if so, the details thereof;

(b) the measures taken by the Government to expedite environmental clearance for the said project;

(c) the present status of the proposal submitted to the Ministry of Environment, Forest and Climate Change for environmental clearance;

(d) whether the Government is aware that, due to delay in disbursement of compensation, around 6,500 families who have handed over their land and properties have been facing difficulties during the last four years; and

(e) whether the Government proposes to take necessary measures for resolving the issues and expeditious execution of the project, if so, the details thereof?

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

(a) and (e): For development of Greenfield Highway between Vizhinjam and Navaikkulam Outer Ring Road Project, the revised Detailed Project Report (DPR) has been prepared. Based upon the experince in implementing the project agumentation for National Highway 66 (NH 66), the DPR was reviewed to minimise hill cutting with provisions of tunnels & Viaducts. The decision on investment shall be taken considering fulfilment of criterion, traffic density and synergy with PM Gati Shakti.

(b) and (c): Environment Appraisal Committee of Ministry of Environment, Forest and Climate Change in the meeting held on 15th-16th July, 2026 considered and deferred the proposal for want of certain information.

(d): The land for the project for National Highway (NH) is acquired as per National Highway Act, 1956 and the compensation is arrived at in accordance with applicable provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act 2013, to be paid after the project is approved by the Competent Authority.

PROJECTS UNDER JAL SHAKTI ABHIYAN

3099. SHRI B. MANICKAM TAGORE:

SHRI SURESH KUMAR SHETKAR:

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

(a) the details of the projects implemented under the Jal Shakti Abhiyan: Catch the Rain campaign and the progress achieved during the last three years in the country, district-wise;

(b) whether the Government proposes to provide any financial incentives to households, industries and institutions for installing rainwater harvesting systems and if so, the details thereof;

(c) the steps taken to promote rooftop rainwater harvesting in urban and rural areas through awareness campaigns, technical assistance and financial support;

(d) whether the Government has developed any digital platform or monitoring mechanism to track rainwater harvesting structures, groundwater recharge and conservation outcomes across the country and if so, the details thereof; and

(e) the details of new schemes proposed to strengthen rainwater harvesting, watershed management and sustainable water conservation in view of increasing climate change and recurring water scarcity across the country?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (e): 'Water' being a State subject, the aspects related to water resources including its conservation are studied, planned, funded and executed by the State Governments themselves as per their own resources and priorities. The Central Government supplements the measures and efforts being taken up by the State Governments.

In 2019, the Ministry of Jal Shakti launched Jal Shakti Abhiyan (JSA) as a time-bound, mission-mode water conservation campaign in 256 water stressed districts of the country. The Hon'ble PM of India launched the campaign in 2021 as Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) with the message, "Catch the Rain: Where It Falls, When It Falls." Since then, JSA: CTR evolved into a national movement, reinforcing India's collective commitment to water security through localised action and institutional convergence. The JSA: CTR campaign was implemented nationwide and each

edition had included a targeted focus since 2023 to maximize impact. The JSA: CTR 2023, with the theme “Source Sustainability for Drinking Water”, prioritized 150 special focus districts identified by the Jal Jeevan Mission. The JSA: CTR 2024 campaign, themed “Nari Shakti se Jal Shakti”, was carried out across the country with a special focus on 151 districts identified by the Central Ground Water Board (CGWB). The JSA: CTR 2025 was launched with the theme “Jal Sanchay Jan Bhagidari: Jan Jagrukta Ki Or” emphasizing deeper grassroots engagement, inter-sectoral convergence and innovative financing mechanisms with special focus on 148 districts identified by CGWB. The details of the JSA: CTR for the last three years in the country, district-wise is available at https://mowr.nic.in/core/WebsiteUpload/2026/nwm.pdf.

To further strengthen the momentum of Jal Shakti Abhiyan: Catch the Rain, the “Jal Sanchay Jan Bhagidari (JSJB)” initiative with intensified community partnership, was launched in Surat, Gujarat on September 2024. In June 2025, JSJB 2.0 was launched. The implementation cycle for JSJB 2.0 commenced on 1 June 2025 and concluded on 31 May 2026.

Jal Sanchay Jan Bhagidari: Catch the Rain (JSJB: CTR) – 2026 was launched on 1st June 2026 enhancing the scope of the Jal Sanchay Jan Bhagidari (JSJB) initiative and simultaneously integrating it with the Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) campaign. The initiative focuses on intensifying community action and mobilization to build low-cost rainwater harvesting structures in low cost and saturation mode.

The objective is to ensure that every drop of water is conserved through collective efforts, following a whole-of-society and whole-of-government approach. By fostering community ownership, the initiative seeks to develop cost-effective, local solutions at the micro level for water conservation and ground water recharge. The initiative is guided by the 3Cs principle—Community, CSR and Cost, ensuring effective convergence and maximized outcomes. The Government promotes the initiative in partnership with State Governments and local authorities to ensure its widespread reach and awareness. The initiative aims at forging partnership with stakeholders such as NGOs, Trusts, Civil Societies and educational institutions to engage the broader community effectively. The progress of the campaign is monitored through online portal - JSJB: CTR (https://jsjb.mowr.gov.in).

The initiative leverages community funds, individual donations, Corporate Social Responsibility Funds and others for construction of low-cost structures like borewells, recharge shafts, recharge pits, using locally available material, to harvest rainwater, to boost ground water level and provide local tailor-made solution to water issues. The initiative also emphasizes convergent financing from various schemes of the Central, State and local bodies like Viksit Bharat - Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), Atal Mission for Rejuvenation and Urban Transformation (AMRUT), Per Drop More Crop, Repair, Renovation and Restoration Components under the Pradhan Mantri Krishi Sinchai Yojana (PMKSY), Compensatory Afforestation

Fund Management and Planning Authority (CAMPA) and Finance Commission grants.

To address the challenges faced by States and local bodies in implementing rainwater harvesting systems and to ensure effective implementation of the campaign, the Government of India has adopted a comprehensive, multi-pronged approach. As part of this strategy, State Nodal Officers (SNOs) and District Nodal Officers (DNOs) have been appointed at the State and District levels, respectively, to monitor progress and to provide technical assistance. Besides, meetings are conducted with SNOs, Municipal Commissioners, District Magistrates (DMs)/ Deputy Commissioners (DCs), Partner Central Ministries/Departments, and other stakeholders concerned to provide necessary support and gather feedback.

Further, Village-level feasibility maps have been shared with districts to support technical planning and facilitate the effective implementation of water conservation and groundwater recharge interventions. In addition, districts across the country have prepared District Water Conservation Plans to ensure sustainable water management in their respective districts.

Jal Shakti Kendras (JSKs) have been established across the country, serving as dedicated resource and knowledge centers to provide technical guidance to locals and support district administration in implementation of rain water harvesting systems.

Panchayati Raj Institutions (PRIs) play a central role in mobilising communities, facilitating local-level planning and ensuring participatory

implementation and monitoring of water conservation works. Women Self Help Groups (SHGs), youth, students and local community groups are actively involved in awareness generation, behaviour change communication and social mobilisation, thereby strengthening grassroots participation and ownership.

Capacity building and sensitisation of local stakeholders form an integral part of the campaign. Review and coordination meetings are held with officers from CGWB & CWC and District Magistrates, supported by guidelines and checklists, to strengthen the water conservation works, implementation and monitoring. IEC activities, community meetings and field interactions are undertaken to enhance awareness, technical understanding and participatory implementation at the grassroots level.

National Water Mission (NWM) developed an incentive plan under the Jal Sanchay Jan Bhagidari (JSJB) campaign to recognize and promote district-level performance in water conservation. As per the incentive plan, the funds are earmarked exclusively for water conservation structures, awareness activities, and capacity building of stakeholders. In addition, the plan incorporates a recognition mechanism for other key stakeholders, including States/Union Territories (UTs), Non-Governmental Organisations (NGOs), Industry Associations/Industry Leaders/Private Philanthropists, partner Ministries/Departments, and nodal officers.

Further, as reported by the Ministry of Housing and Urban Affairs (MoHUA), under AMRUT 2.0 Reforms, Municipal Corporation and Urban Local Bodies (ULBs) across the country are incentivized for creating artificial

recharge and storage structures under the Jal Sanchay Jan Bhagidari (JSJB) initiative. The incentive amount can be utilized by Municipal Corporation/ULBs for water conservation structures and water conservation awareness activities, including capacity building of stakeholders.

Ministry of Jal Shakti instituted the National Water Awards to recognize and encourage exemplary work in the field of water resources management. The Awards recognise the efforts of States, organizations, individuals and other entities in various categories to promote water conservation and water resources management.

Central Ground Water Board (CGWB) conducts various programmes to create awareness on the importance of rainwater harvesting and water conservation including Public Interaction Programmes (PIP), Mass Awareness Programmes (MAP), programmes on local groundwater issues, Source Sustainability training programmes on participatory groundwater management, and Information, Education & Communication (IEC) activities such as trainings, seminars, workshops, exhibitions and trade fairs to promote rainwater harvesting and artificial recharge to groundwater.

Further, CGWB carries out groundwater monitoring across the country and has adopted advanced digital technologies for efficient groundwater monitoring. Groundwater levels are monitored through a network of observation wells using water level sounders, which are upgraded with Digital Water Level Recorders (DWLRs) with telemetry under the Real-Time Groundwater Monitoring initiative. The deployment of digital telemetry, GIS tools and real-

time monitoring systems enable faster, high-frequency and more accurate groundwater data collection. The real-time groundwater level data are made available through CGWB's online data portal.

Department of Land Resources, Ministry of Rural Development implements Watershed Development Component of Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY) for the development of rainfed and degraded lands in the country with the objectives of conserving soil and water resources, enhancing groundwater recharge. improving vegetative cover and strengthening the livelihoods of rural communities. The interventions include ridge-to-valley treatment, soil and moisture conservation measures, water harvesting structures, afforestation and livelihood activities, which contribute to improving water availability and enhancing climate resilience in rainfed areas.

The Ministry of Jal Shakti has compiled and disseminated best practices in water conservation from various stakeholders, including individuals, NGOs, and public sector undertakings (PSUs).

MODERNISATION OF THERMAL POWER PLANTS

3100. SHRI MAGUNTA SREENIVASULU REDDY:

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

(a) whether the Government has conducted any recent survey of existing Thermal Power Plants (TPPs) across the country during the last five years, if so, the details thereof, year-wise;

(b) the details regarding the list of power plants that are to undergo modernisation/upgradation and those that are to be shut down;

(c) the details regarding the funds allocated, released and utilised for modernisation of thermal power plants across the country, plant-wise especially those in Andhra Pradesh; and

(d) whether the Government has conducted any study/survey regarding the potential impact of modernising power plants on India's power security, if so, the details thereof and if not, the reasons therefor?

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

(a), (b) and (d) : Government of India constituted a Committee on 16.03.2022 comprising representatives from NTPC Ltd., Central Electricity Authority (CEA), Gujarat State Electricity Corporation Ltd. (GSECL) and Bharat Heavy Electricals Ltd. (BHEL) which studied various aspects of Life extension and Renovation & Modernization (R&M) of coal based thermal power stations and brought out a report in the form of R&M Guidelines 2023. Thereafter, based on the guidelines, CEA identified 223 units as potential candidates after consulting with all the concerned stakeholders for Renovation & Modernisation/ Life Extension (R&M/LE) works with age older than 20 years as on December 2022. The R&M/LE works in these units have to be implemented in nine phases to avoid any major energy demand- supply gap. The details are given in the enclosed **Statement.**

(c): At present, the Central government neither provides funds nor has any central sector scheme for modernization/ upgradation of thermal power plants across India including Andhra Pradesh. The generating company is expected to commercially finance the R&M/LE works after evaluating the feasibility.

STATEMENT

The details of the R&M/LE works which have to be implemented in nine phases:

Phasing Plan

Phase	Period	Central Sector	State Sector	Private Sector	Total Units	Total Capacity (MW)
I	01.01.2024 – 30.06.2026	11 Units (2,230 MW)	25 Units (5,230 MW)	1 Unit (500 MW)	37	7,960
II	01.07.2026 – 31.12.2028	18 Units (5,170 MW)	12 Units (3,140 MW)	–	30	8,310
III	01.01.2029 – 30.06.2031	12 Units (2,810 MW)	12 Units (2,560 MW)	–	24	5,370
IV	01.07.2031 – 31.12.2033	8 Units (2,550 MW)	15 Units (3,730 MW)	2 Units (500 MW)	25	6,780
V	01.01.2034 – 30.06.2036	5 Units (1,630 MW)	17 Units (4,330 MW)	3 Units (750 MW)	25	6,710
VI	01.07.2036 – 31.12.2038	12 Units (5,420 MW)	8 Units (2,175 MW)	–	20	7,595

VII	01.01.2039 – 30.06.2041	5 Units (2,000 MW)	16 Units (4,590 MW)	4 Units (1,000 MW)	25	7,590
VIII	01.07.2041 – 31.12.2043	5 Units (1,740 MW)	9 Units (2,655 MW)	9 Units (2,660 MW)	23	7,055
IX	01.01.2044 – 30.06.2046	5 Units (2,490 MW)	2 Units (460 MW)	7 Units (3,120 MW)	14	6,070
Grand Total	Jan. 2024 – Jun. 2046	81 Units (26,040 MW)	116 Units (28,870 MW)	26 Units (8,530 MW)	223	63,440

DEVELOPMENT OF AIRPORTS IN WEST BENGAL

3101. SHRI SAUMITRA KHAN:

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

(a) the number of airports developed under the UDAN Scheme that are currently functional, State-wise, particularly in West Bengal;

(b) the expenditure incurred on development of each of these airports, airport-wise;

(c) the average annual cost incurred for maintenance and upkeep of each of these airports, airport-wise;

(d) the average number of flights operated per week from each of these airports and the number of airlines operating from these airports, airport-wise; and

(e) the average annual number of passengers travelling from these airports, airport-wise?

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): The Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) was launched on 21.10.2016 to enhance regional air connectivity from unserved and underserved airports in the country and making air travel affordable to the masses. Under the UDAN scheme, 95 airports, including 17 heliports and 2 water aerodromes have been developed and operationalised across the country. The State-wise details of airports developed/ operationalised under the scheme along with the expenditure incurred, are given in the enclosed **Statement**. Maintenance and upkeep of airports was not part of the scheme.

(d) and (e): As on 10.07.2026, a total of 679 routes have been operationalised, carrying over 168 lakhs domestic passengers on more than 3.58 lakh RCS flights under the Regional Connectivity Scheme - Ude Desh ka Aa Nagrik (RCS-UDAN)

STATEMENT

State-wise list of aerodromes operationalised under UDAN

S. No.	State	Airport / Heliports / Water Aerodromes	Total Expenditure (in Rs. Crore)
1	Andhra Pradesh	Kurnool	0.03
2		Kadapa	99.36
3	Arunachal Pradesh	Passighat	0.07
4		Tezu	89.65
5	Assam	Lilabari	9.47

6		Jorhat	0.03
7		Tezpur	0.19
8		Rupsi	88.79
9	Bihar	Darbhanga	127.82
10		Purnea	68.83
11	Chhattisgarh	Jagdalpur	60.16
12		Bilaspur	65.22
13		Ambikapur	80.14
14	Daman & Diu	Diu	28.98
15	Gujarat	Bhavnagar	69.18
16		Jamnagar	24.16
17		Keshod	32.71
18		Kandla	28.12
19		Mundra	0.31
20		Porbandar	36.51
21		Sabarmati River Front	21.61
22		Statue of Unity	12.92
23	Himachal Pradesh	Kullu	37.29
24		Shimla	116.70
25		Rampur	4.84
26		Mandi	8.76
27		Shimla (Sanjoli)	4.96
28		Reckong Peo	0.24
29	Haryana	Hissar	29.21
30	Jharkhand	Jamshedpur	0.00
31		Deoghar	5.19
32	Karnataka	Hubli	37.69
33		Belgaum	20.88
34		Vidyanagar	5.99
35		Bidar	12.29
36		Mysore	41.40
37		Shivamogga	0.00
38		Kalaburgi	28.64
39	Kerala	Kannur	0.00
40	Maharashtra	Kolhapur	333.29
41		Gondia	47.21
42		Jalgaon	28.55

43		Sindhudurg	0.00
44		Nasik	11.19
45		Nanded	0.20
46		Amravati	148.53
47		Solapur	70.89
48	Meghalaya	Shillong	60.76
49	Manipur	Tamenglong	1.61
50		Jiribam	12.28
51	Madhya Pradesh	Rewa	102.10
52		Gwalior	8.15
53		Datia	66.40
54	Nagaland	Dimapur	4.89
55	Odhisa	Utkela	56.03
56		Jharsuguda	183.67
57		Jeypore	59.13
58		Rourkela	58.96
59	Punjab	Adampur	125.60
60		Pathankot	5.18
61		Ludhiana	12.80
62		Bhatinda	3.04
63	Puducherry	Puducherry	31.98
64	Rajasthan	Kishangarh	29.78
65		Bikaner	15.98
66		Jaisalmer	10.34
67	Sikkim	Pakyong	178.75
68	Tamil Nadu	Salem	24.44
69	Uttarakhand	Pithoragarh	9.36
70		Pantnagar	29.14
71		Chinyalisaur	2.79
72		Gaucher	8.24
73		New Tehri	3.99
74		Almora	5.42
75		Haldwani	3.31
76		Sahastradhara	21.65
77		Srinagar Garhwal	6.55
78		Nainital	1.08
79		Bageshwar	0.24

80		Champawat	0.24
81		Munsyari, Pithoragarh	0.00
82	Uttar Pradesh	Hindon	46.60
83		Azamgarh	29.57
84		Chitrakoot	32.79
85		Shravasti	32.84
86		Prayagraj	161.43
87		Kanpur	134.79
88		Kushinagar	108.22
89		Bareilly	104.14
90		Agra	7.68
91		Aligarh	31.94
92		Moradabad	30.41
93		Ayodhya	347.41
94	West Bengal	Durgapur	3.11
95		Cooch Behar	11.00

शहरी स्थानीय निकायों के लिए प्रोत्साहन

3102. श्री त्रिवेन्द्र सिंह रावतः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या स्वच्छता संपरीक्षा में उत्कृष्ट या उच्च ग्रेड प्राप्त करने वाले शहरी स्थानीय निकायों (यू.एल.बी.) को प्रोत्साहन के रूप में अतिरिक्त वित्तीय सहायता, विशेष अनुदान या अन्य संसाधन प्रदान करने का कोई प्रावधान है और यदि हाँ, तो उक्त संपरीक्षा की प्रक्रिया, मानदंडों और आवृत्ति के ब्यौरे के साथ-साथ तत्संबंधी ब्यौरा क्या है;

(ख) यदि नहीं, तो क्या इसके लिए कोई ऐसा प्रस्ताव विचाराधीन है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या स्वच्छ भारत मिशन-शहरी (एस.बी.एम.-यू.) के तहत स्वच्छता की निगरानी करने, अपशिष्ट प्रबंधन स्थलों का निरीक्षण करने और सार्वजनिक स्थानों पर स्वच्छता व्यवस्था का आकलन करने के लिए ड्रोन तकनीक का उपयोग किया जा रहा है और यदि हाँ, तो इसके

परिणामस्वरूप प्राप्त परिणामों सहित राज्य-वार और शहरी स्थानीय निकाय-वार तत्संबंधी ब्यौरा क्या है; और

(घ) यदि नहीं, तो स्वच्छता की निगरानी को अधिक प्रभावी और तकनीक-आधारित बनाने के लिए ड्रोन तकनीक का उपयोग करने के संबंध में सरकार का क्या दृष्टिकोण है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख): स्वच्छ भारत मिशन-शहरी (एसबीएम-यू) 2.0 को 1 अक्टूबर 2021 को पांच साल की अवधि के लिए शुरू किया गया था, जिसमें स्रोत पृथक्करण, डोर-टू-डोर संग्रहण, अपशिष्ट के सभी अंशों के वैज्ञानिक प्रबंधन, वैज्ञानिक लैंडफिल में शेष अपशिष्ट के सुरक्षित निपटान और देश के शहरी क्षेत्रों में सभी पुराने डंपसाइटों के सुधार के माध्यम से सभी शहरों के लिए कचरा मुक्त स्थिति प्राप्त करने की दृष्टि से एक नया घटक, प्रयुक्त जल प्रबंधन (यूडब्ल्यूएम) शुरू किया गया था। एसबीएम-यू 2.0 के तहत, पूरी मिशन अवधि के लिए राज्यों और संघ राज्य क्षेत्रों का कुल वित्तीय परिव्यय 1,41,600 करोड़ रुपये है, जिसमें 36,465 करोड़ रुपये की प्रतिबद्ध केंद्रीय सहायता शामिल है।

एसबीएम-यू 2.0 के ठोस अपशिष्ट प्रबंधन घटक के तहत विभिन्न प्रकार की नगरपालिका अपशिष्ट प्रसंस्करण सुविधाओं जैसे सामग्री रिकवरी सुविधाएं (एमआरएफ), अपशिष्ट से खाद (डब्ल्यूटीसी) संयंत्र, बायो-मिथेनेशन संयंत्र, रिफ्यूज्ड डिराइव्ड फ्यूल (आरडीएफ) प्रसंस्करण सुविधाएं, अपशिष्ट से बिजली (डब्ल्यूटीई) संयंत्र, निर्माण और मलबा (सी एंड डी) अपशिष्ट संयंत्र, सीबीजी संयंत्र सहित सैनिटरी लैंडफिल आदि की स्थापना के लिए केन्द्रीय वित्तीय सहायता (सीएफए) निधि प्रदान की जाती है।

यूडब्ल्यूएम घटक के तहत, 1 लाख से कम आबादी वाले शहरी स्थानीय निकायों (यूएलबी) को सीवेज शोधन संयंत्रों (एसटीपी)/एसटीपी-सह-एफएसटीपी की स्थापना और इंटरसेप्शन और डायवर्जन (आई एंड डी) संरचनाओं को बिछाने के लिए वित्तीय सहायता प्रदान

की जाती है जिसमें पंपिंग स्टेशनों और पंपिंग मेन /ग्रेविटी मेन को एसटीपी तक पहुंचाने का प्रावधान आदि शामिल है।

इसके अलावा, आवासन और शहरी कार्य मंत्रालय वर्ष 2016 से एक वार्षिक स्वच्छता सर्वेक्षण - स्वच्छ सर्वेक्षण कर रहा है, जिसने पिछले कुछ वर्षों में मिशन के उद्देश्यों को प्राप्त करने की दिशा में शहरों के बीच सकारात्मक प्रतिस्पर्धा शुरू करने में महत्वपूर्ण भूमिका निभाई है। यह वार्षिक सर्वेक्षण शहरों को विभिन्न स्वच्छता मापदंडों पर रैंक प्रदान करता है, जो एक महत्वपूर्ण कड़ी प्रक्रिया के माध्यम से आयोजित किया जाता है, इसके माध्यम से शहरों और राज्यों/संघ राज्य क्षेत्रों को सबसे स्वच्छ शहर/राज्य के रूप में स्थान प्राप्त करने के लिए एक-दूसरे के साथ सकारात्मक रूप से प्रतिस्पर्धा करने के लिए प्रोत्साहित किया गया है। सर्वश्रेष्ठ रैंकिंग वाले शहरों को उनके निष्पादन के लिए सम्मानित किया जाता है। स्वच्छता सर्वेक्षण के अंतर्गत चयनित शहरों को कोई अन्य प्रोत्साहन प्रदान नहीं किया जाता है।

(ग) और (घ): स्वच्छता राज्य का विषय है। राज्य/यूएलबी देश के शहरी क्षेत्रों में स्वच्छता और ठोस अपशिष्ट प्रबंधन कार्यों की योजना बनाने, डिजाइन करने, निष्पादन करने, संचालन करने और समीक्षा करने के लिए उत्तरदायी हैं, जिसमें स्वच्छता की निगरानी, अपशिष्ट प्रबंधन स्थलों का निरीक्षण और सार्वजनिक स्थानों पर स्वच्छता व्यवस्था का आकलन करने के लिए ड्रोन-आधारित हवाई सर्वेक्षण जैसी प्रौद्योगिकी के उपयोग संबंधी निर्णय शामिल हैं।

GROUNDWATER DEPLETION, WATER CONSERVATION AND SUSTAINABLE WATER MANAGEMENT

3103. DR. PRABHA MALLIKARJUN:

SHRI ZIA UR REHMAN:

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

(a) whether the Government has assessed/identified the extent of groundwater depletion and drinking water scarcity in various parts/districts of the country during the last five years and if so, the details thereof;

(b) the details of over-exploited, critical and semi-critical groundwater blocks identified by the Government, State-wise;

(c) whether the Government has evaluated the effectiveness of ongoing groundwater recharge, watershed development and water conservation programmes being implemented across the country including Sambhal district and if so, the details thereof;

(d) the measures being taken under various schemes to promote sustainable water management, groundwater recharge, rainwater harvesting, demand-side water conservation and drinking water improvement programme;

(e) whether any special groundwater recharge, watershed development and water conservation projects have been sanctioned for Karnataka, particularly for the water-stressed areas of Davanagere district and if so, the details thereof; and

(f) whether Sambhal district has been included under any groundwater recharge or drinking water improvement programme and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): Central Ground Water Board (CGWB), jointly with the concerned State Governments/UT Administrations, carries out the Dynamic Ground Water Resources Assessment annually to estimate groundwater recharge, annual extractable groundwater resources, groundwater extraction and the Stage of Ground Water Extraction at the assessment-unit level. During the last five years, such assessments have been carried out for the years 2022, 2023, 2024 and 2025. The State/UT-wise and district-wise details are available in the respective Dynamic Ground Water Resources Assessment reports published by the Central Ground Water Board (CGWB), which are accessible at the following links:

- Dynamic Ground Water Resources Assessment, 2022: https://cgwb.gov.in/cgwbpnm/public/uploads/documents/16862159959508359334file.pdf
- Dynamic Ground Water Resources Assessment, 2023: https://cgwb.gov.in/cgwbpnm/public/uploads/documents/17056512151889452705file.pdf
- Dynamic Ground Water Resources Assessment, 2024: https://cgwb.gov.in/cgwbpnm/public/uploads/documents/17387543101433268167file.pdf
- Dynamic Ground Water Resources Assessment, 2025: https://cgwb.gov.in/GWRA/GWRA_2025.pdf

Further, Drinking water being a State subject, planning, implementation, operation and maintenance of drinking water supply schemes are primarily the

responsibility of the respective State Governments/UT Administrations. The Government of India supplements their efforts through the Jal Jeevan Mission (JJM), under which as on date tap water connections have been provided to 15.90 crore rural households, covering about 82.18 per cent of rural households in the country.

(b): As per the Dynamic Ground Water Resources Assessment, 2025, out of a total of 6,762 assessment units (Blocks/Mandals/Taluks) in the country, 730 have been categorized as Over-exploited, 201 as Critical and 758 as Semi-Critical. The remaining assessment units comprise 4,946 Safe and 127 Saline units. The State/UT-wise details of Over-exploited, Critical and Semi-Critical assessment units are available in the *Dynamic Ground Water Resources Assessment, 2025*, which may be accessed at: https://cgwb.gov.in/GWRA/GWRA_2025.pdf

(c): The effectiveness of groundwater recharge, watershed development and water conservation measures is reflected, inter alia, through changes in groundwater recharge and categorisation of assessment units under the Dynamic Ground Water Resources Assessment carried out jointly by the Central Ground Water Board (CGWB) and the concerned State Governments/UT Administrations.

A comparison of the Dynamic Ground Water Resources Assessments of 2017 and 2025 indicates that the Total Annual Ground Water Recharge increased from 431.86 Billion Cubic Metres (BCM) to 448.52 BCM, registering an increase of 16.66 BCM. During the same period, the proportion of

assessment units categorized as Safe increased from 62.6 per cent to 73.14 per cent, while the proportion of Over-exploited assessment units declined from 17.2 per cent to 10.80 per cent. These trends indicate an overall improvement in groundwater availability and a reduction in groundwater stress in several parts of the country.

In respect of Sambhal district, Uttar Pradesh, a comparison of the Dynamic Ground Water Resources Assessments of 2017 and 2025 indicates that the total Annual Ground Water Recharge increased from 44,453 hectare metres (ham) to 47,945 ham, registering an increase of about 3,492 ham. Further, out of the eight assessment units in the district, the number of Over-exploited assessment units declined from three in 2017 to nil in 2025, while the number of critical assessment units reduced from three to two. These improvements indicate the positive impact of groundwater recharge, watershed development and water conservation measures in the Sambhal district.

(d) to (f): Water being a State subject, sustainable development, conservation and management of water resources including groundwater recharge, watershed development and drinking water supply are primarily the responsibility of the respective State Governments/UT Administrations. However, the Central Government supplements the efforts of the States/UT through technical guidance, policy support and financial assistance under various schemes and programmes. The major initiatives taken for sustainable water management, groundwater recharge, rainwater harvesting, water

conservation and drinking water improvement including in the States of Karnataka and Uttar Pradesh are as follows:

i. Efforts for augmenting groundwater resources are primarily channeled through the Jal Shakti Abhiyan (JSA), an annual mission-mode campaign for water conservation and artificial recharge. As per available information, more than 2 crore water conservation and artificial recharge works have been undertaken across the country through convergence, including 17.95 lakh works in Karnataka (20,490 in Davanagere district) and 20.44 lakh works in Uttar Pradesh (22,019 in Sambhal district).

ii. To further strengthen the momentum of JSA, the Jal Sanchay Jan Bhagidari (JSJB) initiative was launched in 2024 with the objective to make rainwater harvesting a people's movement. More than 1.55 crore artificial groundwater recharge and water-storage works have been constructed across the country including 4.76 lakh works in Karnataka (2,599 in Davanagere district) and 2.72 lakh works in Uttar Pradesh (1,500 in Sambhal district). Subsequently, Jal Sanchay Jan Bhagidari–Catch the Rain (JSJB-CTR) was launched on 1st June 2026 to further promote rainwater harvesting and groundwater recharge.

iii. The Ministry of Jal Shakti has successfully demonstrated community-led participatory groundwater management through the Atal Bhujal Yojana, implemented in 8,203 water-stressed Gram Panchayats across 80 districts in seven States, including Karnataka and Uttar Pradesh. Under the scheme, rainwater harvesting structures, recharge structures, demand-

side management measures and promotion of micro-irrigation have been undertaken through convergence and performance-based incentive funding.

iv. Mission Amrit Sarovar was launched in 2022 to develop and rejuvenate at least 75 water bodies in every district of the country. Nearly 69,000 Amrit Sarovars have been developed/rejuvenated, including 16,632 in Uttar Pradesh (132 in Sambhal district) and 4,054 in Karnataka (125 in Davanagere district), contributing to enhanced water storage and groundwater recharge.

v. The Ministry of Housing and Urban Affairs is implementing the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 across all Urban Local Bodies with a focus on water security, including rejuvenation of water bodies and development of green spaces that contribute to groundwater recharge. Under AMRUT/AMRUT 2.0, States/UTs have taken up 2,960 water-body rejuvenation projects covering about 1.21 lakh acres and 4,171 parks and green-space projects covering about 18,168 acres. In addition, the Shallow Aquifer Management (SAM) initiative has been launched for scientific management of shallow urban aquifers.

vi. Under the Viksit Bharat – Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), water security through water-related works has been accorded priority, particularly in water-stressed areas. Under the planning framework, expenditure on water-related works may be

prioritized with indicative thresholds of at least 65 per cent in Over-exploited and Critical blocks, 40 per cent in Semi-Critical blocks and 30 per cent in Safe blocks.

vii. The Department of Land Resources is implementing the Watershed Development Component of the Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY), which promotes integrated development of rainfed and degraded lands through soil and moisture conservation, rainwater harvesting, groundwater recharge, drainage-line treatment, afforestation and other watershed interventions. The programme aims to improve water availability, enhance groundwater recharge and strengthen the sustainability of natural resources in rural areas, including water-stressed regions.

viii. The Government of India launched the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) in 2015-16 to improve physical access to irrigation, enhance on-farm water-use efficiency and promote sustainable water conservation practices. Under the Har Khet Ko Pani (HKKP) component of PMKSY, Surface Minor Irrigation (SMI) and Repair, Renovation and Restoration (RRR) of Water Bodies schemes support restoration of traditional water bodies, construction of minor irrigation works and enhancement of groundwater recharge. In addition, the Department of Agriculture & Farmers' Welfare is implementing the Per Drop More Crop (PDMC) component to improve farm-level water-use efficiency through micro-irrigation and scientific on-farm water management.

ix. The Central Ground Water Board (CGWB) has completed aquifer mapping under the National Aquifer Mapping and Management Programme (NAQUIM 1.0), covering about 25 lakh sq. km of the identified mappable area of the country, including about 1,91,719 sq. km in Karnataka (including Davanagere district) and about 2,40,649 sq. km in Uttar Pradesh (including Sambhal district). The aquifer maps and groundwater management plans prepared under the programme have been shared with the respective State Governments to facilitate groundwater recharge, sustainable groundwater development and scientific water-resource planning. Building upon this, NAQUIM 2.0 focuses on detailed aquifer mapping and management studies in priority areas, including water-stressed regions and groundwater quality-affected areas, to support scientific and sustainable groundwater management.

x. Jal Jeevan Mission (JJM) is being implemented in partnership with the States/UTs to provide every rural household with potable tap water of prescribed quality, in adequate quantity and on a regular and long-term basis. Under the Mission, priority is accorded to water-quality-affected and water-scarce areas, while ensuring long-term source sustainability through rainwater harvesting, groundwater recharge and rejuvenation of water bodies. As on date, tap water connections have been provided to 15.90 crore rural households, covering about 82.18 per cent of rural households in the country, including 2,45,87,371 households (92.02%) in Uttar Pradesh, of which 3,07,819 households (94.06%) are in Sambhal district,

and 89,80,626 households (88.72%) in Karnataka, of which 2,35,178 households (90.62%) are in Davanagere district.

REVIEW OF IMPLEMENTATION OF JJM

3104. DR. NAMDEO KIRSAN:

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

(a) whether the Government has reviewed the implementation of the Jal Jeevan Mission (JJM) and other rural drinking water schemes in the Gadchiroli-Chimur Lok Sabha Constituency of Maharashtra and if so, the details of villages and households provided with Functional Household Tap Connections (FHTCs), village-wise;

(b) the funds sanctioned, released and utilised under JJM and other rural drinking water schemes in the said constituency during the last five years, year-wise along with the number of completed, ongoing and delayed water supply projects; and

(c) whether the Government is aware that several remote tribal and forest villages in the constituency continue to face irregular drinking water supply, seasonal scarcity, poor water quality and maintenance issues despite the sanction of water supply schemes and if so, the details thereof along with the reasons for the delay in completion of such projects?

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): Drinking Water is a ‘State’ subject, and hence, under Jal Jeevan Mission (JJM), the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. The Union Cabinet has approved extension of the Jal Jeevan Mission (JJM), with an enhanced outlay and a restructured implementation framework focusing on structural reforms in the rural drinking water supply sector under JJM 2.0.

Significant progress has been made in the Maharashtra since the launch of Jal Jeevan Mission, towards enhancing access to tap water to rural households. At the start of Jal Jeevan Mission in August 2019, only 48.43 lakh (33.00%) rural households were reported to have tap water connections. As on date, as reported by State, out of 146.77 lakh rural households in the State, more than 132.93 lakh (90.58%) households are reported to have tap water connections in their homes (Source: JJM-IMIS).

As reported by state, the details of Functional Household Tap Connections (FHTCs) in Gadchiroli-Chimur Lok Sabha Constituency are as under.

Sr. No.	District	Total Households	Functional Household Tap Connection (FHTCs)	% coverage
1	Gadchiroli	242119	224503	92.72
2	Chandrapur	154143	139827	90.71
3	Gondia	78638	62352	79.29
Total		474900	426682	89.85

The district /village wise detail of tap connections is available in public domain and may be accessed at below link:

https://ejalshakti.gov.in/jjmreport/JJMState.aspx

The details of allocation, release and reported expenditure of the Central fund in Maharashtra under JJM, are as under:

(Rs. in crore)

Year	Central Fund			Expenditure under State share
	Allocation	Fund drawn	Expenditure	
2019-20	847.97	345.28	308.04	431.79
2020-21	1,828.92	457.23	473.59	324.56
2021-22	7,064.41	1,666.64	377.98	477.98
2022-23	7,831.25	3,915.62	3,109.53	2,972.21
2023-24	21,465.88	7,444.26	8,208.53	8,371.34
2024-25	5,352.93	1,605.88	2,235.12	3,150.59
2025-26	Not allocated	12.74	3.00	2647.96

(Source: JJM-IMIS)

The district-wise details of allocation and release of fund is not maintained at central level.

As reported by the state, the status of project under JJM in Gadchiroli-Chimur Lok Sabha Constituency as on 03.08.2026 is as under:

i) Project details implemented by Zilla Parishad

Sr. No.	District	Schemes proposed	Completed schemes	Ongoing/Delayed schemes
1	Gadchiroli	3647	3482	165
2	Chandrapur	639	342	297
3	Gondia	880	504	376
Total		5166	4328	838

ii) Project details implemented by Maharashtra Jeevan Pradhikaran

Sr. No.	District	Schemes proposed	Completed schemes	Ongoing/Delayed schemes
1	Gadchiroli	3	3	0
2	Chandrapur	7	4	3
3	Gondia	1	1	0
Total		11	8	3

JJM follows a universal approach to cover all rural households including the remote rural households in tribal areas. Following the principle of ‘no one is left out’, under Jal Jeevan Mission, provision of tap water supply is envisaged for every rural household, including all SC/ ST rural households in the country. Further, priority is given for provision of tap water supply in water quality affected habitations, desert and drought-prone areas, SC/ ST villages, Aspirational & JE - AES affected districts, Saansad Adarsh Gramin Yojana villages, etc.

Further, water being a state subject, for augmentation, conservation and efficient management of water resources are primarily undertaken by the respective State Governments. To ensure long-term sustainability of drinking water supply, the Mission provides for development, strengthening and augmentation of drinking water sources, along with creation of bulk water transfer, treatment and distribution infrastructure, particularly in water-scarce, drought-prone and desert areas. States/UTs have also been advised to undertake source sustainability measures such as rainwater harvesting, recharge structures, rejuvenation of water bodies and reuse of greywater through convergence with programmes such as VB G RAM G erstwhile

MGNREGA, Finance Commission tied grants, State schemes and CSR initiatives. These efforts are complemented by national initiatives including Jal Shakti Abhiyan: Catch the Rain, Jal Sanchay Jan Bhagidari, the National Aquifer Mapping Programme and Atal Bhujal Yojana.

The following mechanism are in place under JJM to ensure quality of piped water supplied to households, including regular testing for contaminants:

i) Under 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.

ii) 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 and can be accessed at:

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

iii) As per the Operational Guidelines, States/ UTs can utilize JJM funds for Water Quality Monitoring & Surveillance (WQM&S) 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.

Furthermore, the following corrective actions have been taken to address and overcome implementation deficiencies and ensure quality works under JJM in various parts of the country including Maharashtra:

i. **Celebration of Jal Arpan Diwas –** for transparent handing over of scheme to community where the Local MPs and MLAs are to be invited.

ii. **District Technical Unit (DTU)** to be constituted to monitor and provide support to assure the water supply in the Panchayats and villages.

iii. **Jal Sewa Ankalan** to be carried out by Panchayat for all the villages. The issues to be reviewed by **District Technical Unit (**DTU) and action to be taken by DWSM.

iv. **Sujalam Bharat database** to be used for reporting all the water supply assets of rural areas on digital platforms such as JJM IMIS, PM Gati Shakti.

v. **O&M Policy Finalization**- Expedite the notification of the State O&M Policy in accordance with the national framework.

vi. **Third-Party Inspection Agency (TPIA)** of all the works under JJM with involvement of district administrative authorities.

vii. **Source and Asset Protection Advisory** to be issued by district-level for protection of water sources and JJM assets, including pipelines, reservoirs, and pump houses.

ठाणे जिले में जल जीवन मिशन के तहत कार्यशील घरेलू नल कनेक्शन

3105. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रेः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) महाराष्ट्र के ठाणे जिले में जल जीवन मिशन (जे.जे.एम.) के तहत कार्यशील घरेलू नल कनेक्शन (एफ.एच.टी.सी.) की प्रदान की गई स्थिति का ब्यौरा क्या है;

(ख) पीने के पानी की गुणवत्ता और जल आपूर्ति की नियमितता की निगरानी किस प्रकार की जा रही है;

(ग) गर्मियों के मौसम में पानी की कमी का सामना करने वाले क्षेत्रों में पेयजल की आपूर्ति सुनिश्चित करने के लिए सरकार द्वारा क्या विशेष उपाय किए गए हैं; और

(घ) लंबित परियोजनाओं को पूरा करने के लिए सरकार द्वारा क्या समय-सीमा निर्धारित की गई है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) से (घ): पेयजल राज्य का विषय है और इसलिए जल जीवन मिशन के अंतर्गत पेयजल आपूर्ति योजनाओं की आयोजना, अनुमोदन, कार्यान्वयन, संचालन एवं अनुरक्षण की जिम्मेदारी राज्य/संघ राज्य क्षेत्र सरकारों की है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की मदद करती है। जल जीवन मिशन के अंतर्गत मौजूदा दिशानिर्देशों के अनुसार पाइपगत जलापूर्ति योजनाओं के माध्यम से आपूर्ति किए जा रहे जल की गुणवत्ता के लिए भारतीय मानक ब्यूरो के बीआईएस:10500 मानकों को बैंचमार्क के रूप में अपनाया जाता है।

जल जीवन मिशन के शुभारंभ के बाद से ग्रामीण परिवारों की नल जल तक पहुंच बढ़ाने की दिशा में महाराष्ट्र राज्य के ठाणे जिले में महत्वपूर्ण प्रगति हुई है। अगस्त 2019 में मिशन की शुरुआत के समय में, केवल 66,075 (25.29%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। आज की तारीख तक, राज्य द्वारा सूचित किए गए अनुसार, जिले के 2.61 लाख ग्रामीण परिवारों में से 1.98 लाख (75.93%) से अधिक परिवारों के पास उनके घरों में नल जल कनेक्शन होने की सूचना है (स्रोत: जेजेएम-आईएमआईएस)।

महाराष्ट्र सहित देश के विभिन्न भागों में जल जीवन मिशन के अंतर्गत कार्यान्वयन की खामियों को दूर करने और गुणवत्तापूर्ण कार्य सुनिश्चित करने के लिए निम्नलिखित सुधारात्मक कार्रवाई की गई है:

i) **जल अर्पण दिवस का आयोजन -** समुदाय को योजना को पारदर्शी तरीके से सौंपने के लिए आयोजन, जिसमें स्थानीय सांसदों और विधायकों को आमंत्रित किया जाना अपेक्षित है।

ii) **जिला तकनीकी इकाई (डीटीयू)** का गठन किया जाएगा ताकि पंचायतों और गांवों में जलापूर्ति सुनिश्चित करने के लिए निगरानी और सहायता प्रदान की जा सके।

iii) **जल सेवा आकलन** सभी गांवों के लिए पंचायत द्वारा किया जाएगा। **जिला तकनीकी इकाई** (डीटीयू) द्वारा मुद्दों की समीक्षा की जाएगी और डीडब्ल्यूएसएम द्वारा की उन पर कार्रवाई की जाएगी।

iv) **सुजलाम भारत डेटाबेस** का उपयोग जेजेएम आईएमआईएस, पीएम गति शक्ति जैसे डिजिटल प्लेटफॉर्म पर ग्रामीण क्षेत्रों की सभी जल आपूर्ति परिसंपत्तियों की सूचना देने के लिए किया जाएगा।

v) **ओ एंड एम नीति को अंतिम रूप देना** - राष्ट्रीय फ्रेमवर्क के अनुसार राज्य ओ एंड एम नीति की अधिसूचना के कार्य में तेजी लाना।

vi) **तृतीय-पक्ष निरीक्षण एजेंसी (टीपीआईए)** - जिला प्रशासनिक प्राधिकारियों की भागीदारी के साथ जेजेएम के अंतर्गत सभी कार्यों के निरीक्षण हेतु।

vii) **स्रोत और परिसंपत्ति संरक्षण परामर्शी पत्र** जिला स्तर पर जारी करना ताकि पाइपलाइनों, जलाशयों और पंप हाउसों सहित जल स्रोतों तथा जेजेएम परिसंपत्तियों की संरक्षा की जा सके।

राज्य द्वारा सूचित किया गया है कि मानसून से पहले और मानसून के बाद के मौसम के दौरान जल गुणवत्ता परीक्षण नियमित रूप से किया जाता है ताकि यह सुनिश्चित किया जा सके कि

ग्रामीण परिवारों को आपूर्ति किया जा रहा पेयजल निर्धारित गुणवत्ता मानकों के अनुरूप हो। स्वच्छ पेयजल की नियमित और पर्याप्त आपूर्ति सुनिश्चित करने के लिए कार्यान्वयन एजेंसियों और फील्ड पदाधिकारियों द्वारा जल आपूर्ति स्कीमों के कार्यकरण की आवधिक निगरानी की जाती है।

इसके अलावा, जल राज्य का विषय होने के कारण, जल संसाधनों के संवर्धन, संरक्षण और कुशल प्रबंधन के लिए कदम प्राथमिक रूप से संबंधित राज्य सरकारों द्वारा उठाए जाते हैं। पेयजल आपूर्ति की दीर्घकालिक स्थिरता सुनिश्चित करने के लिए, मिशन में विशेष रूप से जल की कमी, सूखा-प्रवण और रेगिस्तानी क्षेत्रों में थोक जल अंतरण, शोधन और संवितरण अवसंरचना के सृजन के साथ-साथ पेयजल स्रोतों के विकास, सुदृढ़ीकरण और संवर्धन का प्रावधान किया गया है। राज्यों/संघ राज्य क्षेत्रों को यह भी सलाह दी गई है कि वे वीबी जी राम जी पूर्ववर्ती मनरेगा, वित्त आयोग से सशर्त अनुदान, राज्य योजनाओं और सीएसआर पहलों जैसे कार्यक्रमों के तालमेल के माध्यम से वर्षा जल संचयन, पुनर्भरण संरचनाओं, जल निकायों के कायाकल्प और ग्रेवाटर के पुन: उपयोग जैसे स्रोत स्थिरता उपाय करें। इन प्रयासों में जल शक्ति अभियान: कैच द रेन, जल संचय जनभागीदारी, राष्ट्रीय जलभृत मानचित्रण कार्यक्रम और अटल भूजल योजना सहित राष्ट्रीय पहलों द्वारा सहायता की गई है।

राज्यों/संघ राज्य क्षेत्रों को सलाह दी गई है कि वे सभी स्तरों पर तैयारियों की स्थिति की समीक्षा करें और पाइपगत जलापूर्ति की अवसंरचना को कार्यान्वित रखने के लिए आवश्यक सभी संभव उपाय करें और गर्मी की अवधि के दौरान पेयजल आपूर्ति में किसी भी व्यवधान से बचने के लिए किसी भी अंतराल को पाटने के लिए त्वरित कार्रवाई करें।

राज्य ने ठाणे जिले में सभी लंबित परियोजनाओं को जून 2028 तक पूरा करने की आयोजना बनाई है।

PERIODIC SAFETY AUDITS OF OPERATIONAL METRO RAIL SYSTEMS

3106. SHRI TEJASVI SURYA:

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

(a) whether the Government proposes to introduce mandatory periodic safety audits of operational Metro Rail systems through the Commissioner of Metro Rail Safety (CMRS) and if so, the details thereof;

(b) whether the existing framework of the Commissioner of Metro Rail Safety (CMRS) provides for periodic inspections of operational Metro Rail systems after commissioning and if so, the details thereof;

(c) whether the Government proposes to strengthen the institutional capacity of the Commissioner of Metro Rail Safety (CMRS) for carrying out more frequent inspections and safety audits of Metro Rail systems and if so, the details thereof; and

(d) the details of safety audits conducted by the Commissioner of Metro Rail Safety (CMRS) for operational Metro Rail systems during the last three years, Metro-wise including the action taken on the recommendations made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): No.

(b): The Section 8 of the Metro Railways (Operation and Maintenance) Act, 2002 contains provisions with respect to duties of Commissioner of Metro Railway Safety (CMRS).

(c): No. Metro Rail and Regional Rapid Transit System (RRTS) have a well established safety audit and inspection procedures which are carried out periodically.

(d): Conducting Safety audit does not form part of duties assigned to Commissioner of Metro Railway Safety (CMRS) under the Metro Railways (Operation and Maintenance) Act, 2002.

FINANCIAL, TECHNICAL AND LOGISTICAL ASSISTANCE TO KERALA UNDER AMRUT

3107. DR. M. P. ABDUSSAMAD SAMADANI:

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

(a) the details of the financial, technical and logistical assistance provided by the Union Government to Kerala under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) to strengthen urban sanitation and drinking water infrastructure during the last three years; and

(b) whether any specific advisories or guidelines have been issued to the State Urban Local Bodies (ULBs) regarding preventive measures including regular testing of municipal water supplies, septic tank safety and drainage desilting prior to the onset of the monsoon and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): Atal Mission for Rejuvenation and Urban Transformation (AMRUT) launched in the year 2015 in selected 500 cities and towns across the country was focused on development of basic infrastructure in the sectors of water supply, sewerage and septage management, etc. To expand the coverage, AMRUT 2.0 was launched in the year 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0. Under the Mission, States/ Union Territories (UTs) are empowered to select, appraise, prioritize and implement projects.

Under AMRUT, a total of ₹1153.08 crore has been released to the State of Kerala for the projects of which ₹207.23 crore has been released during the last three financial years (2023-24 to 2025-26). The State has taken up 224 projects worth ₹1532.51 crore in the water supply sector and 150 projects worth ₹382.84 crore in the sewerage/ septage management sector.

Under AMRUT 2.0, funds are now released to the States through SNA Sparsh platform in which Mother Sanction is issued to the States and real time utilisation of funds is carried out. Under AMRUT 2.0, total central allocation for the State of Kerala is ₹1374 crore for projects for the entire Mission period of which ₹420.04 crore has been released/ sanctioned till 09.07.2026, of which ₹171.3 crore has been released/ sanctioned in the last three financial years (2023-24 to 2025-26). The State has taken up 243 projects with approved cost

of ₹2378.72 crore in water supply sector and 41 projects with approved cost of ₹1184.08 crore in the sewerage / septage management sector.

In addition to the release/ sanction of funds for the projects to the State, in the last three financial years (2023-24 to 2025-26) under AMRUT 2.0 an amount ₹8.04 crore has been released/ sanctioned towards Administrative and Other Expenses (A&OE) of the State which includes support for State level project development and management consultants and capacity building, ₹1.85 crore for Information, Education and Communication (IEC), ₹9.89 crore for AMRUT Mitra projects (projects of women Self Help Groups (SHGs), ₹5.25 crore as incentive under Jal hi Amrit, ₹10 crore as outcome based incentive and ₹7.06 crore for Formulation of Geographic Information System (GIS) based Master Plan for AMRUT cities/ Class II towns.

(b): Water is a State subject and management and maintaining the quality of water as per the applicable standards in urban areas is the responsibility of the State Governments/ Urban Local Bodies (ULBs). The Ministry of Housing Affairs (MoHUA) has published Manual on Water Supply and Treatment Systems (Drink from Tap) in March 2024 for reference by the States/ ULBs for designing, implementation, drinking water quality and monitoring of the water supply projects. The Part A of the Manual in Chapter 7 prescribes the water quality testing and laboratory facilities (https://www.mohua.gov.in/static/uploads/2025/10/0eb252b5d7932a03e97fc364f9a503f3.pdf). Part B of the Manual in Chapter 8 prescribes the standards for drinking water quality monitoring and surveillance

https://www.mohua.gov.in/static/uploads/2025/10/1086f3271a4a4ff64a70e79669ee4f2b.pdf).

MoHUA has issued an advisory "Strengthening Water Quality Monitoring in Cities through Community Participation" under AMRUT 2.0 in November, 2024 to all the States to formulate a Water Quality Monitoring strategy at the State or City level and to strengthen the institutional capacity for citywide monitoring of drinking water quality in urban areas along with Digital Display Boards for water quality parameters for public information & awareness.

MoHUA has also published Manual on Storm Water Drainage System (https://www.mohua.gov.in/static/uploads/2025/10/9cd8cbff97a56c6ecf002bba6f8b226c.pdf), which inter alia provides for detailed guidelines on maintenance of drains including desilting.

बुंदेलखंड में संपीड़ित प्राकृतिक गैस स्टेशनों का विस्तार

3108. श्री अजेन्द्र सिंह लोधीः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) देश में वर्तमान में चल रहे संपीड़ित प्राकृतिक गैस (सी.एन.जी.) स्टेशनों की संख्या का राज्य/संघ राज्यक्षेत्र-वार और जिला-वार ब्यौरा क्या है;

(ख) सबसे अधिक संख्या में चालू सी.एन.जी. स्टेशन वाले राज्यों और सबसे कम संख्या वाले राज्यों का ब्यौरा क्या है साथ ही उत्तर प्रदेश में जिला-वार चालू सी.एन.जी. स्टेशनों की संख्या कितनी है; और

(ग) क्या सरकार के पास बुंदेलखंड क्षेत्र के सभी जिलों यानी हमीरपुर, महोबा, बांदा, चित्रकूट, जालौन, ललितपुर और झाँसी में सी.एन.जी. सुविधाएं प्रदान करने का कोई प्रस्ताव या

समय-बद्ध कार्य योजना है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है तथा बुंदेलखंड क्षेत्र के सभी जिलों में किस समय तक सी.एन.जी. सुविधाएं उपलब्ध कराए जाने की संभावना है?

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

(क) से (ग): संपीड़ित प्राकृतिक गैस (सीएनजी) स्टेशनों की स्थापना नगर गैस वितरण (सीजीडी) नेटवर्क के विकास का हिस्सा है, जो पेट्रोलियम और प्राकृतिक गैस विनियामक बोर्ड (पीएनजीआरबी) द्वारा प्राधिकृत कम्पनियों द्वारा किया जाता है। 12/12ए सीजीडी बोली दौर के पूरा होने के बाद, पीएनजीआरबी ने देश भर में पूरे मुख्य भूमि क्षेत्र को कवर करते हुए 309 भौगोलिक क्षेत्रों (जीएज) में सीजीडी नेटवर्क के विकास के लिए कम्पनियों को प्राधिकृत किया है। सीजीडी अवसंरचना को लागू करने का काम प्राधिकृत कम्पनियों द्वारा पीएनजीआरबी से मिली मंज़ूरी और स्वीकृत परियोजना योजना के अनुसार किया जाता है। दिनांक 31.05.2026 तक, प्राधिकृत कम्पनियों ने देश भर में 8,980 सीएनजी स्टेशन स्थापित किए हैं। सीएनजी स्टेशनों का राज्य-वार और ज़िला-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है।

बुंदेलखंड क्षेत्र 4 मे भौगोलिक क्षेत्रों (जीएज) का हिस्सा है, जिसमें झांसी जीए, झांसी (ईएएए) जिला, भिंड, जालौन, ललितपुर और दतिया जिले जीए, कानपुर (ईएएए) जिला, फतेहपुर और हमीरपुर जिले जीए और बांदा, चित्रकूट और महोबा जिले जीए शामिल हैं। इन भौगोलिक क्षेत्रों में सीएनजी स्टेशनों का जिले-वार ब्यौरा संलग्न **विवरण-II** में दिया गया है।

विवरण-I

दिनांक 31.05.2026 की स्थिति के अनुसार देश भर में राज्य और ज़िले के हिसाब से सीएनजी स्टेशनों की संख्या:

राज्य/केंद्र शासित प्रदेश	कवर किए गए जिले	सीएनजी स्टेशन
आंध्र प्रदेश	अनंतपुर जिला	17
	चित्तूर जिला	21
	पूर्वी गोदावरी जिला	29
	गुंटूर जिला	23

	कृष्णा जिला	65
	कुरनूल जिला	7
	प्रकाशम जिला	8
	श्री पोट्टी श्रीरामुलु नेल्लोर जिला	20
	श्रीकाकुलम जिला	2
	विशाखापत्तनम जिला	20
	विजयनगरम जिला	3
	पश्चिम गोदावरी जिला	16
	वाईएसआर (कडप्पा) जिला	11
आंध्र प्रदेश कुल		**242**
अरुणाचल प्रदेश	अंजॉ और लोहित ज़िले	0
	चांगलांग और नामसाई	0
	दिबांग घाटी और निचली दिबांग घाटी	0
	पूर्वी कामेंग और पक्केकेसांग	0
	पूर्वी सियांग और ऊपरी सियांग	0
	कामले लोअर सियांग और लेपा राडा	0
	क्रादादी और कुरुंगकुमे जिले	0
	पापुम पारे और निचला सुबनसिरी	0
	शि योमी और सियांग	0
	तवांग और पश्चिम कामेंग	0
	तिरप और लोंगडिंग जिले	0
	ऊपरी सुबनसिरी और पश्चिम सियांग	0
अरुणाचल प्रदेश कुल		**0**
असम	बाजाली जिला	0
	बक्सा जिला	1
	बारपेटा जिला	3
	बिश्वनाथ चरियाली जिला	0
	बोंगाईगांव जिला	2
	कछार जिला	3
	चराईदेव जिला	0
	चिरांग जिला	2
	दरांग जिला	0
	धेमाजी जिला	1
	धुबरी जिला	1
	डिब्रूगढ़ जिला	5
	दीमा हसाओ जिला	0
	ग्वालपाड़ा जिला	2
	गोलाघाट जिला	1
	हैलाकांडी जिला	0
	होजाई जिला	0
	जोरहाट जिला	1
	कामरूप जिले	1

	कामरूप महानगर जिला	7
	कार्बी आंगलोंग जिला	0
	करीमगंज जिला	0
	कोकराझार जिला	3
	लखीमपुर जिला	0
	मोरीगांव जिला	2
	नागांव जिला	7
	नलबाड़ी जिला	1
	शिवसागर जिला	1
	सोनितपुर जिला	0
	दक्षिण सलमारा जिला	0
	तिनसुकिया जिला	2
	उदलगिरी जिला	0
	पश्चिम कार्बी आंगलोंग जिला	0
असम कुल		**46**
बिहार	अररिया जिला	3
	अरवल जिला	1
	औरंगाबाद जिला	5
	बांका	8
	बेगूसराय जिला	10
	भागलपुर जिले	4
	भोजपुर जिला	6
	बक्सर जिला	3
	दरभंगा जिला	6
	पूर्वी चंपारण जिला	12
	गया जिला	17
	गोपालगंज जिला	8
	जमुई जिला	2
	जहानाबाद जिला	3
	कैमूर जिला	3
	कटिहार जिला	2
	खगड़िया जिला	1
	किशनगंज जिला	1
	लखीसराय जिला	6
	मधेपुरा जिले	3
	मधुबनी जिला	6
	मुंगेर जिला	2
	मुजफ्फरपुर जिला	20
	नालंदा जिला	10
	नवादा जिला	2
	पटना जिला	39
	पूर्णिया जिला	5

	रोहतास जिला	8
	सहरसा जिला	3
	समस्तीपुर जिले	10
	सारण जिला	11
	शेखपुरा जिला	4
	शिवहर जिला	2
	सीतामढ़ी जिला	6
	सिवान जिला	3
	सुपौल जिला	6
	वैशाली जिला	7
	पश्चिम चंपारण जिला	3
बिहार कुल		**251**
चंडीगढ़	चंडीगढ़ जिला	10
चंडीगढ़ कुल		**10**
छत्तीसगढ	बालोद जिला	2
	बलौदा बाजार जिला	2
	बलरामपुर	3
	बेमेतरा जिला	1
	बिलासपुर जिला	5
	धमतरी जिला	3
	दुर्ग जिला	11
	गरियाबंद जिला	0
	जांजगीर-चांपा जिला	0
	जशपुर जिला	0
	कबीरधाम जिला	1
	कांकेर जिला	1
	कोरबा जिला	0
	कोरिया	7
	महासमुंद जिला	7
	मुंगेली जिला	3
	रायगढ़ जिला	0
	रायपुर जिला	7
	राज नंदगांव जिला	8
	सुरजपुर	3
	सरगुजा	7
	बस्तर	2
	बीजापुर	0
	दंतेवाड़ा	0
	कोंडागांव	0
	नारायणपुर	0
	सुकमा	0
छत्तीसगढ़ कुल		**73**

दादरा और नगर हवेली	दादरा और नगर हवेली जिला	6
दादरा और नगर हवेली कुल		**6**
दिल्ली	राष्ट्रीय राजधानी क्षेत्र दिल्ली	458
दिल्ली कुल		**458**
गोवा	उत्तरी गोवा जिला	7
	दक्षिण गोवा जिला	8
गोवा कुल		**15**
गुजरात	अहमदाबाद जिला	140
	अमरेली जिला	15
	आनंद जिला	44
	अरावली जिला	22
	बनासकांठा जिला	67
	बरवाला और रानपुर तालुका	5
	भरूच जिला	45
	भावनगर जिला	31
	बोटाड जिले	10
	छोटा उदयपुर जिला	6
	दाहोद जिला	19
	डांग्स जिला	1
	देवभूमि द्वारका जिला	6
	गांधीनगर जिला	56
	गिर सोमनाथ जिला	20
	जामनगर जिले	25
	जूनागढ़ जिला	19
	खेड़ा जिला	47
	कच्छ जिला	19
	महिसागर जिला	14
	मेहसाणा जिला	45
	मोरबी जिला	28
	नर्मदा (राजपीपला) जिला	10
	नवसारी जिला	33
	पंचमहल जिला	31
	पाटन जिला	25
	पोरबंदर जिला	10
	राजकोट जिला	74
	साबरकांठा जिला	27
	सूरत जिला	84
	सुरेन्द्रनगर जिला	40
	तापी जिला	4
	वडोदरा जिला	56
	वलसाड जिला	30
गुजरात कुल		**1108**

हरियाणा	अंबाला जिला	20
	भिवानी जिला	17
	चरखी दादरी जिला	10
	फरीदाबाद जिला	36
	फतेहाबाद जिला	13
	गुरुग्राम जिला	90
	हिसार जिला	33
	झज्जर जिला	39
	जींद जिला	24
	कैथल जिला	16
	करनाल जिला	30
	कुरुक्षेत्र जिला	14
	महेंद्रगढ़ जिला	29
	नूह जिला	11
	पलवल जिला	35
	पंचकूला जिला	15
	पानीपत जिला	19
	रेवाड़ी जिला	44
	रोहतक जिला	33
	सिरसा जिला	11
	सोनीपत जिला	54
	यमुनानगर जिला	15
हरियाणा कुल		**608**
हिमाचल प्रदेश	बिलासपुर जिला	3
	चंबा जिला	0
	हमीरपुर जिला	3
	कांगड़ा जिला	3
	किन्नौर जिला	0
	कुल्लू जिला	1
	लाहौल और स्पीति जिला	0
	मंडी जिला	2
	शिमला जिला	0
	सिरमौर जिला	2
	सोलन जिला	3
	ऊना जिला	9
हिमाचल प्रदेश कुल		**26**
झारखंड	बोकारो जिला	17
	चतरा जिला	6
	देवघर जिले	2
	धनबाद जिला	11
	दुमका	10
	पूर्वी सिंहभूम जिला	16

	गढ़वा जिला	2
	गिरिडीह जिला	4
	गोड्डा	3
	गुमला जिला	4
	हजारीबाग जिला	7
	जामताड़ा	3
	खूंटी जिला	5
	कोडरमा जिला	3
	लातेहार जिला	2
	लोहरदगा जिला	1
	पाकुर	3
	पलामू जिला	6
	रामगढ़ जिला	3
	रांची जिला	27
	साहिबगंज	2
	सरायकेला-खरसावां जिला	18
	सिमडेगा जिला	2
	पश्चिमी सिंहभूम जिला	2
झारखंड कुल		**159**
कर्नाटक	बागलकोट जिला	12
	बलियारी जिला	26
	बेलगाम जिला	16
	बेंगलुरु ग्रामीण जिला	52
	बेंगलुरु शहरी जिला	106
	बीदर जिला	22
	चामराजनगर जिला	4
	चिक्कबल्लापुर जिला	5
	चिक्कमगलुरु जिला	6
	चित्रदुर्ग जिला	16
	दक्षिण कन्नड़ जिला	42
	देवनगेरे जिला	12
	धारवाड़ जिला	12
	गडग जिला	18
	हसन जिला	13
	हावेरी जिला	10
	कलबुर्गी जिला	13
	कोडागु जिला	3
	कोलार जिला	11
	कोप्पल जिला	7
	मांड्या जिला	13
	मैसूर जिला	16
	रायचूर जिला	6

	रामनगर जिला	25
	शिवमोग्गा जिला	12
	तुमकुर जिला	13
	उडुपी जिला	12
	उत्तर कन्नड़ जिला	5
	विजयपुरा जिला	10
	यादगीर जिला	2
कर्नाटक कुल		**520**
केरल	अलपुझा जिला	16
	एर्नाकुलम जिला	21
	इडुक्की जिला	2
	कन्नूर जिला	21
	कासरगोड जिला	10
	कोल्लम जिला	9
	कोट्टायम जिला	16
	कोझिकोड जिला	30
	मलप्पुरम जिला	35
	पलक्कड़ जिला	29
	पट्टनमटिट्टा जिला	6
	तिरुवनंतपुरम जिला	23
	त्रिशूर जिले	32
	वायनाड जिला	4
केरल कुल		**254**
मध्य प्रदेश	आगर मालवा जिला	5
	अलीराजपुर जिला	3
	अनूपपुर जिला	4
	अशोकनगर जिला	3
	बालाघाट जिला	1
	बड़वानी जिला	10
	बैतूल जिला	3
	भिंड जिला	5
	भोपाल जिला	32
	बुरहानपुर जिला	5
	छतरपुर जिला	8
	छिंदवाड़ा जिला	5
	दमोह जिला	0
	दतिया जिला	2
	देवास जिला	10
	धार जिल	5
	डिंडोरी जिला	0
	गुना जिला	6
	ग्वालियर जिला	39

	हरदा जिला	5
	होशंगाबाद जिला	0
	इंदौर जिला	80
	जबलपुर जिला	8
	झाबुआ जिला	8
	कटनी जिला	0
	खंडवा जिला	9
	खरगोन जिला	13
	मंडला जिला	2
	मंदसौर जिला	1
	मुरैना जिला	7
	नरसिंहपुर जिला	1
	नीमच जिला	3
	निवाड़ी जिला	0
	पन्ना जिला	3
	रायसेन जिला	10
	राजगढ़ जिला	10
	रतलाम जिला	8
	रीवा जिला	8
	सागर जिला	5
	सतना जिला	19
	सीहोर जिला	15
	सिवनी जिला	0
	शाजापुर जिला	5
	शांडोल जिला	8
	श्योपुर जिला	3
	शिवपुरी जिला	6
	सीधी जिला	7
	सिंगरौली जिला	5
	टीकमगढ़ जिला	3
	उज्जैन जिला	27
	उमरिया जिला	0
	विदिशा जिला	3
मध्य प्रदेश कुल		**428**
महाराष्ट्र	अहमदनगर जिला	76
	अकोला जिला	7
	अमरावती जिला	16
	औरंगाबाद जिला	52
	बीड जिला	9
	भंडारा जिला	5
	बुलढाणा जिला	15
	चंद्रपुर जिला	3

	धुले जिला	22
	गरचिरौली जिला	1
	गोंदिया जिला	9
	हिंगोली जिला	8
	जलगांव जिला	2
	जालना जिला	0
	कोल्हापुर जिला	33
	लातूर जिला	31
	मुंबई शहर जिला	57
	मुंबई उपनगरीय जिला	95
	नागपुर जिला	39
	नांदेड़ जिला	27
	नासिक जिला	89
	उस्मानाबाद जिला	18
	पालघर जिला	28
	परभणी जिला	14
	पुणे जिला	210
	रायगढ़ जिला	100
	रत्नागिरी जिला	33
	सांगली जिला	40
	सतारा जिला	46
	सिंधुदुर्ग जिला	19
	सोलापुर जिला	34
	ठाणे जिला	166
	वर्धा जिला	5
	वाशिम जिला	3
	यवतमाल जिला	7
	नंदुरबार जिला	5
महाराष्ट्र कुल		**1324**
मणिपुर	बिष्णुपुर, काकचिंग और तेंगनौपाल जिले	0
	चंदेल, चुराचांदपुर और फेरज़ावल जिले	0
	इम्फाल पूर्व और थौबल जिले	0
	इम्फाल पश्चिम और कांगपोकपी जिले	0
	जिरीबाम	0
	कामजोंग और उखरुल जिले	0
	नोनी जिले	0
	सेनापति जिले	0
	तामेंगलोंग जिले	0
मणिपुर कुल		**0**
मेघालय	पूर्वी गारो हिल्स और उत्तरी गारो हिल्स	0
	पूर्वी जैंतिया हिल्स और पश्चिमी जैंतिया हिल्स	0
	पूर्वी खासी हिल्स	0

	पूर्वी पश्चिमी खासी हिल्स	0
	री भोई	4
	दक्षिण गारो हिल्स और दक्षिण पश्चिम खासी हिल्स	0
	पश्चिम गारो हिल्स और दक्षिण पश्चिम गारो हिल्स	0
	पश्चिमी खासी हिल्स	0
मेघालय कुल		**4**
मिजोरम	आइजोल और सैतुअल जिले	0
	लुंगलेई, सेरछिप और हनाहथियाल जिले	0
मिजोरम कुल		**0**
नागालैंड	चुमौकेदिमा जिले	0
	दीमापुर, कोहिमा और पेरेन जिले	0
	किफिरे, फेक और तुएनसांग जिले	0
	लोंगलेंग और मोन जिले	0
	मोकोकचुंग और वोखा ज़िले	0
	निउलैंड जिले	0
	नोक्लाक जिले	0
	शमाटोर जिले	0
	त्सेमिन्यु जिले	0
	ज़ुन्हेबोटो ज़िले	0
नागालैंड कुल		**0**
ओडिशा	अंगुल जिला	9
	बालासोर जिला	5
	बरगढ़ जिला	12
	भद्रक जिला	4
	बोलंगीर जिला	1
	बौध जिला	0
	कटक जिला	14
	देबागढ़ जिला	2
	ढेकनाल जिला	5
	गजपति जिला	4
	गंजम जिला	4
	जगत्सिंहपुर जिला	3
	जाजपुर जिला	14
	झारसुगुड़ा जिला	2
	कालाहांडी जिला	1
	कंधमाल जिला	0
	केंद्रपाड़ा जिला	6
	केंदुझर जिला	11
	खोरधा जिला	24
	कोरापुट जिला	3
	मलकानगिरी जिला	0
	मयूरभंज जिला	4

	नबरंगपुर जिला	1
	नयागढ़ जिला	0
	नुआपाड़ा जिला	1
	पुरी जिला	7
	रायगढ़ जिला	0
	संबलपुर जिला	13
	सोनपुर जिला	0
	सुंदरगढ़ जिला	9
ओडिशा कुल		**159**
पंजाब	अमृतसर जिला	17
	बरनाला जिला	6
	भटिंडा जिला	19
	फरीदकोट जिला	7
	फतेहगढ़ साहिब जिला	16
	फाजिल्का जिला	0
	फिरोजपुर जिला	12
	गुरदासपुर जिला	18
	होशियारपुर जिला	23
	जालंधर जिला	27
	कपूरथला जिला	4
	लुधियाना जिला	23
	मनसा जिला	7
	मोगा जिला	5
	पठानकोट जिला	4
	पटियाला जिला	22
	रूपनगर जिला	20
	संगरूर जिला	10
	एसएएस नगर जिला	32
	एसबीएस नगर जिला	3
	श्री मुक्तसर साहिब जिले	8
	तरनतारन जिला	6
	फाजिल्का (पहले से अधिकृत क्षेत्र को छोड़कर) जिला	18
पंजाब कुल		**307**
राजस्थान	अजमेर जिला	55
	अलवर जिला	21
	बांसवाड़ा जिला	8
	बारां जिला	6
	बाड़मेर जिला	13
	भरतपुर जिला	16
	बीकानेर जिला	7
	बिलवाड़ा जिला	17

	बूंदी जिला	3
	चित्तौड़गढ़ जिला	15
	चूरू जिला	4
	दौसा जिला	22
	धौलपुर जिला	9
	डूँगरपुर जिला	8
	गंगानगर जिला	11
	हनुमानगढ़ जिला	5
	जयपुर जिला	57
	जैसलमेर जिला	1
	जालौर जिला	9
	झालावाड़ जिला	2
	झुंझुनू जिला	11
	जोधपुर जिला	32
	करौली जिला	6
	कोटा जिला	25
	नागौर जिला	11
	पाली जिला	18
	राजसमंद जिला	7
	सवाई माधोपुर जिला	9
	सीकर जिला	21
	सिरोही जिला	23
	टोंक जिला	18
	उदयपुर जिला	29
राजस्थान कुल		**499**
सिक्किम	गंगटोक जिले	0
	ग्याल्शिंग जिले	0
	मंगन जिले	0
	नामची जिले	0
	पाकयोंग जिले	0
	सोरेंग जिले	0
सिक्किम कुल		**0**
तमिलनाडु	अरियालुर जिला	0
	चेन्नई जिला	59
	कोयंबटूर जिला	43
	कुड्डालोर जिला	13
	धर्मपुरी जिला	5
	डिंडीगुल जिला	3
	इरोड जिला	66
	कल्लाक्कुरिची जिला	1
	कांचीपुरम जिला	52
	कन्याकुमारी जिला	4

	करूर जिला	2
	कृष्णगिरी जिला	13
	मदुरै जिला	13
	नागपट्टिनम जिला	10
	नमक्कल जिला	23
	निगिरिस जिला	1
	पेरम्बलुर जिला	5
	पुदुकोट्टई जिला	4
	रामनाथपुरम जिला	9
	सलेम जिला	24
	शिवगंगा जिला	1
	तेनकासी जिला	2
	तंजावुर जिला	4
	थेनी जिला	4
	थूथुकुडी जिला	6
	तिरुचिरापल्ली जिला	25
	तिरुनेवेली जिला	4
	तिरुप्पुर जिला	36
	तिरुवल्लूर जिला	28
	तिरुवन्नामलाई जिला	6
	तिरुवरूर जिला	6
	वेल्लोर जिला	19
	विल्लुपुरम जिला	4
	विरुद्धनगर जिला	11
तमिलनाडु कुल		**506**
तेलंगाना	आदिलाबाद जिला	4
	भद्राद्री कोठागुडेम जिला	5
	हैदराबाद जिला	32
	जगतियाल जिला	1
	जनगांव जिला	1
	जयशंकर बूपलपल्ली जिला	1
	कामारेड्डी जिला	3
	करीमनगर जिला	4
	खम्मम जिला	8
	कुमुराम भीम आसिफाबाद जिला	0
	महबूबाबाद जिला	1
	मंचेरियल जिला	3
	मेडक जिला	6
	मेडचल-मलकाजगिरी जिला	25
	नलगोंडा जिला	11
	निर्मल जिला	3
	निज़ामाबाद जिला	16

	पेड्डापल्ले जिला	3
	राजन्ना सिरसिला जिला	1
	रंगा रेड्डी जिला	60
	संगारेड्डी जिला	15
	सिद्दीपेट जिला	6
	सूर्यपेट जिला	4
	विकाराबाद जिला	5
	वारंगल ग्रामीण जिला	2
	वारंगल शहरी जिला	6
	यादाद्री भुवनगिरी जिला	8
तेलंगाना कुल		**234**
तेलंगाना	जोगुलम्बा गडवाल जिला	3
	महबूबनगर जिला	5
	नागरकुरनूल जिला	1
	नारायणपेट जिला	1
	वानापर्थी जिला	2
तेलंगाना कुल		**12**
त्रिपुरा	धलाई जिला	0
	गोमती जिला	10
	खोवाई जिला	2
	उत्तरी त्रिपुरा जिला	0
	सिपाहीजला जिला	3
	दक्षिण त्रिपुरा जिला	0
	उनाकोटी जिला	0
	पश्चिम त्रिपुरा जिला	15
त्रिपुरा कुल		**30**
केंद्र शासित प्रदेश दमन और दीव	दमन जिला	5
	दीव जिला	1
केंद्र शासित प्रदेश दमन और दीव कुल		**6**
जम्मू और कश्मीर और लद्दाख केंद्र शासित प्रदेश	अनंतनाग जिले	0
	बांदीपोरा जिले	0
	बारामूला जिले	0
	बडगाम जिले	0
	डोडा जिले	0
	गंदेरबल जिले	0
	कारगिल जिले	0
	किश्तवाड़ जिले	0
	कुलगाम जिले	0
	कुपवाड़ा जिले	0
	लेह जिले	0
	पुंछ जिले	0

	पुलवामा जिले	0
	राजौरी जिले	0
	रामबन जिले	0
	शोपियां जिले	0
	श्रीनगर जिले	0
	जम्मू जिला	2
	कठुआ जिला	0
	रियासी जिला	0
	सांबा जिला	1
	उधमपुर जिला	0
केंद्र शासित प्रदेश जम्मू और कश्मीर कुल		**3**
पुडुचेरी केंद्र शासित प्रदेश	कराईकल जिला	3
	माहे जिला	2
	पुडुचेरी जिला	2
	यानम	8
केंद्र शासित प्रदेश पुडुचेरी कुल		**15**
उत्तर प्रदेश	आगरा जिला	33
	अलीगढ़ जिला	19
	इलाहाबाद जिला	21
	अंबेडकर नगर जिला	8
	अमेठी जिला	11
	अमरोहा जिला	12
	औरैया जिला	5
	आजमगढ़ जिला	17
	बागपत जिला	15
	बहराइच	20
	बलिया जिला	7
	बलरामपुर	7
	बांदा जिला	10
	बाराबंकी जिला	22
	बरेली जिला	61
	बस्ती जिला	10
	भदोही जिला	2
	बिजनौर जिला	29
	बदायूं जिला	24
	बुलन्दशहर जिला	42
	चंदौली जिला	12
	चित्रकूट जिला	2
	देवरिया जिला	10
	एटा जिला	18
	इटावा जिला	17

	फैजाबाद जिला	8
	फ़र्रूख़ाबाद जिला	14
	फतेहपुर जिला	9
	फिरोजाबाद जिला	15
	गाजियाबाद जिले	70
	गाज़ीपुर जिला	4
	गोंडा जिला	9
	गोरखपुर जिला	22
	गौतम बुद्ध नगर जिला	72
	हमीरपुर जिला	4
	हापुड जिला	9
	हरदोई जिला	31
	हाथरस जिला	5
	जालौन जिला	4
	जौनपुर जिला	15
	झांसी जिला	21
	कन्नौज जिला	13
	कानपुर जिला	78
	कानपुर देहात जिला	19
	कासगंज जिला	5
	कौशांबी जिला	9
	कुशीनगर जिला	6
	लखीमपुर खीरी	30
	ललितपुर जिला	1
	लखनऊ जिला	48
	महाराजगंज	17
	महोबा जिला	7
	मैनपुरी जिला	25
	मथुरा जिला	35
	मऊ जिला	6
	मेरठ जिला	40
	मिर्ज़ापुर जिला	17
	मुरादाबाद जिला	29
	मुजफ्फरनगर जिला	24
	पीलीभीत जिला	15
	प्रतापगढ़ जिला	12
	रायबरेली जिला	17
	रामपुर जिला	16
	सहारनपुर जिला	18
	संभल (पहले से अधिकृत क्षेत्र को छोड़कर) जिला	1
	संत कबीर नगर जिला	6
	शाहजहांपुर जिला	22

	शामली जिला	6
	श्रावस्ती	10
	सिद्धार्थ नगर	12
	सीतापुर	31
	सोनभद्र जिला	4
	सुल्तानपुर जिला	2
	उन्नाव जिला	4
	वाराणसी जिला	44
उत्तर प्रदेश कुल		**1375**
उत्तराखंड	अल्मोड़ा जिला	0
	बागेश्वर जिला	0
	चमोली जिला	0
	चम्पावत जिला	1
	देहरादून जिला	15
	हरिद्वार जिला	12
	नैनीताल जिला	12
	पौड़ी गढ़वाल जिला	2
	पिथौरागढ़ जिला	0
	रुद्रप्रयाग जिला	0
	टिहरी गढ़वाल जिला	1
	उधम सिंह नगर जिला	14
	उत्तरकाशी जिला	0
उत्तराखंड कुल		**57**
पश्चिम बंगाल	अलीपुरद्वार जिला	6
	बांकुरा जिला	16
	बीरभूम	7
	बर्दवान जिला	26
	दक्षिण दिनाजपुर	1
	दार्जिलिंग जिला	6
	पूर्व मेदनीपुर जिला	5
	हुगली जिला	27
	हावड़ा जिला	14
	जलपाईगुड़ी जिला	8
	झारग्राम जिला	0
	कोच बिहार जिला	11
	कोलकाता जिला	9
	मालदाह	4
	मुर्शिदाबाद	11
	नादिया जिला	18
	उत्तर 24 परगना जिला	25
	पुरुलिया जिला	14
	दक्षिण 24 परगना जिला	26

	उत्तर दिनाजपुर जिला	8
	पश्चिम मेदनीपुर जिला	3
पश्चिम बंगाल कुल		**245**
कुल योग		**8980**

(स्रोत: पीएनजीआरबी)

विवरण- II

भौगोलिक क्षेत्रों में सीएनजी स्टेशनों का जिला-वार ब्यौरा

क्र . सं .	जीए आईडी	जीए का नाम	लक्ष्य पूरा होने की तिथि	कवर किए गए जिले	अधिकृत संस्था का नाम	सीएनजी स्टेशन
1	2.03	झांसी	31-मार्च-19	झांसी जिला	सेंट्रल यूपी गैस लिमिटेड	11
2	10.31	झांसी (ईएएए) जिला, भिंड , जालौन , ललितपुर और दतिया जिले	31-मार्च-29	जालौन जिला	अडानी टोटल गैस लिमिटेड	4
				झांसी जिला		10
				ललितपुर जिला		1
3	10.42	कानपुर (ईएएए) जिला, फतेहपुर और हमीरपुर जिले	31-मार्च-29	हमीरपुर जिला	इंद्रप्रस्थ गैस लिमिटेड	4
4	11.63	बांदा, चित्रकूट और महोबा	30-जून-30	बांदा जिला	इंद्रप्रस्थ गैस लिमिटेड	10
				महोबा जिला		7
				चित्रकूट जिला		2
		कुल				**49**

(स्रोत: पीएनजीआरबी)

REVIEW OF IRRIGATION SITUATION

3109. SHRI K. E. PRAKASH:

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

(a) whether the Union Government has reviewed the irrigation situation arising from water storage levels and canal modernisation works connected with the Bhavanisagar Dam in Tamil Nadu, particularly affecting Erode district and if so, the details thereof;

(b) whether any proposal or request has been received from the State Government of Tamil Nadu for assistance in canal modernisation, irrigation infrastructure improvement or water management in the Bhavanisagar command area and if so, the details thereof;

(c) whether the Union Government has examined the impact of delayed release of irrigation water on farmers dependent on the Kalingarayan Canal and other related irrigation networks and if so, the details thereof; and

(d) the measures taken/proposed to be taken by the Union Government to support timely completion of irrigation infrastructure works and improve water-use efficiency in the affected command areas?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d): Water, being State subject, water resources projects are planned, funded, executed, operated and maintained by the State Governments themselves as per their own resources and priority. Role of Government of India is to provide technical support, and partial financial assistance for identified projects under ongoing schemes.

Technical examination by the Central Water Commission (CWC) followed by subsequent techno-economic appraisal by the Advisory Committee of the Department of Water Resources, River Development and Ganga Rejuvenation (DoWR, RD&GR) is a mandatory pre-condition for projects seeking central assistance under any scheme of the DoWR, RD&GR. No

proposal for canal modernization, irrigation infrastructure improvement or water management in the Bhavanisagar command area has been received in CWC for appraisal.

As informed by the Government of Tamil Nadu, modernisation of Lower Bhavani Project Canal System, Kodiveri Anicut Irrigation System and Kalingarayan Anicut Canal System taken up under the Extension, Renovation & Modernisation (ERM) Scheme with assistance from NABARD. Further, the irrigation situation in the Bhavanisagar Dam command area, is reviewed continuously by them. Water releases are scheduled to maximize irrigation benefits while ensuring equitable distribution.

Government of India has launched a pilot scheme viz. Modernisation of Command Area Development and Water Management (MCAD) with aim to modernize irrigation water supply network with robust backend infrastructure for micro-irrigation by farmers from established source to the farm gate with underground pressurized piped irrigation to increase water use efficiency in command area. One project with CCA of 4,989 hectares in Tiruppur district of Tamil Nadu has been included for implementation under MCAD scheme.

MONITORING OF LPG REFILLS UNDER PMUY

3110. SHRI SASIKANTH SENTHIL:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government monitors the average number of LPG refills under Pradhan Mantri Ujjwala Yojana (PMUY) availed per Ujjwala

beneficiary and if so, the details thereof, State/UT-wise along with the average number of refills during each of the last three years;

(b) whether the refill frequency among Ujjwala beneficiaries is affected by affordability, subsidy support or the price of the cylinders; and

(c) if so, the details thereof along with the subsidy provided and the steps taken to ensure sustained use of LPG usage by beneficiaries?

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): Yes. Government regularly monitors the LPG consumption of PMUY beneficiaries through Petroleum Planning and Analysis Cell (PPAC's) Consumption reports, Common LPG Database Platform (CLDP) & reviews with PSU OMCs. 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.

State/UT-wise details of Per Connection Consumption during the last three years are given in the enclosed **Statement.**

In order to encourage sustained usage and address the issue of low refill consumption among PMUY beneficiaries, various steps have been taken inter alia, including organizing campaigns for improving awareness about PMUY, promotion through Out of Home (OOH) hoardings, radio jingles, Information, Education and Communication (IEC) Vans etc. In addition, PMUY beneficiaries

have been given option to swap from 14.2 kg to 5 Kg to reduce upfront cash outgo and option of 5 Kg Double Bottle Connection.

As a result of various steps taken by Government to improve access and affordability of domestic LPG for PMUY consumers, per connection consumption of PMUY beneficiaries (in terms of no. of 14.2 kg LPG cylinders taken per year) has increased from 3.68 in FY 2021-22 to 4.71 in FY 2025-26.

India imports majority of its LPG requirement & LPG prices in the country are based on Saudi CP. The average Saudi CP (the international benchmark for LPG pricing) rose upto US$ 780/MT in April and May 2026. In June 2026, as the Saudi CP rose further to US$ 796/MT (excluding premium), the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went upto Rs. 1,695 per 14.2 Kg cylinder.

The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder since June 2026, which carried an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder in June 2026 and Rs 500 per cylinder during July 2026. Even for the month of August 2026, the RSP carries an implicit subsidy of Rs. 188 per cylinder. For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (Delhi), after a targeted subsidy of Rs. 300 per cylinder.

STATEMENT

State/UT-wise details of Per Connection Consumption during the last three years:

State/UT	FY 2023-24	FY 2024-25	FY 2025-26
Andaman and Nicobar Islands	5.60	6.06	5.30
Andhra Pradesh	3.73	4.42	4.67
Arunachal Pradesh	3.77	4.14	4.21
Assam	2.96	3.36	3.74
Bihar	3.82	4.15	4.60
Chandigarh	4.88	7.26	7.17
Chhattisgarh	1.92	2.39	2.57
Dadra & Nagar Haveli and Daman & Diu	4.92	4.92	4.79
Delhi	6.61	7.57	7.45
Goa	3.93	4.27	4.67
Gujarat	4.76	5.31	5.65
Haryana	6.10	6.76	6.81
Himachal Pradesh	4.08	4.47	4.34
Jammu and Kashmir	3.43	4.03	4.30
Jharkhand	2.73	3.20	3.80
Karnataka	4.76	5.35	5.60
Kerala	3.99	4.40	4.79
Ladakh	2.97	4.54	5.32
Lakshadweep	3.82	3.60	4.26
Madhya Pradesh	3.11	3.50	3.81
Maharashtra	4.62	5.19	5.45
Manipur	4.24	4.40	4.60
Meghalaya	2.40	2.60	2.97
Mizoram	4.70	5.37	5.60
Nagaland	3.23	3.97	4.41
Odisha	3.46	4.03	4.44
Puducherry	6.25	6.91	7.05
Punjab	5.52	5.63	5.54
Rajasthan	4.45	4.93	5.13

Sikkim	3.62	4.77	5.27
Tamil Nadu	4.38	4.81	5.08
Telangana	3.47	3.67	3.72
Tripura	2.67	3.20	3.71
Uttar Pradesh	4.56	5.08	5.43
Uttarakhand	4.88	5.04	5.22
West Bengal	3.90	4.78	5.16

Source: IOCL on behalf of PSU OMCs

STATUS OF CHARDHAM MAHAMARG VIKAS PARIYOJANA

3111. SHRI RAO RAJENDRA SINGH:

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

(a) the current status of the Chardham Mahamarg Vikas Pariyojana, including the extent of road development completed so far;

(b) the progress made under the Chardham Mahamarg Vikas Pariyojana in providing All-weather road connectivity to the Chardham pilgrimage sites; and

(c) the challenges encountered in the implementation of the Chardham Mahamarg Vikas Pariyojana and the measures taken by the Goverment to ensure its timely completion?

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

(a) to (c): Chardham Mahamarg Vikas Pariyojana comprises improvement of 5 existing National Highways (NHs) connecting Chardham viz., Yamunotri, Gangotri, Kedarnath and Badrinath including Tanakpur to Pithoragarh section

of Kailas-Mansarovar yatra, aggregating a length of about 825 km. Out of 825 km length, 640 km length has been completed.

Under the directions of Hon’ble Supreme Court, in August 2019, a High Powered Committee (HPC) was constituted comprising representatives from various reputed institutes such as Physical Research Laboratory, Wildlife Institute of India, Wadia Institute of Himalayan Geology, Central Soil Conservation Research Institute, National Institute of Disaster Management, Forest Research Institute etc. with mandate to consider the cumulative and independent impact of Chardham Projects on the entire Himalayan Valleys and give directions in respect of environmental impacts. In addition, Hon'ble Supreme Court also directed to set up an "Oversight Committee" to ensure the implementation of the recommendations given in the report of aforesaid HPC especially the strategic roads viz. Rishikesh – Mana, Rishikesh – Gangotri and Tanakpur - Pithoragarh. The Committees meet on regular basis and their recommendations are implemented during the execution of works.

The implementation of these projects has encountered several challenges, including environmental and ecological concerns, delays in Land Acquisitions (LA) & obtaining forest clearances, difficult Himalayan terrain, frequent landslides and adverse weather conditions.

The Government has taken various steps to address these challenges such as:

i. Coordination with local administration & concerned departments for Land Acquisition (LA) & Forest Clearance (FC)

ii. Regular review meetings with contractors and State Authorities at various levels to resolve bottlenecks.

iii. Rapid Environmental Impact Assessment (EIA) in compliance of Hon'ble Court order.

iv. Memorandum of Understanding (MoU) signed with Tehri Hydro Development Corporation India Ltd. (THDCIL) for specialized landslide treatment measures for the State of Uttarakhand.

v. Decision taken in November, 2024 for implementation of "Cost-effective Long-term Remedial Measures of Landslide Prone areas in Hilly region" as per Expert Committee Report.

vi. Decision taken in November, 2025 through policy initiative on "Additional Augmented and Systematic Remedial Measures to Address concerns regarding Construction of National Highways in Hilly Regions and Amendments to the Request For Proposal (RFP) for Detailed Project Report/Engineering, Procurement and Construction (DPR/EPC) Document thereof" in order to:

a. improve the quality of DPRs;

b. ensure adequate provisions of hill slope protection measures;

c. improvement in construction practice in hilly terrain;

d. ensure implementation of slope cutting and stabilization works in the first instance to be followed up by road construction works for NHs in Hilly/Mountainous terrain;

e. monitoring and early warning system for potential landslides.

vii. Decision taken in July, 2026 through policy initiatives on “Specification including mandatory Certification and Quality Assurance for Rockfall Mitigation Measures for National Highways Projects” elaborating comprehensively on necessary checks and balances regarding ensuring adherence to quality standards and obligations of contractors and field offices.

viii. MoU signed with Defence Geo-informatics Research Establishment (DGRE) for Technological collaboration of Geo-hazard mitigation measures on NHs.

ix. MoU signed with Geological Survey of India (GSI) on Geological investigation for tunnels and sharing of data for Geohazard Studies.

x. Research scheme taken up through Indian Institute of Technology (IIT) Roorkee for Development of Guidelines for the Assessment of Hillslope Instability using Instrumentation & Real Time Monitoring.

VILLAGES CERTIFIED AS "ODF PLUS MODEL" IN ODISHA

3112. SHRIMATI APARAJITA SARANGI:

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

(a) the percentage of villages in Odisha certified as “ODF Plus Model” through independent verification as against those self-declared on the national portal;

(b) the steps taken to bridge the operational gaps preventing ODF Plus villages from achieving Model status;

(c) whether the Government proposes to provide dedicated Operation and Maintenance funding for peri-urban Gram Panchayats facing high-density waste generation near urban centres such as Bhubaneswar and if so, the details thereof; and

(d) the mechanisms established to sustain daily solid and liquid waste management operations including collection machinery and payment of workers' wages in rural Gram Panchayats lacking adequate local revenue sources?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a): Sanitation is a State subject. Swachh Bharat Mission (Grameen) Phase II [SBM(G)-Phase II], is a Centrally Sponsored Scheme, implemented by the State and Union Territory Governments, including Odisha, in rural areas within their respective jurisdictions. SBM(G)-Phase II is being implemented during the period from 2020-21 to 2026-27, with focus on Open Defecation Free (ODF) sustainability and to cover all the villages with solid and liquid waste management (SLWM) arrangements with visual cleanliness i.e. converting villages from ODF to ODF Plus (Model). The operational guidelines provide for system for self-declaration of villages followed by verification to be conducted as per prescribed timelines. As per data reported by the State on the SBM(G) Integrated Management Information System (IMIS) 45,052 villages of Odisha have been declared as ODF Plus (Model) as on 31st July, 2026. Out of these,

44,921(99.7%) villages are reported to have been 1st verified and 37,271(82.3%) villages are reported to have been 2nd verified, as on 31st July 2026.

(b): Under Swachh Bharat Mission (Grameen) [SBM(G)] Phase-II, Department of Drinking Water and Sanitation (DDWS), Ministry of Jal Shakti, Government of India has been providing financial and technical support to the States/UTs, including Odisha, for implementation of the programme.

SBM(G) Phase II operational guidelines promote decentralized planning where people collectively analyze their current situation, decide the improvement that they intend to achieve and accordingly identify intervention for achieving the desired levels of service and improvements. Planning under SBM(G) Phase II will be done at three levels i.e. each Gram Panchayat (GP) will prepare Village Action Plan which would act as a resource for input into the Gram Panchayat Development Plan (GPDP) as well as for the subsequent formulation of the respective District Swachhata Plans; District will prepare a District Swachhata Plan after consolidating Village Action Plans of its GPs and incorporating the interventions to be taken up at Block and District levels for the implementation of SBM(G) Phase II; States/UTs Governments would develop a Project Implementation Plan and Annual Implementation Plans (AIPs) every year consolidating the Distrct Swachhata Plans to achieve the objectives of SBM(G) Phase II in a comprehensive and participatory manner. Through this decentralized planning States/ UTs are also expected to

undertake gap assessment and plan for way ahead and steps to be taken to bridge the operational gaps for achieving ODF Plus status for villages.

(c) and (d): SBM(G) Phase II is a Centrally Sponsored Scheme. As per SBM(G) Phase II guidelines, there is no provision for financial incentive for the Operation and Maintenance (O&M) of sanitation assets and infrastructure. The O&M requirements can be met by the respective States/UTs and their Rural Local Bodies (RLBs) through Finance Commission Grants, local revenues, CSR funds, revenue generation models or other available funding sources based on their needs and local preferences, including for sustaining daily solid and liquid waste management operations and payment of workers' wages in rural Gram Panchayats.

ELECTRIFICATION OF TRIBAL HOUSEHOLDS

3113. SHRI K. RADHAKRISHNAN:

ADV. DEAN KURIAKOSE:

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

(a) the details of tribal households electrified under various Government schemes since 2019, State/UT-wise and year-wise;

(b) the details of average daily hours of electricity supplied in Scheduled Areas and Tribal majority districts since 2024, State/UT-wise, year-wise and feeder-wise;

(c) the details of villages in Scheduled Areas experiencing power supply of less than twelve hours per day on average since 2024, State/UT-wise and year-wise; and

(d) the steps taken to strengthen transmission and distribution infrastructure in tribal and remote areas?

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

(a) to (d): Electricity being a concurrent subject, supply and distribution of electricity to all consumers, including tribal households, is within the purview of the respective distribution utility which functions under the guidance of the respective State Government and State Electricity Regulatory Commission. Further, as per the Electricity (Rights of Consumers) Rules, 2020, the distribution licensee shall supply 24x7 power to all consumers. However, the State Commission may specify lower hours of supply for some categories of consumers. The Rules are applicable for all States and for all areas, including Scheduled Areas and tribal majority districts.

On the transmission side, Government of India (GoI) engages with the State for developing the transmission plan and for executing the inter-state transmission network. The intra-state transmission network is developed by the state. A total of 2,18,267 ckm of transmission lines, 9,47,405 MVA of transformation capacity and 84,390 MW of inter-regional transmission capacity

have been added since 2014, strengthening the ability to transfer power across the country, including to tribal and remote areas.

On the distribution side, GoI supplements the efforts of the States through various schemes to help them achieve the objective of providing quality supply of power.

Works amounting to Rs. 1.85 lakh crore were executed under the earlier schemes of DDUGJY, Integrated Power Development Scheme (IPDS) and SAUBHAGYA. Presently, under Revamped Distribution Sector Scheme (RDSS), works amounting Rs. 1.53 lakh crore for loss reduction infrastructure and Rs. 1.31 lakh crore for smart metering have been sanctioned.

Further, under Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY) launched in 2014, and thereafter under Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) launched in October, 2017, electrification of all willing households, including tribal households, was completed by 31st March, 2019 as reported by the States/ UTs. A total of 2.86 crore households were electrified during the SAUBHAGYA period including tribal households. Both the schemes stand closed as on 31.03.2022.

Under the ongoing RDSS, launched in July 2021, based on the surveys conducted by the States, electrification works have been sanctioned for households left out earlier. Since most of the left-out households are in remote, hilly and forest areas, the norms for household electrification under RDSS were relaxed and the ceiling limit for cost of electrification was enhanced. Grid based electrification works have been sanctioned under RDSS, wherever

found feasible, as per the revised norms, and off-grid solar based electrification has been taken up under the New Solar Power Scheme, where grid supply is not feasible.

Works amounting to Rs. 6,522 crore for 13.65 lakh households have been sanctioned under RDSS, including for public places. This includes sanction for 1,27,987 households belonging to Particularly Vulnerable Tribal Groups (PVTGs) identified under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) and 2,83,558 households belonging to Scheduled Tribes identified under Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DA-JGUA). In addition, 52,439 households in the States of Gujarat, Odisha and West Bengal have been taken up under the respective State Plans. Till date, 4.88 lakh households have been electrified, including 2,77,256 PVTG and tribal households. Under the New Solar Power Scheme, works have been sanctioned for off-grid solar based electrification of 8,823 PVTG households under PM-JANMAN and 4,099 tribal households under DA-JGUA. Till date, 11,838 PVTG and tribal households have been electrified under the said scheme. (State/UT-wise details of household electrification for PVTG and Tribal households is given in the enclosed **Statement-I**).

Further, for remote and border areas of the country, works amounting to Rs.1,164 crores have been sanctioned for strengthening of electricity infrastructure in Northern Border areas in States/ UTs of Himachal Pradesh, Ladakh, Uttarakhand, Sikkim and Arunachal Pradesh.

As a result of the concerted efforts of the Central and State Governments and the distribution infrastructure works undertaken under various schemes, the average daily hours of supply in rural areas have increased from 12.5 hours in FY 2014 to 22.6 hours in FY 2025, and in urban areas from 22.1 hours in FY 2014 to 23.4 hours in FY 2025. However, details related to hours of supply at the micro level are maintained at the State/ UT level (State/UT-wise data related to hours of supply, as received from States/UTs, is given in the enclosed **Statement-II**).

STATEMENT-I

A. State/UT-wise details of household electrification works for PVTG and Tribal households:

Sl. No.	State/UT	Households Sanctioned	Households Electrified
Electrification of PVTG households identified under PM-JANMAN			
Under RDSS			
1	Andhra Pradesh	24,967	24,925
2	Chhattisgarh	7,077	7,349
3	Jharkhand	12,442	11,504
4	Karnataka	1,615	1,546
5	Kerala	345	314
6	Madhya Pradesh	30,216	28,396
7	Maharashtra	8,556	9,216
8	Rajasthan	17,633	16,023
9	Tamil Nadu	8,603	7,400
10	Telangana	3,884	3,884
11	Tripura	11,664	11,692
12	Uttar Pradesh	316	195
13	Uttarakhand	669	669
	Sub Total	**1,27,987**	**1,23,113**
Under State Plan			

1	Gujarat	0	6,626
2	Odisha	0	6,106
3	West Bengal	0	3,372
	Sub Total	**0**	**16,104**
Public Places under RDSS			
1	Madhya Pradesh	25	21
	Sub Total	**25**	**21**
	Total	**1,28,012**	**1,39,238**
Electrification of Tribal households identified under DA-JGUA			
Under RDSS			
1	Andhra Pradesh	4,921	5,328
2	Arunachal Pradesh	1,938	1,866
3	Bihar	7,117	1,635
4	Chhattisgarh	39,579	25,421
5	Himachal Pradesh	93	21
6	Jammu & Kashmir	13,824	0
7	Jharkhand	19,467	0
8	Karnataka	5,288	1,714
9	Kerala	1,080	295
10	Madhya Pradesh	59,172	33,883
11	Maharashtra	6,961	5,228
12	Rajasthan	82,842	21,303
13	Telangana	26,525	23,748
14	Tripura	7,677	7,635
15	Uttar Pradesh	6,867	274
16	Uttarakhand	207	165
	Sub Total	**2,83,558**	**1,28,516**

Public Places under RDSS			
1	Andhra Pradesh	182	134
2	Arunachal Pradesh	9	9
3	Himachal Pradesh	7	3
4	Jharkhand	1,910	0
5	Kerala	17	0
6	Madhya Pradesh	650	251
7	Rajasthan	195	0

8	Telangana**	672	8,745
9	Tripura	512	349
10	Uttar Pradesh	30	7
11	Uttarakhand	19	4
	Sub Total	**4,203**	**9,502**
	Total	**2,87,761**	**1,38,018**

***** For the State of Odisha 36,335 households and 548 public places have been identified under DA-JGUA to be electrified under their State Plan

****** Electrification progress of public places in Telangana under DA-JGUA includes Anganwadi Centres; in some States, households electrified exceed the households sanctioned, as electrification is carried out against households identified as per survey.

B. Off-grid solar based household electrification under New Solar Power Scheme:

Sl. No.	States	No. of households electrified
PVTG Households under PM JANMAN		
1.	Andhra Pradesh	1531
2.	Chhattisgarh	737
3.	Jharkhand	2182
4.	Madhya Pradesh	1193
5.	Karnataka	179
6.	Kerala	88
7.	Telangana	126
8.	Tripura	1703
Tribal Households under DA JGUA		
1.	Arunachal Pradesh	3999
2.	Manipur	100
Total		**11838**

STATEMENT-II

State/UT-wise Average Hours of Supply (in hh:mm)

Sl. No.	State Name	2024-25		2025-26	
		Rural	Urban	Rural	Urban
1	A&N Island	22:06	22:42	**	**
2	Andhra Pradesh	23:54	23:54	23:51	23:55
3	Arunachal Pradesh	20:30	21:42	23:05	23:33
4	Assam	23:24	23:42	23:14	23:24

5	Bihar	23:42	23:36	23:24	23:39
6	Chandigarh	*	24:00	*	24:00
7	Chhattisgarh	24:00	24:00	23:24	23:50
8	Dadra & Nagar Haveli	**	**	23:39	23:50
9	Delhi	*	24:00	*	24:00
10	Goa	24:00	24:00	**	24:00
11	Gujarat	23:54	24:00	23:54	23:58
12	Haryana	19:06	23:42	22:40	23:44
13	Himachal Pradesh	23:54	23:54	23:40	23:47
14	Jammu and Kashmir	23:30	23:36	20:23	21:39
15	Jharkhand	22:00	22:30	21:27	22:38
16	Karnataka	22:06	23:12	23:27	23:44
17	Kerala	24:00	24:00	23:48	23:48
18	Ladakh	23:18	23:30	21:45	21:31
19	Madhya Pradesh	22:00	22:42	22:50	23:25
20	Maharashtra	22:00	23:54	21:52	22:10
21	Manipur	22:36	23:42	23:05	23:13
22	Meghalaya	22:18	23:24	23:34	23:50
23	Mizoram	23:12	23:36	19:59	22:54
24	Nagaland	19:30	22:12	19:53	22:28
25	Odisha	21:06	24:00	23:57	23:58
26	Puducherry	24:00	24:00	23:55	23:52
27	Punjab	17:18	20:00	23:16	23:35
28	Rajasthan	20:30	22:06	21:11	23:00
29	Sikkim	23:48	24:00	22:53	23:37
30	Tamil Nadu	24:00	24:00	24:00	24:00
31	Telangana	24:00	23:54	24:00	23:59
32	Tripura	24:00	23:36	23:11	23:53
33	Uttar Pradesh	22:18	23:30	21:47	23:28
34	Uttarakhand	23:42	23:36	23:28	23:40
35	West Bengal	24:00	24:00	23:50	23:59
	National Average	**22:36**	**23:24**	**22:36**	**23:24**

* Rural area not present

** Data not available

EXPRESSWAY PROJECTS UNDER BHARATMALA PARIYOJANA

3114. SHRI ATUL GARG:
SHRI ARUN BHARTI:
SHRI RAJESH VERMA:
SHRIMATI DAGGUBATI PURANDESWARI:
DR. LATA WANKHEDE:
SHRIMATI SHAMBHAVI:

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

(a) the physical and financial progress of the expressway and economic corridor projects sanctioned under the Bharatmala Pariyojana during the last three years in Uttar Pradesh, Bihar, Andhra Pradesh and Madhya Pradesh;

(b) the total length of national highways successfully constructed, four-laned and opened for commercial traffic across the said States during the last one year;

(c) the total capital expenditure allocated, released and utilized by the National Highways Authority of India (NHAI) for executing these infrastructure projects in the said States;

(d) whether the Ministry has identified severe delays in civil construction due to prolonged land acquisition disputes or slow disbursement of compensation in the said States, if so, the details thereof; and

(e) the administrative steps being taken by the Government to expedite utility shifting and statutory clearances to meet the project completion deadlines in the said States?

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

(a): The details are given in the enclosed **Statement-I.**

(b): The details are given in the enclosed **Statement-II.**

(c): No State-wise funds allocation is made by Government to National Highways Authority of India (NHAI). The details of Funds allocated by the Ministry to NHAI under various schemes including Bharatmala Pariyojana for the last three years including Current Financial Year (FY) 2026-27 are as under:-

(Rs. In Crores)

FY	**Total funds allocated & released**
2023-24	2,05,136
2024-25	2,28,774
2025-26	2,38,384
2026-27 (upto June 2026)	50,272

Further, the details of expenditure incurred by NHAI including Bharatmala Pariyojana on all the projects in Uttar Pradesh, Bihar, Andhra Pradesh and Madhya Pradesh State during last three year including Current FY 2026-27 (upto July 2026) are as under:-

(Rs. In Crores)

FY	**Total expenditure**			
	Uttar Pradesh	Bihar	Andhra Pradesh	Madhya Pradesh
2023-24	21,610	8,757	7,399	6,031
2024-25	15,632	6,612	7,504	5,695
2025-26	18,981	7,457	7,917	7,661
2026-27 (upto june 2026)	4,597	2,635	1,769	1,938

(d) and (e): The primary reasons for delay in National Highway (NH) projects are issues / bottlenecks relating to land acquisition, delay in getting statutory clearances / permissions, utility shifting, encroachment removal, law & order, non-availability of construction material / minerals, poor performance of Contractor / Concessionaire, and Force Majeure events like Covid-19 pandemic, heavy rainfall, floods, cyclone, landslides / avalanches, etc. To expedite project execution, various initiatives have been undertaken. These include streamlining and expediting the land acquisition process through Bhoomi Rashi portal, revamping the Parivesh Portal through Ministry of Environment, Forests and Climate Change to expedite forest and environmental clearances, enabling online approval of General Arrangement Drawings (GAD) for Road over Bridges (ROBs) and Road under Bridges (RUBs) from the Railways, and conducting review meetings at various levels with all stakeholders, including State Governments. The Government is taking all necessary steps for timely completion of these projects.

STATEMENT-I

The physical and financial progress of the expressway and economic corridor projects sanctioned under the Bharatmala Pariyojana during the last three years in Uttar Pradesh, Bihar, Andhra Pradesh and Madhya Pradesh:

S.No.	State	Name of Project	Expressways/Economic Corridor	Lenth (in Km)	Sanctioned Cost (in Cr.)	Physical Progress %	Expenditure (in Cr.)	Project Status
1	Madhya Pradesh	4-lanning of Mohari to Satai Ghat section NH-934 from km. 50+300 to km. 89+875 (Total length 39.575 km) (Pkg-2) in the State of Madhya Pradesh on EPC Mode.	Economic Corridor	39.575	710.92	98.5	518.83	Under Construction
2	Madhya Pradesh	Four laning of MP/UP Border to Kabrai Section of NH- 34 from km 197.000 to km 242.991 (Length = 45.991 km) (Sagar-Kabrai Package-5) Under Bharat Mala Pariyojna (EC) in the State of Uttar Pradesh on Hybrid Annuity Mode.	Economic Corridor	45.991	1632.93	60.02	529.84	Under Construction
3	Madhya Pradesh	Operation and maintenance of eight lane access-controlled expressway from Rajasthan/ MP Board Ch. 452+420 to 696+920; Design Ch. 0+000 to Ch.244+500) MP/Gujrat Border section of Delhi Vadodara Greenfield alignment (NH-148N) on EPC mode under Bharatmala Pariyojana in the state of Madhya Pradesh- (Pkg-17 to 25)	Expressway	244.5	11978.71	100%	10582.89	Operation & Maintenance
4	Madhya Pradesh	Four laning of Indore to Raghav Garh Section of NH-59 (Indore-Harda Pkg-I stretch) from MR-10 Junction on NH-3 Bypass ch. 0.250 to Raghav Garh Ch. 26.903 (Design length = 26.653 Km) under Bharatmala Pariyojana Phase-I (Economic Corridor) in the State of Madhya Pradeshthe State of Madhya Pradesh-	Economic Corridor	36.653	358.74	93.84	348.9	Under Construction
5	Madhya Pradesh	-Laning of Tejaji Nagar to Balwara Section of NH-347BG (Indore to Boregaon Pkg-II) Design Ch. 9.000 to Design Ch. 42.400 (Length 33.400 km) under Bharatmala Pariyojna Phase-I in the state of Madhya						

		Pradesh on Hybrid Annuity Mode						
6	**Uttar Pradesh**	Improvement and Rehabilitation of existing 4L Ayodhya Bypass Section from design Km. 121+ 600 to Km. 144+020 (Package-3)						
7	**Uttar Pradesh**	Strengthening and Improvement of Lucknow Ayodhya section of NH-28 (New NH-27) from Km. 68.900 to Km. 121.600 (Package-2)						
8	**Uttar Pradesh**	Strengthening Work of Ayodhya-Gorakhpur section of (Km. 142.810 to Km.252.8660) (Package-4)						
9	**Uttar Pradesh**	4/6L of Northern Ayodhya Bypass starting Km. 112.540 and ending Km. 139.928 north of existing NH-27 (part-1) and part-2 south of NH-27 from km 0.000 to km 5.000 (Package-1)	Economic Corridor	35.4	1894	33.12	170.4	TC-07.01.2028
10	**Uttar Pradesh**	4/6 lane Southern Ayodhya Bypass from Km.5.000 to Km 37.172 (Starting near Km. 112.540 and ending at Km.153.281 of NH-27) (Package-2)	Economic Corridor	32.172	2041	39.04	476.84	TC-26.09.2027
11	**Uttar Pradesh**	Varanasi-Ranchi-Kolkata Expressway	Expressway	27	1433	45.15	622.5	TC-18.05.2027
12	**Uttar Pradesh**	4-laning of Mathura-Bareilly (Badaun-Bareilly) from Km 179.500 to 218.000 Section of NH-530B (Pkg-4)	Economic Corridor	38.5	1527.4	30.06	477.818	Under Construction Stage
13	Andhra Pradesh	Four laning of Mydukur to Badvel Section of NH-67 on HAM in the State of Andhra Pradesh under Bharatmala Pariyojana	Mydukur (Kadapa) - Nellore (Inter Corridor Routes)	45.140	1063.72	91.64%	879.18	Provisional Completion Certificate issued
14	Andhra Pradesh	Six lane Access Controlled Greenfield Highway from Kodur to Vanavolu Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-1)	Bangalore - Kadapa - Vijayawada Economic Corridor	24.300	912.94	86.85%	648.91	Provisional Completion Certificate
15	Andhra Pradesh	Six lane Access Controlled Greenfield Highway from Vanavolu to Vankarakunta Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-2)		21.400	750.81	86.51%	444.34	Provisional Completion Certificate
16	Andhra Pradesh	Six lane Access Controlled Greenfield Highway from Vankarakuntato Odulapalle Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in		26.300	992.89	78.10%	605.44	Under Construction

		the State of Andhra Pradesh (Pkg-3)						
17	Andhra Pradesh	Six lane Access Controlled Greenfield Highway from Odulapalle to Nallacheruvu-palli Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-4)		24.300	1058.9	76.73%	725.54	Provisional Completion Certificate issued
18	**Andhra Pradesh**	Six lane Access Controlled Greenfield Highway from Nallacheruvu-palli to Yerragudipadu Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-5)		32.700	1253.24	65.31%	647.36	Under Construction
19	**Andhra Pradesh**	Six lane Access Controlled Greenfield Highway from Yerragudipadu to Audireddipalle Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-6)		31.000	1200.43	45.56%	446.01	Under Construction
20	**Andhra Pradesh**	Six lane Access Controlled Greenfield Highway from Audireddipalle to Mallapalle Bangalore - Kadapa - Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-7)		16.000	956.14	73.20%	730.48	Provisional Completion Certificate issued
21	**Andhra Pradesh**	Six lane Access Controlled Greenfield Highway from Mallapalle to Kavulakuntla Bangalore - Kadapa-Vijayawada Economic Corridor of NH-544G in the State of Andhra Pradesh (Pkg-8)						
22	**Andhra Pradesh**	Six lane Access Controlled Green Field Highway from Kavulakuntla to Narayanampet of NH-544G Bengaluru-Vijayawada Economic Corridor on HAM Mode in the State of Andhra Pradesh Under Bharatmala Pariyojana Phase-I (Pkg-09)		7.5	1092.18	54.56%	242.13	Under Construction
23	**Andhra Pradesh**	Six lane Access Controlled Green Field Highway from Narayanampet to chandrasekharapuram of NH-544G Bengaluru-Vijayawada Economic Corridor on HAM Mode in the State of Andhra Pradesh Under Bharatmala Pariyojana Phase-I (Pkg-10)		24.5	813.66	67.80%	223.14	Under Construction
24	**Andhra Pradesh**	Six lane Access Controlled Green Field Highay from chandrasekharapuram to Polavaram		32	1292.65	64.20%	337.53	Under Construction

		of NH-544G Bengaluru-Vijayawada Economic Corridor on HAM Mode in the State of Andhra Pradesh Under Bharatmala Pariyojana Phase-I (Pkg-11)							
25	**Andhra Pradesh**	Six lane Access Controlled Green Field Highay from Polavaram to Marripudi of NH-544G Bengaluru-Vijayawada Economic Corridor on HAM Mode in the State of Andhra Pradesh Under Bharatmala Pariyojana Phase-I (Pkg-12)		25.5	747.29	73.20%	242.41	Under Construction	
26	**Andhra Pradesh**	Six lane Access Controlled Green Field Highay from Marripudi to somavaappadu of NH-544G Bengaluru-Vijayawada Economic Corridor on HAM Mode in the State of Andhra Pradesh Under Bharatmala Pariyojana Phase-I (Pkg-13)		29.1	976.4	93.02%	370.66	Under Construction	
27	**Andhra Pradesh**	Six lane Access Controlled Green Field Highay from Somavarappadu to Muppavaram of NH-544G Bengaluru-Vijayawada Economic Corridor on HAM Mode in the State of Andhra Pradesh Under Bharatmala Pariyojana Phase-I (Pkg-14)		28.64	1103.89	48.20%	267.38	Under Construction	
28	**Andhra Pradesh**	Four laning of NH 544D from existing km 346.300 of NH 44 (Design Chainage km 0.000) to km 39.380 (Design Chainage km 37.000) of Anantapur-Muchukota section on Hybrid Annuity Mode under NH (O) in the state of Andhra Pradesh	Guntur-Tokapalle-Nandiyal-Ananthpur (Other Economic Corridor)	37	907.76	92.34%	624.55	PCC issued w.e.f 21.08.2025 for a length of 34.835	
29	**Andhra Pradesh**	Four laning from existing Km 39.380 (Design Ch. 37.000) to Km 74.450 (Design Ch. 69.000) of Muchukota – Bugga section of NH 544D on Hybrid Annuity Mode under NH(O) in the state of Andhra Pradesh	Guntur-Tokapalle-Nandiyal-Ananthpur (Other Economic Corridor)	32	1055.23	84.92%	622.76	Under Construction	

STATEMENT-II

the total length of national highways successfully constructed, four-laned and opened for commercial traffic across the said States during the last one year:

S. No.	State	Name of work	Length (in Km)	Santioned Cost	Physical Progress%	Expenditure allocated (in Cr.)	Project Status
1	**Madhya Pradesh**	Balance 11.96 Km. stretch between Km 66+000 to Km 77+960 (New NH-45) in Nauradehi Wildlife Sanctuary area, Hiran River to Sindooer River section, in the state of Madhya Pradesh, on EPC mode	11.96	161.97	100%	122.25	Completed
2	**Madhya Pradesh**	4-laning of Sagar-Mohari section of NH-934 from Design Chainage km 8.000 to 50.300 (Length 42.300 km) under Bharatmala Pariyojana Phase-I (Economic Corridor category) in the state of Madhya Pradesh on EPC mode	42.3	790.78	100%	555.31	Completed
3	**Madhya Pradesh**	Indore - Harda (Pkg-III) [Nanasa to Pidgaon Section from km 95.000 to km	47.445	1146.22	100%	758.23	Completed

		142.445]					
4	**Madhya Pradesh**	Balance work for 4 laning of Itarsi to Betul section of NH-46 old NH-69 from 63.000 to Km 137.000(design length 73.955 Km / Revised length 53.045 Km) in the state of Madhya Pradesh on EPC mode	53.045	511.46	100%	663.67	Completed
5	**Madhya Pradesh**	Four Lanning of Ratapani Stretch from Km. 8.300 to Km. 20.740 (length 12.44 Km.) of Obedullaganj–Budni section of NH-46 (Old NH-69) in the state of Madhya Pradesh.	12.44	417.51	100%	345.58	Completed
6	**Madhya Pradesh**	Construction of 4 Lane divided carriageway with paved shoulder from Km 0+000 to Km 41+210 (Balaghat–Gondia section) of NH 543 under Bharatmala Pariyojana in the State of Madhya Pradesh and Maharashtra	41.21	547.48	100%	547.48	Completed

7	**Madhya Pradesh**	Four laning of Katni Bypass Section of National Highway -30 (Old NH-7) from km 359+375 to km 378+555 having a length of 19.230 Km in the state of Madhya Pradesh on Engineering, Procurement & Construction (EPC) Mode	19.23	252.76	100%	239.09	Completed	
8	**Uttar Pradesh**	Improvement & Up-Gradation of Existing Road to 4L-PS from Km. 229+070 to 260+800, end of Hardoi district to Lucknow Outer Ring Road of NH 731 on EPC in the state of UP (Pkg-4)	31.73	1138.81	100%	541	completed	
9	**Uttar Pradesh**	Agra Bypass (Northern)	12.67	305	100%	305	Completed	
10	**Uttar Pradesh**	NH-530B : Package-I (B)	32.982	885	100%	885	Completed	
11	**Uttar Pradesh**	NH-530B : Package-I (C)	33.018	738	100%	738	Completed	
12	**Uttar Pradesh**	2-Lane Existing Rampur Bypass of Rampur to be developed to 4-Lane in the State of Uttar Pradesh	10.19	346.47 Cr.	100%	21.37	Completed	

		(Km 0+000 to Km 10+190) (Length= 10.19 km) on EPC Mode					
13	**Bihar**	Bakhtiyarpur (Km 153.300) to Mokama (Km 197.900)	44.6	1898.84	99.95	1799.22	Provisional completion certificate issued
14	**Bihar**	Four/Six Laning of Aunta - Simaria (Ganga Bridge with approach roads) section of NH-31 from Km 197.900 to Km 206.050 (Design Chainage) (Existing Chainage Km 204.741 to Km 209.945) [Total Design Length 8.15 Km] in State of Bihar Hybrid Annuity Mode	8.15	2107.68	100	1209.27	Completed
15	**Bihar**	4-laning of Balance works of Patna - Gaya - Dobhi section (Pkg-I) from km 0.000 to km 39.000 of NH-22 (old NH-83)	39	5519.90 (as per SFC)	1	4680.91 Cr.	Completed
16	**Bihar**	4 laning of Balance works of Patna - Gaya - Dobhi section (Pkg-II) from km 39.00 to km. 83.00 of NH-22 (old NH-83)	44		0.999		Completed

17	**Bihar**	4 laning of Balance works of Patna - Gaya - Dobhi section (Pkg-III) from km 83.00 to km. 127.217 of NH-22 (old NH-83)	44.217		0.999		Completed	
18	**Bihar**	4-laning of Pararia-Mohania Section of NH-319 (old NH-30) from Km 54+530 to Km 115+330 (Pkg-II)	60.8	870.06	1	798.25	Completed	
19	**Andhra Pradesh**	Four laning of Bangalore – Chennai Expressway (Bethamangala to Byreddypalli (phase-II) section of NE-7 in the State of Andhra Pradesh (Pkg -1)	25	1410.01	99.20%	744.42	Provisional Completion Certificate issued	
20	**Andhra Pradesh**	Four laning of Mydukur to Badvel Section of NH-67 on HAM in the State of Andhra Pradesh under Bharatmala Pariyojana	45.14	1063.72	92%	0.00	Provisional Completion Certificate issued	
21	**Andhra Pradesh**	Four lane Access Controlled New Greenfield Highway Section of NH-365BG (Khammam-Devarapalle) from Recherla village to Guravaygudem village under Inter	27.428	752.02	100%	499.5	Completed.	

		Corrider Route on HAM in the State of Andhra Pradesh under Bharatmala Pariyojana, Phase-I (Pkg-IV)						
22	**Andhra Pradesh**	Four lane Access Controlled New Greenfield Highway Section of NH-365BG (Khammam-Devarapalle) from Guravaygudem village to Devarapalli village (under Inter Corrider Route on HAM in the State of Andhra Pradesh under Bharatmala Pariyojana, Phase-I (Pkg-V)	29.462	926.48	100%	566.19	Completed.	
23	**Andhra Pradesh**	Four lane PS from Kurnool to Mandlem section of NH-340C in the State of Andhra Pradesh (Pkg-1)	30.6	882.45	100%	415.78	Completed.	
24	**Andhra Pradesh**	Four lane PS from Mandlem to Atmakur section of NH-340C in the State of Andhra Pradesh (Pkg-2)	35.515	936.67	99.94	430.36	Completed. .	

25	**Andhra Pradesh**	Four laning of Madanapalli to Pileru on HAM in the State of Andhra Pradesh under Bharatmala Pariyojana	55.9	1965.94	99.67%	1182.65	Provisional Completion Certificate issued
26	**Andhra Pradesh**	Four laning from Pileru to Kalur section of NH-71 on HAM in the State of Andhra Pradesh under Bharatmala Pariyojana	18.1	588.85	99.41%	246.41	Provisional Completion Certificate issued
27	**Andhra Pradesh**	Four laning of NH 544D from existing km 346.300 of NH 44 (Design Chainage km 0.000) to km 39.380 (Design Chainage km 37.000) of Anantapur-Muchukota section on Hybrid Annuity Mode under NH (O) in the state of Andhra Pradesh	37	907.76	92.34%	468.12	Provisional Completion Certificate issued

RECTIFICATION OF BLACK SPOTS ON NHs IN ANDHRA PRADESH

3115. SHRI PRABHAKAR REDDY VEMIREDDY:

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

(a) the status of short-term and long-term rectification of identified black spots on National Highways in Andhra Pradesh, district-wise; and

(b) the steps taken to conduct periodic road safety audits and identify new accident-prone locations on National Highways in Andhra Pradesh?

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

(a) and (b): Certain continuous stretches on National Highways (NHs) have been identified qualifying the criteria of black spots i.e. locations with occurrence of certain number of accidents involving fatalities and grievous injuries. These stretches have been identified on real-time basis through AI based tools developed by Indian Institute of Technology (IIT), Kanpur. Based on the available accident data from Electronic Detailed Accident Report (e-DAR) for the period 2023–2025, 6,358 Black spot corridors have been identified. The district-wise list of the black corridors in the State of Andhra Pradesh is given in the enclosed **Statement**.

Rectification of black spots is a continuous process. Short-term measures for immediate rectification of black corridors include road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, highway lighting etc. Long-term measures for rectification of black corridors like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures as per site requirement. Long term rectification works involve pre-

construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

Road Safety Audit is carried out for the independent assessment of newly constructed National Highways before opening them to public. All identified road safety issues, including those related to road signage and markings, are addressed before the road is opened to the public. Subsequently, during the operation of the project highway, assessment is carried out at regular intervals to identify safety issues that may have emerged during operation stage and any necessary remedial measures are taken in a time-bound manner. Besides this, accident data on all existing and new National Highways is monitored on a pan-India basis through the eDAR portal (electronic Detailed Accident Report), and accident spots are identified. Further, all field officers have been delegated powers to take advance remedial action on these identified accident spots, preventing them from converting to blackspots.

STATEMENT

The district-wise list of the black corridors in the State of Andhra Pradesh

DISTRICT	NO. OF BLACK CORRIDORS
ANAKAPALLI	33
ANAKAPALLI, KAKINADA	1
ANANTAPUR	2
ANNAMAYYA	9
BAPATLA	3
CHITTOOR	11
EAST GODAVARI	46

EAST GODAVARI, KONASEEMA	1
ELURU	19
GUNTUR	17
KAKINADA	28
KONASEEMA	6
KRISHNA	25
KRISHNA, ELURU	1
KURNOOL	8
NANDAMURI TARAKA RAMARAO	24
NANDAMURI TARAKA RAMARAO, KRISHNA	1
NANDYAL	4
PALNADU	7
PRAKASHAM	12
SPSR NELLORE	31
SRI SATYA SAI	6
SRIKAKULAM	30
TIRUPATHI	12
VISHAKHAPATNAM	23
VISHAKHAPATNAM, VIZIANAGARAM	1
VIZIANAGARAM	13
VIZIANAGARAM, SRIKAKULAM	1
WEST GODAVARI	7
YSR KADAPA	2

BLACK SPOTS ON RAJGANJ-GOVINDPUR NH STRETCH IN DHANBAD

3116. SHRI DULU MAHATO:

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

(a) whether the Ministry is aware of the reported 91 deaths and 15 black spots on the Rajganj–Govindpur stretch of National Highway (NH) in Dhanbad district during the period from January to April, 2026, if so, the details thereof;

(b) the immediate engineering measures being undertaken to rectify road design deficiencies, unauthorized openings and high-risk black spots on the said National Highway (NH) stretch;

(c) the timeline fixed for repair and restoration of non-functional streetlights on the corridor to address poor visibility and fatal night-time accidents;

(d) whether safety infrastructure such as foot overbridges, zebra crossings, rumble strips and Closed-Circuit Television (CCTV) cameras are being installed for enhancement of road safety and traffic monitoring on the said stretch, if so, the details thereof; and

(e) the enforcement measures being undertaken to curb wrong-side driving, over-speeding and drunken driving for protection of pedestrians and two-wheeler riders on the said National Highway (NH) stretch?

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

(a) to (c): Total 8 numbers of black spots were identified as per the Black Spot series 2021-23 issued by the Government in Ministry of Road Transport & Highways between the stretch from Rajganj to Govindpur. Out of this, 5 black spots have already been rectified by providing underpass, foot overbridge, service road, & other safety measures during 6-lane widening of NH-19. The remaining 3 number of black spots at Chainages 407+500, 408+120, and 410+180 fall within the 6-lane Govindpur Elevated project stretch and will be rectified upon completion of the elevated corridor. The scheduled completion

date of the project is March 2028. Further, unauthorized openings are regularly being closed with the help of District Administration.

Moreover, all the streetlights along the project corridor are currently functional, and defects, if any, during the operation period are being rectified.

(d) and (e): 03 numbers of Foot Over Bridge (FOB), rumble marking and other safety measures have been provided and Closed-Circuit Television (CCTV) cameras at 2 km intervals have been installed for traffic monitoring. Further, road safety campaigns/awareness programmes are being conducted in coordination with State Government/District Administration on regular basis to curb wrong-side driving, over-speeding and drunken driving etc.

PM VISHWAKARMA SCHEME IN KARNATAKA

3117. SHRI E. TUKARAM:

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

(a) whether the Government has reviewed the implementation of the PM Vishwakarma Scheme in the State of Karnataka and if so, the details and the outcomes thereof;

(b) the details of applications received, beneficiaries approved, skill training completed, toolkit incentives released and loans sanctioned and disbursed under the scheme in Karnataka since its launch, including the district falling under the Ballari Lok Sabha Constituency, district-wise;

(c) whether any delays have been reported in the processing of applications, completion of skill training, release of toolkit incentives or sanction and disbursement of loans under the scheme in Karnataka, particularly in the Ballari Lok Sabha Constituency and if so, the details thereof and the reasons therefor; and

(d) the measures taken by the Government to ensure timely coverage of all eligible traditional artisans under the scheme in Karnataka, particularly in Ballari Lok Sabha Constituency and the timeline fixed for extending the benefits to all eligible beneficiaries?

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): PM Vishwakarma scheme is a central sector scheme to provide holistic support to traditional artisans and craftspeople engaged in 18 trades. The Scheme is reviewed, including for Karnataka, at various levels at the Central and State level by committees constituted as per scheme guidelines. The details of applications received, beneficiaries registered, skill training completed, toolkit delivered, loans sanctioned and disbursed under the PM Vishwakarma scheme in Karnataka since its launch, including the districts falling under the Ballari Lok Sabha Constituency is given in the enclosed **Statement.**

(c) and (d): PM Vishwakarma was launched on 17.09.2023 with aim to cover 30 lakh beneficiaries in five years. Already 30 lakh artisans and craftspeople

across India, including Karnataka, have been successfully registered under PMV. It is a demand driven scheme and benefits are provided to eligible artisans and craftspeople as per scheme guidelines.

STATEMENT -I

District-wise, details of applications received, beneficiaries registered, skill training completed, toolkit delivered, loans sanctioned and disbursed under the scheme in Karnataka (17.09.2023 to 03.08.2026) :

District	No. of Applications received	No. of Successful Registration	Basic Training Imparted	No. of Loans Sanction	No. of Loans Disbursed	No. of Toolkits Delivered
Bagalkote	95,732	3,877	3,053	1,047	908	2,124
Ballari	1,16,337	23,817	20,838	5,127	4,241	18,560
Belagavi	2,73,502	25,503	20,741	5,094	4,484	16,790
Bengaluru Rural	41,748	7,801	6,053	1,796	1,384	4,160
Bengaluru Urban	1,81,142	15,026	10,555	3,648	2,859	5,362
Bidar	1,61,054	32,975	27,818	5,794	5,030	25,974
Chamarajanagar	1,15,154	30,016	27,066	5,878	4,634	19,513
Chikkaballapura	1,05,135	21,890	18,674	3,503	2,543	16,628
Chikkamagaluru	51,369	7,131	6,054	2,568	2,317	4,070
Chitradurga	1,50,280	39,933	35,081	7,954	6,435	33,097
Dakshina Kannada	25,799	7,254	5,841	3,696	3,514	4,854
Davanagere	1,22,505	21,998	19,810	6,241	5,432	16,475
Dharwad	1,31,020	13,301	11,688	3,271	2,694	7,849
Gadag	64,610	6,451	5,457	1,783	1,563	4,134
Hassan	78,717	11,213	9,689	3,250	2,912	7,301
Haveri	91,933	6,930	5,726	1,702	1,503	4,059
Kalaburagi	1,10,502	12,334	10,883	1,953	1,620	7,655
Kodagu	11,005	2,623	2,096	1,171	1,101	869
Kolar	1,05,226	38,204	31,973	8,059	6,315	28,397
Koppal	1,17,151	17,423	14,837	3,532	2,690	13,753

Mandya	1,15,580	22,410	19,263	4,811	4,070	12,681
Mysuru	1,96,602	34,868	30,584	6,450	4,816	22,790
Raichur	1,43,920	25,371	22,504	6,157	5,241	20,551
Ramanagara	46,398	9,377	8,552	2,745	2,262	5,955
Shivamogga	95,341	16,158	14,248	5,321	4,627	10,430
Tumakuru	2,10,187	65,284	58,200	14,229	10,993	40,514
Udupi	20,492	7,912	6,774	4,166	3,885	5,957
Uttara Kannada	55,584	13,186	9,827	4,409	4,191	6,104
Vijayanagara	80,936	15,591	12,579	3,517	2,703	11,647
Vijayapura	57,048	1,674	1,018	239	219	449
Yadgir	63,303	14,577	12,189	2,483	2,018	9,479
Overall Karnataka	**32,35,312**	**5,72,108**	**4,89,671**	**1,31,594**	**1,09,204**	**3,88,181**

BHARATMALA PARIYOJANA PHASE-II

3118. DR. PRADEEP KUMAR PANIGRAHY:

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

(a) the total length of national highway corridors successfully constructed and opened to traffic under the Bharatmala Pariyojana across the country during the last fiscal year;

(b) the status of Phase-II project approvals, particularly concerning the expansion of dedicated multi-lane economic corridors connecting mineral-rich eastern zones to western manufacturing ports; and

(c) the share of capital successfully raised through innovative alternative financing routes, such as Infrastructure Investment Trusts (InvITs) and Asset Monetization models, during the same period?

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

(a): Bharatmala Pariyojana Phase-I was approved in 2017 covering a length of 34,800 km across the country at an estimated outlay of Rs.5,35,000 Crore. Under the program, National Highway (NH) projects covering a total length of 26,425 km had been awarded. Out of this, 22755 km has already been constructed upto June, 2026. In the last financial year 2025-26, about 2212 km of NH has been constructed under Bharatmala Pariyojana.

(b): There is no approved scheme by the name of Bharatmala Phase II. New sanctions of projects under Phase-I of Bharatmala Pariyojana have been discontinued and new projects are sanctioned under National Highways (Original) on standalone basis with the approval of Competent Authority considering requirement of connectivity, traffic density and synergy with the PM Gati Shakti National Master Plan.

(c): A total of Rs.1,45,559 crores has been mobilized from monetization of NH assets by National Highways Authority of India (NHAI) during last 5 financial years, as per the details below :-

Financial Year	TOT (Toll-Operate-Transfer)	Private Infrastructure Investment Trust (InvIT)	Public InvIT	Securitization
2021-22	1,011.00	7,350.40	-	13,901.00
2022-23	10,662.10	2,849.67	-	11,600.00
2023-24	15,968.10	15,699.88	-	9,486.00

2024-25	6,661.00	17,737.94	-	4,325.00
2025-26	12,357.00	6,366.93	9,583.07	-
Total	46,659.20	50,004.82	9,583.07	39,312.00

ROAD SAFETY AUDIT OF NHs IN KERALA

3119. SHRI RAJMOHAN UNNITHAN:

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

(a) whether comprehensive Road Safety Audits have been conducted on accident-prone stretches of National Highways (NHs) in Kerala, if so, the details thereof;

(b) the details of black spots identified on National Highways (NHs) in Kasaragod district of Kerala;

(c) the corrective measures approved for rectification of such black spots and other road safety concerns along with the present status thereof; and

(d) the expected timeline for implementation of the approved corrective actions?

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

(a) to (d): Road Safety Audits are conducted on National Highway (NH) projects by engaging dedicated Road Safety Consultants.

In Kasaragod district of Kerala, 11 accident-prone black spots have been identified on NH-66 under the ongoing widening projects. Short-term rectification measures have been completed at all the identified black spots.

Long-term rectification measures have been completed at 9 black spots, while rectification works at the remaining 2 black spots are targeted to be completed by 31.03.2027.

FLOODING IN PUNJAB

3120. SHRIMATI HARSIMRAT KAUR BADAL:

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

(a) whether the Government is aware that half of Punjab faces floods and thousands of villages are submerged causing loss of human lives, cattle and crops every year and if so, the details thereof;

(b) whether the Government is aware that at the time of scarcity, water from Punjab is diverted to other States and during the monsoon season, excess water is released into Punjab causing unprecedented floods and if so, the details thereof;

(c) whether the Government acknowledges that the absence of adequate representation of Punjab officers and reduced decision-making powers have contributed to recurring water flooding situations in the State during the last few years and if so, the details thereof; and

(d) whether the Government has taken note that Punjab itself suffers record inundation because there is no responsible authority from Punjab in Bhakra Beas Management Board (BBMB) to regulate, anticipate or control such situations, if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a): The country including Punjab experiences floods of varying degree in different years. As per the report of the Central Water Commission "**Assessment of Area Affected Due to Floods in India**", based on satellite imagery data for the period from 1986 to 2022, the total flood-affected area in Punjab has been assessed as 0.121 million hectares (Mha) and the area protected through various steps taken towards flood management by the Central/State Government has been assessed as 3.19 Mha. The data regarding loss of human lives, cattle, and crops due to floods are not maintained centrally.

(b) to (d): As informed by the Bhakra Beas Management Board (BBMB), the release of water throughout the year is regulated by an Inter-State Technical Committee comprising stakeholders, in accordance with the water requirements, after obtaining consensus among the partner states. While determining reservoir releases, BBMB takes into consideration several key factors, including reservoir storage availability, the States' allocated shares/quotas, prevailing and forecast catchment conditions, reservoir rule curves, dam safety considerations, and any specific operational issues raised by the partner States.

BBMB regulates the distribution of waters of the Ravi, Beas and Sutlej rivers among partner States in accordance with the applicable inter-State

agreements of 1959 on construction of Bhakra Nangal Project between Punjab & Rajasthan and of 1981 between the States of Punjab, Haryana & Rajasthan. As per the Punjab Reorganization Act, 1966, the BBMB consists of:

i. a whole-time Chairman and two whole-time members to be appointed by the Central Government;
ii. a representative each of Governments of the States of Punjab, Haryana, Rajasthan & Himachal Pradesh,
iii. two representatives of Central Government.

As per past precedence, one Whole Time Member, namely Member (Power) in BBMB, is appointed from the State of Punjab. Further, the State of Punjab has been represented by the Principal Secretary, Water Resources Department, Government of Punjab in the Board.

Accordingly, adequate representation of the State of Punjab exists in both the decision-making process of the Board and the Technical Committee responsible for regulating reservoir operations and water releases from the dam.

The partner States project their irrigation and domestic water requirements during the monthly meetings of the Technical Committee of the BBMB. Based on the decisions taken in these meetings, BBMB regulates water releases from the reservoirs. The Technical Committee comprises Chief Engineers of the partner States (Punjab, Haryana and Rajasthan), representatives of the Central Water Commission, and Special Invitees from

the Indian Meteorological Department, Agriculture Department and senior officers from BBMB, among others.

TRIBAL LAND RIGHTS AND CONSENT IN PROJECTS

3121. SHRI VIJAY KUMAR HANSDAK:

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

(a) the details of tribal land diversion proposals approved since 2019 under the Forest Rights Act, 2006 and the Panchayats (Extension to Scheduled Areas) Act, 1996 indicating area diverted and the number of affected tribal households, State-wise;

(b) whether compliance with Gram Sabha consent and recognition of Forest Rights prior to diversion of tribal land has been assessed since 2019 and if so, the year-wise details of assessments conducted, cases of non compliance identified and action taken thereon;

(c) the details of disputes relating to land acquisition, rehabilitation and implementation of Gram Sabha consent provisions in mining and other diversion projects in Scheduled Areas since 2019 including number of cases and stage of resolution, State-wise and year-wise; and

(d) the status since 2021 of rehabilitation measures and pending legal or administrative disputes in projects involving diversion of tribal land in Scheduled Areas, project-wise?

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

(a): Department of Land Resources (DoLR), Ministry of Rural Development is Nodal Ministry at the Centre for land related matters and has informed that 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). Further, land acquisition and associated rehabilitation is undertaken by the Central and State Governments under various Central and State Acts.

Ministry of Environment, Forest & Climate Change (MoEF&CC) has informed that proposals for use of forest land for non-forestry purposes are processed online through PARIVESH portal (https://parivesh.nic.in). Information relating to forest land proposed for diversion, category of proposal, details of the User Agency, current status of proposals, project affected trees, etc. is available on the PARIVESH Portal.

Section 3(2) of the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 provides for minimal diversion of forest land for specific development facilities managed by the Government, subject to the condition that the extent of such diversion shall not exceed one hectare in each case and shall require the recommendation of the concerned Gram Sabha. The details to diversion of tribal land are not centrally maintained by Ministry of Tribal Affairs (MoTA).

Further, Ministry of Panchayati Raj (MoPR), being administrative Ministry of implementation of Panchayats (Extension to Scheduled Areas) Act, 1996 has informed that all matters relating to Panchayats, including land related

matters of rural areas, fall within the purview of concerned State Governments and neither the State Governments have furnished details of such cases to MoPR nor does the MoPR maintain such details.

(b): As informed by MoEF&CC, provisions of Rule No. 11 (7) of the Van (Sanrakshan evam Samvardhan) Rules, 2023 provides that the State Government or Union territory Administration can issue order for diversion, assignment of lease or de-reservation, as the case may be, only after receiving the 'Final' approval of the Central Government under sub-section (1) of section 2 of the Adhiniyam, and after fulfilment and compliance of the provisions of all other Acts and rules made thereunder, as applicable including ensuring settlement of rights under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (2 of 2007). Further, MoTA has been exhorting the State Governments and UT Administrations to ensure that no rightful beneficiary is deprived of their forest rights including compliance of Section 4 (5) of FRA which stipulates that the claimants cannot be evicted or removed from forest land under his occupation till the recognition and verification procedure is complete.

(c) and (d): Land Acquisition, Rehabilitation and Resettlement (R&R) of Project Affected Families, including its implementation and disbursement of compensation, is being dealt with by the respective State Government/Project Authority. Therefore, details of disputes relating to land acquisition, rehabilitation and implementation of Gram Sabha consent provisions in mining and other diversion projects is not centrally maintained by MoTA.

MoEF&CC has informed that the proposals for diversion of forest land received from the States/UTs are examined in accordance with the provisions of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980, and the Rules and Guidelines made thereunder.

Grievances/ representations when received in the Ministry regarding violation of provisions of FRA are forwarded to the States/UTs concerned, for redressal of grievances, as implementation of the Act lies with the State/UTs. Further, State Governments have been advised to ensure that the interests of the Scheduled Tribes are properly safeguarded in accordance with constitutional provisions and various laws designed to provide safeguards to the STs.

Further, there are six pending legal matters related to diversion of tribal land in Scheduled Areas. The details are as under:

i. Three matters pertain to mining projects in the State of Orissa and are pending before the Hon'ble High Court of Orissa by way of Writ Petitions.
ii. Two matters pertain to construction/widening of national highways through the State of Gujarat and are pending before the Hon'ble High Court of Gujarat at Ahmedabad by way of Writ Petitions.
iii. One matter pertains to hydro-electric project in Chamba Division of the State of Himachal Pradesh and is pending by way of a Civil Suit before the Court of Hon'ble Senior Civil Judge, Chamba, Himachal Pradesh.

MSME TECHNOLOGY CENTRE AND CLUSTERS IN WEST BENGAL

3122. SHRI KARTICK CHANDRA PAUL:

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

(a) the details of Micro, Small and Medium Enterprises (MSMEs) units registered and operational in Uttar Dinajpur district of West Bengal, along with the latest data available, sector-wise;

(b) whether the Government has identified Uttar Dinajpur district which produces jute, rice, sugarcane, mustard and has traditional terracotta and handicraft industries for development of an Integrated MSME Cluster or Common Facility Centre (CFC) and if so, the details thereof;

(c) the details of assistance under central schemes such as Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Fund and the Technology Upgradation Fund availed by beneficiaries in Uttar Dinajpur district during the last five years, year-wise;

(d) whether a MSME Development and Facilitation Office or MSME Technology Centre is proposed for the district, considering its potential in agro-processing and traditional crafts and if so, the details thereof; and

(e) the steps being taken to link artisans and weavers of Uttar Dinajpur with e-commerce platforms and GI-tagged product promotion schemes?

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 Udyam Registration Portal and Udyam Assist Platform, the total number of Micro, Small and Medium Enterprises units registered in Uttar Dinajpur district of West Bengal since 01.07.2020 till 31.07.2026 are 1,78,042, out of which, 19,837 MSMEs are engaged in Manufacturing, 54,090 in Service and 1,04,115 in Trading sector.

(b): The Ministry of MSME so far has supported 09 Common Facility Centre (CFC) and 09 Infrastructure Development (ID) projects in the state of West Bengal. Currently, No Project proposal for Uttar Dinajpur district under MSE-CDP has been received from the Government of West Bengal.

(c): The details of financial assistance provided under Central Schemes such as Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Fund in Uttar Dinajpur district during the last five years are as under:

Number of Micro enterprises assisted and Margin Money (MM) subsidy disbursed in Uttar Dinajpur under PMEGP		
Financial Year	**No. of Micro enterprises assisted**	**MM Subsidy disbursed (Rs. Cr)**
2021-22	64	2.06
2022-23	28	0.92
2023-24	6	0.25
2024-25	6	0.27
2025-26	6	0.50

CGS- Guarantees approved-Uttar Dinajpur		
Financial Year	**No. of Guarantees Approved**	**Amount approved (in ₹Crore)**
2021-22	448	29
2022-23	624	64
2023-24	2,065	140
2024-25	6,372	311
2025-26	4,420	384

(d): As on date, there is no proposal to establish MSME Development and Facilitation Office or MSME Technology Centre in Uttar Dinajpur district.

(e): Ministry of MSME, through the IPR component of the MSME Innovative Scheme, provides support for the protection and commercialization of Intellectual Property, including Geographical Indications (GI), under which eligible applicants are provided reimbursement of 100% of the actual cost incurred for GI registration, subject to a maximum limit of ₹2.00 lakh per registered GI. As per Ministry of Textiles, the artisans and weavers are supported through: (i) Onboarding onto the India handmade e-commerce portal; (ii) Facilitation through Weavers' Service Centres (WSCs) / Handicraft Service Centres (HSCs); (iii) Promotion of GI-tagged and ODOP product; and (iv) Capacity building and skill development programs.

POWER GENERATION AND CONSUMPTION

3123. KUMARI SUDHA R.:

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

(a) the details of power generated and consumed by each State since 2014, State-wise;

(b) the details of the percentage of power generated by the private sector including break-up of wind and solar power;

(c) whether the Government has any wave energy project, if so, the details thereof; and

(d) whether India is exporting power to any other country, if so, the details thereof since 2014, country-wise?

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

(a): The state-wise details of Power Generation and Power Supply Position since 2014-15 to 2026-27 (till June, 2026) are given in the enclosed **Statement-I** and **Statement-II** respectively**.**

(b): The details of wind and solar power generated in the country including private sector for the last financial year (2025-26) and current financial year (2026-27, upto June 2026) and sector-wise power generation from conventional sources in terms of percentage for the last financial year (2025-26) and current financial year (2026-27, upto June 2026) are given in the enclosed **Statement-III**.

(c): No wave energy project has been installed in the country.

(d): India is Exporting power to Nepal, Bhutan, Bangladesh and Myanmar through Power Exchange(s) and bilateral mode. The details of power exported

by India to neighbouring countries in terms of energy through entities connected to India Grid, are given in the enclosed **Statement-IV.**

Further Adani Power Jharkhand Limited (APJL) is supplying power exclusively to Bangladesh from F.Y.2022-23. Details are given in the enclosed **Statement-V.**

STATEMENT-I

State-wise Power Generation from All Sources for the Financial Years (FY) 2014-15 to 2019-20:

(All Generation figures are in Million Units (MUs))

State	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Andaman & Nicobar Islands	161.26	208.01	241.87	284.72	151.16	113.49
Andhra Pradesh	49,243.60	62,570.34	71,065.90	72,860.35	77,694.33	76,936.32
Arunachal Pradesh	1,161.42	1,298.69	1,276.44	1,417.44	1,400.77	1,788.70
Assam	4,452.22	4,788.11	5,995.53	5,996.61	7,245.71	8,089.14
Bhutan	5,007.74	5,244.21	5,617.34	4,778.33	4,406.62	5,794.48
Bihar	18,481.40	20,992.12	24,807.38	28,749.09	32,658.66	35,719.44
Chandigarh	2.23	3.40	13.16	7.87	13.51	13.33
Chhattisgarh	80,776.86	90,715.72	1,07,132.40	1,11,110.25	1,16,659.43	1,19,336.93
Dadra and Nagar Haveli	0.03	0.50	1.31	5.24	5.76	6.19
Daman & Diu	0.15	4.25	14.43	18.53	18.94	21.83
Delhi	8,839.47	6,335.08	6,397.99	7,289.80	7,423.68	6,438.78
Goa	12.61	0.00	0.00	0.00	0.00	0.82
Gujarat	1,12,760.82	1,12,988.51	1,09,319.38	1,08,379.85	1,10,557.53	1,24,666.25
Haryana	29,224.22	23,597.14	19,346.85	27,173.52	26,097.79	18,050.51
Himachal Pradesh	35,258.62	40,508.35	28,869.56	30,315.70	29,219.43	43,002.12

Jammu & Kashmir	14,687.20	15,313.52	15,703.82	15,261.93	16,853.78	18,537.25
Jharkhand	23,237.38	26,406.44	26,144.67	27,767.93	27,104.71	26,247.21
Karnataka	59,858.20	57,614.28	53,352.35	58,132.72	71,414.50	70,777.33
Kerala	8,663.81	7,272.12	4,693.33	6,022.35	8,095.41	6,270.82
Ladakh	111.05	127.42	0.00	0.00	0.00	270.28
Lakshadweep	46.09	1.02	1.59	1.58	1.11	0.66
Madhya Pradesh	76,312.80	98,386.20	1,03,983.81	1,18,046.52	1,29,934.92	1,29,397.90
Maharashtra	1,17,983.27	1,28,379.53	1,29,384.41	1,36,345.55	1,51,998.66	1,45,404.00
Manipur	372.44	536.64	741.08	837.89	604.49	370.79
Meghalaya	842.22	926.90	975.80	1,471.59	980.04	1,081.02
Mizoram	34.86	27.62	49.62	133.04	208.52	227.02
Nagaland	249.29	251.87	351.67	365.39	318.93	256.72
Orissa	51,674.02	57,668.71	56,362.39	47,044.57	47,477.80	49,037.17
Puducherry	102.14	227.59	247.18	227.62	232.46	259.93
Punjab	24,465.58	25,136.89	39,211.68	42,166.57	42,121.91	28,747.68
Rajasthan	59,909.41	60,640.95	59,916.19	61,671.37	68,841.66	70,291.34
Sikkim	3,366.17	3,593.85	4,366.18	8,918.53	9,050.18	11,087.98
Tamil Nadu	83,320.82	85,738.30	99,735.54	98,566.18	1,00,677.00	1,03,261.91
Telangana	40,433.34	36,678.98	45,407.23	54,561.89	57,009.02	58,649.05
Tripura	3,854.79	5,133.90	5,927.25	6,050.44	6,712.93	6,121.04
Uttar Pradesh	1,14,994.74	1,14,566.67	1,23,819.86	1,33,192.26	1,28,467.21	1,29,323.42
Uttarakhand	12,103.59	13,469.34	15,249.73	16,791.10	16,100.33	17,735.27
West Bengal	68,386.44	66,249.96	75,964.24	76,181.42	78,336.89	75,786.81
All India Total	**11,10,392.27**	**11,73,603.13**	**12,41,689.15**	**13,08,145.74**	**13,76,095.79**	**13,89,120.93**

State-wise Power Generation from All Sources for the Financial Year (FY) 2020-21 to 2026-27 (till June, 2026):

(All Generation figures are in Million Units (MUs))

State	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27 (till June, 2026)
Andaman & Nicobar Islands	157.99	152.01	252.45	375.29	413.18	399.68	111.26
Andhra Pradesh	66,882.90	74,197.52	81,701.42	90,081.32	92,072.29	98,620.86	28,666.73
Arunachal Pradesh	3,453.44	4,163.41	4,845.79	4,280.73	4,207.04	4,857.16	2,471.40
Assam	6,020.52	8,398.89	9,153.69	9,429.34	9,708.30	9,049.89	2,334.35
Bhutan	8,765.50	7,493.20	6,742.40	4,716.10	5,484.18	7,831.24	1,238.34
Bihar	34,092.75	44,180.23	55,489.06	58,703.88	61,202.85	59,778.49	16,646.19
Chandigarh	10.16	-	12.61	11.70	8.79	7.94	2.70
Chhattisgarh	1,36,667.58	1,43,213.21	1,44,839.62	1,65,187.83	1,70,076.73	1,72,067.20	43,729.21
Dadra and Nagar Haveli	11.96	-	30.62	28.86	28.63	32.82	8.22
Daman & Diu	40.04	-					
Delhi	5,730.71	5,407.30	4,314.50	4,483.95	4,626.96	3,585.45	1,325.28
Goa	1.46	16.82	19.96	67.95	65.24	65.24	14.68
Gujarat	1,21,859.71	87,886.78	95,017.30	1,35,398.90	1,57,731.34	1,46,466.52	54,623.18
Haryana	15,657.13	24,103.15	33,559.00	29,848.93	32,681.55	28,032.91	8,504.93
Himachal Pradesh	39,633.77	38,503.40	41,579.81	38,952.37	42,534.43	45,722.90	10,631.63
Jammu & Kashmir	17,441.97	17,489.83	17,170.62	16,282.93	15,595.82	16,076.92	5,812.82
Jharkhand	27,469.53	28,915.39	30,800.35	35,984.77	39,105.22	40,782.19	11,848.55
Karnataka	67,392.84	80,568.05	85,189.36	91,468.95	1,00,182.18	1,07,884.05	30,486.67
Kerala	7,829.75	10,932.06	9,935.38	7,359.96	9,458.66	12,788.75	2,603.61
Ladakh	376.21	405.98	402.78	388.48	413.06	465.24	107.98
Lakshadweep	0.45	0.30	15.12	64.88	67.03	66.47	18.65
Madhya Pradesh	1,38,084.97	1,43,037.90	1,52,020.26	1,64,779.83	1,66,290.81	1,62,192.22	42,260.98
Maharashtra	1,31,805.01	1,53,065.31	1,58,993.39	1,69,037.91	1,70,242.07	1,72,616.73	49,071.17
Manipur	629.33	462.20	486.77	307.14	715.05	584.61	90.69
Meghalaya	1,208.78	886.50	1,052.41	875.13	1,022.23	1,039.12	281.04
Mizoram	192.37	165.53	266.40	217.74	317.79	318.80	37.57
Nagaland	273.63	164.02	289.32	246.61	313.64	326.23	41.71

Orissa	62,944.21	66,473.02	71,529.15	73,443.73	76,221.89	78,241.07	19,781.88
Puducherry	238.54	263.37	245.31	236.34	217.19	196.90	35.71
Punjab	25,606.29	31,127.70	40,075.39	41,261.67	40,848.23	39,557.58	10,334.87
Rajasthan	70,607.33	83,997.41	1,05,963.47	1,16,845.30	1,30,771.79	1,37,540.66	41,837.54
Sikkim	10,935.46	11,506.25	11,709.14	8,622.20	2,025.02	2,614.53	754.01
Tamil Nadu	91,736.53	1,06,081.37	1,16,688.02	1,23,311.63	1,30,124.92	1,32,210.74	38,258.96
Telangana	55,339.51	64,522.58	64,178.16	65,666.12	69,881.68	73,319.98	19,481.55
Tripura	7,058.83	6,339.87	7,086.06	6,360.32	5,105.62	5,049.24	1,070.24
Uttar Pradesh	1,32,668.65	1,43,159.29	1,63,447.06	1,65,051.58	1,75,196.84	1,77,225.06	50,641.98
Uttarakhand	15,551.31	16,216.77	16,368.16	15,459.95	16,955.30	17,944.00	3,495.02
West Bengal	77,478.05	88,251.70	92,995.30	94,250.84	97,784.38	92,382.04	24,396.16
All India Total	13,81,855.15	14,91,859.37	16,24,465.61	17,39,091.19	18,29,697.94	18,47,941.44	5,23,057.47

STATEMENT-II

Power Supply Position in terms of energy 2014-15 and 2015-16

	Energy				**Energy**			
State /	**April, 2014 - March, 2015**				**April, 2015 - March, 2016**			
System /	**Requirement**	**Availability**	**Energy not Supplied**		**Requirement**	**Availability**	**Energy not Supplied**	
Region	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
Chandigarh	1,616	1,616	0	0	1,607	1,607	0	0
Delhi	29,231	29,106	125	0.4	29,626	29,583	43	0.1
Haryana	46,615	46,432	183	0.4	47,506	47,437	69	0.1
Himachal Pradesh	8,807	8,728	79	0.9	8,821	8,758	63	0.7
Jammu & Kashmir	16,214	13,119	3,095	19.1	16,572	14,037	2,535	15.3
Punjab	48,629	48,144	485	1.0	49,687	49,675	12	0.0
Rajasthan	65,717	65,310	407	0.6	67,417	67,205	212	0.3
Uttar Pradesh	1,03,179	87,062	16,117	15.6	1,06,351	93,033	13,318	12.5
Uttarakhand	12,445	12,072	373	3.0	12,889	12,675	214	1.7
Northern Region	3,32,453	3,11,589	20,864	6.3	3,40,476	3,24,009	16,467	4.8
Chhattisgarh	21,499	21,230	269	1.3	25,649	25,309	340	1.3
Gujarat	96,235	96,211	24	0.0	1,03,544	1,03,540	4	0.0
Madhya Pradesh	53,374	53,082	292	0.5	62,374	62,374	0	0.0
Maharashtra	1,34,897	1,33,078	1,819	1.3	1,41,817	1,41,361	456	0.3
Daman & Diu	2,086	2,086	0	0.0	2,337	2,337	0	0.0
Dadar Nagar Haveli	5,307	5,304	3	0.1	5,925	5,925	0	0.0

Goa	3,969	3,932	37	0.9	5,120	5,119	1	0.0
Western Region	3,17,367	3,14,923	2,444	0.8	3,46,768	3,45,966	802	0.2
Andhra Pradesh	59,198	56,313	2,885	4.9	50,436	50,366	70	0.1
Telangana	43,337	40,644	2,693	6.2	50,254	49,948	306	0.6
Karnataka	62,643	59,926	2,717	4.3	64,302	60,971	3,331	5.2
Kerala	22,459	22,127	332	1.5	23,318	23,194	124	0.5
Tamil Nadu	95,758	92,750	3,008	3.1	97,276	96,586	690	0.7
Puducherry	2,402	2,376	26	1.1	2,437	2,429	8	0.3
Lakshadweep	48	48	0	0	48	48	0	0
Southern Region	2,85,797	2,74,136	11,661	4.1	2,88,025	2,83,494	4,531	1.6
Bihar	19,294	18,759	535	2.8	23,961	23,659	302	1.3
DVC	18,222	17,728	494	2.7	18,437	18,234	203	1.1
Jharkhand	7,599	7,390	209	2.8	7,735	7,561	174	2.2
Odisha	26,482	26,052	430	1.6	26,762	26,600	162	0.6
West Bengal	47,086	46,827	259	0.6	47,359	47,194	165	0.3
Sikkim	399	399	0	0.0	399	399	0	0.0
Andaman- Nicobar	240	180	60	25	240	180	60	25
Eastern Region	1,19,082	1,17,155	1,927	1.6	1,24,654	1,23,646	1,008	0.8
Arunachal Pradesh	677	610	67	9.9	626	591	35	5.6
Assam	8,527	7,926	601	7.0	8,762	8,272	490	5.6
Manipur	705	678	27	3.8	840	810	30	3.6
Meghalaya	1,930	1,634	296	15.3	1,833	1,725	108	5.9
Mizoram	455	425	30	6.6	471	455	16	3.4
Nagaland	688	661	27	3.9	755	739	16	2.1
Tripura	1,242	1,048	194	15.6	1,202	1,146	56	4.7
North-Eastern Region	14,224	12,982	1,242	8.7	14,488	13,735	753	5.2
All India	10,68,923	10,30,785	38,138	3.6	11,14,408	10,90,850	23,558	2.1

Power Supply Position in terms of energy 2016-17 and 2017-18

	Energy				**Energy**			
State /	**April, 2016 - March, 2017**				**April, 2017 - March, 2018**			
	Requirement	**Availability**	**Energy not Supplied**		**Requirement**	**Availability**	**Energy not Supplied**	
System / Region	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
Chandigarh	1,645	1,645	0	0	1,610	1,601	9	1
Delhi	30,829	30,797	32	0.1	31,826	31,806	19	0.1
Haryana	48,895	48,895	0	0.0	50,775	50,775	0	0.0
Himachal Pradesh	8,831	8,779	52	0.6	9,399	9,346	53	0.6
Jammu & Kashmir	17,398	14,194	3,204	18.4	18,808	15,050	3,759	20.0
Punjab	53,098	53,098	0	0.0	54,812	54,812	0	0.0

Rajasthan	67,838	67,415	423	0.6	71,194	70,603	591	0.8
Uttar Pradesh	1,07,569	1,05,701	1,868	1.7	1,20,052	1,18,303	1,749	1.5
Uttarakhand	13,069	12,986	83	0.6	13,457	13,426	31	0.2
Northern Region	3,49,172	3,43,513	5,659	1.6	3,71,934	3,65,723	6,211	1.7
Chhattisgarh	23,750	23,697	53	0.2	25,916	25,832	84	0.3
Gujarat	1,03,706	1,03,705	1	0.0	1,09,984	1,09,973	12	0.0
Madhya Pradesh	65,759	65,758	1	0.0	69,925	69,925	0	0.0
Maharashtra	1,39,295	1,39,228	67	0.0	1,49,761	1,49,531	230	0.2
Daman & Diu	2,398	2,398	0	0.0	2,534	2,534	0	0.0
Dadar Nagar Haveli	6,021	6,021	0	0.0	6,168	6,168	0	0.0
Goa	4,319	4,317	2	0.0	4,117	4,117	0	0.0
Western Region	3,45,247	3,45,127	120	0.0	3,68,405	3,68,080	326	0.1
Andhra Pradesh	54,300	54,257	43	0.1	58,384	58,288	96	0.2
Telangana	53,030	53,018	12	0.0	60,319	60,235	83	0.1
Karnataka	66,899	66,537	362	0.5	67,869	67,701	168	0.2
Kerala	24,296	24,261	35	0.1	25,002	24,917	85	0.3
Tamil Nadu	1,04,511	1,04,487	24	0.0	1,06,006	1,05,839	166	0.2
Puducherry	2,548	2,545	3	0.1	2,668	2,661	7	0.3
Lakshadweep	48	48	0	0	47	47	0	0
Southern Region	3,05,588	3,05,106	482	0.2	3,20,248	3,19,642	606	0.2
Bihar	25,711	25,130	581	2.3	27,019	26,603	417	1.5
DVC	18,929	18,791	138	0.7	21,549	21,373	176	0.8
Jharkhand	7,960	7,906	54	0.7	7,907	7,753	154	1.9
Odisha	26,758	26,756	2	0.0	28,802	28,706	96	0.3
West Bengal	47,948	47,807	141	0.3	50,760	50,569	191	0.4
Sikkim	475	475	0	0.0	485	484	0	0.1
Andaman- Nicobar	240	180	60	25	328	299	29	9
Eastern Region	1,27,783	1,26,867	916	0.7	1,36,522	1,35,489	1,034	0.8
Arunachal Pradesh	729	714	15	2.1	799	788	10	1.3
Assam	9,020	8,694	326	3.6	9,094	8,779	315	3.5
Manipur	764	740	24	3.1	874	827	46	5.3
Meghalaya	1,715	1,715	0	0.0	1,557	1,553	3	0.2
Mizoram	514	501	13	2.5	497	488	9	1.7
Nagaland	757	745	12	1.6	794	774	20	2.5
Tripura	1,644	1,621	23	1.4	2,602	2,553	49	1.9
North-Eastern Region	15,140	14,720	420	2.8	16,216	15,763	453	2.8
All India	11,42,928	11,35,332	7,596	0.7	12,13,326	12,04,697	8,629	0.7

Power Supply Position in terms of energy 2018-19 and 2019-20:

	Energy	**Energy**
State /	**April, 2018 - March,2019**	**April, 2019 -March,2020**

System /	Requirement	Availability	Energy not Supplied		Requirement	Availability	Energy not Supplied	
Region	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
Chandigarh	1,571	1,571	0	0	1,732	1,732	0	0.0
Delhi	32,299	32,282	17	0.1	33,086	33,077	9	0.0
Haryana	53,665	53,665	0	0.0	54,505	54,492	13	0.0
Himachal Pradesh	9,850	9,618	232	2.4	10,424	10,353	71	0.7
Jammu & Kashmir	18,988	15,616	3,372	17.8	20,025	16,259	3,767	18.8
Punjab	55,328	55,315	13	0.0	56,776	56,770	6	0.0
Rajasthan	79,815	79,626	189	0.2	81,281	81,222	58	0.1
Uttar Pradesh	1,17,133	1,16,149	984	0.8	1,22,549	1,21,004	1,545	1.3
Uttarakhand	13,845	13,753	92	0.7	14,472	14,376	96	0.7
Northern Region	3,82,493	3,77,595	4,898	1.3	3,94,851	3,89,285	5,566	1.4
Chhattisgarh	26,471	26,417	54	0.2	30,111	30,107	4	0.0
Gujarat	1,16,372	1,16,356	15	0.0	1,13,940	1,13,939	1	0.0
Madhya Pradesh	76,056	76,054	2	0.0	76,172	76,172	0	0.0
Maharashtra	1,58,295	1,58,157	137	0.1	1,55,167	1,55,166	0	0.0
Daman & Diu	2,558	2,558	0	0.0	2,574	2,574	0	0.0
Dadar Nagar Haveli	6,303	6,302	0	0.0	6,528	6,528	0	0.0
Goa	4,295	4,292	3	0.1	4,350	4,350	0	0.0
Western Region	3,90,349	3,90,136	212	0.1	3,88,841	3,88,836	5	0.0
Andhra Pradesh	63,861	63,804	58	0.1	65,452	65,414	38	0.1
Telangana	66,489	66,427	62	0.1	68,306	68,303	3	0.0
Karnataka	71,764	71,695	69	0.1	72,799	72,796	3	0.0
Kerala	25,016	24,898	118	0.5	26,315	26,265	50	0.2
Tamil Nadu	1,09,482	1,09,380	102	0.1	1,08,816	1,08,812	4	0.0
Puducherry	2,766	2,756	10	0.3	2,847	2,846	1	0.0
Lakshadweep	46	46	0	0	46	46	0	0
Southern Region	3,39,377	3,38,960	417	0.1	3,44,535	3,44,436	99	0.0
Bihar	30,061	29,825	236	0.8	31,627	31,533	94	0.3
DVC	22,745	22,372	372	1.6	22,429	22,427	2	0.0
Jharkhand	8,737	8,490	247	2.8	8,941	8,872	69	0.8
Odisha	32,145	32,115	30	0.1	29,692	29,692	0	0.0
West Bengal	51,471	51,287	184	0.4	52,948	52,824	124	0.2
Sikkim	527	527	0	0.1	554	554	0	0.0
Andaman- Nicobar	346	323	23	7	346	323	23	7
Eastern Region	1,45,686	1,44,616	1,070	0.7	1,46,191	1,45,902	289	0.2
Arunachal Pradesh	869	859	9	1.1	753	749	4	0.5
Assam	9,566	9,238	328	3.4	9,804	9,288	516	5.3
Manipur	905	895	10	1.2	924	917	6	0.7
Meghalaya	1,957	1,956	2	0.1	2,112	2,064	48	2.3
Mizoram	643	635	8	1.2	647	643	4	0.7

Nagaland	888	795	93	10.5	814	809	5	0.7
Tripura	1,863	1,841	22	1.2	1,538	1,515	23	1.5
North-Eastern Region	16,691	16,219	472	2.8	16,591	15,984	607	3.7
All India	12,74,595	12,67,526	7,070	0.6	12,91,010	12,84,444	6,566	0.5

Power Supply Position in terms of energy 2020-21 and 2021-22

	Energy				**Energy**			
State / System /	**April, 2020 - March,2021**				**April, 2021 -March,2022**			
	Requirement	**Availability**	**Energy not Supplied**		**Requirement**	**Availability**	**Energy not Supplied**	
Region	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
Chandigarh	1,523	1,523	0	0.0	1,606	1,606	0	0.0
Delhi	29,560	29,555	4	0.0	31,128	31,122	6	0.0
Haryana	53,161	53,108	53	0.1	55,499	55,209	290	0.5
Himachal Pradesh	10,186	10,130	56	0.5	12,115	12,088	27	0.2
Jammu & Kashmir	19,773	17,222	2,551	12.9	19,957	18,434	1,524	7.6
Punjab	58,445	58,377	67	0.1	62,846	62,411	436	0.7
Rajasthan	85,311	85,205	106	0.1	89,814	89,310	504	0.6
Uttar Pradesh	1,24,367	1,23,383	984	0.8	1,29,448	1,28,310	1,138	0.9
Uttarakhand	13,827	13,818	8	0.1	15,521	15,426	94	0.6
Northern Region	3,96,151	3,92,323	3,829	1.0	4,17,934	4,13,915	4,019	1.0
Chhattisgarh	30,472	30,449	22	0.1	31,908	31,872	35	0.1
Gujarat	1,11,622	1,11,622	0	0.0	1,23,953	1,23,666	287	0.2
Madhya Pradesh	83,437	83,437	0	0.0	86,501	86,455	46	0.1
Maharashtra	1,50,679	1,50,663	16	0.0	1,72,823	1,72,809	14	0.0
Daman & Diu	2,223	2,223	0	0.0	2,594	2,594	0	0.0
Dadar Nagar Haveli	5,497	5,497	0	0.0	6,839	6,839	0	0.0
Goa	4,083	4,083	0	0.0	4,448	4,448	0	0.0
Western Region	3,88,013	3,87,975	38	0.0	4,29,065	4,28,683	383	0.1
Andhra Pradesh	62,080	62,076	4	0.0	68,413	68,219	194	0.3
Telangana	66,998	66,994	4	0.0	70,539	70,523	16	0.0
Karnataka	68,851	68,831	19	0.0	72,437	72,417	20	0.0
Kerala	25,118	25,102	16	0.1	26,579	26,570	9	0.0
Tamil Nadu	1,01,194	1,01,189	5	0.0	1,09,816	1,09,798	18	0.0
Puducherry	2,644	2,644	0	0.0	2,894	2,893	1	0.0
Lakshadweep	56	56	0	0.0	56	56	0	0.0
Southern Region	3,26,885	3,26,836	48	0.0	3,50,678	3,50,421	258	0.1
Bihar	34,171	34,018	153	0.4	36,216	35,761	455	1.3
DVC	21,368	21,368	0	0.0	23,741	23,736	4	0.0
Jharkhand	9,953	9,675	278	2.8	11,148	10,590	558	5.0

Odisha	29,848	29,848	0	0.0	38,339	38,332	7	0.0
West Bengal	51,644	51,543	100	0.2	54,001	53,945	57	0.1
Sikkim	546	546	0	0.0	610	609	0	0.0
Andaman- Nicobar	346	323	23	6.7	335	327	8	2.3
Eastern Region	1,47,530	1,46,999	531	0.4	1,64,054	1,62,973	1,081	0.7
Arunachal Pradesh	719	714	5	0.7	875	874	1	0.1
Assam	10,192	9,815	377	3.7	10,844	10,825	19	0.2
Manipur	974	969	5	0.5	1,019	1,018	1	0.1
Meghalaya	2,031	2,005	26	1.3	2,256	2,243	13	0.6
Mizoram	728	723	4	0.6	656	644	12	1.8
Nagaland	826	822	4	0.5	852	851	1	0.1
Tripura	1,484	1,481	3	0.2	1,578	1,578	0	0.0
North-Eastern Region	16,955	16,531	424	2.5	18,079	18,033	47	0.3
All India	12,75,534	12,70,663	4,871	0.4	13,79,812	13,74,024	5,787	0.4

Power Supply Position in terms of energy 2022-23 and 2023-24

	Energy				**Energy**			
State /	**April, 2022 - March,2023**				**April, 2023 -March,2024**			
	Requirement	**Availability**	**Energy not Supplied**		**Requirement**	**Availability**	**Energy not Supplied**	
System / Region	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
Chandigarh	1,788	1,788	0	0.0	1,789	1,789	0	0.0
Delhi	35,143	35,133	10	0.0	35,501	35,496	5	0.0
Haryana	61,451	60,945	506	0.8	63,983	63,636	348	0.5
Himachal Pradesh	12,649	12,542	107	0.8	12,805	12,767	38	0.3
Jammu & Kashmir	19,639	19,322	317	1.6	20,040	19,763	277	1.4
Punjab	69,522	69,220	302	0.4	69,533	69,528	5	0.0
Rajasthan	1,01,801	1,00,057	1,745	1.7	1,07,422	1,06,806	616	0.6
Uttar Pradesh	1,44,251	1,43,050	1,201	0.8	1,48,791	1,48,287	504	0.3
Uttarakhand	15,647	15,386	261	1.7	15,644	15,532	112	0.7
Northern Region	4,63,088	4,58,640	4,449	1.0	4,76,852	4,74,946	1,906	0.4
Chhattisgarh	37,446	37,374	72	0.2	39,930	39,872	58	0.1
Gujarat	1,39,043	1,38,999	44	0.0	1,45,768	1,45,740	28	0.0
Madhya Pradesh	92,683	92,325	358	0.4	99,301	99,150	151	0.2
Maharashtra	1,87,309	1,87,197	111	0.1	2,07,108	2,06,931	176	0.1
Dadar Nagar Haveli and Daman & Diu	10,018	10,018	0	0.0	10,164	10,164	0	0.0
Goa	4,669	4,669	0	0.0	5,111	5,111	0	0.0
Western Region	4,77,393	4,76,808	586	0.1	5,17,714	5,17,301	413	0.1
Andhra Pradesh	72,302	71,893	410	0.6	80,209	80,151	57	0.1

Telangana	77,832	77,799	34	0.0	84,623	84,613	9	0.0
Karnataka	75,688	75,663	26	0.0	94,088	93,934	154	0.2
Kerala	27,747	27,726	21	0.1	30,943	30,938	5	0.0
Tamil Nadu	1,14,798	1,14,722	77	0.1	1,26,163	1,26,151	12	0.0
Puducherry	3,051	3,050	1	0.0	3,456	3,455	1	0.0
Lakshadweep	64	64	0	0.0	64	64	0	0.0
Southern Region	3,71,467	3,70,900	567	0.2	4,19,531	4,19,293	238	0.1
Bihar	39,545	38,762	783	2.0	41,514	40,918	596	1.4
DVC	26,339	26,330	9	0.0	26,560	26,552	8	0.0
Jharkhand	13,278	12,288	990	7.5	14,408	13,858	550	3.8
Odisha	42,631	42,584	47	0.1	41,358	41,333	25	0.1
West Bengal	60,348	60,274	74	0.1	67,576	67,490	86	0.1
Sikkim	587	587	0	0.0	544	543	0	0.0
Andaman- Nicobar	348	348	0	0.1	386	374	12	3.2
Eastern Region	1,82,791	1,80,888	1,903	1.0	1,92,013	1,90,747	1,266	0.7
Arunachal Pradesh	915	892	24	2.6	1,014	1,014	0	0.0
Assam	11,465	11,465	0	0.0	12,445	12,341	104	0.8
Manipur	1,014	1,014	0	0.0	1,023	1,008	15	1.5
Meghalaya	2,237	2,237	0	0.0	2,236	2,066	170	7.6
Mizoram	645	645	0	0.0	684	684	0	0.0
Nagaland	926	873	54	5.8	921	921	0	0.0
Tripura	1,547	1,547	0	0.0	1,691	1,691	0	0.0
North-Eastern Region	18,758	18,680	78	0.4	20,022	19,733	289	1.4
All India	15,13,497	15,05,914	7,583	0.5	16,26,132	16,22,020	4,112	0.3

Power Supply Position in terms of energy 2024-25 and 2025-26

	Energy				Energy			
State /	April, 2024 - March,2025				April, 2025 -March,2026			
	Requirement	Availability	Energy not Supplied		Requirement	Availability	Energy not Supplied	
System / Region	(MU)	(MU)	(MU)	(%)	(MU)	(MU)	(MU)	(%)
Chandigarh	1,952	1,952	0	0.0	1,879	1,879	1	0.0
Delhi	38,255	38,243	12	0.0	38,556	38,548	8	0.0
Haryana	70,149	70,120	30	0.0	70,493	70,427	66	0.1
Himachal Pradesh	13,566	13,526	40	0.3	13,642	13,595	47	0.3
Jammu & Kashmir	20,374	20,283	90	0.4	20,185	20,166	19	0.1
Punjab	77,423	77,423	0	0.0	75,409	75,308	101	0.1
Rajasthan	1,13,833	1,13,529	304	0.3	1,10,657	1,10,657	0	0.0
Uttar Pradesh	1,65,090	1,64,786	304	0.2	1,63,501	1,63,475	26	0.0

Uttarakhand	16,770	16,727	43	0.3	16,538	16,475	63	0.4
Northern Region	5,18,869	5,17,917	952	0.2	5,12,458	5,12,127	331	0.1
Chhattisgarh	43,208	43,180	28	0.1	42,933	42,925	8	0.0
Gujarat	1,51,878	1,51,875	3	0.0	1,56,588	1,56,588	0	0.0
Madhya Pradesh	1,04,445	1,04,312	133	0.1	1,03,711	1,03,696	15	0.0
Maharashtra	2,01,816	2,01,757	59	0.0	2,02,867	2,02,854	13	0.0
Dadar Nagar Haveli and Daman & Diu	10,852	10,852	0	0.0	11,182	11,182	0	0.0
Goa	5,411	5,411	0	0.0	5,449	5,449	0	0.0
Western Region	5,28,924	5,28,701	223	0.0	5,36,483	5,36,445	37	0.0
Andhra Pradesh	79,028	79,025	3	0.0	81,204	81,197	7	0.0
Telangana	88,262	88,258	4	0.0	87,274	87,266	8	0.0
Karnataka	92,450	92,446	4	0.0	95,791	95,780	11	0.0
Kerala	31,624	31,616	8	0.0	31,157	31,154	3	0.0
Tamil Nadu	1,30,413	1,30,408	5	0.0	1,32,328	1,32,317	11	0.0
Puducherry	3,549	3,549	0	0.0	3,508	3,504	3	0.1
Lakshadweep	68	68	0	0.0	73	73	0	0.0
Southern Region	4,25,373	4,25,349	24	0.0	4,31,311	4,31,267	43	0.0
Bihar	44,393	44,217	176	0.4	47,440	47,425	14	0.0
DVC	25,891	25,888	3	0.0	24,755	24,751	3	0.0
Jharkhand	15,203	15,126	77	0.5	15,435	15,430	5	0.0
Odisha	42,882	42,858	24	0.1	44,199	44,193	6	0.0
West Bengal	71,180	71,085	95	0.1	72,970	72,906	64	0.1
Sikkim	574	574	0	0.0	554	554	0	0.0
Andaman- Nicobar	425	413	12	2.9	423	403	20	4.7
Eastern Region	2,00,180	1,99,806	374	0.2	2,05,417	2,05,324	93	0.0
Arunachal Pradesh	1,050	1,050	0	0.0	1,194	1,194	0	0.0
Assam	12,843	12,837	6	0.0	13,616	13,615	1	0.0
Manipur	1,079	1,068	10	0.9	1,178	1,176	3	0.2
Meghalaya	2,046	2,046	0	0.0	2,095	2,095	0	0.0
Mizoram	709	709	0	0.0	754	754	0	0.0
Nagaland	938	938	0	0.0	996	996	0	0.0
Tripura	1,939	1,939	0	0.0	1,903	1,903	0	0.0
North-Eastern Region	20,613	20,596	16	0.1	21,825	21,821	4	0.0
All India	16,93,959	16,92,369	1,590	0.1	17,07,493	17,06,985	508	0.0

Power Supply Position in terms of energy 2026-27 till June, 2026

	Energy

State /	April,2026 - June,2026			
System /	Energy Requirement	Energy Supplied	Energy not Supplied	
Region	(MU)	(MU)	(MU)	(%)
Chandigarh	546	546	0	0.0
Delhi	11,742	11,739	3	0.0
Haryana	19,975	19,881	95	0.5
Himachal Pradesh	3,132	3,124	8	0.2
UT of J&K and Ladakh	4,769	4,739	30	0.6
Punjab	21,506	21,328	178	0.8
Rajasthan	27,556	27,556	0	0.0
Uttar Pradesh	49,411	49,401	10	0.0
Uttarakhand	4,571	4,539	33	0.7
Northern Region	1,43,684	1,43,329	356	0.2
Chhattisgarh	12,490	12,474	16	0.1
Gujarat	46,110	46,073	37	0.1
Madhya Pradesh	26,911	26,884	27	0.1
Maharashtra	58,539	58,374	165	0.3
Dadra & Nagar Haveli and Daman & Diu	2,682	2,682	0	0.0
Goa	1,532	1,532	0	0.0
Western Region	1,51,998	1,51,753	245	0.2
Andhra Pradesh	23,808	23,805	3	0.0
Telangana	23,132	23,128	4	0.0
Karnataka	28,003	27,985	17	0.1
Kerala	8,898	8,881	17	0.2
Tamil Nadu	37,473	37,468	5	0.0
Puducherry	1,003	1,002	0	0.0
Lakshadweep	20	20	0	0.0
Southern Region	1,22,327	1,22,281	47	0.0
Bihar	14,136	14,118	18	0.1
DVC	6,334	6,334	1	0.0
Jharkhand	4,430	4,429	1	0.0
Odisha	12,869	12,868	1	0.0
West Bengal	21,598	21,594	4	0.0
Sikkim	133	133	0	0.0
Andaman- Nicobar	120	118	3	2.1
Eastern Region	59,520	59,495	25	0.0
Arunachal Pradesh	283	283	0	0.0
Assam	3,531	3,521	9	0.3
Manipur	301	301	0	0.0
Meghalaya	532	532	0	0.0
Mizoram	184	184	0	0.0
Nagaland	264	264	0	0.0

Tripura	490	490	0	-0.1
North-Eastern Region	5,588	5,578	10	0.2
All India	4,83,117	4,82,435	682	0.1

STATEMENT-III

A. All India Wind and Solar Generation (in MU) the last financial year (2025-26) and current financial year (2026-27, upto June 2026):

	2025-26	**2026-27 (upto June 2026)**
Wind	1,06,699.80	33,562.83
Solar	1,74,756.51	62,791.14

B. Sector-wise Conventional Generation (Thermal, Large Hydro & Nuclear) during the last financial year (2025-26) and current financial year (2026-27, upto June 2026):

All Generation figures are in Million Units (Mus)

Sector	**2025-26**		**2026-27 (up to June 2026)**	
	Generation	**% share**	**Generation**	**% share**
Central	5,87,612.53	38.23	1,59,997.50	37.91
Private including Independent Power Producer (IPP)	4,67,986.30	30.44	1,31,694.60	31.19
State	4,73,926.08	30.82	1,29,192.60	30.61
Bhutan Import	7,831.24	0.51	1,238.34	0.29
Total	**15,37,356.15**	**100.00**	**4,22,123.04**	**100.00**

STATEMENT-IV

Detail of India export of power to other country from 2015-16 to 2025-26

All fig in Million Units (MUs)

Year	**Bhutan**	**Bangladesh**	**Nepal**	**Myanmar**
2015-16	Nil	3,654.40	1,469.59	Nil

2016-17	Nil	4,419.61	2,021.21	3.23
2017-18	Nil	4,808.83	2,388.96	5.07
2018-19	351	5,722	1,445	6.68
2019-20	241	6,985	2,407	8.72
2020-21	219	7,552	1,866	9.00
2021-22	322	7,327	2,127	8.81
2022-23	522	8,581	1,552	9.80
2023-24	1,868	8,394	1,850	8.78
2024-25	1,764	8,084	1,686	9.08
2025-26	2,115	8,362	1,451	8.27

STATEMENT-V

Detail of Adani Power Jharkhand Limited (APJL) power supply to Bangladesh from F.Y. 2022-23 to 2025-26:

Year	**Power Export (in MUs)**
2022-23	155.55
2023-24	7,595.00
2024-25	7,669.00
2025-26	9,131.00

EXPANSION OF MANGALURU INTERNATIONAL AIRPORT

3124. CAPTAIN BRIJESH CHOWTA:

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

(a) whether the Government has reviewed the aviation skilling and maintenance ecosystem and the current operational, traffic, facility and proposal status of Mangaluru International Airport and if so, the details thereof;

(b) the details of the passenger and cargo traffic data, capacity, approvals, investments and service indicators of Mangaluru International Airport;

(c) the details of the infrastructure, regulatory, airline, land, skill and coordination constraints affecting the expansion of aviation ecosystem and airport capacity; and

(d) the time-bound facilitation and capacity enhancement plan for Mangaluru International Airport?

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 undertaken various measures to strengthen the aviation skilling and aircraft Maintenance, Repair and Overhaul (MRO) ecosystem in the country.

As part of the Union Budget 2026-27, 'nil' Basic Customs Duty (BCD) has been provided on components or parts, including engines, for the manufacture of aircraft and the manufacture of parts required for such aircraft. Further, the BCD exemption on parts, testing equipment, tools and tool-kits required for aircraft MRO has been extended till 31st March, 2028. As a result of these initiatives, the number of domestic MROs in India has increased from 96 in 2014 to 164 as of March 2026.;

The Government has also taken measures to strengthen pilot training capacity and infrastructure in the country. The Civil Aviation Requirements (CAR) Section 7, Series D, Part I prescribe an Aircraft:Instructor:Cadet ratio of

1:1:10, corresponding to a training capacity of approximately 3500 cadets at the approved FTOs at any given time. The measures taken also include:

(i) Simplifying and streamlining the approval and oversight process for Flying Training Organisations.

(ii) Revising training regulations to improve efficiency and optimise utilisation of training resources.

(iii) Introducing a ranking framework for FTOs to promote quality and safety in pilot training.;

(iv) To enhance flying hours availability, the inflight visibility criteria has been conditionally revised to 3 Kms from earlier 5 Kms under the Flight Training Circular 01 of 2025.

(v) DGCA has revised CAR Section 7, Series I, Part V and Designated Examiner's Manual by delinking the examiner function from the Certified Flight Instructor (CFI)/Dy. CFI role, delegating Flight Instructor Rating checks to FTOs, expanding qualified examiner pool, reducing cool-off period to 30 days for appearing in second attempt of Oral exam for CFI, Dy. CFI & Designated Examiner.

(vi) The frequency of oral examinations/boards for Assistant Flight Instructors (AFIs) and Flight Instructors (FIs) has been increased to a monthly basis.;

Training programmes for aviation manpower are aligned with the DGCA-approved training and procedures manual, emerging skill requirements of the aviation sector through active collaboration with industry stakeholders,

including periodic curriculum revision. Requirements are periodically reviewed by DGCA and are kept in line with International Civil Aviation Organization (ICAO) framework.

(b): Mangaluru International Airport handled 2.56 million passengers, 18917 Air Traffic Movements (ATMs) and 5851.74 tonnes of cargo for FY 2025-26. The airport has a passenger handling capacity of 3.2 Million Passengers Per Annum (MPPA). The airport has been awarded the ACI Level 5 Customer Experience Accreditation and has also been recognized as the World's Best Airport for Arrivals based on Airport Service Quality (ASQ) survey ratings.

(c): Mangaluru International Airport has a runway (06-24) measuring 2330 m * 45 m, a new integrated terminal building with an area of 48572 sq. m. and an integrated cargo terminal with a capacity of 9000 metric tonnes per annum. The airport is presently served by Air India Express and IndiGo. The airport currently has 583.77 acres of land.;

(d): The expansion and modernization of airports is a continuous process undertaken by Airport Operators based on land availability, commercial viability, socio-economic considerations and traffic demand or the willingness of airlines to commence or enhance operations.

उत्तर प्रदेश में ऊर्जा क्षेत्र का सुदृढ़ीकरण

3125. श्री सनातन पांडेय:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या उत्तर प्रदेश में विशेष रूप से बलिया संसदीय निर्वाचन क्षेत्र में ऊर्जा क्षेत्र को सुदृढ़ करने के लिए केंद्र सरकार की विभिन्न योजनाओं जैसे स्मार्ट ग्रिड वितरण प्रणाली सुदृढ़ीकरण, उप-केंद्र और पारेषण अवसंरचना आदि के अंतर्गत धनराशि आवंटित की गई है;

(ख) विगत तीन वर्षों के दौरान उत्तर प्रदेश के प्रत्येक जिले के लिए और विशेष रूप से बलिया जिले के लिए आवंटित और वास्तव में उपयोग की गई धनराशि योजना-वार कितनी है;

(ग) बलिया संसदीय निर्वाचन क्षेत्र में उन उपभोक्ताओं, किसानों, संस्थानों और अन्य लाभार्थियों की संख्या कितनी है, जिन्हें इन योजनाओं के अंतर्गत प्रत्यक्ष लाभ प्राप्त हुआ है; और

(घ) क्या सरकार ने लंबित परियोजनाओं को शीघ्र पूरा करने और ऊर्जा अवसंरचना को और सुदृढ़ करने के लिए कोई नई कार्य-योजना तैयार की 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 (ग) : भारत सरकार ने वित्तीय रूप से स्थिर और प्रचालनात्मक रूप से दक्ष वितरण क्षेत्र के माध्यम से विद्युत आपूर्ति की गुणवत्ता में सुधार के उद्देश्य से जुलाई 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की।

इस स्कीम के अंतर्गत, वितरण यूटिलिटी को हानि न्यूनीकरण अवसंरचनात्मक कार्यों और स्मार्ट मीटरिंग कार्यों के लिए वित्तीय सहायता प्रदान की जा रही है। उत्तर प्रदेश राज्य के लिए, राज्य द्वारा प्रस्तुत प्रस्ताव के आधार पर, हानि न्यूनीकरण अवसंरचना के लिए 21,782 करोड़ रुपये की परियोजनाएं और स्मार्ट मीटरिंग कार्यों के लिए 18,956 करोड़ रुपये की संस्वीकृति दी गई है।

बलिया लोकसभा निर्वाचन क्षेत्र के लिए, आरडीएसएस के अंतर्गत हानि न्यूनीकरण अवसंरचना के लिए 202.62 करोड़ रुपये की परियोजनाएं और स्मार्ट मीटरिंग कार्यों के लिए 176.56 करोड़ रुपये की संस्वीकृति दी गई है।

आरडीएसएस के अंतर्गत उत्तर प्रदेश राज्य के लिए आवंटित निधियों का जिला-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

दिशानिर्देशों के अनुसार, निधियों डिस्कॉम स्तर पर जारी की जाती हैं और इसलिए परियोजना बंद होने के समय जिला-वार उपयोग प्रदान किया जाता है।

बलिया संसदीय क्षेत्र में आरडीएसएस के अंतर्गत स्वीकृत कार्य और उनकी वास्तविक प्रगति इस प्रकार है:

घटक	यूनिट	संस्वीकृति	उपलब्धि
क. हानि न्यूनीकरण कार्य			
अनावृत्त कंडक्टरों को एबी केबल से बदलना	किमी	1,176.26	1,176.26
11 केवी लाइन (ओएच) की रिकंडक्टरिंग	सीकेएम	276.44	276.44
33 केवी लाइन (ओएच) की रिकंडक्टरिंग	सीकेएम	47.98	47.98
ख. स्मार्ट मीटरिंग कार्य			
फीडर मीटर	संख्या	179	179
वितरण ट्रांसफार्मर मीटर (डीटी)	संख्या	16,056	5,863
स्मार्ट उपभोक्ता मीटर	संख्या	2,59,644	1,23,193
ग. घरों का विद्युतीकरण			
शेष गैर विद्युतीकृत घरों को बिजली कनेक्शन	संख्या	517	266

ग्रीन एनर्जी कॉरिडोर (जीईसी) स्कीम के अंतर्गत, उत्तर प्रदेश में अंतः-राज्यीय पारेषण प्रणाली को नवीकरणीय ऊर्जा (आरई) समृद्ध क्षेत्रों से विद्युत निकासी की सुविधा के लिए सुदृढ किया जा रहा है। जीईसी-II के अंतर्गत पारेषण प्रणाली वर्तमान में कार्यान्वयन के अधीन है और इसमें 10,440 एमवीए परिवर्तन क्षमता के साथ 2,567 सीकेएम पारेषण लाइनों के विकास की परिकल्पना की गई है। जून 2026 तक, उत्तर प्रदेश में जीईसी-II के अंतर्गत सभी 28 परियोजनाएं अवार्ड कर दी गई हैं।

उपर्युक्त स्कीमों के माध्यम से, सभी उपभोक्ताओं, किसानों, संस्थानों और अन्य लाभार्थियों को विद्युत आपूर्ति की बेहतर विश्वसनीयता और गुणवत्ता से लाभ मिलेगा।

(घ): आरडीएसएस के अंतर्गत संस्वीकृत कार्यों की निगरानी और समीक्षा नोडल एजेंसियों, अर्थात् पीएफसी लिमिटेड और आरईसी लिमिटेड द्वारा नियमित रूप से की जा रही है। इसके अलावा, राज्य स्तर पर एक संस्थागत तंत्र, अर्थात संबंधित राज्य के मुख्य सचिव की अध्यक्षता में वितरण सुधार समिति, और केंद्रीय स्तर पर सचिव (विद्युत) की अध्यक्षता में अंतर-मंत्रालयी निगरानी समिति, संस्वीकृत कार्यों के कार्यान्वयन की समीक्षा और निगरानी करने और स्कीम के अंतर्गत लंबित परियोजनाओं को शीघ्रता से पूरा करने के लिए स्थापित की गई है।

इसके अलावा, प्रगति (प्रो-एक्टिव गवर्नेंस और समय पर कार्यान्वयन) के माध्यम से, एक आईटी आधारित बहुउद्देश्यीय और मल्टी-मॉडल इंटरैक्टिव प्लेटफॉर्म, भारत सरकार की महत्वपूर्ण स्कीमों/कार्यक्रमों और परियोजनाओं के साथ-साथ समय पर कार्यान्वयन के लिए राज्य सरकारों द्वारा चिह्नित परियोजनाओं की समीक्षा की जाती है। मंत्रालयों/विभागों के सचिवों और राज्यों/संघ राज्य क्षेत्रों के मुख्य सचिवों/प्रशासकों जैसे हितधारकों को परियोजनाओं, कार्यक्रमों, स्कीमों और शिकायत समाधान के कार्यान्वयन और प्रगति पर इनपुट प्रदान करने के लिए प्रगति पोर्टल पर ऑनबोर्ड किया जाता है।

<u>विवरण</u>

आरडीएसएस के अंतर्गत उत्तर प्रदेश राज्य में संस्वीकृत की गई परियोजना लागत तथा केंद्रीय बजटीय सहायता का जिला-वार ब्यौरा:

(करोड़ रुपये में)

क्रम सं.	ज़िला	वितरण अवसंरचना कार्य (एलआर) की संस्वीकृत लागत	वितरण अवसंरचना कार्य (एलआर) के लिए संस्वीकृत केंद्रीय अनुदान	स्मार्ट मीटरिंग कार्यों (एसएम) की संस्वीकृत लागत	स्मार्ट मीटरिंग के कार्यों (एसएम) लिए संस्वीकृत केंद्रीय अनुदान
1	आगरा	198.65	119.19	294.75	44.21
2	अलीगढ़	410.10	246.06	288.23	43.23

3	औरैया	145.83	87.50	138.70	20.80
4	बाँदा	196.66	118.00	201.36	30.20
5	चित्रकूट	129.48	77.69	112.29	16.84
6	एटा	231.84	139.10	154.83	23.22
7	इटावा	171.78	103.07	127.31	19.10
8	फर्रुखाबाद	169.61	101.77	142.43	21.36
9	फिरोजाबाद	295.55	177.33	223.33	33.50
10	हमीरपुर	107.93	64.76	135.08	20.26
11	हाथरस	163.16	97.90	178.19	26.73
12	जालौन	169.54	101.72	175.80	26.37
13	झांसी	200.58	120.35	210.37	31.55
14	कन्नौज	133.95	80.37	155.00	23.25
15	कानपुर देहात	117.28	70.37	177.87	26.68
16	कानपुर नगर	1444.81	866.89	503.78	75.57
17	काशगंज (काशीराम नगर)	217.20	130.32	136.95	20.54
18	ललितपुर	119.48	71.69	103.26	15.49
19	महोबा	96.80	58.08	97.83	14.68
20	मैनपुरी	173.02	103.81	190.64	28.60
21	मथुरा	326.08	195.65	243.50	36.53
22	अमेठी	130.39	78.23	215.20	32.28
23	अयोध्या	174.52	104.71	215.21	32.28
24	बदायूं	266.37	159.82	263.12	39.47
25	बहराईच	156.24	93.74	276.18	41.43
26	बाराबंकी	197.86	118.72	215.20	32.28
27	बरेली	429.70	257.82	392.09	58.81
28	श्रावस्ती	75.72	45.43	123.77	18.57
29	गोंडा	367.43	220.46	294.29	44.14
30	हरदोई	221.98	133.19	209.41	31.41
31	लखीमपुर खीरी	196.77	118.06	360.59	54.09

32	लखनऊ	938.00	562.80	669.63	100.44
33	रायबरेली	228.42	137.05	352.41	52.86
34	पीलीभीत	199.03	119.42	202.70	30.41
35	उन्नाव	167.64	100.58	235.85	35.38
36	अंबेडकरनगर	158.42	95.05	215.20	32.28
37	बलरामपुर	130.42	78.25	137.07	20.56
38	शाहजहांपुर	230.89	138.53	233.15	34.97
39	सीतापुर	221.41	132.85	183.08	27.46
40	सुल्तानपुर	158.85	95.31	215.20	32.28
41	बागपत	98.96	59.38	197.78	29.67
42	बिजनौर	341.00	204.60	509.03	76.36
43	बुलन्दशहर	362.56	217.54	465.98	69.90
44	जी.बी. नगर	1503.75	902.25	249.51	37.43
45	गाजियाबाद	236.45	141.87	645.62	96.84
46	हापुड	183.73	110.24	205.15	30.77
47	जेपी नगर (अमरोहा)	131.27	78.76	256.36	38.45
48	मेरठ	327.66	196.60	433.70	65.06
49	मुरादाबाद	278.19	166.91	401.79	60.27
50	मुजफ्फनगर	269.37	161.62	406.76	61.01
51	रामपुर	142.69	85.61	276.35	41.45
52	सहारनपुर	448.68	269.21	475.51	71.33
53	संभल	487.74	292.64	216.90	32.54
54	शामली	106.05	63.63	206.45	30.97
55	प्रयागराज	806.94	484.16	309.89	46.48
56	प्रतापगढ़	355.37	213.22	296.68	44.50
57	फ़तेहपुर	369.94	221.96	236.43	35.46
58	कौशांबी	237.05	142.23	133.51	20.03
59	मिर्जापुर	169.42	101.65	213.75	32.06
60	सोनभद्र	204.08	122.45	172.79	25.92
61	वाराणसी	1927.93	1156.76	139.36	20.90

62	चंदौली	90.77	54.46	158.62	23.79
63	गाजीपुर	209.74	125.84	277.28	41.59
64	जौनपुर	327.42	196.45	381.55	57.23
65	आजमगढ़	171.61	102.96	380.99	57.15
66	बलिया	294.80	176.88	199.15	29.87
67	मऊ	223.73	134.24	207.42	31.11
68	गोरखपुर	194.14	116.48	324.10	48.62
69	देवरिया	160.31	96.19	245.29	36.79
70	कुशीनगर	134.52	80.71	264.16	39.62
71	महाराजगंज	74.96	44.98	261.19	39.18
72	बस्ती	96.70	58.02	250.39	37.56
73	संतकबीरनगर	39.90	23.94	152.24	22.84
74	सिद्धार्थनगर	195.43	117.26	206.76	31.01
75	संत रविदास नगर	131.93	79.16	126.19	18.93

URBAN HOUSING PROJECTS UNDER PMAY-U IN PUNJAB

3126. DR. RAJ KUMAR CHABBEWAL:

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

(a) whether the Government has reviewed the status of urban housing projects under Pradhan Mantri Awas Yojana - Urban (PMAY-U) and Pradhan Mantri Awas Yojana - Urban 2.0 (PMAY-U 2.0) in Punjab and if so, the details thereof;

(b) the details of the houses sanctioned, under construction and completed under PMAY-U and PMAY-U 2.0 during the last three years, city and district-wise;

(c) whether any proposals from Punjab have been approved under PMAY-U 2.0 and if so, the details including the number of beneficiaries and the financial assistance sanctioned thereof;

(d) the status of projects in Smart Cities of Punjab namely Amritsar, Jalandhar and Ludhiana after closure of the Smart Cities Mission (SCM) on 31 March 2025 indicating completed, ongoing and pending projects along with reasons for delay, if any; and

(e) the steps taken by the Government to ensure continued financial and technical support for urban infrastructure, affordable housing and climate-resilient urban development in Punjab after SCM?

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) has been 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. Based on the learnings from the experiences of 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 support 1 crore additional eligible beneficiaries. PMAY-U 2.0 is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy

Scheme (ISS). The Scheme Guidelines may be accessed at https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf.

Based on the project proposal submitted by the State of Punjab, a total of 1.21 lakh houses under PMAY-U have been sanctioned by the Ministry, so far. Out of which, 1.14 lakh houses have been grounded, 1.03 lakh are completed/delivered to the beneficiaries as on 13.07.2026. Further, a total of 37,778 houses have been sanctioned by the Ministry in Punjab under PMAY-U 2.0 as on 13.07.2026. Out of which 16,897 houses have been grounded and 2,700 have been completed/delivered to the beneficiaries as on 13.07.2026.

Under PMAY-U 2.0, a total of ₹537.06 crores of Central Assistance has been approved for the State of Punjab, of which ₹254.66 crore have been released to the State, based on the compliances submitted by them. The city and district-wise details of houses sanctioned, grounded and completed under PMAY-U and PMAY-U 2.0 in Punjab during the last three years is at https://pmay-urban.gov.in/PHQ/LSUQ-3126.pdf.

The Ministry regularly conducts review of the progress of these schemes with States/UTs including State of Punjab through video conferences, field visits and other monitoring mechanisms to ensure effective implementation of PMAY-U & PMAY-U 2.0 across the country including Punjab.

(d) and (e): In the State of Punjab, 3 cities viz. Amritsar, Jalandhar and Ludhiana were selected under Smart Cities Mission (SCM). As reported by the State as on 31.3.2026, out of a total 204 projects amounting to ₹4,485 crores, 190 projects amounting to ₹4,148 crores have been completed. With the

closure of SCM on 31.03.2025, there is no budgetary provision under the Mission. The Government remains committed to supporting urban infrastructure, affordable housing and climate-resilient urban development in the State of Punjab through various ongoing flagship schemes and institutional initiatives.

After the completion of the Smart Cities Mission (SCM), financial and technical support continues to be extended under schemes such as PMAY-U 2.0, Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0, Swachh Bharat Mission–Urban (SBM-U) 2.0, and other urban development programmes, based on the prescribed scheme guidelines and proposals received from the State Government.

IMPLEMENTATION OF CITY GAS DISTRIBUTION NETWORK IN EASTERN UTTAR PRADESH

3127. SHRI SHASHANK MANI:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the status of implementation of the City Gas Distribution (CGD) network in eastern Uttar Pradesh, district-wise;

(b) the domestic Piped Natural Gas (PNG) connections and Compressed Natural Gas (CNG) stations commissioned in the region during the last three years; and

(c) the details of the investments made under the CGD programme in the region along with the timelines fixed for completion of the ongoing CGD projects?

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): Providing Piped Natural Gas (PNG) connections and establishment of Compressed Natural Gas (CNG) stations is part of the development of City Gas Distribution (CGD) Network, which inter alia include creation of pipeline infrastructure and other facilities for the supply of PNG to domestic, commercial and industrial units and CNG to transport sector which is being carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB).

PNGRB has authorized 43 GAs (including 1 GA spread over Madhya Pradesh & Uttar Pradesh, 1 GA spread over Uttarakhand & Uttar Pradesh, 1 GA spread over Bihar & Uttar Pradesh and 1 GA spread over Rajasthan & Uttar Pradesh) covering the entire state of Uttar Pradesh for development of CGD network. CGD infrastructure rollout and investments are undertaken by the authorized entities in accordance with the authorization granted by PNGRB and the approved project plan. The district-wise progress of CGD network in the State of Uttar Pradesh is given in the enclosed **Statement-I**. The details of PNG(D) connections and CNG stations commissioned in the state of Uttar Pradesh during the last three years is given in the enclosed **Statement-II**.

STATEMENT-I

The district-wise progress of CGD network in the State of Uttar Pradesh

Sr. No.	GA ID	Name of GA	States/UT	District Covered	Name of Authorized Entity	PNG (D) Connections	CNG Stations
1	99.1	Agra	Uttar Pradesh	Agra District	Green Gas Limited	117415	33
2	99.13	Firozabad (Taj Trapezium Zone)	Uttar Pradesh	Aligarh District	GAIL Gas Limited	0	0
	9.76	Bulandshahr District (EAAA), Aligarh & Hathras Districts	Uttar Pradesh		Indian Oil Adani Gas Private Limited	0	19
3	2.02	Allahabad	Uttar Pradesh	Allahabad District	Indian Oil Adani Gas Private Limited	25159	11
	9.77	Allahabad District (EAAA), Bhadohi & Kaushambi Districts	Uttar Pradesh		Indian Oil Adani Gas Private Limited	8441	10
4	10.38	Basti and Ambedkarnagar Districts	Uttar Pradesh	Ambedkarnagar District	Torrent Gas Limited	1899	8
5	9.78	Amethi, Pratapgarh & Raebareli Districts	Uttar Pradesh	Amethi District	Bharat Petroleum Corporation Limited	3125	11
6	11.58	Amroha (except area already authorized) & Sambhal (except area already authorized) districts	Uttar Pradesh	Amroha District	Megha City Gas Distribution Private Limited	0	12
7	9.79	Auraiya, Kanpur Dehat & Etawah Districts	Uttar Pradesh	Auraiya District	Torrent Gas Limited	9102	5
8	10.36	Azamgarh, Mau and Ballia Districts	Uttar Pradesh	Azamgarh District	Torrent Gas Limited	11103	17
9	8.06	Bagpat District	Uttar Pradesh	Bagpat District	Bagpat Green	5448	15

					Energy Private Limited		
10	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Bahraich	Bharat Petroleum Corporation Limited	23359	20
11	10.36	Azamgarh, Mau and Ballia Districts	Uttar Pradesh	Ballia District	Torrent Gas Limited	0	7
12	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Balrampur	Bharat Petroleum Corporation Limited	3545	7
13	11.63	Banda, Chitrakoot and Mahoba	Uttar Pradesh	Banda District	Indraprastha Gas Limited	31388	10
14	10.4	Gonda and Barabanki Districts	Uttar Pradesh	Barabanki District	Torrent Gas Limited	6224	22
15	99.03	Bareilly	Uttar Pradesh	Bareilly District	Central UP Gas Limited	60089	24
	10.37	Bareilly (EAAA) District, Pilibhit and Rampur Districts	Uttar Pradesh		Hindustan Petroleum Corporation Limited	2476	37
16	10.38	Basti and Ambedkarnagar Districts	Uttar Pradesh	Basti District	Torrent Gas Limited	7761	10
17	9.77	Allahabad District (EAAA), Bhadohi & Kaushambi Districts	Uttar Pradesh	Bhadohi District	Indian Oil Adani Gas Private Limited	0	2
18	10.46	Bijnor and Nainital Districts	Uttar Pradesh	Bijnor District	Hindustan Petroleum Corporation Limited	7917	29
19	10.45	Shahjahanpur and Budaun Districts	Uttar Pradesh	Budaun District	Hindustan Petroleum Corporation Limited	2369	24

20	8.05	Bulandshahr (part) District	Uttar Pradesh	Bulandshahr District	Indian Oil Adani Gas Private Limited	16257	22
	9.76	Bulandshahr District (EAAA), Aligarh & Hathras Districts	Uttar Pradesh		Indian Oil Adani Gas Private Limited	7344	10
	98.01	Khurja	Uttar Pradesh		Adani Total Gas Limited	14713	10
21	10.44	Mirzapur, Chandauli and Sonbhadra Districts	Uttar Pradesh	Chandauli District	GAIL Gas Limited	11863	12
22	11.63	Banda, Chitrakoot and Mahoba	Uttar Pradesh	Chitrakoot District	Indraprastha Gas Limited	0	2
23	11.07	Gopalganj, Siwan, West Champaran, East Champaran and Deoria districts	Uttar Pradesh	Deoria District	Bharat Petroleum Corporation Limited	19975	10
24	10.39	Farrukhabad, Etah and Hardoi Districts	Uttar Pradesh	Etah District	Hindustan Petroleum Corporation Limited	2023	18
25	9.79	Auraiya, Kanpur Dehat & Etawah Districts	Uttar Pradesh	Etawah District	Torrent Gas Limited	6734	17
26	9.8	Faizabad & Sultanpur Districts	Uttar Pradesh	Faizabad District	Green Gas Limited	2063	8
27	10.39	Farrukhabad, Etah and Hardoi Districts	Uttar Pradesh	Farrukhabad District	Hindustan Petroleum Corporation Limited	6526	14
28	10.42	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh	Fatehpur District	Indraprastha Gas Limited	31842	9
29	99.13	Firozabad (Taj Trapezium Zone)	Uttar Pradesh	Firozabad District	GAIL Gas Limited	11601	15
30	99.19	Ghaziabad & Hapur Districts	Uttar Pradesh	Ghaziabad Districts	Indraprastha Gas Limited	437310	70
31	10.41	Jaunpur and Ghazipur	Uttar	Ghazipur	Indian Oil	0	4

		Districts	Pradesh	District	Adani Gas Private Limited		
32	10.4	Gonda and Barabanki Districts	Uttar Pradesh	Gonda District	Torrent Gas Limited	4302	9
33	9.81	Gorakhpur, Sant Kabir Nagar & Kushinagar Districts	Uttar Pradesh	Gorakhpur District	Torrent Gas Limited	18369	22
34	99.2	Noida(Including Greater Noida)	Uttar Pradesh	Goutam Buddh Nagar District	Indraprastha Gas Limited	468279	72
35	10.42	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh	Hamirpur District	Indraprastha Gas Limited	8857	4
36	99.19	Ghaziabad & Hapur Districts	Uttar Pradesh	Hapud District	Indraprastha Gas Limited	6272	9
37	10.39	Farrukhabad, Etah and Hardoi Districts	Uttar Pradesh	Hardoi District	Hindustan Petroleum Corporation Limited	10671	31
38	99.13	Firozabad (Taj Trapezium Zone)	Uttar Pradesh	Hathras District	GAIL Gas Limited	0	2
	9.76	Bulandshahr District (EAAA), Aligarh & Hathras Districts	Uttar Pradesh		Indian Oil Adani Gas Private Limited	0	3
39	10.31	Jhansi (EAAA) District, Bhind, Jalaun, Lalitpur and Datia Districts	Uttar Pradesh	Jalaun District	Adani Total Gas Limited	0	4
40	10.41	Jaunpur and Ghazipur Districts	Uttar Pradesh	Jaunpur District	Indian Oil Adani Gas Private Limited	7849	15
41	10.31	Jhansi (EAAA) District, Bhind, Jalaun, Lalitpur and Datia Districts	Uttar Pradesh	Jhansi District	Adani Total Gas Limited	0	10
	2.03	Jhansi	Uttar Pradesh		Central UP Gas Limited	29580	11

42	10.43	Mainpuri and Kannauj Districts	Uttar Pradesh	Kannauj District	Hindustan Petroleum Corporation Limited	3212	13
43	9.79	Auraiya, Kanpur Dehat & Etawah Districts	Uttar Pradesh	Kanpur Dehat District	Torrent Gas Limited	2074	19
44	99.04	Kanpur	Uttar Pradesh	Kanpur District	Central UP Gas Limited	139016	60
	10.42	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh		Indraprastha Gas Limited	19936	18
45	11.59	Kasganj district	Uttar Pradesh	Kasganj District	Megha City Gas Distribution Private Limited	0	5
46	9.77	Allahabad District (EAAA), Bhadohi & Kaushambi Districts	Uttar Pradesh	Kausambi District	Indian Oil Adani Gas Private Limited	0	9
47	9.81	Gorakhpur, Sant Kabir Nagar & Kushinagar Districts	Uttar Pradesh	Kushinagar District	Torrent Gas Limited	0	6
48	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Lakhimpur Kheri	Bharat Petroleum Corporation Limited	33682	30
49	10.31	Jhansi (EAAA) District, Bhind, Jalaun, Lalitpur and Datia Districts	Uttar Pradesh	Lalitpur District	Adani Total Gas Limited	0	1
50	99.17	Lucknow	Uttar Pradesh	Lucknow District	Green Gas Limited	131923	48
51	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Maharajganj	Bharat Petroleum Corporation Limited	3016	17
52	11.63	Banda, Chitrakoot and	Uttar	Mahoba	Indraprasth	7555	7

		Mahoba	Pradesh	District	a Gas Limited		
53	10.43	Mainpuri and Kannauj Districts	Uttar Pradesh	Mainpuri District	Hindustan Petroleum Corporation Limited	14521	25
54	99.13	Firozabad (Taj Trapezium Zone)	Uttar Pradesh	Mathura District	GAIL Gas Limited	8404	22
	1.03	Mathura	Uttar Pradesh		Torrent Gas Limited	26937	13
55	10.36	Azamgarh, Mau and Ballia Districts	Uttar Pradesh	Mau District	Torrent Gas Limited	3879	6
56	9.82	Meerut District (EAAA), Muzaffarnagar & Shamli Districts	Uttar Pradesh	Meerut District	Indraprastha Gas Limited	1905	14
	1.06	Meerut	Uttar Pradesh		GAIL Gas Limited	82896	26
57	10.44	Mirzapur, Chandauli and Sonbhadra Districts	Uttar Pradesh	Mirzapur District	GAIL Gas Limited	291	17
58	9.83	Moradabad (EAAA) District	Uttar Pradesh	Moradabad District	Torrent Gas Limited	13433	21
	98.03	Moradabad	Uttar Pradesh		Torrent Gas Limited	43181	8
59	9.82	Meerut District (EAAA), Muzaffarnagar & Shamli Districts	Uttar Pradesh	Muzaffarnagar District	Indraprastha Gas Limited	66030	24
60	10.37	Bareilly (EAAA) District, Pilibhit and Rampur Districts	Uttar Pradesh	Pilibhit District	Hindustan Petroleum Corporation Limited	6552	15
61	9.78	Amethi, Pratapgarh & Raebareli Districts	Uttar Pradesh	Pratapgarh District	Bharat Petroleum Corporation Limited	398	12
62	9.78	Amethi, Pratapgarh & Raebareli Districts	Uttar Pradesh	Rai Bareli District	Bharat Petroleum Corporation Limited	4189	17
63	10.37	Bareilly (EAAA) District, Pilibhit and Rampur	Uttar Pradesh	Rampur District	Hindustan Petroleum	8006	16

		Districts			Corporation Limited		
64	6.02	Saharanpur District	Uttar Pradesh	Saharanpur District	Bharat Petroleum Corporation Limited	30077	18
65	11.58	Amroha (except area already authorized) & Sambhal (except area already authorized) districts	Uttar Pradesh	Sambhal (except area already authorized) District	Megha City Gas Distribution Private Limited	0	1
66	9.81	Gorakhpur, Sant Kabir Nagar & Kushinagar Districts	Uttar Pradesh	Sant Kabir Nagar District	Torrent Gas Limited	395	6
67	10.45	Shahjahanpur and Budaun Districts	Uttar Pradesh	Shahjahanpur District	Hindustan Petroleum Corporation Limited	18096	22
68	9.82	Meerut District (EAAA), Muzaffarnagar & Shamli Districts	Uttar Pradesh	Shamali District	Indraprastha Gas Limited	10299	6
69	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Shrawasti	Bharat Petroleum Corporation Limited	1114	10
70	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Siddharth Nagar	Bharat Petroleum Corporation Limited	4005	12
71	11A.01	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj Districts	Uttar Pradesh	Sitapur	Bharat Petroleum Corporation Limited	37354	31
72	10.44	Mirzapur, Chandauli and Sonbhadra Districts	Uttar Pradesh	Sonbha-dra	GAIL Gas Limited	352	4

				District			
73	9.8	Faizabad & Sultanpur Districts	Uttar Pradesh	Sultanpur District	Green Gas Limited	0	2
74	9.84	Unnao (EAAA) District	Uttar Pradesh	Unnao District	Green Gas Limited	749	4
75	97.06	Varanasi District	Uttar Pradesh	Varanasi District	GAIL India Limited	133606	44
Total						2,306,333	1,375

(*source: PNGRB*)

STATEMENT-II

The details of PNG(D) connections and CNG stations commissioned in the state of Uttar Pradesh during the last three years:

State / UT	PNG Domestic Connections			CNG Stations		
	Mar-24	Mar-25	Mar-26	Mar-24	Mar-25	Mar-26
Uttar Pradesh	16,50,326	19,35,296	22,45,832	1,081	1,215	1,367

(source: PNGRB)

SUSTAINABLE URBAN WATER MANAGEMENT

3128. DR. KALANIDHI VEERASWAMY:

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

(a) the details of the urban wastewater treatment and reuse projects sanctioned, implemented and under implementation across the country, State and city-wise;

(b) the details of the sewage treatment capacity created, operational capacity and quantity of treated wastewater being reused for non-potable purposes including industrial use, agriculture and urban landscaping;

(c) the funds sanctioned, released and utilised by the Government for urban wastewater treatment and reuse projects during the last three years, State-wise including Tamil Nadu;

(d) whether the Government has assessed the gaps in sewage treatment capacity in urban areas and if so, the details thereof, particularly in metropolitan and coastal cities; and

(e) the steps taken to promote recycling and reuse of treated wastewater, strengthen sewage infrastructure and support States including Tamil Nadu in achieving sustainable urban water management?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): Water and Sanitation is State subject. Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States through various schemes/ Missions such as Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0). Under AMRUT/ AMRUT 2.0, the States/ Union Territories are empowered to select, appraise, prioritise and implement the projects.

Under AMRUT, a total of 888 sewerage and septage management projects amounting to ₹34,471.71 crore have been taken up by the States/ UTs for augmentation of about 6,299 Million Litres per Day (MLD) of sewage treatment capacity. A total of 5,575 MLD sewage treatment capacity have been created, of which 1,437 MLD capacity has been developed for recycle/reuse.

Under AMRUT 2.0, the State Water Action Plans (SWAPs) comprising of 605 sewerage/septage projects worth ₹71,133.01 crore have been approved, which includes development of 7,098 MLD sewage treatment capacity (new/augmentation) of which 1,900 MLD sewage treatment capacity is for recycle/reuse. The details of AMRUT/ AMRUT 2.0 projects State-wise and City-wise is available at the website https://amrut.mohua.gov.in/approvedProjects/state.

As reported by the States/ UTs, a total of around 6000 MLD of treated used water is reused for non potable purposes.

(c): Under AMRUT/ AMRUT 2.0, funds are released to the States/ UTs and not project-wise. States/UTs further release funds to the ULBs/ Implementing Agencies as per progress of the projects. Total Central share of ₹16,181.28 crore has been released/ Sanctioned under AMRUT and AMRUT 2.0 to the States/ UTs for the projects including waste water treatment and reuse projects in the last three financial years (2023-24 to 2025-26) of which an amount of ₹14,361.17 crore has been utilised/ expenditure incurred by the States/ UTs. State/UT-wise details including Tamil Nadu are given in Statement.

(d): As per the information provided by the States/ UTs to National Green Tribunal (NGT), the total sewage generation in the country is 52,644 MLD and the existing STP capacity is 31,885.13 MLD.

Through various Missions/ Schemes such as AMRUT 2.0, Swachh Bharat Mission-Urban (SBM-U 2.0) and Namami Gange, States/UTs are supported to fill the gaps in sewage treatment capacity. Under AMRUT 2.0,

7,098 MLD of sewage treatment capacity has been approved in 500 AMRUT Cities. Further, under SBM-U, more than 10,000 MLD sewerage/ septage treatment capacity has been approved for the towns having less than 1 lakh population and around 6,600 MLD of STP capacity has been sanctioned under Namami Gange Programme.

(e): Under AMRUT and AMRUT 2.0, reuse and recycling of treated used water is promoted as a key component of sustainable urban water management and water security. States/Union Territories (UTs) have been encouraged to develop reuse infrastructure including tertiary treatment facilities, distribution networks and storage systems as part of sewerage and used water management projects. Reuse is an admissible project component under AMRUT 2.0 and States are encouraged to integrate end-to-end reuse systems within STP and sewerage projects.

"Jal Hi AMRIT" initiative under AMRUT 2.0 reforms 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 initiative is building capacity and incentivizing qualitative improvements in the treated discharge effluent. To institutionalize circularity, Water Resource Recovery Cells (WRRCs) have been established in 25 States/ Union Territories under this initiative to plan, monitor, and scale resource recovery interventions. Further, 12 States have notified used water reuse policy.

The State of Tamil Nadu has taken up 29 sewerage / septage management projects under AMRUT 2.0 covering development of 81.51 MLD of sewerage treatment capacity of which 32.65 MLD of used water is for reuse. Earlier under AMRUT, the State has completed 466 MLD of sewerage treatment capacity of which 90 MLD of used water is for reuse.

STATEMENT

Central share released/ sanctioned for projects including projects for reuse of treated used water under AMRUT and AMRUT 2.0 during the last three year (from 2023-24 to 2025-26):

(₹ in Crore)

SI NO	State / UT	Release/Sanction	UC Received/ Expenditure Incurred
1	Andaman and Nicobar Islands	5.51	1.68
2	ANDHRA PRADESH	485.56	2.00
3	ARUNACHAL PRADESH	56.37	18.46
4	ASSAM	198.09	198.09
5	BIHAR	507.05	112.85
6	Chandigarh	22.38	22.38
7	CHHATTISGARH	187.72	187.72
8	Dadra & Nagar Haveli and Daman & Diu	32.43	32.43
9	Delhi	262.78	104.24
10	GOA	77.60	77.59
11	GUJARAT	1656.94	1656.94
12	Haryana	474.57	458.88
13	HIMACHAL PRADESH	152.67	96.16
14	Jammu & Kashmir	100.00	100.00
15	JHARKHAND	164.92	164.92
16	KARNATAKA	1252.77	1252.77
17	KERALA	378.53	331.56
18	LADAKH	1.80	0.00

19	LAKSHADWEEP	0.00	0.00
20	MADHYA PRADESH	423.20	423.20
21	MAHARASHTRA	2169.42	2063.14
22	MANIPUR	26.95	10.50
23	MEGHALAYA	75.07	75.07
24	MIZORAM	53.65	44.71
25	NAGALAND	66.88	66.88
26	ODISHA	621.46	621.46
27	PUDUCHERRY	91.61	91.61
28	PUNJAB	309.87	309.87
29	RAJASTHAN	703.05	703.05
30	SIKKIM	19.97	12.62
31	TAMIL NADU	2695.00	2689.90
32	TELANGANA	266.00	266.00
33	TRIPURA	110.69	110.69
34	UTTAR PRADESH	1885.47	1426.52
35	UTTARAKHAND	125.32	107.29
36	WEST BENGAL	520.00	520.00
	Total	**16181.28**	**14361.17**

PROPOSALS FOR APC FROM KOLHAPUR

3129. SHRI SHAHU SHAHAJI CHHATRAPATI:

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

(a) the details of the number of Agro-Processing Cluster (APC) proposals received from Kolhapur tehsils/areas remain stuck in appraisal under Pradhan Mantri Kisan Sampada Yojana (PMKSY) and the time since these have been pending;

(b) the specific deficiencies or objections that have held up approval despite acute post-harvest losses in Kolhapur's sugarcane/jaggery economy;

(c) the details of the project including investment proposed, processing capacity, jobs promised and appraisal committee's last observations; and

(d) the details of immediate steps taken to address these inexplicable delays including fast-track timelines and officers accountability for farmer distress caused by processing gaps?

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

(a) to (d): The Ministry of Food Processing Industries (MoFPI) has been implementing the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC) since 2017 as a component Scheme of the Pradhan Mantri Kisan Sampada Yojana (PMKSY). The APC Scheme aims to create modern infrastructure for food processing based on a cluster approach, reduce post-harvest losses, add value to agricultural produce, increase farmers' income and generate employment. The Scheme is demand driven and is not District/ State/ Product/ Sector specific.

The proposals are invited from prospective investors / entrepreneurs through Expressions of Interest (EoIs) issued by the Ministry from time to time, subject to availability of funds. At present, no EoI is open under the APC Scheme. Further, no proposal from Kolhapur is pending or remains under appraisal in the Ministry against the last EoI dated 14.05.2025.

DEVELOPMENT OF PARANDUR AIRPORT

3130. THIRU DAYANIDHI MARAN:

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

(a) whether the Union Government has received any communication from the State Government of Tamil Nadu regarding the continuation, modification or withdrawal of the proposed Greenfield Airport at Parandur after May, 2026 and if so, the details thereof;

(b) whether the Union Government has sought any clarification from the said State Government regarding its present policy position and if so, the details thereof;

(c) whether the prolonged uncertainty over the project has adversely affected aviation planning, infrastructure development, investments and the local economy in western Chennai and if so, the details thereof;

(d) whether the Union Government proposes to fix any timeline within which the State Government of Tamil Nadu is required to communicate its final decision on the project and if so, the details thereof; and

(e) the steps being taken to ensure that Chennai's future airport capacity requirements are addressed without prolonged policy uncertainty affecting residents, investors and infrastructure planning?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a): No, Sir.

(b) to (e): Government has accorded 'In-Principle' approval under Greenfield Airports (GFA) Policy, 2008 on 07.04.2025 to Tamil Nadu Industrial Development Corporation Limited (TIDCO), a Government of Tamil Nadu Enterprise for establishment of an International Greenfield Airport at Parandur.

As per the GFA Policy, the responsibility for implementation of airport projects rests with the airport developer concerned including the respective State Government (in case the State Government is the project proponent). The timeline for construction of an airport depends upon many factors, such as, land acquisition, availability of mandatory clearances, financial closure, etc.

3A NOTIFICATION FOR NH-183

3131. ADV. DEAN KURIAKOSE:

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

(a) whether the Government will take steps to republish the 3A notification for the Mundakayam-Kumily National Highway (NH)-183 which had lapsed earlier;

(b) if so, the details thereof; and

(c) whether Kumily would be included in the 2nd Phase of the work, if so, the details thereof?

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

(a) to (c): The process for engagement of Consultant for the preparation of Detailed Project Report (DPR) has been initiated for the development of the 4-lane section of NH-183 from Km 62.10 (Anjilimoodu, near Chengannur Town) to Km 215.45 (Kumily), including the Mundakayam–Kumily stretch. The activity of land acquisition is a part of DPR preparation and is carried out along the approved alignment. Approval of the project shall be in accordance with the extant guidelines, taking into account factors such as availability of land, traffic density, connectivity requirements, economic viability and synergy with PM Gati Shakti National Master Plan (NMP).

EXPANSION OF NATIONAL HIGHWAYS

3132. SHRI SOUMENDU ADHIKARI:

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

(a) whehter it is a fact that Government has taken different projects of Expansion of National Highways (NH) to ease the road connectivity between Odisha to Assam via Midnapore, Bankura, Burdwan districts of Cooch Behar; and

(b) if so, the present status and condition of the NHs along with the obstacles and problems identified and addressed to complete the works within the stipulated timeframe thereof?

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

(a) and (b): At present Odisha and Assam through West Bengal are connected via National Highways (NHs) NH-49, NH-16, NH-14, NH-12, NH-27 and NH-17 passing through Chichira, Nayagram, Kharagpur, Bankura, Raniganj, Mallarpur, Moregram, Farakka, Dalkhola, Ghoshpukur, Falakata and Bakshirhat. Present status and condition of different projects of expansion of NHs to ease road connectivity between Odisha to Assam via Midnapore, Bankura, Burdwan and Cooch Behar districts including the obstacles and problems identified and addressed to complete the works within the stipulated timeframe is given in the enclosed **Statement.**

STATEMENT

Present status and condition of different projects of expansion of NHs to ease road connectivity between Odisha to Assam:

Sr. No.	NH No.	Name of Project	Length (km)	Current status	Start date	Schedule date of completion	Likely Date of completion	Physical progress (%)	Obstacles and problems identified and being addressed
1	16	Four Lane Highways from Balasore to Kharagpur of NH-60 (Km. 0.00 to Km. 119.300) in the State of Odisha and West Bengal	119.3	Completed	-	-	-	-	-
2	49	4-Laning of	55.55	Completed	-	-	-	-	-

		Chichira-Kharagpur Section of NH-6 from Km. 185.150 to Km. 134.400 including rehabilitation of existing 4-lane from Km 134.400 to Km 129.60 in the State of West Bengal							
3	116A	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	Awarded	Sept. 2026	Feb. 2029	-	-	-
4	116A	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	48.814	Awarded	Sept. 2026	Feb. 2029	-	-	-

		HAM Mode.							
5	116A	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.	43.186	Awarded	Sept. 2026	Feb. 2029	-	-	-
6	116A	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	Awarded	Sept. 2026	Feb. 2029	-	-	-
7	116A	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	50.96	Awarded	Sept. 2026	Feb. 2029	-	-	-

		state of West Bengal under HAM Mode.							
8	12	Four laning of Berhampore – Farakka Section of NH-34 from Km 191.416 to Km 294.684 in the State of West Bengal under NHDP Phase-III on DBFOT (Toll) basis	100.6	Completed	-	-	-	-	-
9	12	4 lane bridge over River Ganga at downstream of Farakka Barrage (4L NHDP-III,5 Km, EPC)	5.468	ongoing	20.12.2018	18.12.2021	Sept. 2026	96.71	1. Delay in Land Acquisition 2. Re-validation of design and drawings 3. Covid-19
10	12	4- laning of Farakka – Raiganj Section of NH-34 from Km 295.000 to Km 398.000 in the State of West Bengal under NHDP Phase-III on DBFOT (Toll) basis	100.2	Completed	-	-	-	-	-
11	12	Balance 4-laning work of Raiganj Dalkhola section of NH-12 (Old NH-34)	50.35	Completed	-	-	-	-	-

		from Km 398.000 to Km 452.750 (Package-V) in the State of West Bengal on EPC mode							
12	12	Construction of balance 4-lanning work of Dalkhola bypass (length 5.5 Km) including ROB on NH-12	4.538	Completed	-	-	-	-	-
13	27	4-Lanning from Dalkhola to Ghoshpukur	110	Completed	-	-	-	-	-
14	27	4-Lanning from Ghoshpukur - Dhupguri	78.45	Completed	-	-	-	-	-
15	27	Construction of de-scoped 4-lane portion of Binnaguri Bypass in Binnaguri Mouza of NH-27	5.5	ongoing	07.11.2025	06.11.2027	06.11.2027	2.58	No Delay
16	27	Rehabilitation and up-gradation to Four laning of NH-31D from km 113.200 to km 154.854 (Pkg-IIA) Ghoshpukur-Salsalabari Section in the State of West Bengal	41.654	ongoing	04.12.2024	01.06.2027	01.06.2027	61.1	No Delay
17	27	Rehabilitation	29.86	Awarded	Sept. 2026	Aug. 2028	-	-	-

		and up-gradation 4-laning of Dhupguri - Falakata section of NH-31D from km 83+340 to km 113+200 in West Bengal (Pkg-2B)							
18	17	2-Laning with Paved Shoulder from Falakata at Ch. 112.971 to Bakshirhat at Ch. 184.906 of NH-17 in West Bengal	71.93	Completed	-	-	-	-	-

पर्वतमाला परियोजना और रोपवे परियोजनाएं

3133. श्री चिन्तामणि महाराज:

डॉ. मन्ना लाल रावत:

श्री अरविंद धर्मापुरी:

श्रीमती माला राज्यलक्ष्मी शाह:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री दिलीप शइकीया:

श्री नलिन सोरेन:

श्रीमती अनिता नागरसिंह चौहान:

श्री त्रिवेन्द्र सिंह रावत:

श्री चन्द्र प्रकाश चौधरी:

श्री गोडम नागेश:

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

(क) पर्वतमाला परियोजना के अंतर्गत चिह्नित, स्वीकृत, समीक्षाधीन, कार्यान्वयनाधीन तथा पूर्ण की जा चुकी रोपवे परियोजनाओं का राज्य/संघ राज्यक्षेत्र-वार तथा जिला-वार ब्यौरा क्या है;

(ख) क्या देश में और अधिक रोपवे परियोजनाओं का प्रस्ताव है, यदि हाँ, तो धार्मिक अथवा पर्वतीय पर्यटन स्थलों सहित प्रत्येक परियोजना की वर्तमान स्थिति, अनुमानित लागत तथा निर्धारित समय-सीमा का राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ग) पर्वतमाला परियोजना के अंतर्गत, विशेषकर पर्वतीय, दुर्गम एवं जनजातीय क्षेत्रों में रोपवे परियोजनाओं के विकास में हुई प्रगति का राज्य-वार ब्यौरा क्या है;

(घ) क्या सरकार का विचार उक्त परियोजना के अंतर्गत छत्तीसगढ़, मध्य प्रदेश तथा झारखंड के पर्वतीय एवं पर्यटन की संभावना वाले क्षेत्रों को शामिल करने या भविष्य में उनका विकास करने का है, यदि हाँ, तो प्रस्तावित अथवा स्वीकृत रोपवे परियोजनाओं की वर्तमान स्थिति और ब्यौरा क्या है;

(ङ) सार्वजनिक-निजी भागीदारी (पीपीपी) अथवा अन्य मॉडलों के अंतर्गत रोपवे परियोजनाओं के अनुमोदन तथा क्षेत्रीय संपर्क में सुधार के लिए क्या मानदंड अपनाए गए हैं;

(च) उक्त परियोजनाओं के अंतर्गत पर्वतीय क्षेत्रों में पर्यटन, अंतिम छोर तक संपर्क (लास्ट-माइल कनेक्टिविटी), स्थानीय आर्थिक विकास, रोजगार सृजन तथा समग्र क्षेत्रीय विकास पर पर्वतमाला परियोजना का क्या अपेक्षित प्रभाव रहा है; और

(छ) जनजातीय एवं दूरस्थ क्षेत्रों में सर्वांगीण आर्थिक विकास तथा पर्यटन को बढ़ावा देने के लिए सरकार द्वारा क्या उपाय किए जा रहे हैं?

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

(क) से (ग): ब्यौरा **विवरण** के रूप में संलग्न हैं।

(घ) से (छ): सरकार ने केंद्रीय बजट 2022-23 में पर्वतमाला परियोजना के तहत राष्ट्रीय रोपवे विकास कार्यक्रम की घोषणा की है, जिसका उद्देश्य पहाड़ी क्षेत्रों में अंतिम-मील तक कनेक्टिविटी को बेहतर बनाने के लिए रोपवे का विकास करना है। दुर्गम पहाड़ी क्षेत्रों में पारंपरिक सड़कों के

स्थान पर रोपवे पारिस्थितिक रूप से एक दीर्घकालिक विकल्प है। इसका उद्देश्य पर्यटन को बढ़ावा देने के अलावा यात्रियों के लिए कनेक्टिविटी और सुविधा को उन्नत करना है। इससे भीड़भाड़ वाले शहरी क्षेत्रों को भी कवर किया जा सकता है, जहां पारंपरिक सार्वजनिक परिवहन प्रणाली व्यवहार्य नहीं है।

परियोजनाएं मुख्य रूप से हाइब्रिड एन्युइटी मोड (एचएएम), डिज़ाइन-बिल्ड-फाइनेंस-ऑपरेट-ट्रांसफर (डीबीएफओटी) मोड और इंजीनियरी, प्रापण और निर्माण (ईपीसी) मोड के तहत कार्यान्वित की जाती हैं। रियायत अवधि के दौरान निर्माण, संचालन और रखरखाव की जिम्मेदारी रियायतग्राही की होती है। एचएएम के तहत, संपूर्ण राजस्व प्राधिकरण द्वारा एकत्र किया जाता है; डीबीएफओटी के तहत, राजस्व रियायतग्राही द्वारा संग्रहण किया जाता है।

जनजातीय क्षेत्रों सहित रोपवे और राष्ट्रीय राजमार्ग अवसंरचना का विकास एक सतत प्रक्रिया है। पर्वतमाला परियोजना के अंतर्गत तकनीकी-वित्तीय परिणामों की विस्तृत परियोजना रिपोर्ट (डीपीआर), निर्धारित तकनीकी और वित्तीय मानदंडों की पूर्ति, कनेक्टिविटी की आवश्यकता, यातायात घनत्व, पारिस्थितिक प्रभाव और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर रोपवे परियोजनाओं को आरंभ किया जाता है।

<u>विवरण;</u>

पर्वतमाला परियोजना और रोपवे परियोजनाओं के संबंध में राज्य / संघ राज्यक्षेत्र-वार और जिला-वार ब्यौरा

क्रमांक	राज्य / संघ राज्य क्षेत्र	ज़िला	रोपवे परियोजना का नाम (लंबाई, एल)	मोड	परियोजना लागत (करोड़ रुपये में)	पूरा होने की संभावित तिथि	स्थिति / टिप्पणियाँ
1	उत्तर प्रदेश	वाराणसी	वाराणसी (लंबाई - 3.85 किमी)	एचएएम	815.58	नवंबर 2026	कार्यान्वयन के अधीन
2	उत्तर प्रदेश	प्रयागराज	संगम प्रयागराज (लंबाई-2.2 किमी)	एचएएम	230.00	अप्रैल 2027	कार्यान्वयन के अधीन
3	हिमाचल प्रदेश	कुल्लू	बिजली महादेव (लंबाई-2.32 किमी)	एचएएम	283.92	प्राधिकरण द्वारा समाप्ति का आशय पत्र जारी किया गया।	परियोजना सौंप दी गई है लेकिन स्थानीय विरोध के कारण इस पर पुनर्विचार किया जा रहा है।
4	मध्य प्रदेश	उज्जैन	महाकालेश्वर मंदिर, उज्जैन (एल-1.76 किमी)	एचएएम	272.03	प्राधिकरण द्वारा समाप्ति का आशय पत्र जारी किया गया। डीबीएफओटी मोड पर अन्वेषण किया जा रहा है।	परियोजना का डीबीएफओटी मोड पर पुनर्विचार किया जा रहा है।
5	मध्य प्रदेश	सागर	टिकिटोरिया माता मंदिर (लंबाई -0.15 किमी)	ईपीसी	21.89	जुलाई 2027	कार्यान्वयन के अधीन
6	हरियाणा	महेंद्रगढ़	धोसी पहाड़ी (लंबाई-0.88 किमी)	एचएएम	67.90	मार्च 2027	कार्यान्वयन के अधीन

7	जम्मू और कश्मीर	श्रीनगर	शंकराचार्य मंदिर (लंबाई -1.05 किमी)	एचएएम	147.23	रियायतग्राही की नियत तिथि से 2 वर्ष	अनुमोदित और बोली प्रक्रिया के अधीन है।
8	उत्तराखंड	रुद्रप्रयाग	केदारनाथ (लंबाई-12.9 किमी)	डीबीएफओटी	4081.28	मई-2032	परियोजना आवंटित की गई है
9	उत्तराखंड	चमोली	हेमकुंड साहिब जी (लंबाई-12.4 किमी)	डीबीएफओटी	2730.13	मई-2032	परियोजना आवंटित की गई है
10	महाराष्ट्र	नागपुर	रामटेक गढ़ मंदिर (लंबाई - 0.64 किमी)	एचएएम	151.50	नियत तिथि से 1.5 वर्ष	अनुमोदित और बोली प्रक्रिया के अधीन है।
11	असम	कामरूप	कामाख्या देवी मंदिर (लंबाई -1.43 किमी)	डीबीएफओटी	213.24	नियत तिथि से 1.5 वर्ष	अनुमोदित और बोली प्रक्रिया के अधीन है।
12	उत्तराखंड	नैनीताल	काठगोदाम – नैनीताल (लंबाई-14.9 किमी)	-	-	-	विस्तृत परियोजना रिपोर्ट (डीपीआर) पर काम चल रहा है। कार्यान्वयन के मोड सहित निवेश संबंधी निर्णय डीपीआर का परिणाम, तकनीकी-आर्थिक व्यवहार्यता अध्ययन, मानदंडों की पूर्ति, कनेक्टिविटी की आवश्यकता, अंतर-संबंधी प्राथमिकता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर लिए जाते हैं।
13	महाराष्ट्र	नासिक	पेगलवाड़ी - ब्रह्मगिरि (लंबाई -3.96 किमी)	-	-	-	
14	अरुणाचल प्रदेश	तवांग	तावांग रोपवे (लंबाई - 5.15 किमी)	-	-	-	
15	गुजरात	गांधीनगर	गिफ्ट सिटी (लंबाई-2.35 किमी)	-	-	-	

STRUCTURAL FAILURES ON NH-66 IN KERALA

3134. SHRI K. C. VENUGOPAL:

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

(a) the total number and details of structural failures identified/reported along the construction and completed phases of National Highway (NH)-66 in Kerala during the last three years, district-wise;

(b) the key findings and recommendations of the high-level expert committees regarding the structural issues along the said NH;

(c) whether the Government has accepted any such recommendations and if so, the details thereof;

(d) the details of monetary penalties, debarments or criminal actions initiated against the contractors, independent engineers and officials for construction lapses; and

(e) the revised timeline for the completion of the NH-66 widening project in Kerala considering the ongoing safety audits?

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

(a): The structural failures are in the nature of failures of slope protection works, Reinforced Soil (RS) Walls during construction phase. The details are given in the enclosed **Statement-I**;

(b) and (c): The key findings of the Expert Committee are to conduct fresh geotechnical investigations including taking Boreholes and determination of

subsoil properties, pull out tests on RE Wall, reverification of ground conditions after ground improvement & global stability analysis. Based on findings of the Expert Committee in their report dated 04.08.2025, these recommendations have been complied with by engaging the Experts from IIT and boreholes have been taken;

(d): The details are given in the enclosed **Statement-I;** and

(e): Out of 13 ongoing projects on NH-66, 11 projects will be completed in the year 2027 and 02 projects in the year 2028. The details are given in the enclosed **Statement-II**.

STATEMENT-I

STRUCTURAL FAILURES ON NH-66 IN KERALA

Sr. No.	Name of Project / Stretch	District	Details of Collapse / Damage	Chainage of collapse/ damage	Month & Year of Collapse/ Damage	Name of Concessionaire/ Contractor	Details of action taken against Defaulting Contractor/ Concessionaire/Consultant
1	Chengala-Neeleshwaram	Kasaragod	Collapse of Slope Protection	Km.58+04 to Km.58+10 (RHS)	June, 2025	M/s MEIL Chengala Roadways Pvt. Ltd (promoter Megha)	Concessionaire to construct the defective work at their own cost and pay penalty of 5% of defective works. Concessionaire/ promoter had self-restrained themselves from participating in the bids of implementing agencies of MoRTH till 19.02.2026.
2	Neeleshwaram-Thaliparamba	Kasaragod	Unprotected soil slip occurred in the cut section	Km.96.03 to Km.96.10 (LHS)	July, 2025	M/s MEIL Neeleshwaram Roadways Pvt. Ltd (promoter Megha)	Concessionaire to construct the defective work at their own cost and pay penalty of 5% of defective works. Concessionaire/ promoter

							had self-restrained themselves from participating in the bids of implementing agencies of MoRTH till 19.02.2026.
3	Azhiyur-Vengalam	Kozhikode	Collapse of Slope Protection	Km.191+82 to Km.192+10 (LHS), Km.193+40 to Km.193+54 (RHS)	July, 2024	M/s.Azhiyur-Vengalam Road Pvt. Ltd. (promoter Adani Road Transport Ltd.)	Concessionaire to carryout rectification/ remedial measures at their own cost.
4	Ramanattukara-Valancherry	Mallappuram	Embankment settlement and failure of RE Wall	Km.276+80 to Km.277+05 (LHS)	May, 2025	M/s.KNR Ramanattukara Infra Private Limited.	Concessionaire constructed 377m Viaduct in failed RS Wall portion at their own cost. Concessionaire and Promoter self- restrained themselves from participating in the bids of NHAI till 30.11.2025.
5	Kollam Bypass to Kadambattukonam	Kollam	Failure of RE Wall	Km.504+40 to Km.504+50(LHS)	Dec., 2025	M/s.Kollam Highways Pvt Ltd. (Promoter Shivalaya Construction)	Concessionaire is constructing 120m Viaduct in failed RS Wall portion at their own cost. Concessionaire and their Promoter have self-restrained themselves from participating in the bids of the NHAI till 30.09.2026.

STATEMENT-II

The details of 13 ongoing projects on NH-66

Sr. No.	Project Stretch	Length (Km)	Progress (%)	Scheduled revised date of Completion
1.	6L of Chengala-Neeleshwaram	37.3	91	**31.03.2027**
2.	6L of Neeleshwaram-Thalipparamba	40.1	87	**31.03.2027**

3.	6L of Thalipparamba-Muzhapilangadu	29.9	84	**30.04.2028**
4.	6L of Azhiyur-Vengalam	40.8	68	**30.03.2028**
5.	6L of Kappirikkad-Thalikkulam	33.2	95	**30.06.2027**
6.	6L of Thalikkulam-Kodungallur	28.7	94	**30.06.2027**
7.	6L of Kodungallur-Edapally	26	71	**31.05.2027**
8.	6-lane Elevated Highway Aroor-Thuravoor	12.7	91	**06.01.2027**
9.	6L of Thuravoor-Paravoor	38.4	81	**31.05.2027**
10.	6L of Paravoor-Kottukulangara	37.5	77	**30.11.2027**
11.	6L of Kottukulangara-Start of Kollam Bypass	31.5	77	**31.12.2027**
12.	6L of Start of Kollam Bypass-Kadambattukonam	31.2	96	**30.06.2027**
13.	6L of Kadambattukonam-Kazhakuttom	29.8	77	**30.04.2027 (excl. 7.67 Km Viaduct portion descoped)**

सीकर की जल निकासी व्यवस्था

3135. श्री अमरा रामः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सीकर शहर के लिए प्रस्तावित जल निकासी व्यवस्था संबंधी विस्तृत परियोजना रिपोर्ट (डीपीआर) प्रस्तुत की गई है;

(ख) यदि हाँ, तो तत्संबंधी ब्यौरा सहित उक्त डीपीआर के स्वीकृत किए जाने की संभावित तिथि क्या है;

(ग) क्या सरकार का विचार बीकानेर जाने वाले राष्ट्रीय राजमार्ग पर शहर का अपशिष्ट जल एकत्र होने की समस्या का समाधान कर लोगों को राहत प्रदान करने का है; और

(घ) यदि हाँ, तो तत्संबंधी ब्यौरा तथा उक्त समस्या के समाधान की संभावित समय-सीमा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख): अटल नवीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत 2.0) के अंतर्गत, राज्य/संघ राज्य क्षेत्र जलाशयों के पुनरुद्धार के लिए परियोजनाएं कार्यान्वित करते हैं, जिनमें अन्य बातों के साथ-साथ, तूफानी वर्षा जल निकासी के माध्यम से वर्षा जल का जलाशयों(जिनमें सीवेज/अपशिष्ट नहीं आता है) में संचयन तथा जलाशयों के आसपास तूफानी वर्षा जल निकासी नालों का निर्माण/सुदृढ़ीकरण शामिल है। सीवरेज और सेप्टेज प्रबंधन संबंधी परियोजनाएं भी शहरी क्षेत्रों में जल निकासी व्यवस्था में सुधार करने में सहायता करती हैं। अमृत 2.0 के अंतर्गत राज्यों/संघ राज्य क्षेत्रों को परियोजनाओं के चयन, मूल्यांकन, प्राथमिकता निर्धारण और कार्यान्वयन का अधिकार प्राप्त है।

सीकर शहर में, अमृत 2.0 के अंतर्गत राजस्थान राज्य ने ₹315.68 करोड़ रुपये की अनुमोदित लागत की 02 सीवर एवं सेप्टेज प्रबंधन परियोजनाएं तथा ₹11.11 करोड़ रुपये की अनुमोदित लागत की 03 जलाशय पुनरुद्धार परियोजनाएं शुरू की हैं। इन सभी परियोजनाओं के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार कर ली गई है और संविदा प्रदान कर दी गई है।

(ग) और (घ): जल एवं स्वच्छता राज्य के विषय हैं तथा शहरी क्षेत्रों में अपशिष्ट जल का प्रबंधन राज्य सरकारों और शहर/नगर स्तर पर शहरी स्थानीय निकायों (यूएलबी)/शहरी विकास प्राधिकरणों के कार्यक्षेत्र के अंतर्गत आता है, जो जल निकासी एवं सीवरेज प्रणाली के रखरखाव के लिए उत्तरदायी हैं। इसके अतिरिक्त, संविधान की बारहवीं अनुसूची के अनुसार, शहरी नियोजन, शहरी स्थानीय निकायों (यूएलबी)/शहरी विकास प्राधिकरणों का कार्य है।राज्य सरकारों के अंतर्गत शहरी स्थानीय निकाय (यूएलबी)/शहरी विकास प्राधिकरण स्थानीय आवश्यकताओं के अनुसार सर्वेक्षण करते हैं और जल निकासी योजनाएं तैयार करते हैं। भारत सरकार योजनाबद्ध हस्तक्षेपों/निर्देशिकाओं के माध्यम से राज्यों के प्रयासों में सहायता प्रदान करती है। यह राज्यों को

वित्तीय एवं तकनीकी सहायता प्रदान करती है। राजस्थान राज्य के लिए अमृत 2.0 के अंतर्गत सीकर सहित अनुमोदित परियोजनाओं का शहरी स्थानीय निकाय (यूएलबी)-वार ब्यौरा वेबसाइट https://amrut.mohua.gov.in/approvedProjectsAmrut/ulb/RjNPQTI2T0dGN04zS3Rlc3VVUGtzUT09 पर उपलब्ध है।

MEASURES TO REDUCE ROAD ACCIDENTS

3136. SHRI BASTIPATI NAGARAJU:

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

(a) the measures taken by the Government to reduce road fatalities and injuries across the country;

(b) the details of third-party experts and agencies involved in evaluation of the safety of sanctioned road projects, State-wise;

(c) the details of road safety audits conducted at various stages of road projects, State-wise and district-wise details thereof in Andhra Pradesh; and

(d) the details of road safety awareness campaigns conducted, State-wise and district-wise details thereof in Andhra Pradesh?

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

(a): Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives

have been taken for road safety in the country are given in the enclosed **Statement-I.**

(b) and (c): Government has issued guidelines for conducting regular Road Safety Audits (RSAs) of all National Highways (NHs). These audits are conducted at the design stage, during construction, at the pre-opening stage of new NH projects, and on existing National Highways for ensuring road safety.

Details of third-party experts and agencies for conducting Road Safety Audits of projects undertaken by the National Highways Authority of India (NHAI) and the National Highways & Infrastructure Development Corporation Limited (NHIDCL) are given in the enclosed **Statement-II** and **Statement-III**, respectively.

The State-wise details of Road Safety Audits conducted at various stages of road projects pertaining to NHAI and NHIDCL are given in the enclosed **Statement-IV** and **Statement-V**, respectively.

(d): Road Safety Month is observed every year for spreading awareness about safer behavior of road users on National Highways wherein the following major activities are carried out by the Ministry and various stakeholders for creating awareness and enhancement of Safety of Road users:

- Conducting of Walkathon, Exhibition on Road safety along with Essay writing/Poster making competition/Nukkad Natak and Mass awareness events.

- Distribution of pamphlets etc. to road users at Toll plazas, wayside amenities, food stall points during the Safety Week.
- Awareness drives for Road Safety through Flex banners, Workshop, and Discussion.
- Retro reflective sheeting to avoid rear–end collision and installation of reflectors/retro-reflective tapes on truck, tractor-trolley, animal cart, etc. at toll plazas.
- Motivation and road side safety awareness programme for school/college students through Quiz competitions, drawing competitions, Essay writing and speech competitions, etc.
- Special drives to stop overloading along with checking of over-speeding, unauthorized parking, drunk driving, etc. with the help of police department.
- Health cum Eye Check-up Camp and distribution of eye glasses for truck/bus drivers operating on NHs.
- Distribution of pamphlets, and the display of safety banners.
- Checking fatigue of truck drivers and educating them about road safety.
- Road safety awareness messages on social media, such as Twitter, Instagram and Facebook are being spread on regular basis.

STATEMENT-I

Details of various initiatives taken by the Government in Ministry of Road Transport and Highways for road safety:

(1) Education:

i. Administered the scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at State/district level across the Country. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.

ii. Administered Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.

iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.

(2) Engineering:

2.1. Road engineering:

i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.

ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.

iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies to look after RSA and other road safety related works.

iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.

v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.

vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering: Various initiatives were undertaken to make vehicles safer, including the following:-

i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.

ii. 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.

iii. Mandatory provisions for fitment of following listed safety technologies:

-

For M1 category vehicles:

a. Seat Belt Reminder (SBR) for driver and co-driver.

b. Manual Override for central locking system

c. Over speed warning system.

For all M and N category vehicles:

a. Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSs. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after

the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

xiii. Published rules for Active safety features in Medium and Heavy Duty vehicles, which provide for Braking System including Anti-lock Braking, Endurance Braking System for M2, M3, N1, N2, N3 and Quadricycle (effective for new models from 1st January, 2027 and for existing models from 1st October, 2027), and Advanced Driver Assistance Systems (ADAS) including Vehicle Stability Function (VSF), Lane Departure Warning System (LDWS), Driver Drowsiness and Attention Warning Systems, Blind Spot Information Systems and Moving off Information Systems for M2, M3, N2 and N3 categories of vehicles (effective for new models from 1st October, 2027 and for existing models from 1st January, 2028).

xiv. Published rule for Acoustic Vehicle Alerting System (AVAS) meeting AIS-173 audibility standards has been mandated for electric vehicles. The requirement applies to new vehicle models manufactured on or after 1st October 2026 and existing vehicle models manufactured on or after 1st October 2027. Since electric vehicles operate almost silently at low speeds, AVAS generates an audible warning sound to alert pedestrians, cyclists, and especially visually impaired persons of an approaching vehicle, thereby enhancing road safety.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. The Central Government, vide Notification dated 20.01.2026, has amended Rules 167 and 167A of the Central Motor Vehicles Rules, 1989 to establish a transparent, technology-driven and time-bound e-Challan framework for issuance, payment and redressal of traffic challans. The amendments also provide for online challenge of challans, automated notifications and stronger enforcement measures to improve compliance and road safety.

iv. Government has notified the National Road Safety Board Rules, 2025 and in accordance with the provisions of the said Rules, the National

Road Safety Board has been constituted and notified vide S.O. 3505(E) dated 29.06.2026.

v. The Central Government has formulated the Guidelines on Constitution and Utilization of the State Road Safety Fund (SRSF) and Funding to District Road Safety Committees (DRSCs) 2025 to ensure sustained financing and accountable implementation of road safety measures through the establishment of a non-lapsable State Road Safety Fund and by empowering District Road Safety Committees to undertake targeted road safety interventions at the grassroots level.

vi. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

vii. The Government has issued guidelines under the 'Programme for Accelerated Renewal and Incentivization of Vehicle Assets for Reducing Transport Air Pollution and Network Emissions (PARIVARTAN Scheme)' on 14.07.2026 to accelerate the replacement of old, polluting vehicles with cleaner and safer alternatives in Delhi-NCR. The scheme promotes vehicle scrapping and adoption of environmentally friendly vehicles, contributing to improved road safety, reduced emissions, and sustainable mobility.

(4) Emergency care:

i. Revised the scheme guidelines (named as Rah-Veer) for the protection of Good Samaritan, who in good faith, voluntarily and without

expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital. As per the scheme, the reward for Rah-Veer has been increased to Rs. 25,000/- from Rs. 5,000/-.

ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).

iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government has notified the 'Prime Minister – Road Accident Victims' Hospitalisation and Assured Treatment (PM-Rahat) Scheme' (Cashless Treatment of Road Accident Victims Scheme, 2025) on 5th May 2025. Subsequently, detailed operational guidelines, including the process flow, stakeholder-wise Standard Operating Procedures (SOPs), and clearly defined roles and responsibilities, were notified on 4th June 2025 to facilitate its effective implementation.

STATEMENT-II

Details of third-party experts and agencies for conducting Road Safety Audits of projects undertaken by the National Highways Authority of India (NHAI):

Sr.	Name of the Firms	Sr Road Safety Auditor-cum-Team Leader	Traffic Planner
1	M/s Shweta Technophile Consultants Pvt. Ltd.	Jhansi Rani	Rajeev Kamboj
2	Translink Infrastructure Consultants (P) Ltd.	Mr. Chhoturam Bishnoi	Mr. Dhruv Patel
3	Techmodec Consultants Pvt. Ltd.	Sita Ram sharma	Narayan C Bagalkot
4	Sri Infotech	D. Srinivasa Chari	Dr. Naga Mallikarjuna Rao Golla
5	INFRASTRUCTURE DEVELOPMENT CONSULTANTS	Mr. abhai kumar khare	Mr. pawan daulatrao deshpande
6	PARISHA Engineers LLP	Mr. ashok kumar pareek	Mr. nitesh samariya
7	M/s Almondz Global Infra-Consultant Limited	Sudhakar Singh	Uma Devi Rangali
8	G-Eng Advisory Services Pvt Ltd	Mr.Sajjan Kumar Goyal	Mr. Mahipal Singh
9	Shweta Technophile Consultants Private Limited	Dr. Syed Aqeel Ahmad	Ramdasse
10	Geo Designs and Research Pvt. Ltd	Hemantkumar pandya	Harish kulkarni
11	INDIAN INFRATECH	Mr. milind jamble	mr. pallav s. bhinge
12	Pioneer Infra Consultants Pvt. Ltd	Rajendra kumar neekhra	Kamal kishore
13	Road Link Consultancy Services	Rajendar Kumar	Naresh Kumar Chaturvedi
14	Antique Buildtech Pvt. Ltd	Paresh Kumar Gupta	Manish Mangal
15	Sphere Infratech Consultancy Pvt Ltd	Minesh Vinodkumar Khinvasara	Yogesh Prabhudas Pathak
16	PARISHA Engineers LLP	Akash Bhatnagar	Rajesh Chandra Purohit
17	M/s INFOTRANS ENGINEERS PVT LTD	Potchi Reddy	B Anita

18	FP India Project Management Consultancy Services Pvt. Ltd	Ms. Lakshmi Menon	Rakesh R
19	Casta Engineers Pvt Ltd	Mohd. Shamsuzzoha	Mohd. Hedayatullah
20	Feedback Infra Private Limited	Prasanth Kalathil	Raveendra Babu Talluri
21	LION ENGINEERING CONSULTANTS PRIVATE LIMITED	Mr. anil Chansoria	Mr. ajay saxena
22	M/s Indian Infratech.	Dattatraya Yashwantarao Patil	Vijay Jeughale
23	M/s Geo Designs and Research Pvt. Ltd	Umakant Pani	Abhiskek Kumar
24	INFOTRANS ENGINEERS PVT LTD	G kumar	V jagan selva prabhu
25	M/s Samarth Infra Engg. Technocrats Pvt. Ltd.	V. Srinivasa Rao	G. Vidya Sagar
26	M/s Armenge Engineering And Management Consultants Pvt. Ltd.	K Venkata Ramana Murty	Col Mukesh Kumar Sharma
27	M/s Lion Engineering Consultants Private Limited	Devendra Dandotiya	Sriram Sharma
28	M/s Specialized Engineering Services Pvt Ltd	Z Ahmad Khan	Col Tk Sashidharan
29	Geo Designs and Research Pvt. Ltd	Jignesh trivedi	Anil mehta
30	M/s Shweta Technophile Consultants Private Limited	Geeta Shukla Jindal	Vikrant Kumar
31	GMD Consultants	Shailendra Mohan	Rajesh Harish Gajjar
32	A.K. Construction Manufacturers Pvt. Ltd	Atul Kumar	Raguraman Soundararajan
33	Infinite Civil Solutions Pvt. Ltd	Shabana Thabassum	Pragnesh Soni
34	Saadhya Infra solution LLP	Mahender Vaddepally	Macha Venkata Sreedhar
35	Civilbaba Infra Consultant Pvt Ltd	Rajesh Kumar Jindal	Ishwinder Singh Dua
36	M/s Lion Engineering Consultants Private Limited	B.K Rana	Sushil Nimbark
37	Credence Imagineering Consultancy Services Pvt Ltd	Kiran Rambhau Somwanshi	D. Ramesh Kumar

38	M A SOLUTIONS PRIVATE LIMITED	Mashkur ahmad	Upendra kumar
39	M/s Design Aid	Prashant Joshi	Nausheen Khan
40	M/s SPHERE INFRATECH CONSULTANCY PRIVATE LIMITED	Bs Kadiya	Bhavin Parmar
41	Rites Ltd	Sanjeev Gupta	Rajendra Sothwal
42	M/s Structon Project Consultants Private Limited	Pramod Vasant Joshi	Prabhakar Govinda Vanjari
43	M/s. P.K.Engineers	Mr. Pradeep Agarwal	Mr. Narayan Lal Verma
44	Road Link Consultancy Services	Mahesh Chandra Goyal	Virendra Chaudhary
45	M/s. MPG Associates	Vivek Singh	Pankaj Kumar Gupta
46	Monarch Surveyors And Engineering Consultants Pvt. Ltd	Shankar Dattatray Kulkarni	Sujeet Kumar Modi
47	Pioneer Infra Consultants Pvt Ltd.	Shyam Sunder Vijay	Ravi Kumar Singhal
48	M/s Ayoleeza Consultants India Pvt. Ltd.	Mr. Sunmeet singh	Mr. Abhishek kumar
49	Mahamarg Infra Consultants Pvt. Ltd	Hari Manaji Vidhate	Vinod Sharma
50	M/s Bharti Technical and Economical Services	Rajesh Kumar Chopra	Varun Kirti
51	KS Infra Consultants	Col Khushwant Singh	Sushil Kumar Singhal
52	INFOTRANS ENGINEERS PVT LTD	Krishna mohan boddapati	Pavan kumar P M
53	Infrastructure Development Corporation (Karnataka) Limited	Sudhendra Kumar Karanam	Sujit Kumar Rao
54	General Higways and Infracon Pvt Ltd	Inderjit Ghai	Sushil Kumar Vidhaan
55	Technical Consultancy Services	Pradeep Gairola	Vinay Kumar Gupta
56	CDF INFRA CON PVT LTD	Dr. Siddegowda	Mrs. Rajani Nilesh Pasarate
57	M/s Shree Bhawani Consultancy Services Pvt. Ltd.	Anil Kumar Gupta	Prashant Deva
58	M/s Consulting Engineers Group Ltd	Pramod Kumar Jain	Brijesh Angira

59	Rites Ltd	Sudershan Kumar Popli	Rakesh Kumar
60	CMEC CONSULTING ENGINEERS PRIVATE LIMITED	Mr. komal prasad	Mr. prem kumar
61	M/s Almondz Global Infra-Consultant Limited	Virendra Datt Sharma	Santhiny Quintoil M
62	Holtec Consulting Private Limited	Jitesh Gupta	Akhil Bhutani
63	Specialized Engineering Services Pvt. Ltd.	Ziauddin malik	Maaz sultan
64	SYNERGY ENGINEERS GROUP PVT LTD	Avinash Panchotia	Salil Kumar
65	PARISHA Engineers LLP	Mr. chandra lal verma	Mr. lilesh gautam
66	SA Infrastructure Consultants Pvt. Ltd	Anu goel	Sanjay shukla
67	M/s Aarvee Associates Architects Engineers and Consultants Pvt. Ltd.	Biju Muthu	M.Khaleel Basha
68	RITES Limited	Vishnu Prakash Goyal	Pankaj Gupta
69	Technical Consultancy Services	Er. Mohit verma	Er. Gautam aditya
70	ACCRETE CONSULTING ENGINEERS PVT LTD	Mr. Gopal	Mr. Rajesh Singhal
71	Techmodec Consultants Pvt. Ltd.	Mangilal Verma	Rakesh Kumar Goyal
72	Road Link Consultancy Services	Akhilesh Vashishtha	Priyanka Verma
73	Chaitanya Projects Consultancy Pvt. Ltd	S.K. Sinha	Neeraj Kumar Sinha
74	Sterling Indo Tech Consultants Pvt Ltd	Virendra Mittal	Anil Kumar Jain
75	Techmodec Consultants Pvt. Ltd	Lokesh kumar	sharad saxena
76	Feedback Infra Private Limited	S Kumar	Satish N.L.
77	FP India Project Management Consultancy Services Pvt. Ltd	Dr. Santosh Jalihal	Ms. Priyanka Sareen
78	Info Trans Engineers Pvt Ltd	Ganesh Kumar Sardie	P Anil Kumar
79	Upham International Corporation	Saurav Shekhar	Himat Kumar Bhuyan

STATEMENT-III

Details of third-party experts and agencies for conducting Road Safety Audits of projects undertaken by the National Highways & Infrastructure Development Corporation Limited (NHIDCL):

Sl. No.	State	Third-Party Experts/Agencies
1.	Uttarakhand	Jaiman Construction Consutlants & Dr. Vishwa Kant Pandey
		M/S Khanna Goyal & Dr. Vishwa Kant Pandey
		Kqc Global Designers
		Konkan Railway Corporation Ltd.
2.	Sikkim	M/S GK Consulting Engineers
		Sphere Infratech Consultancy Pvt. Ltd.
		M/S Indus Consultant Pvt. Ltd.
		M/S Resotech Consultancy Services Pvt. Ltd.
		TRANSLINK Infrastructure Consultants (P) Ltd
		Shweta Technophile Consultants Pvt. Ltd.
3.	Meghalaya	M/S BTES Consulting Services Pvt. Ltd.

STATEMENT-IV

State-wise details of the road safety audits conducted at various stages of road projects undertaken by NHAI:

RO	Total No. of Projects	Total Project On Which RSC already Appointed	Total Active Audit Projects	Total Project On Which RSC is Not Appointed	Total Contract Length	Total Contract length On Which RSC already Appointed	Total Contract length On Which RSC is Not Appointed
RO-Jaipur	255	101	79	154	7410	5713	1696
RO-Bhopal	318	99	52	219	5492	2825	2667
RO-Vijayawada	296	96	30	200	4346	1431	2915
RO-Bengaluru	295	73	19	222	4121	1059	3061
RO-Gandhinagar	280	70	34	210	4032	2171	1860
RO-Patna	215	87	52	128	3955	3004	951

RO-Mumbai	289	68	37	221	3580	2054	1526
RO-UP West	193	49	31	144	3098	1557	1541
RO-Chandigarh (HR)	305	51	23	254	2842	1383	1459
RO-UP East	178	51	26	127	2830	1473	1357
RO-Nagpur	196	41	17	155	2611	1154	1457
RO-Madurai	203	47	23	156	2546	1399	1147
RO-Chennai	247	49	8	198	2261	310	1951
RO-Bhubaneswar	234	48	19	186	2220	1075	1145
RO-Delhi	186	64	31	122	2016	1102	914
RO-Chandigarh (PB)	212	51	16	161	1413	616	797
RO-Kolkata	111	32	18	79	1394	908	486
RO-Ranchi	97	44	29	53	1288	1126	162
RO-Guwahati	114	39	21	75	1208	821	387
RO-Raipur	60	21	18	39	1166	1126	39
RO-Hyderabad	164	43	18	121	1083	748	335
RO-Dehradun	108	32	4	76	858	67	791
RO-Thiruvananthapuram	110	35	5	75	836	201	635
RO-Jammu	66	31	25	35	635	500	136
RO-Shimla	127	24	9	103	574	185	389
Total	4835	1322	644	3513	63814	34008	29806

STATEMENT-V

State-wise details of the road safety audits conducted at various stages of road projects undertaken by NHIDCL:

Sl. No.	State	RO-NHIDCL Audit completed (in KMs) from 01.04.2025 to 31.03.2026	RO-NHIDCL Audit Completed (in KMs) during Q1 (01.04.2025 to 30.06.2025)	RO-NHIDCL Audit Completed (in KMs) during Q2 (30.06.2025 to 30.09.2025)	RO-NHIDCL Audit Completed (in KMs) during Q3 (30.09.2025 to 31.12.2025)	RO-NHIDCL Audit Completed (in KMs) during Q4 (31.12.2025 to 31.03.2026)	Remarks -updated on

1	Arunachal Pradesh	40.983	23.083	2.91	0	14.99	24-07-2026
2	Assam	1244.3	193.2	206	72.86	772.24	25-06-2026
3	J & K	0	0	14.835	0	8.402	27-07-2026
4	Ladakh	0	0	0	0	0	24-07-2026
5	Manipur	280.314	126.227	0	0	65.208	24-07-2026
6	Meghalaya	186.358	40.288	42.25	103.82	0	
7	Mizoram	310.611	273.205	0	6.996	30.41	15-07-2026
8	Nagaland	104.193	84.193	-	-	20.000	15-07-2026
9	Sikkim	0	0	0	0	0	24-07-2026
10	Tripura	21.412	21.412	0	0	0	15-07-2026
11	Uttarkhand	0	0	0	0	0	24-07-2026
12	West Bengal	0	0	0	0	0	24-07-2026

DEVELOPMENT OF AVIATION INFRASTRUCTURE

UNDER UDAN SCHEME

3137. DR. BHOLA SINGH:

SHRIMATI RACHNA BANERJEE:

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

(a) the number of airports, heliports and water aerodromes identified, sanctioned and operationalised under the UDAN Scheme, State/UT-wise;

(b) the number of unserved and underserved routes made operational during the last three years;

(c) the details of the financial assistance and incentives provided to airlines under the scheme during the said period, State/UT-wise; and

(d) whether any proposals have been approved under the said Scheme for induction of indigenous aircraft and helicopters 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): Under the UDAN scheme, 95 airports, including 17 heliports and 2 water aerodromes, have been developed and operationalised across the country.

(b): 188 RCS routes have been made operational during the last three financial years under the UDAN scheme.

(c): The details of Viability Gap Funding (VGF) disbursed to the airlines under the UDAN scheme, State/Union Territory wise is given in the enclosed **Statement.**

(d): Under the next phase of the UDAN scheme, the Union Cabinet has approved the procurement of 2 HAL Dhruv Helicopters and 2 HAL Dornier aircraft for regional and difficult-terrain operations to address the shortage of small aircraft and helicopters needed for regional connectivity and support the Atmanirbhar Bharat initiative.

STATEMENT

VGF disbursed to Selected Airline Operators (SAOs) against the routes connected to the following State/UTs as on 30.06.2026:

Name of the States / UT	Amount (in Rs. crore)
Andhra Pradesh	142.07
Arunachal Pradesh	128.21
Assam	83.50
Bihar	39.11
Chhattisgarh	107.86
Diu	36.47
Gujarat	220.35
Haryana	0.66
Himachal Pradesh	106.20
Jharkhand	11.35
Karnataka	823.73
Kerala	103.58
Lakshadweep	54.91
Madhya Pradesh	194.08
Maharashtra	632.29
Manipur	12.84
Meghalaya	54.56
Nagaland	22.08
Odisha	216.88
Punjab	161.03
Rajasthan	282.10
Sikkim	14.61
Tamil Nadu	92.09
Uttar Pradesh	523.87
Uttarakhand	218.53
West Bengal	86.25

UDAN SCHEME FOR KOLAR DISTRICT

3138. SHRI M. MALLESH BABU:

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

(a) the progress achieved by the Government with regard to development of the Kolar airstrip under the Regional Connectivity Scheme (RCS) - UDAN and its integration into the regional aviation network;

(b) the actions initiated by the Government for facilitating commencement of commercial flight operations, strengthening aviation infrastructure and improving air connectivity in Kolar district of Karnataka;

(c) the developments witnessed in relation to technical assessments, route planning, airline participation and infrastructure requirements associated with operation of flights from the said district;

(d) the measures implemented by the Government for enhancing regional connectivity, promoting economic activity, facilitating tourism and improving travel convenience through aviation infrastructure in the region; and

(e) whether the Government plans for operationalisation of air services from Kolar and for maximising the benefits of the UDAN Scheme for the said district 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 (e): Kolar airstrip is included in the list of unserved airports under the UDAN Scheme. As per the provisions of the Scheme, revival/upgradation of unserved and underserved airports is undertaken only upon identification of the airport through a valid bid and award of a route to a Selected Airline Operator (SAO).

No bids for routes connecting Kolar airstrip were received from any airline during the five rounds of bidding conducted under the UDAN Scheme. Consequently, the airstrip was not taken up for revival/upgradation under the Scheme.

Further, the Government has launched the next phase of the UDAN Scheme on 04.07.2026 for a period of ten years, from FY 2026-27 to FY 2035-36, with a total outlay of Rs 28,840 crore, including budgetary support of Rs 12,159 crore from the Government of India for the development of 100 airports. The Scheme provides a Challenge Mode framework under which State Governments may nominate airstrips for development. Proposals are evaluated based on availability of land, infrastructure readiness, technical and operational feasibility, traffic potential, statutory clearances and support of the State Governments.

SCHEMES FOR THE DEVELOPMENT OF STS IN ALIPURDUAR, WEST BENGAL

3139. SHRI MANOJ TIGGA:

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

(a) the major initiatives undertaken by the Government for the socio-economic development of Scheduled Tribe communities in Alipurduar district of West Bengal;

(b) the number of beneficiaries covered under education, livelihood, skill development and scholarship schemes;

(c) whether any additional tribal development projects are proposed for the district; and

(d) if so, the details thereof?

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

(a): The Government is committed to the socio-economic development of Scheduled Tribes across the country, including Alipurduar district of West Bengal, through various schemes and programmes implemented by the Ministry of Tribal Affairs:

i. Pre-Matric Scholarships to ST students: The scheme is applicable to students who are studying in Classes IX –X. Parental income from all sources should not be more than Rs.2.50 lakhs per annum. Scholarship of Rs.225/-per month for day scholars and Rs.525/-per month for hostellers is given for a period of 10 months in a year. Scholarship is disbursed through the State Government/UT Administration. Funding ratio is 75:25 between Centre and States for all States except North East and Hills States/UT like Himachal Pradesh, Uttarakhand and Jammu and Kashmir where it is 90:10.For UTs without legislature sharing pattern is 100% Central share.

ii. Post Matric Scholarship to ST students: The objective of the scheme is to provide financial assistance to the Scheduled Tribe students studying at post-matriculation or post-secondary levels to enable them to complete their education. Parental income from all sources should not be more than Rs.2.50 lakhs per annum. Compulsory fees charged by educational institutions are reimbursed subject to the limit fixed by the concerned State Fee fixation committee and scholarship amount of Rs.230 to Rs.1200 per month, depending upon the course of study is paid. The Scheme is implemented by the State Governments and Union Territory Administrations. Funding ratio is 75:25 between Centre and States for all States except NE and Hilly States/UT of Himachal Pradesh, Uttarakhand and Jammu and Kashmir where it is 90:10. For UTs without legislature sharing pattern is 100% Central share.

National Fellowship and Scholarship for Higher Education for ST students: This a Central Sector Schemes implemented by the Ministry of Tribal Affairs. The scheme has two sub-Schemes, viz:

iii. a. National Scholarship Scheme for Higher Education of ST Students (earlier known as Top Class Scholarship Scheme): Under this Scheme, Scholarship is provided for pursuing Graduate/Post Graduate courses in the selected top-class Government and Non-Government Institutes in professional fields such as Management, Medicine, Engineering, Information Technology, Law etc. All the ST students, with annual parental income is not exceeding Rs.6.0 lakhs and studying in the 265 notified institutes by the Ministry, are eligible to receive scholarship. This scheme is started from year 2007 - 08.

b. National Fellowship Scheme for Higher Education of ST Students: It is a Central Sector Scheme, fully

funded by Ministry of Tribal Affairs to grant scholarship to meritorious ST students for pursuing Ph.D in India after completion of Master degree. This scheme is started from year 2005-06. The total number of fresh fellowships for Ph.D every year will be 750. ST students with a minimum of 55% marks in Master Degree up to the age of 36 years are eligible to apply for fellowship under the Scheme. The value of fellowship is at par with UGC rates.

iv. National Overseas Scholarship for ST students: It is a Central Sector Scheme of Ministry of Tribal Affairs under which scholarships are given to the meritorious Schedule Tribe (ST) students for pursuing higher education in top 1000 ranked (as per latest QS world ranking) Institutes/Universities abroad. This scheme is started from year 1954-55. The Scheme is implemented through the Indian Embassies/Missions abroad, Ministry of External Affairs. Twenty awards are given every year. ST students with annual family income not exceeding Rs.6.0 lakhs are eligible to apply for the Scholarship under the Scheme.

v. Dharti Aaba Janjatiya Gram Utkarsh Abhiyan: Hon'ble PM launched Dharti Aaba Janjatiya Gram Utkarsh Abhiyan Hon'ble PM launched Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) on 2nd October, 2024. The Abhiyan comprises of 25 interventions implemented by 17-line Ministries and aims to saturate infrastructural gaps in 63,843 villages, provide social infrastructure like hostels, Anganwadi facilities and mobile medical units and

set up Van Dhan Vikas Kendras to provide livelihood opportunities benefiting more than 5 crore tribals in 549 districts and 2,911 blocks in 30 States/UTs in 5 years. The Abhiyan has a total budgetary outlay of Rs.79,156 Cr (Central share: ₹56,333 Cr and State share: ₹22,823 Cr). ***Alipurduar district of West Bengal is covered under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA).***

vi. Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN): Government launched Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) 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 planned to be met through 11 interventions including Hostels and Mobile Medical Units (MMUs) implemented by 9-line Ministries. PM JANMAN has total budgetary outlay of Rs.24,104 Cr (Central share: ₹15336 Cr and State share: ₹8768 Cr). ***Alipurduar district is also covered under PM JANMAN.***

vii. Grants under Article 275(1) of the Constitution: Under the Proviso to Article 275(1) of Constitution, Grants are released to States, having ST population for raising the level of administration in Scheduled Areas and for the welfare of tribal people. This is a Special Area Programme and 100% grants are provided to States. Funds are released to the State Governments

depending on the felt needs of ST population to bridge the gap in infrastructure activities in the fields of education, health, skill development, livelihood, drinking water, sanitation, etc.

viii. Grant-in Aid to Voluntary Organizations working for the welfare of Scheduled Tribes: Under the scheme of Grant-in-Aid to Voluntary Organizations working for the welfare of Scheduled Tribes, the Ministry funds projects in the fields of education and health, covering residential schools, non-residential schools, hostels, mobile dispensaries, ten or more bedded hospitals, livelihood, etc.

ix. Eklavya Model Residential Schools (EMRS): The Scheme provides quality residential education to Scheduled Tribe students in remote and tribal areas with the objective of enabling them to access quality education comparable to the best institutions in the country. The schools provide modern educational infrastructure along with facilities for holistic development of tribal students. Ministry of Tribal Affairs is implementing the Central Sector Scheme of EMRS for providing quality education to tribal students, both boys and girls, in their own environment; the EMRSs are to be at par with Navodaya Vidyalayas, with special facilities for preserving local art and culture besides providing training in sports and skill development.

x. Pradhan Mantri Janjatiya Vikas Mission (PMJVM): The Mission promotes sustainable livelihoods of Scheduled Tribes through value addition, entrepreneurship development, marketing support and strengthening of tribal

producer organisations, with emphasis on value chains based on Minor Forest Produce and other tribal products.

xi. Van Dhan Vikas Kendra (VDVK): Van Dhan Vikas Kendras are set up under the Minimum Support Price for Minor Forest Produce scheme, implemented through TRIFED, for value addition and livelihood support to Minor Forest Produce gatherers.

xii. Tribal Research, Information, Education, Communication and Events (TRI-ECE): The Scheme supports Tribal Research Institutes for research, documentation, capacity building, preservation and promotion of tribal culture, awareness generation, information dissemination and evidence-based policy support.

xiii. Monitoring, Evaluation, Survey and Social Audit (MESSA): The Scheme supports monitoring, evaluation, impact assessment, surveys and social audit of programmes implemented by the Ministry of Tribal Affairs to strengthen evidence-based planning, policy formulation and effective implementation of tribal development initiatives.

xiv. Venture Capital Fund for Scheduled Tribes (VCF-ST): The Scheme is implemented through the National Scheduled Tribes Finance and Development Corporation (NSTFDC) to provide concessional venture capital assistance to Scheduled Tribe entrepreneurs for establishment and expansion of income-generating enterprises.

xv. National Scheduled Tribes Finance and Development Corporation (NSTFDC): under the Ministry of Tribal Affairs is an apex organisation set up

exclusively for economic development of Scheduled Tribes implements various schemes for livelihood generation. NSTFDC extends concessional loans to the eligible Scheduled Tribe communities.

Some of the above schemes may be Centrally Sponsored and other may be Central Sector Schemes.

(b): Beneficiaries covered under education, livelihood, skill development and scholarship schemes etc. are as under:

As on date, 508 EMRSs are functional across the country, including in the State of West Bengal. National Education Society for Tribal Students (NESTS), an autonomous organisation, has been established to manage and implement the Scheme of EMRS in co-ordination with State EMRS Societies. Ministry of Tribal Affairs has sanctioned 9 EMRSs in the State of West Bengal, and all 9 EMRSs are functional. No EMRS is presently located in Alipurduar district; the existing EMRSs in West Bengal are located in Bankura, Birbhum, Dakshin Dinajpur, Jalpaiguri, Jhargram, Kalimpong, Paschim Bardhaman and Purulia (2 schools) districts. The district-wise details of EMRSs in West Bengal are as under:

S.No.	District	Block/ Taluka	Total Enrolment 2025-26
1	Bankura	Khatra	430
2	Birbhum	Bolpur Sriniketan	385
3	Dakshin Dinajpur	Bansihari	441
4	Jalpaiguri	Nagrakata	479
5	Jhargram	Jhargram	464
6	Kalimpong	Kalimpong	125
7	Paschim Bardhaman	Kanksa	414

8	Purulia	Bundwan	-
9	Purulia	Manbazar - II	414

In the State of West Bengal, a total of 32 VDVKs have been sanctioned, covering 8,505 beneficiaries (8,227 under PMJVM and 278 under PM-JANMAN). In Alipurduar district specifically, 7 (seven) VDVKs have been sanctioned, covering 1,134 beneficiaries, with a total sanctioned fund of Rs. 55.05 lakh, of which Rs. 50.025 lakh has been released to the State Implementing Agency (SIA).

The Ministry of Tribal Affairs implements five scholarship schemes for Scheduled Tribe (ST) students to promote access to secondary, higher and professional education across the country, including Alipurduar district of West Bengal. These include the Pre-Matric Scholarship, Post-Matric Scholarship, National Scholarship for Higher Education (Top Class), National Fellowship for Higher Education (NFST) and National Overseas Scholarship (NOS). During the last three financial years, beneficiaries from Alipurduar district under these schemes were as follows:

Scholarship Scheme	**2023-24**	**2024-25**	**2025-26**
Pre-Matric Scholarship for ST Students	2,315	668	277
Post-Matric Scholarship for ST Students	6,517	2,925	1,754
National Scholarship for Higher Education (Top Class)	13	18	19
National Fellowship for Higher Education (NFST)	4	3	4
National Overseas Scholarship (NOS)	Nil	Nil	Nil

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 & habitations covered under PM JANMAN. Based on the data captured, PVTG population in State of West Bengal is tabulated as under:

Name of State	**PVTG HHs**	**PVTG Population**
West Bengal	19991	68720

The actual number beneficiaries to be covered under the abhiyan is subjected to eligibility criteria of specific guidelines of concerned interventions as per norms approved. The details of the benefits given under PM JANMAN, in the District of Alipurduar, West Bengal as on 30.06.2026, Ministry-wise is as under:

Name of State	West Bengal	
Name of District	Alipurduar	
MoJS	Sanctioned villages	1
	Saturated villages	0
MoHFW	MMUs sanctioned and Operational	2
MoP	HHs Sanctioned	11
	HHs Electrified	11
MoTA (VDVKs)	Sanctioned	4

(c) and (d): The Government continues to undertake the socio-economic development of Scheduled Tribe communities in Alipurduar district through various ongoing Central Sector and Centrally Sponsored Schemes, including DAJGUA and PM JANMAN. Developmental interventions under these programmes are implemented on a need-based and convergence approach. Accordingly, the district continues to receive benefits under these initiatives.

पेयजल आपूर्ति के लिए पाइपलाइन बिछाने में देरी

3140. श्री लालजी वर्माः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) अंबेडकर नगर लोक सभा निर्वाचन क्षेत्र के भीटी, कटेहरी, जलालपुर, आलापुर तथा अकबरपुर विकास खंडों के छोटे-छोटे आवासीय बस्तियों, टोलों एवं दूरस्थ बस्तियों में भौगोलिक परिस्थितियों, दूरी तथा तकनीकी कारणों से पेयजल आपूर्ति पाइपलाइन बिछाने में हुए विलंब का ब्यौरा क्या है;

(ख) क्या सरकार के पास आधिकारिक अभिलेखों में दर्शाए गए आंकड़ों के अनुरूप वास्तव में प्रति व्यक्ति प्रतिदिन 55 लीटर सुरक्षित पेयजल की आपूर्ति की पुष्टि करने हेतु कोई स्वतंत्र निगरानी तंत्र है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या जल स्रोतों के स्थायी पुनरुद्धार के लिए वर्षा जल संचयन तथा ग्रे-वाटर प्रबंधन की वैज्ञानिक तकनीकों को अनिवार्य किया गया है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) पेयजल अवसंरचना के सतत रखरखाव हेतु ग्राम पंचायतों की वित्तीय क्षमता को सुदृढ़ करने तथा इस संबंध में स्थानीय युवाओं के लिए आजीविका के अवसर सृजित करने के संबंध में सरकार की नीति क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क): पेयजल राज्य का विषय है और इसलिए जल जीवन मिशन (जेजेएम) के अंतर्गत पेयजल आपूर्ति योजनाओं की आयोजना, अनुमोदन, कार्यान्वयन, संचालन एवं अनुरक्षण की जिम्मेदारी राज्य/संघ राज्य क्षेत्र सरकारों की है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की मदद करती है। केंद्रीय मंत्रिमंडल ने बढ़े हुए परिव्यय के साथ जल जीवन मिशन (जेजेएम) को दिसंबर 2028 तक बढ़ाने की मंजूरी दे दी है और जेजेएम 2.0 के तहत ग्रामीण पेयजल आपूर्ति क्षेत्र में संरचनात्मक सुधारों पर ध्यान केंद्रित करते हुए एक पुनर्गठित कार्यान्वयन ढांचे को शामिल किया गया है।

उत्तर प्रदेश राज्य ने सूचित किया है कि अम्बेडकर नगर लोक सभा निर्वाचन क्षेत्र के भीटी, कटेहरी, जलालपुर, आलापुर और अकबरपुर विकास खंडों की छोटी बसावटों, टोलों और दूरस्थ बसावटों में पेयजल आपूर्ति पाइपलाइन बिछाने में परियोजना के कार्यान्वयन और समग्र कार्य-निष्पादन कार्यक्रम में भौगोलिक बाधाओं, दूरी और कोविड-19 महामारी, विभिन्न संरचनाओं के लिए अपेक्षित भूमि की अनुपलब्धता, रेलवे, वन और पर्यावरण, एनएचएआई, पीडब्ल्यूडी और सिंचाई एवं जल संसाधन जैसे विभिन्न विभागों से अनापत्ति प्रमाण पत्र (एनओसी) प्राप्त करने में देरी, कुशल जनशक्ति, उपकरण और मशीनरी की अनुपलब्धता, एमएस पाइप, एचडीपीई पाइप, सौर पैनल, स्टील, और अन्य आवश्यक घटकों आदि सहित महत्वपूर्ण निर्माण सामग्री की सीमित उपलब्धता जैसे तकनीकी कारणों से विलंब हुआ।

(ख): जल जीवन मिशन के अंतर्गत, स्वच्छ पेयजल की वास्तविक आपूर्ति को सत्यापित करने और नल जल कनेक्शन के माध्यम से सार्वभौमिक कवरेज सुनिश्चित करने के लिए, विभाग ने सांविधिक प्रावधानों के अध्यधीन लक्षित प्रदायगी और विशिष्ट परिणामों की निगरानी के लिए परिवार के मुखिया के आधार को जोड़ते हुए कार्यक्रम के कार्यान्वयन की निगरानी और मूल्यांकन की एक व्यापक बहु-स्तरीय और बहु-प्रारूप प्रणाली विकसित की है जिसमें सृजित परिसंपत्तियों की जियो-टैगिंग, भुगतान करने से पहले तीसरे पक्ष का निरीक्षण, प्रायोगिक आधार पर सेंसर-

आधारित आईओटी समाधान के माध्यम से गांवों में जल आपूर्ति की माप और निगरानी आदि शामिल हैं।

जल जीवन मिशन के तहत सेवा प्रदायगी और सामुदायिक स्वामित्व को सुदृढ़ बनाने की दिशा में एक महत्वपूर्ण कदम के रूप में, जल सेवा आकलन पहल अवसंरचना निर्माण से निरंतर सेवा प्रदायगी तक एक निर्णायक बदलाव का प्रतीक है, जो ग्राम पंचायतों और ग्राम संस्थानों को हर घर जल (एचजीजे) गांवों में पेयजल आपूर्ति की नियमितता, पर्याप्तता, गुणवत्ता और स्थिरता का आकलन करने के लिए केंद्र में रखती है।

(ग): मिशन के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों को मनरेगा, एकीकृत वाटरशेड प्रबंधन कार्यक्रम (आईडब्ल्यूएमपी), आरएलबी/पीआरआई को 16वें वित्त आयोग द्वारा दिए गए सशर्त अनुदान, राज्य योजनाओं, सीएसआर निधियों आदि जैसी अन्य स्कीमों के साथ सामंजस्य से स्रोत पुनर्भरण अर्थात समर्पित बोरवेल पुनर्भरण संरचनाएं, वर्षा जल पुनर्भरण, मौजूदा जल निकायों का कायाकल्प, ग्रेवाटर का पुन: उपयोग आदि करने की सलाह दी गई है। इसके अलावा, जल शक्ति अभियान: कैच द रेन (जेएसए: सीटीआर) अभियान 2019 में देश के 256 जल संकट वाले जिलों में जन भागीदारी से जमीनी स्तर पर जल संरक्षण को प्रोत्साहित करने के उद्देश्य से शुरू किया गया था। इसके अलावा, विशेष रूप से पेयजल की उपलब्धता के लिए स्थायी जल प्रबंधन के महत्व को पहचानते हुए, जेएसए-सीटीआर को 2023 में "पेयजल के लिए स्रोत स्थिरता" विषय के साथ कार्यान्वित किया गया था।

सरकार ने जल जीवन मिशन (जेजेएम) के तहत जल संरक्षण और वर्षा जल संचयन के लिए व्यापक, सामुदायिक नेतृत्व वाले उपायों को कार्यान्वित किया है, जो भूजल पुनर्भरण और ग्रेवाटर प्रबंधन जैसे अनिवार्य स्रोत स्थिरता घटकों को एकीकृत करता है।

(घ): जेजेएम के तहत, ग्राम पंचायत या इसकी उप-समिति/उपयोगकर्ता समूह अर्थात् ग्राम जल और स्वच्छता समिति (वीडब्ल्यूएससी) या पानी समिति को गांव में जल आपूर्ति प्रणाली की आयोजना, कार्यान्वयन, प्रबंधन, संचालन और रखरखाव करने का अधिकार दिया गया है। वीएपी

तैयार करते समय, आरएलबी/पीआरआई को जल और स्वच्छता के लिए वित्त आयोग द्वारा किए गए सशर्त अनुदान, जेजेएम, एसबीएम (जी), वीबीजी-राम-जी, एमपी/एमएलए - स्थानीय क्षेत्र विकास निधि, जिला खनिज विकास निधि (डीएमडीएफ), सीएसआर कोष, सामुदायिक अंशदान आदि जैसे विभिन्न कार्यक्रमों के तहत ग्राम स्तर पर उपलब्ध संसाधनों का क्रमबद्ध तरीके से उपयोग करना अत्यंत महत्वपूर्ण है।

इसके अलावा, स्थानीय ग्राम समुदाय को संचालन और रखरखाव की जिम्मेदारी निभाने के लिए अपनी भूमिका निभाने में सक्षम बनाने के लिए, कौशल विकास और उद्यमिता मंत्रालय के सहयोग से नल जल मित्र कार्यक्रम (एनजेएमपी) शुरू किया गया है ताकि उन्हें व्यापक कौशल से लैस किया जा सके और "नल जल मित्र" तैयार किए जा सकें, ताकि वे योजना ऑपरेटरों के रूप में कार्य कर सकें और अपने गांव में कुशल राजमिस्त्री, प्लंबर, फिटर, इलेक्ट्रीशियन, मोटर मैकेनिक, पम्प ऑपरेटर आदि के रूप में पाइपगत जलापूर्ति योजनाओं के निवारक अनुरक्षण सहित मामूली मरम्मत और रखरखाव करने में सक्षम बन सकें।

भूजल पुनर्भरण के लिए नए तालाबों का निर्माण

3141. डॉ. आनन्द कुमार गोंडः

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार का विचार अटल भूजल योजना के अंतर्गत केंद्रीय भूजल बोर्ड द्वारा 'अतिदोहित' अथवा 'गंभीर' श्रेणी में चिन्हित जिलों/खंडों के लिए कोई नई अथवा संशोधित कार्य-योजना तैयार करने का है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार का विचार वर्ष 2026-27 के बजट में घोषित पाँच सौ नए तालाबों के निर्माण के माध्यम से भूजल पुनर्भरण हेतु ऐसे गंभीर जल संकट वाले क्षेत्रों को प्राथमिकता देने का है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) उत्तर प्रदेश में, विशेषकर बहराइच लोक सभा निर्वाचन क्षेत्र के गंभीर जल संकट वाले क्षेत्रों में कितने नए तालाब प्रस्तावित/स्वीकृत किए गए हैं; और

(घ) इस संबंध में क्या समय-सीमा निर्धारित की गई है तथा इसके लिए क्या वित्तीय प्रावधान किए गए हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): अटल भूजल योजना सामुदायिक नेतृत्व वाली एक सहभागी भूजल प्रबंधन योजना है। इस योजना का कार्यान्वयन दिनांक 01.04.2020 से 15.10.2025 की अवधि के दौरान सात राज्यों, अर्थात् गुजरात, हरियाणा, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, राजस्थान और उत्तर प्रदेश के 80 जिलों के 229 ब्लॉकों की जल की कमी वाले 8,203 ग्राम पंचायतों में प्रायोगिक आधार पर किया गया था।

अटल भूजल योजना एक निश्चित अवधि और परिव्यय के साथ तैयार किया गया एक प्रायोगिक कार्यक्रम था, जिसने समुदाय-केंद्रित भूजल प्रबंधन की प्रभावकारिता का सफलतापूर्वक कार्यान्वयन किया है और एक अनुकरणीय मॉडल प्रस्तुत किया है जिसे अन्य राज्यों द्वारा कार्यान्वयन के लिए अपनाया जा सकता है। इस प्रायोगिक कार्यक्रम के निष्कर्षों को अन्य राज्यों के साथ साझा किया गया है ताकि उन राज्यों में इसको कार्यान्वित किया जा सके।

(ख) से (घ): भारत सरकार द्वारा केंद्रीय बजट 2026-27 में उत्तर प्रदेश सहित देश में 500 जलाशयों और अमृत सरोवरों का एकीकृत विकास कर मत्स्य पालन और जलकृषि के विकास की घोषणा की गई है। यह पहल जलाशयों और अमृत सरोवरों में मत्स्य पालन क्षमता का विकास करने के सरकार के उद्देश्य को सुदृढ़ करती है, जिससे मछुआरों की आजीविका को मजबूती मिलेगी और जलाशयों और अमृत सरोवरों में मत्स्य पालन के विकास में महिला स्वयं सहायता समूहों (एसएचजी), मत्स्यिकी सहकारी समितियों और मत्स्य पालक उत्पादक संगठनों (एफएफपीओ) की भागीदारी को बढ़ावा मिलेगा। केंद्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा किए गए भूजल

संसाधन आकलन से संकेत मिलता है कि जलाशयों और तालाबों से सतही और भूजल उपलब्धता में वृद्धि हुई है।

भारत सरकार के मत्स्य पालन विभाग द्वारा राज्यों और संघ राज्य क्षेत्रों के परामर्श से, देश भर में इस योजना के कार्यान्वयन के लिए 351 जलाशयों और 100 अमृत सरोवरों का चयन किया गया है।

मत्स्य पालन विभाग द्वारा उत्तर प्रदेश सरकार के परामर्श से उत्तर प्रदेश में 19 जलाशयों और 12 अमृत सरोवरों का चयन किया गया है, जिसका ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

1. उत्तर प्रदेश राज्य में चयनित 19 जलाशयों की सूची

क्रम संख्या	जलाशयों के नाम	जिला
1	रिहंद	सोनभद्र
2	मूसाखंड	चंदौली
3	नौघर	चंदौली
4	रंगवान	बांदा
5	बरियारपुर	बांदा
6	बरुआ	चित्रकूट
7	पहाड़ी	झांसी
8	बदवार	झांसी
9	पाहुज	झांसी
10	माता टीला	ललितपुर
11	लतीफशाह	चंदौली
12	कमला सागर	झांसी
13	चंद्रावल	महोबा
14	उर्मिल	महोबा
15	जिरगो	मिर्जापुर
16	गुंटा	चित्रकूट
17	शाहजहां	ललितपुर
18	अर्जुन	महोबा
19	ओबरा	सोनभद्र

2. उत्तर प्रदेश राज्य में चयनित 12 अमृत सरोवरों की सूची

क्रम संख्या.	अमृत सरोवरों का नाम	जिला
1	कथिराव, पिंडरा	वाराणसी
2	बरौथा, कोइल	अलीगढ़
3	बासोब, कोंच	जालौन
4	बल्लसाई खेड़ा, हैदरगढ़	बाराबंकी
5	अचरू लाधौरा, महावन	मथुरा
6	भिलौरा, सदर	गोरखपुर
7	मंडोला, लोनी	गाजियाबाद
8	कौल, सदर	मेरठ
9	भुसौला, बंसी	सिद्धार्थनगर
10	लोई , बुढ़ाना	मुजफ्फरनगर
11	उँछ , फतेहबाद	आगरा
12	एकदला, खागा	फतेहपुर

गंगा, यमुना तथा टोंस नदियों में बाढ़ से जान-माल की हानि

3142. श्री उज्जवल रमण सिंहः

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

(क) क्या सरकार गंगा, यमुना तथा टोंस नदियों में लगभग प्रति वर्ष आने वाली बाढ़ से होने वाली जान-माल की हानि का कोई सर्वेक्षण कराती है;

(ख) यदि हाँ, तो गत तीन वर्षों के दौरान कराए गए ऐसे सर्वेक्षणों का ब्यौरा क्या है तथा बाढ़ की पुनरावृत्ति को रोकने के लिए सरकार द्वारा क्या उपाय किए गए/किए जा रहे हैं;

(ग) क्या सरकार का विचार बाढ़ प्रभावित क्षेत्रों में इन नदियों के दोनों तटों पर तटबंधों का निर्माण करने का है; और

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

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (घ): बाढ़ के कारण जान-माल की हानि से संबंधित आंकड़े केन्द्रीय स्तर पर नहीं रखे जाते हैं।

बाढ़ प्रबंधन और कटाव-रोधी योजनाएं संबंधित राज्य सरकारों द्वारा उनकी संबंधित प्राथमिकताओं के अनुसार तैयार और कार्यान्वित की जाती हैं। केन्द्र सरकार बाढ़ नियंत्रण, कटाव-रोधी, जल निकासी विकास आदि से संबंधित कार्यों के लिए केन्द्रीय प्रायोजित "बाढ़ प्रबंधन और सीमा क्षेत्र कार्यक्रम" (एफएमबीएपी) के माध्यम से गंभीर क्षेत्रों में बाढ़ प्रबंधन के लिए तकनीकी मार्गदर्शन और प्रोत्साहनात्मक वित्तीय सहायता प्रदान करके इन प्रयासों में सहायता करती है। उत्तर प्रदेश, उत्तराखंड, बिहार, पश्चिम बंगाल, झारखंड और छत्तीसगढ़ राज्यों को शामिल करने वाले गंगा बेसिन में, इसके प्रारंभ से कुल 4131.80 करोड़ रुपये की केंद्रीय सहायता जारी की गई है।

उत्तर प्रदेश सरकार ने सूचित किया है कि राज्य में कुल 3869 किमी लंबाई वाले 523 तटबंधों का निर्माण किया गया है। उत्तराखंड सरकार ने सूचित किया है कि टिहरी गढ़वाल और हरिद्वार जिलों में गंगा नदी के किनारे 56.748 किलोमीटर की लंबाई और हरिद्वार जिले में गंगा नदी की सहायक नदियों के साथ 34.90 किलोमीटर की लंबाई में बाढ़ सुरक्षा कार्य पूरा कर लिया गया है।

केंद्रीय जल आयोग (सीडब्ल्यूसी) चिन्हित स्थानों पर 24 घंटे तक के लीड टाइम के साथ कम दूरी के बाढ़ पूर्वानुमान जारी करता है। गंगा बेसिन में, जिसमें हिमाचल प्रदेश, उत्तराखंड, राष्ट्रीय राजधानी क्षेत्र दिल्ली, राजस्थान, उत्तर प्रदेश, मध्य प्रदेश, बिहार, पश्चिम बंगाल और झारखंड के राज्य/संघ राज्य क्षेत्र शामिल हैं, इसमें 141 समर्पित बाढ़ पूर्वानुमान स्टेशन (97 स्तर पूर्वानुमान स्टेशन और 44 अंतर्वाह पूर्वानुमान स्टेशन) हैं। सीडब्ल्यूसी वर्षा-अपवाह गणितीय मॉडल का उपयोग करके 7-दिवसीय अग्रिम बाढ़ पूर्वानुमान एडवाईजरी भी जारी करता है जो उपग्रह-आधारित निकट-वास्तविक समय में वर्षा के अनुमानों और इन बाढ़ पूर्वानुमान स्टेशनों के

लिए भारत मौसम विज्ञान विभाग द्वारा निर्बाध रूप से साझा किए गए संख्यात्मक मौसम पूर्वानुमानों का उपयोग करता है।

जल शक्ति मंत्रालय ने राज्यों को बाढ़ मैदान क्षेत्रीकरण को अपनाने की आवश्यकता पर लगातार बल दिया है। इस संबंध में, जल शक्ति मंत्रालय ने अगस्त, 2025 में बाढ़ मैदान क्षेत्रीकरण (एफपीजेड) पर तकनीकी दिशानिर्देश जारी किए और इसे सभी राज्यों/संघ राज्य क्षेत्रों को परिचलित किया।

AMENDMENT IN MODEL BUILDING BYE-LAWS

3143 SHRI M. K. RAGHAVAN:

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

(a) whether the Government proposes to introduce a comprehensive National Urban Fire Safety and Building Code Compliance framework following recent tragic commercial fire incidents, making the use of advanced fire-retardant building materials mandatory in high-density public zones and if so, the details thereof; and

(b) whether the Government intends to amend the Model Building Bye-Laws to mandate the integration of Internet of Things (IoT)-based wireless fire detection systems and Building Management Systems (BMS) in all high-occupancy commercial complexes and if so, the details thereof including the proposed timeline fixed for this roll out?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): Fire prevention and fire safety fall within the domain of State Governments. As per Article 243W read with entry 7 of the Twelfth Schedule of the Constitution of India, 'Fire Services' is a function of Municipalities. Accordingly, enforcement of fire safety norms and compliance monitoring are undertaken by State Governments/Urban Local Bodies in accordance with the relevant Act/Statutes.

The Government of India, through the Directorate General Fire Service, Civil Defence & Home Guards, Ministry of Home Affairs, plays an advisory role by issuing technical advisories, model guidelines and promoting best practices for strengthening fire prevention and fire safety across the country.

The National Building Construction Standard- 2026 (NBCS) of India, published by the Bureau of Indian Standards (BIS), lays down comprehensive technical provisions relating to fire and life safety, including fire resistance of building elements, use of appropriate construction materials, compartmentation, means of escape and installation of fire protection systems. The NBCS is a model standard and is adopted by States/Local Bodies through their respective building bye-laws and as per their requirement and policy decisions.

(b): Ministry of Housing and Urban Affairs has formulated 'Model Building Bye-Laws (MBBL) 2016', which is advisory in nature. The MBBL aims to facilitate the adoption of modern building regulations by the States & UTs. States/UTs typically modify the model framework to align with local geographical, seismic, and demographic realities and notify them. The

implementation of the provisions of building byelaws depends upon the state/local authorities as per their own Act/Bye-laws/Regulations.

उत्तर प्रदेश में सूक्ष्म, लघु एवं मध्यम उद्यम

3144. श्रीमती रुचि वीराः

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

(क) उत्तर प्रदेश के मुरादाबाद में पंजीकृत सूक्ष्म, लघु एवं मध्यम उद्यमों (एमएसएमई) की क्षेत्र-वार कुल संख्या कितनी है;

(ख) गत पांच वर्षों के दौरान क्लस्टर विकास कार्यक्रम (सीडीपी), जीरो डिफेक्ट जीरो इफेक्ट (जेडईडी) प्रमाणन योजना, पीएम विश्वकर्मा, सूक्ष्म एवं लघु उद्यमों के लिए क्रेडिट गारंटी निधि न्यास (सीजीटीएमएसई) तथा अन्य केंद्रीय क्षेत्र की योजनाओं के अंतर्गत कवर किए गए लाभार्थियों की कुल संख्या कितनी है; और

(ग) उक्त प्रत्येक योजना के अंतर्गत कितनी निधि जारी तथा व्यय की गई है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क): दिनांक 01.07.2020 को उद्यम पंजीकरण पोर्टल की शुरुआत की गई थी। दिनांक 31.07.2026 तक की स्थिति के अनुसार, उत्तर प्रदेश के मुरादाबाद में उद्यम पंजीकरण पोर्टल और उद्यम असिस्ट प्लेटफॉर्म पर 2.19 लाख सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) पंजीकृत किए गए हैं, जिनमें से 58,773 एमएसएमई विनिर्माण क्षेत्र में, 57,475 सेवा क्षेत्र में तथा 1,03,318 व्यापार क्षेत्र में कार्यरत हैं।

(ख) और (ग): सूक्ष्म और लघु उद्यम-क्लस्टर विकास कार्यक्रम (एमएसई-सीडीपी) मांग-आधारित एक स्कीम है तथा उत्तर प्रदेश के मुरादाबाद जिले में एमएसई-सीडीपी के तहत सामान्य सुविधा

केंद्रों (सीएफसी)/अवसंरचना विकास (आईडी) परियोजना की स्थापना के लिए कोई प्रस्ताव प्राप्त नहीं हुआ है।

एमएसएमई-सस्टेनेबल जीरो डिफेक्ट जीरो इफेक्ट (जेड) प्रमाणन स्कीम दिनांक 28.04.2022 को शुरू की गई थी। उत्तर प्रदेश के मुरादाबाद में स्कीम के तहत वर्ष-वार ब्यौरा नीचे दिया गया है:

स्कीम का नाम	वित्त वर्ष 2022-23	वित्त वर्ष 2023-24	वित्त वर्ष 2024-25	वित्त वर्ष 2025-26	वित्त वर्ष 2026-27 (दिनांक 02.08.2026 तक)
एमएसएमई के लिए जेड प्रमाणन स्कीम	2	215	231	4,695	2,398

स्कीम के दिशानिर्देशों में लागू प्रावधानों और दरों के अनुसार निधि का उपयोग किया जाता है।

दिनांक 17.09.2023 को पीएम विश्वकर्मा की शुरुआत की गई थी। इस स्कीम की शुरुआत से लेकर दिनांक 03.08.2026 तक 18 व्यापारों के लिए उत्तर प्रदेश के मुरादाबाद में पंजीकरण, प्रशिक्षण, संस्वीकृत ऋण राशि और संवितरित ऋण राशि का ब्यौरा निम्नानुसार है:

स्कीम का नाम	पंजीकरण (संख्या)	आधारभूत प्रशिक्षण (संख्या)	संस्वीकृत ऋण राशि (रुपए)	संविरित ऋण राशि (रुपए)
पीएम विश्वकर्मा	2,830	2,367	1,18,58,000	86,53,750

एमएसएमई मंत्रालय सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी फंड ट्रस्ट (सीजीटीएमएसई) के माध्यम से सूक्ष्म और लघु उद्यमों (एमएसई) के लिए क्रेडिट गारंटी स्कीम (सीजीएस) का कार्यान्वयन करता है, ताकि सदस्य ऋणप्रदाता संस्थानों के माध्यम से नए के साथ-साथ मौजूदा एमएसई को दिए गए ऋणों हेतु क्रेडिट गारंटी प्रदान की जा सके। विगत पांच वर्षों में उत्तर प्रदेश के मुरादाबाद में अनुमोदित गारंटियों की संख्या और अनुमोदित राशि का ब्यौरा नीचे दिया गया है:

वित्त वर्ष	अनुमोदित गारंटियों की संख्या	अनुमोदित गारंटियों की राशि (करोड़ रुपए में)
2021-22	1,734	90
2022-23	1,616	147
2023-24	2,822	329
2024-25	4,567	423
2025-26	7,621	641

प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) केंद्रीय क्षेत्र की एक स्कीम है, जिसका उद्देश्य उत्तर प्रदेश राज्य सहित पूरे देश में गैर-कृषि क्षेत्र में नए सूक्ष्म उद्यमों की स्थापना में भावी उद्यमियों को सहायता प्रदान कर प्रमुख रूप से ग्रामीण क्षेत्रों में रोजगार के अवसर सृजित करना है। वित्त वर्ष 2021-22 से वित्त वर्ष 2025-26 के दौरान पीएमईजीपी के तहत मुरादाबाद जिले में सहायता प्राप्त सूक्ष्म उद्यमों और संविरित मार्जिन मनी (एमएम) सब्सिडी की संख्या नीचे दी गई है:

वित्त वर्ष	सहायता प्राप्त सूक्ष्म उद्यमों की संख्या	संवितरित मार्जिन मनी (एमएम) सब्सिडी (करोड़ रुपए में)
2021-22	245	8.19
2022-23	104	4.09
2023-24	107	4.95
2024-25	55	2.02
2025-26	66	2.99

कम क्षमता वाले बिजली ट्रांसफार्मर पर लोड

3145. श्री अजय कुमार मंडल:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या देश के ग्रामीण क्षेत्रों, विशेषकर बिहार में, कम क्षमता (लो वाट/लो केवीए) वाले बिजली ट्रांसफॉर्मरों पर उपभोक्ताओं की अधिक संख्या के कारण लोड बहुत ज्यादा बढ़ जाता है, जिसके परिणामस्वरूप अधिकांश ट्रांसफॉर्मर बार-बार खराब अथवा क्षतिग्रस्त हो जाते हैं;

(ख) यदि हाँ, तो बिहार सहित तत्संबंधी राज्य-वार ब्यौरा क्या है और यदि नहीं, तो इसके प्रमुख तकनीकी कारण क्या हैं; और

(ग) ग्रामीण क्षेत्रों में विद्युत आपूर्ति से संबंधित इस गंभीर समस्या के स्थायी समाधान तथा विद्युत ट्रांसफॉर्मरों की क्षमता बढ़ाने के लिए सरकार द्वारा अब तक क्या कदम उठाए गए हैं अथवा उठाए जा रहे हैं?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) से (ग): विद्युत एक समवर्ती विषय है और विद्युत वितरण, वितरण यूटिलिटी द्वारा किया जाता है जो अपने संबंधित राज्य विद्युत विनियामक आयोग और राज्य सरकार के मार्गदर्शन में कार्य करता हैं। विद्युत अधिनियम, 2003 के अनुसार, विद्युत का वितरण एक लाइसेंसी गतिविधि है और संबंधित वितरण लाइसेंसधारी का यह कर्तव्य है कि वह अपने आपूर्ति क्षेत्र में एक दक्ष और सुरक्षित वितरण प्रणाली विकसित करे और उसका अनुरक्षण करे। इसलिए, विद्युत कटौती से बचने और उपभोक्ताओं को विद्युत आपूर्ति की गुणवत्ता में सुधार के लिए वितरण प्रणाली के संवर्धन और रखरखाव के लिए आवश्यक उपाय करने की जिम्मेदारी बिहार (एनबीपीडीसीएल और एसबीपीडीसीएल) सहित देश में संबंधित वितरण यूटिलिटी की है।

वितरण ट्रांसफार्मर का लोडिंग तब बढ़ता है जब एक ही ट्रांसफार्मर से जुड़े उपभोक्ताओं की संख्या बढ़ जाती है या मौजूदा उपभोक्ताओं का लोड बढ़ जाता है। वितरण यूटिलिटी द्वारा अपने नेटवर्क का प्रबंधन करते समय इसकी निगरानी की जाती है।

भारत सरकार ने राज्यों को गुणवत्तापूर्ण विद्युत की आपूर्ति प्रदान करने में सहायता करने के लिए पहले वर्ष 2014 में शुरू की गई दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), अक्टूबर 2017 में शुरू की गई प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) और वर्तमान में जुलाई 2021 में शुरू की गई संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) जैसी स्कीमों के माध्यम से राज्यों के प्रयासों में सहायता की है।

आरडीएसएस के अंतर्गत वितरण यूटिलिटी को वितरण अवसंरचना के कार्यों जैसे उपकेंद्रों का उन्नयन/संवर्धन और वितरण ट्रांसफार्मर कंडक्टरों का प्रतिस्थापन, नई एचटी/एलटी लाइनें, फीडर विभाजन, फीडर पृथक्करण, एरियल बंच्ड केबलिंग (एबीसी)/कवर कंडक्टर भूमिगत केबलिंग और वितरण यूटिलिटी द्वारा प्रस्तुत प्रस्तावों के आधार पर स्मार्ट मीटरिंग के उन्नयन के लिए वित्तीय सहायता प्रदान की जा रही है।

डीडीयूजीजेवाई और सौभाग्य के अंतर्गत राष्ट्रीय स्तर पर बिहार राज्य में 8,676.9 करोड़ रुपये के कार्य सहित 62,922.15 करोड़ रुपये के कार्य किए गए हैं। राष्ट्रीय स्तर पर आरडीएसएस के अंतर्गत हानि कम करने वाली अवसंरचना और स्मार्ट मीटरिंग कार्यों के लिए क्रमशः 1.53 लाख करोड़ रुपये और 1.31 लाख करोड़ रुपये संस्वीकृत किए गए हैं। इसमें बिहार राज्य के लिए हानि कम करने वाली अवसंरचना और स्मार्ट मीटरिंग के लिए संस्वीकृत किए गए क्रमशः ₹9,685.79 करोड़ और ₹2,021.22 करोड़ के काम शामिल हैं।

POWER SUPPLY TO MRTS PROJECTS

3146. SHRI ANURAG SHARMA:

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

(a) whether the Government has reviewed the adequacy and reliability of power supply for Mass Rapid Transit Systems (MRTS) and Metro Rail projects across the country and if so, the details thereof;

(b) the details of the measures taken to ensure uninterrupted, quality and dedicated power supply to operational and upcoming Metro Rail and MRTS projects along with the details of States and cities covered;

(c) whether the Government has promoted the use of renewable energy, energy storage systems and energy-efficient technologies for Metro Rail operations and if so, the details and outcomes thereof; and

(d) the steps taken by the Government to strengthen transmission and distribution infrastructure, improve power reliability and support the expansion of Metro Rail and other mass rapid transit systems as sustainable urban transport solutions?

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): Electricity being a concurrent subject, the supply and distribution of electricity to the various categories of consumers/areas in a State/UT is looked after by the respective State Government / Power Utility. Further, The Central Government supplements the efforts of the State Governments by establishing power plants through Central Public Sector Undertakings (CPSUs) and through development of Inter State Transmission System.

At the national level, Electric Power Survey (EPS) of the country is conducted by Central Electricity Authority (CEA) every five years for estimating the electricity demand of the country, as obligated under Section 73(a) of the Electricity Act-2003. As per the mid-term review of 20th Electric Power Survey (EPS) report, the estimated energy requirement and peak demand of the country is 3,365 Billion Units (BUs) and 459 GW by 2035-36.

Further, CEA has prepared National Generation Adequacy Plan (2026-27 to 2035-36) covering the capacity addition required to meet the projected electricity demand for ten-year period from 2026-27 to 2035-36.

States, in consultation with CEA, have prepared their “Resource Adequacy Plans (RAPs)” for generation and transmission, which are dynamic 10-year rolling plans with an objective to ensure generation and transmission capacity remains ahead of requirement of various end use sectors including Metro / Regional Rapid Transit System (RRTS).

(c): As informed by Ministry of Housing & Urban Affairs (MoHUA**),** Rooftop solar plant has been installed in various metro networks across the country. Metro Rail Systems are implemented with State-of-the-Art energy efficient technology such as LED (Light Emitting Diode) lighting, Variable Voltage Variable Frequency (VVVF) drives in lifts, escalators and air conditioning, Variable Refrigerant Flow (VRF) in Station Control Room and Equipment Rooms etc. including deployment of rolling stock with regenerative braking system. Such energy efficient systems along with roof top solar system reduce energy consumption besides harnessing green energy. These steps contribute significantly in making metro projects efficient, sustainable and environment friendly. In addition, Government has encouraged usage of renewable energy through Open Access.

(d): Government has taken following measures to strengthen the electricity grid through generation capacity addition & transmission infrastructure for

ensuring reliable power and support the expansion of Metro Rail & other mass rapid transit systems:

I. **Generation and Storage Planning:**

(i) As per National Electricity Plan (Generation), installed generation capacity in 2031-32 is likely to be 874 GW.

(ii) All the States were advised to initiate process for creating/ contracting generation capacities; from all generation sources, as per their Resource Adequacy Plans.

(iii) In order to augment the power generation capacity, the Government of India has initiated following capacity addition programme:

a. Thermal Capacity Addition: The projected thermal (coal and lignite) capacity requirement by the year 2035–36 is estimated at approximately 3,15,000 MW as against the 2,11,855 MW installed capacity as on 31.03.2023. To meet this requirement, Ministry of Power has envisaged to set up an additional minimum 1,05,000 MW coal and lignite based thermal capacity.

b. Accordingly, Thermal capacities of around 21,080 MW have been commissioned since April 2023 till 30.06.2026. In addition, 47,545 MW of thermal capacity (including 4,845 MW of stressed thermal power projects) is currently under construction. The contracts of 16,000 MW have been awarded and are due for construction. Central Electricity Authority (CEA) has projected hydro power capacity addition of about 16,448 MW during the period 2026–27 to 2031–32. Of this, 400 MW has

been commissioned as on 30.06.2026 and 12,973 MW are presently under construction.

c. Nuclear Capacity Addition: 8,000 MW of Nuclear Capacity is under construction and targeted to be completed by 2031-32. 5,600 MW of Nuclear Capacity is under various stages of planning and approval.

d. Renewables Capacity Addition: 1,47,720 MW Renewable Capacity including 119,580 MW of Solar (including Hybrid-Solar) and 27,720 MW of Wind (including Hybrid-wind) is under construction while 47,830 MW of Renewable Capacity including 44,440 MW of Solar is at various stages of planning and targeted to be completed by 2029-30.

e. Addition of Energy Storage Systems: As on 30.06.2026, 15,870 MW/95,220 MWh Pumped Storage Projects (PSPs) are under construction. Further, a total of 6,580 MW/39,480 MWh capacity of Pumped Storage Projects (PSPs) are concurred and yet to be taken up for construction. As on 30.06.2026, 15,754 MW / 42,530 MWh Battery Energy Storage System (BESS) capacity are under construction, 11,747 MW / 38,425 MWh has been awarded and 19,192 MW / 67,574 MWh BESS capacity are under tendering stage.

II. Promotion of Renewable Energy (RE) Generation:

(i) 100% Inter State Transmission System (ISTS) charges have been waived for inter-state sale of solar and wind power for projects to be commissioned by 30th June 2025 (with waiver tapering off 25% annually till June 2028), for co-located BESS projects commissioned by June

2028, for Hydro PSP projects where construction work awarded by June 2028, for Green Hydrogen Projects commissioned till December 2030 and for offshore wind projects commissioned till December 2032.

(ii) Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm & Dispatchable RE (FDRE) projects have been issued.

(iii) Renewable Energy Implementing Agencies (REIAs) are regularly inviting bids for procurement of RE power.

(iv) Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.

(v) To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2032.

(vi) Laying of new intrastate transmission lines and creating new sub-station capacity has been supported under the Green Energy Corridor Scheme for evacuation of renewable power.

(vii) Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.

(viii) Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti

Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.

(ix) To encourage RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act, 2001 will attract penalties on non-compliance.

(x) "Strategy for Establishment of Offshore Wind Energy Projects" has been issued.

(xi) Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Energy Power through exchanges.

(xii) Production Linked Incentive (PLI) scheme has been launched to achieve the objective of localization of supply chain for solar PV Modules.

III. **Transmission:**

Inter and Intra-State Transmission System has been planned and implementation of the same is taken up in matching time frame of generation capacity addition. As per the National Electricity Plan (Transmission), about 1,91,474 ckm of transmission lines and 1,274 GVA of transformation capacity is planned to be added (at 220 kV and above voltage level) during the ten-year period from 2022-23 to 2031-32.

In addition to the above, the Ministry of Power has issued guidelines dated 14.06.2024, 21.03.2025 and 15.12.2025 regarding the payment of

compensation for Right of Way (RoW) for transmission lines, wherein the land rate has been linked to the prevailing market rate. These guidelines address the key challenges of RoW arising from landowners demanding higher compensation than the rates determined by the State Government

IMPACT OF CLIMATE CHANGE ON HYDROPOWER GENERATION

3147. PROF. SOUGATA RAY:

SHRI KISHORI LAL:

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

(a) whether the Government has assessed the impact of El Niño conditions and long-term climate change on hydropower generation in the country and if so, the details thereof;

(b) the details of hydropower generation during the last five years, year-wise, along with the estimated loss in generation, if any, attributed to deficient rainfall, reduced river flows, glacial changes and extreme weather events;

(c) whether any major hydropower projects have experienced reduced reservoir storage, lower plant load factor or operational disruptions due to changing rainfall patterns, droughts, flash floods or sedimentation and if so, the details thereof, project-wise;

(d) whether the Government has formulated any long-term strategy to safeguard hydropower generation against the adverse impacts of climate change and if so, the details thereof; and

(e) the financial assistance, technological interventions provided during the last five years to States for adaptation, modernization and sustainable operation of hydropower projects affected by climate variability?

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): Ministry of Power (MoP) regularly reviews the status of power supply across the country and has specifically reviewed the likely impact of El Niño in the quarter July, 2026 to September, 2026. Historically, El Niño events have been associated with significant temporal and spatial variations in monsoon rainfall, which can materially influence electricity demand, hydroelectric generation, renewable energy availability and overall power system reliability.

It has been assessed that electricity demand during monsoon season is expected to remain elevated owing to factors like sustained economic activity, agricultural irrigation requirements, and weather-related cooling loads.

The India Meteorological Department (IMD) has projected monsoon rainfall in 2026 at roughly 90% of the long-term average. The impact of El Niño on Hydro reservoir levels is expected to reasonably reduce hydropower generation in India as compared to the previous year. During the period from 1st April 2026 to 30th July 2026, the hydropower generation has been 10.75% less than that for corresponding period of previous year (2025), as given in the enclosed **Statement-I.**

(b) and (c): The details of Power Generation from Large Hydro Projects during the last 5 financial years (FY 2021-22 to FY 2025-26) and current financial year i.e. FY 2026-27 (till 30 July, 2026) along with year-on-year growth is given in the enclosed **Statement-II.** Due to the flash floods in the Teesta Basin in October 2023, the hydropower stations such as Teesta-III, Teesta-V, Teesta Low Dam (TLD)-III, and TLD-IV suffered major operational disruptions.

A comparison of reservoir levels as on 30th July 2026 with the corresponding levels as on 30th July 2025 is given in the enclosed **Statement-III**. It indicates that reservoir levels are generally lower than those of the previous year, with the decline being particularly significant in the Southern Region. The details of comparison of energy content in reservoirs as on 30th July from 2023 to 2026 is given in the enclosed **Statement-IV.**

(d) and (e): Government has taken following measures as long-term strategy to safeguard hydropower generation against the adverse impacts of climate change:

(i) The Central Electricity Regulatory Commission (Terms and Conditions of Tariff) Regulations, 2024, notified on 15.03.2024, provide that where the saleable scheduled energy of a hydro generating station during a year is lower than the saleable Design Energy due to reasons beyond the control of the generating station, the generator is permitted to recover the corresponding shortfall in Energy Charges from the beneficiaries in accordance with the provisions of the Regulations. Further, where the

actual generation from a hydro generating station remains below the Design Energy for a continuous period of four years due to hydrological factors, the generating station is required to approach the Central Electricity Authority with the relevant hydrological data for revision of the Design Energy of the station.

(ii) Early Warning System (EWS) consisting of systems for monitoring of various hazards like Glacial Lake Outburst Flood (GLOF), Landslide Lake Outburst Flood (LLOF), Flash Floods and Seismic activity has been installed at 42 vulnerable Hydro Electric Projects for disaster preparedness and mitigating the effects of natural calamities. Further, a Central Control Room for integration of EWS at various project sites has been developed at NHPC, Faridabad.

(iii) Central Electricity Authority has issued guidelines for Slope Stability in Hydro Power Projects on 05.10.2023. These guidelines are applicable to Hydro Power Projects developers in hilly terrains guiding them to take cognizance of past slope failures caused by due to change in geometry of the natural slope, hydrogeological regime, deforestation, and/or weathering effect.

(iv) Restoration of Teesta III HEP in Sikkim is being supported through financial assistance (loans) by PFC/REC.

STATEMENT-I

Details of hydro power generation from 1st April 2026 to 30th July 2026

Duration	Generation from Large Hydro Power Plants (MUs)	% Change
1st Apr'26 to 30th Jul'26	54,019.42	(-)10.75%
1st Apr'25 to 30th Jul'25	60,522.95	

STATEMENT-II

The details of Power Generation from Large Hydro Projects during the last 5 financial years (FY 2021-22 to FY 2025-26) and current financial year i.e. FY 2026-27 (till 30 July, 2026):

All Generation figures are in Million Units (MUs)

Financial Year	Generation from Large Hydro Projects (*)	Percentage Growth on Year-to-Year basis (in %)
2021-22	1,51,627.33	-
2022-23	1,62,098.77	6.91
2023-24	1,34,053.92	(-)17.3
2024-25	1,48,633.98	10.88
2025-26	1,67,203.78	12.49
2025-26 (upto 30th July'25)	60,522.95	-
2026-27 (upto 30th July '26)	54,019.42	(-)10.75

Note: (*) Large Hydro refers to hydroelectric power plant with an installed capacity of 25 MW and above

STATEMENT-III

The details of comparison of reservoir levels as on 30th July 2026 with the corresponding levels as on 30th July 2025:

Sl. No.	Reservoir	Region	30-07-2025 (in metres)	30-07-2026 (in metres)	Difference (+/-)
1.	BHAKRA	Northern	494.08	487.48	(-)6.6

2.	PONG	Northern	412.73	407.94	(-)4.79
3.	RANJIT SAGAR	Northern	509.3	509.53	0.23
4.	R.P. SAGAR	Northern	352.44	347.35	(-)5.09
5.	RAM GANGA	Northern	341.92	341.14	(-)0.78
6.	TEHRI	Northern	796	797.03	1.03
7.	RIHAND	Northern	264.6	257.74	(-)6.86
8.	SARDAR SAROVAR	Western	127.92	128.71	0.79
9.	UKAI	Western	100.34	96.46	(-)3.88
10.	GANDHI SAGAR	Western	393.91	395.71	1.8
11.	INDIRA SAGAR	Western	259.96	251.15	(-)8.81
12.	BHIRA	Western	605.26	605.22	(-)0.04
13.	KOYNA	Western	654.71	654.59	(-)0.12
14.	SRISAILAM	Southern	269.08	251.4	(-)17.68
15.	ALMATTI	Southern	517.95	519.25	1.3
16.	KALINDI SUPA	Southern	551	536.55	(-)14.45
17.	SHARAVATHY	Southern	551.99	541.02	(-)10.97
18.	IDAMALAYAR	Southern	159.04	144.86	(-)14.18
19.	IDUKKI	Southern	724.03	710.05	(-)13.98
20.	SABRIGRI	Southern	975.02	955.61	(-)19.41
21.	METTUR	Southern	240.79	226.68	(-)14.11
22.	PERIYAR	Southern	41.21	34.15	(-)7.06
23.	NAGARJUN SAGAR	Southern	178.92	156.39	(-)22.53
24.	BALIMELA	Eastern	446.93	444.15	(-)2.78
25.	HIRAKUD	Eastern	187.28	188.73	1.45
26.	INDRAVATI	Eastern	634.05	632.68	(-)1.37
27.	MACHKUND	Eastern	834.97	828.26	(-)6.71
28.	RENGALI	Eastern	121.75	122.15	0.4
29.	UPPER KOLAB	Eastern	852	849.46	(-)2.54
30.	LOKTAK	North Eastern	767.61	767.4	(-)0.21

STATEMENT-IV

The details of comparison of energy content in reservoirs as on 30th July from 2023 to 2026:

Energy content in Reservoirs and Comparison with past years (as on 30-Jul)												
Name of Reservoir	State	Region	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025	2026 vs 2023	2026 vs 2024	2026 vs 2025
			[MU]	[MU]	[MU]	[MU]	[MU]	[MU]	[MU]	[%]	[%]	[%]
			A	B	C	D	[D-A]	[D-B]	[D-C]	[D/A-1]*100	[D/B-1]*100	[D/C-1]*100
BHAKRA	Himachal	NR	1382	762	891	681	-702	-81	-211	-51%	-11%	-24%
PONG	Himachal	NR	759	244	520	378	-381	134	-142	-50%	55%	-27%
RANJIT SAGAR	Punjab	NR	345	22	213	215	-130	193	3	-38%	866%	1%
R.P. SAGAR	Rajasthan	NR	137	89	163	60	-77	-29	-103	-56%	-32%	-63%
RAM GANGA	Uttarakhand	NR	139	121	117	110	-29	-11	-7	-21%	-9%	-6%
TEHRI	Uttarakhand	NR	937	3268	599	616	-322	-2653	16	-34%	-81%	3%
RIHAND	Uttar Pradesh	NR	103	95	491	190	87	94	-302	85%	99%	-61%
Total NR			3802	4602	2995	2249	-1553	-2352	-746	-41%	-51%	-25%
SARDAR SAROVAR	Gujarat	WR	934	371	788	848	-86	477	60	-9%	128%	8%
UKAI	Gujarat	WR	563	432	498	345	-218	-87	-153	-39%	-20%	-31%
GANDHI SAGAR	Madhya Pradesh	WR	469	431	355	450	-19	19	95	-4%	5%	27%
INDIRA SAGAR	Madhya Pradesh	WR	769	555	1042	311	-459	-244	-731	-60%	-44%	-70%
BHIRA	Maharashtra	WR	544	615	581	579	35	-36	-2	6%	-6%	0%
KOYNA	Maharashtra	WR	2168	2639	2684	2670	502	31	-14	23%	1%	-1%
Total WR			5448	5043	5949	5203	-245	161	-746	-4%	3%	-13%
SRISAILAM	Andhra Pradesh	SR	402	1282	1314	184	-218	-1098	-1130	-54%	-86%	-86%
ALMATTI	Karnataka	SR	128	69	132	163	35	95	32	27%	138%	24%
KALINDI SUPA	Karnataka	SR	1328	1901	1787	889	-439	-1012	-898	-33%	-53%	-50%
SHARAVATHY	Karnataka	SR	2022	3739	3787	1402	-620	-2337	-2385	-31%	-62%	-63%
IDAMALAYAR	Kerala	SR	103	158	183	101	-2	-57	-82	-2%	-36%	-45%
IDUKKI	Kerala	SR	639	1182	1490	638	-1	-545	-852	0%	-46%	-57%
SABRIGRI	Kerala	SR	280	373	568	253	-28	-121	-316	-10%	-32%	-56%
KUNDAH GROUP	Tamil Nadu	SR	522	1080	1465	668	146	-412	-797	28%	-38%	-54%
METTUR	Tamil Nadu	SR	43	199	204	55	12	-144	-149	27%	-73%	-73%
PERIYAR	Tamil Nadu	SR	46	83	113	8	-38	-75	-105	-82%	-90%	-93%

NAGARJUN SAGAR	Telangana	SR	202	197	1333	180	-22	-16	-1153	-11%	-8%	-86%
Total SR			5716	10263	12376	4540	-1176	-5723	-7836	-21%	-56%	-63%
BALIMELA	Odisha	ER	218	384	213	132	-87	-253	-82	-40%	-66%	-38%
HIRAKUD	Odisha	ER	80	153	149	200	120	47	51	151%	31%	34%
INDRAVATI	Odisha	ER	139	177	257	219	80	41	-38	58%	23%	-15%
MACHKUND	Odisha	ER	81	334	394	164	83	-170	-230	102%	-51%	-58%
RENGALI	Odisha	ER	9	9	199	205	196	196	6	2140%	2216%	3%
UPPER KOLAB	Odisha	ER	168	299	248	128	-39	-171	-119	-23%	-57%	-48%
Total ER			695	1357	1460	1047	353	-309	-412	51%	-23%	-28%
LOKTAK	Manipur	NER	39	129	73	57	17	-73	-16	44%	-56%	-22%
Total NER			39	129	73	57	17	-73	-16	44%	-56%	-22%
ALL INDIA			15699	21393	22852	13097	-2602	-8296	-9755	-17%	-39%	-43%

TARGETS UNDER SCM

3148. SHRI GURMEET SINGH MEET HAYER:

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

(a) the original timeline, extensions granted and the final completion target date for the Smart Cities Mission (SCM);

(b) the details of the funds allocated, released and utilised under the Mission along with the capital raised through Public-Private Partnerships (PPP), State/UT-wise;

(c) the total number of the projects approved, completed and ongoing across the hundred Smart Cities including the names of cities with the highest completion rates;

(d) the details of the physical targets achieved with regard to Integrated Command and Control Centres (ICCCs), smart roads and safety networks; and

(e) the measures taken to ensure administrative stability and fixed tenures for Special Purpose Vehicle (SPV) executives along with the details of local consultative meetings held with public representatives?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): Smart Cities Mission (SCM) was originally approved upto 31.03.2020 which was extended four times till 31.03.2025.

(b) and (c): Under SCM, as reported by the States/UTs as on 31.03.2026, a total 8,064 projects worth ₹1,64,811 Cr were taken up out of which 7,790 projects worth ₹1,56,257 Cr have been completed. Under SCM, out of Central Government's allocation of ₹48,000 Cr, the cities have been able to claim Central Financial Assistance of ₹47,458 Cr (i.e. 99% of the total central share allocation for cities). As reported by the States/ UTs as on 31.03.2026, funds amounting to ₹46,377 Cr has been utilized (i.e. 98% of the total Central Financial Assistance released for cities). Under Public Private Partnership (PPP), a total 197 projects worth ₹9,277 Cr were taken up out of which 194 projects worth ₹9,190 Cr have been completed.

The State/UT-wise and city-wise details of projects along with central financial assistance claimed, utilised and the completion rate of project under SCM are given in the enclosed **Statement.**

(d): Under the SCM, all 100 Smart Cities have established Integrated Command and Control Centres (ICCCs) and implemented various smart infrastructure systems such as Intelligent Traffic Management Systems (ITMS),

CCTV Cameras, GPS-enabled waste collection vehicles, air quality sensors, emergency call boxes, and smart streetlights based on local requirements.

(e): Post closure of SCM on 31.03.2025, Ministry of Housing and Urban Affairs (MoHUA) has issued Advisory No. 27 dated 10th June, 2025 to all States/ UTs. The Advisory has outlined the envisioned future role of SPVs of smart cities and a roadmap for the continued functioning of ICCCs. The advisory underscores repurposing of SPVs to meet emerging urban challenges. States and Union Territories, through their respective High-Powered Steering Committees (HPSCs) chaired by Chief Secretary, have been encouraged to chart out urban sector priorities and map areas where SPVs can continue to play a strategic role.

STATEMENT

The State/UT-wise and city-wise details of projects along with central financial assistance claimed, utilised and the completion rate of project under SCM:

(Amount ₹Rs. Cr)

Sl. No.	City Name	State Name	Status of GoI Funds		Total Projects		Completed Projects		Comple-tion Rate (in %)
			GoI funds claimed	GoI funds utilized	No. of Projects	Cost of Projects	No. of Projects	Cost of Projects	
1	Guwahati	Assam	490	490	21	755	21	755	100%
2	Patna	Bihar	488	485	34	1,430	34	1,430	100%
3	Chandigarh	Chandigarh	490	490	97	2,694	97	2,694	100%
4	Atal Nagar	Chhattisgarh	488	476	52	944	52	944	100%
5	Dahod	Gujarat	417	414	36	984	36	984	100%
6	Rajkot	Gujarat	490	490	71	2,184	71	2,184	100%
7	Surat	Gujarat	490	490	87	2,694	87	2,694	100%
8	Vadodara	Gujarat	490	489	52	1,943	52	1,943	100%
9	Ranchi	Jharkhand	490	490	26	1,847	26	1,847	100%
10	Shivamogga	Karnataka	490	490	112	1,381	112	1,381	100%
11	Tumakuru	Karnataka	490	490	217	2,099	217	2,099	100%

12	Bhopal	Madhya Pradesh	490	490	82	2,791	82	2,791	100%
13	Indore	Madhya Pradesh	490	490	231	3,751	231	3,751	100%
14	Jabalpur	Madhya Pradesh	490	490	130	2,197	130	2,197	100%
15	Pune	Maharashtra	490	490	55	3,333	55	3,333	100%
16	Solapur	Maharashtra	490	490	49	1,587	49	1,587	100%
17	Kohima	Nagaland	490	477	40	689	40	689	100%
18	Udaipur	Rajasthan	490	490	143	1,717	143	1,717	100%
19	Coimbatore	Tamil Nadu	490	490	72	1,455	72	1,455	100%
20	Erode	Tamil Nadu	490	486	55	1,304	55	1,304	100%
21	Madurai	Tamil Nadu	490	490	16	1,900	16	1,900	100%
22	Salem	Tamil Nadu	490	490	114	1,861	114	1,861	100%
23	Thoothukudi	Tamil Nadu	490	482	75	1,038	75	1,038	100%
24	Tiruchirappalli	Tamil Nadu	490	489	83	1,548	83	1,548	100%
25	Tirunelveli	Tamil Nadu	490	480	81	1,817	81	1,817	100%
26	Tiruppur	Tamil Nadu	490	489	28	2,833	28	2,833	100%
27	Agartala	Tripura	490	490	77	808	77	808	100%
28	Agra	Uttar Pradesh	490	490	62	2,369	62	2,369	100%
29	Bareilly	Uttar Pradesh	490	485	88	1,476	88	1,476	100%
30	Jhansi	Uttar Pradesh	490	490	78	1,868	78	1,868	100%
31	Kanpur	Uttar Pradesh	490	489	91	3,060	91	3,060	100%
32	Moradabad	Uttar Pradesh	490	490	41	1,503	41	1,503	100%
33	Varanasi	Uttar Pradesh	490	490	117	3,342	117	3,342	100%
34	New Town Kolkata	West Bengal	490	487	226	1,460	225	1,435	99%
35	Ajmer	Rajasthan	490	490	179	2,224	178	2,209	99%
36	Prayagraj	Uttar Pradesh	490	489	146	2,295	145	2,250	99%
37	Davanagere	Karnataka	490	490	128	1,976	127	1,947	99%
38	Saharanpur	Uttar Pradesh	490	489	115	1,292	114	1,245	99%
39	Thanjavur	Tamil Nadu	490	488	103	996	102	989	99%
40	Lucknow	Uttar Pradesh	490	490	103	2,126	102	2,115	99%
41	Kota	Rajasthan	490	484	87	2,154	86	2,139	99%
42	Jaipur	Rajasthan	490	484	170	2,545	168	2,483	99%
43	Shimla	Himachal Pradesh	488	478	211	896	208	840	99%
44	Ahmedabad	Gujarat	490	490	70	2,655	69	2,626	99%
45	Raipur	Chhattisgarh	453	453	342	1,745	337	1,696	99%
46	Jammu	Jammu and Kashmir	489	459	127	2,969	125	2,940	98%
47	Bengaluru	Karnataka	488	456	57	1,054	56	1,031	98%

48	Nashik	Maharashtra	444	444	53	3,197	52	3,026	98%
49	Vellore	Tamil Nadu	490	489	53	2,096	52	2,083	98%
50	Aligarh	Uttar Pradesh	490	490	52	1,830	51	1,730	98%
51	Panaji	Goa	490	470	51	1,051	50	1,043	98%
52	Kochi	Kerala	490	490	98	1,761	96	1,734	98%
53	Chennai	Tamil Nadu	490	490	49	1,104	48	1,097	98%
54	Ujjain	Madhya Pradesh	490	490	95	1,613	93	1,589	98%
55	Belagavi	Karnataka	490	490	217	2,780	212	2,722	98%
56	Gandhinagar	Gujarat	490	463	43	1,046	42	846	98%
57	Hubballi-Dharwad	Karnataka	490	444	81	1,950	79	1,835	98%
58	Srinagar	Jammu and Kashmir	452	452	161	3,634	157	3,532	98%
59	Sagar	Madhya Pradesh	490	489	80	1,782	78	1,607	98%
60	Thiruvananthapuram	Kerala	488	488	79	1,242	77	1,179	97%
61	Rourkela	Odisha	490	490	75	1,517	73	1,370	97%
62	Dehradun	Uttarakhand	490	484	33	1,144	32	939	97%
63	Visakhapatnam	Andhra Pradesh	490	479	65	1,695	63	1,613	97%
64	Bhubaneswar	Odisha	490	490	32	2,072	31	2,057	97%
65	Gangtok	Sikkim	488	447	29	744	28	735	97%
66	Satna	Madhya Pradesh	490	483	86	1,363	83	1,262	97%
67	Gwalior	Madhya Pradesh	490	490	84	1,633	81	1,416	96%
68	Bhagalpur	Bihar	490	486	27	1,504	26	1,494	96%
69	Dharamshala	Himachal Pradesh	490	477	80	656	77	611	96%
70	Thane	Maharashtra	490	490	52	1,712	50	1,402	96%
71	Pimpri-Chinchwad	Maharashtra	490	490	25	1,304	24	1,172	96%
72	Aurangabad	Maharashtra	490	490	47	2,835	45	2,690	96%
73	Amritsar	Punjab	490	484	44	1,911	42	1,805	95%
74	Pasighat	Arunachal Pradesh	490	486	43	512	41	458	95%
75	NDMC	Delhi	343	317	127	997	121	884	95%
76	Jalandhar	Punjab	490	445	78	1,186	74	1,023	95%
77	Bilaspur	Chhattisgarh	429	403	126	1,765	118	1,605	94%
78	Biharsharif	Bihar	433	418	61	1,449	57	1,252	93%

79	Mangaluru	Karnataka	490	457	105	2,579	98	2,484	93%
80	Namchi	Sikkim	490	464	26	917	24	781	92%
81	Ludhiana	Punjab	490	490	82	1,389	74	1,320	90%
82	Karnal	Haryana	490	432	117	1,207	105	801	90%
83	Tirupati	Andhra Pradesh	392	388	104	2,083	92	1,649	88%
84	Puducherry	Puducherry	343	338	80	595	70	328	88%
85	Kakinada	Andhra Pradesh	490	485	92	1,908	80	1,731	87%
86	Muzaffarpur	Bihar	490	445	30	860	26	747	87%
87	Greater Warangal	Telangana	377	377	119	1,800	103	1,499	87%
88	Imphal	Manipur	398	348	27	513	23	346	85%
89	Nagpur	Maharashtra	490	490	47	1,768	40	1,588	85%
90	Kalyan-Dombivali	Maharashtra	490	490	19	1,245	16	721	84%
91	Diu	Daman and Diu	386	386	52	1,148	43	1,093	83%
92	Karimnagar	Telangana	429	429	49	1,094	40	1,022	82%
93	Faridabad	Haryana	490	490	44	929	35	763	80%
94	Itanagar	Arunachal Pradesh	488	409	32	521	25	422	78%
95	Shillong	Meghalaya	490	445	13	517	10	453	77%
96	Amaravati	Andhra Pradesh	488	488	19	903	14	746	74%
97	Aizawl	Mizoram	490	431	45	508	33	290	73%
98	Kavaratti	Lakshadweep	183	45	12	289	8	11	67%
99	Port Blair	Andaman Nicobar Islands	306	245	18	511	9	72	50%
100	Silvassa	Dadra and Nagar Haveli	392	389	29	853	14	432	48%
	Total		**47,320**	**46,254**	**8,064**	**1,64,811**	**7,790**	**1,56,257**	**97%**
	Non-Selected Smart Cities		18	18					
	Sultanpur Lodhi		120	105					
	Grand Total		**47,458**	**46,377**					

(As reported by the States/ UTs/ Smart Cities Mission as on 31.03.2026)

PRICING OF E-20 PETROL

3149. ADV. CHANDRA SHEKHR:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the average production cost per litre of twenty per cent Ethanol-Blended Petrol (E-20) vis-à-vis unblended petrol, considering the notified procurement price of maize-based ethanol;

(b) the reasons for pricing E-20 petrol at par with conventional petrol despite differences in production cost and fluctuations in international crude oil prices; and

(c) the profit margins or financial outlays recorded by Public Sector Oil Marketing Companies from the sale of ethanol blended in the domestic fuel supply chain?

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): Public Sector Oil Marketing Companies (OMCs) procure ethanol from distilleries across the country under the EBP Programme. The procurement framework is designed to ensure adequate ethanol availability, provide remunerative prices to producers and support the agriculture sector. For the Ethanol Supply Year 2024-25, the average procurement cost of ethanol stands at Rs. 71.55 per litre (inclusive of transportation and GST).

The OMCs purchase ethanol under the EBP Programme at remunerative prices so that farmers are fairly compensated. For instance,

Maize based ethanol prices have increased progressively and its current procurement price is Rs 71.86/litre (exclusive Transportation and GST).

During the peak of West Asia crisis when Indian crude basket touched nearly $135 per barrel, the market price of petrol could have been around Rs.125 per litre, however Indian consumers continued to pay only Rs.94.77 per litre (ex Delhi) also because OMCs could procure ethanol at ~Rs.70/litre. By replacing a part of imported petrol with domestically produced ethanol, India has reduced its exposure to international crude oil price volatility and exchange-rate fluctuations.The average depot price of petrol during March–June 2026 was about Rs.85.8 per litre. Since the retail selling price remained below the market-determined level, Public Sector OMCs incurred an average under-recovery of about Rs.11 per litre on petrol amounting to approximately Rs.21,300 crore during this period.

The retail selling price of E20 petrol is market-determined, and Public Sector OMCs determine petrol prices after considering international crude oil prices, exchange rates, freight, taxes, ethanol procurement costs and other operational expenses. The Oil Companies have been directed to sell ethanol blended petrol with percentage of ethanol up to 20 per cent having minimum Research Octane Number (RON) of 95 across the country with effect from 01.04.2026. Ethanol's higher-octane number supports modern high-compression engines and its higher heat of vaporisation improves combustion efficiency.

(c): The financial performance of Public Sector OMCs is assessed on a consolidated basis across the petroleum value chain and not activity-wise. Any additional benefit or cost arising from ethanol procurement vis-à-vis petrol is not retained or borne by the OMCs independently. Consequently, no separate profit or loss is maintained or computed for the Ethanol Blended Petrol Programme or for each litre of ethanol-blended petrol sold.

Accordingly, the success of the EBP Programme should not be measured in terms of profits earned by OMCs. Its true dividends lie in strengthening India's energy independence, reducing import dependence, enhancing farmer incomes, conserving foreign exchange, improving environmental sustainability and contributing to long-term fuel price stability.

EXPANSION OF NATURAL GAS ACCESS

3150. SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI BIPLAB KUMAR DEB:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the measures undertaken for expansion of access to natural gas for domestic, commercial and institutional consumers; and

(b) the details of the steps/measures undertaken to promote the adoption of Piped Natural Gas (PNG) and the other alternative clean fuels among consumers along with the progress achieved under the said measures so far, particularly in Tripura?

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): Providing Piped Natural Gas (PNG) connections is part of the development of City Gas Distribution (CGD) Network, which inter alia include creation of pipeline infrastructure and other facilities for the supply of PNG to domestic, commercial and institutional consumers. This is being carried out by entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB). After completion of 12/12A CGD bidding round, in order to increase usage of Natural Gas, a cleaner fuel, PNGRB has authorized entities for the development of CGD network in 309 Geographical Areas (GAs), covering the entire mainland area of the country. As on 31.05.2026, the authorized entities have provided more than 1.70 crore PNG (D) connections, 52,143 PNG (commercial) connections, 22,256 PNG (industrial) connections and established 8,936 CNG stations across the country.

In the state of Tripura, PNGRB has authorized 5 Geographical Areas (GA) covering all districts in the state for development of CGD network. As on 31.05.2026, the authorised CGD entities have provided 71,344 PNG (D) connections, 567 commercial connections and 48 industrial connections in the state.

Government has taken various steps to expand access to natural gas for the CNG (Transport) and PNG (Domestic) sectors across the country. These include priority allocation of domestic natural gas, diversion of gas from non-

priority sectors, advance allocation on a two-quarter basis, and according priority to CNG (T)/PNG (D) in the allocation of gas from Deepwater, Ultra Deepwater and High Pressure-High Temperature discoveries, wherever proportionate distribution is required. Further, the Government has undertaken infrastructure measures including expansion of the CGD network and the National Gas Grid, development of Liquefied Natural Gas (LNG) terminals, grant of Public Utility Status to CGD projects, etc.

Government is also promoting Compressed Biogas (CBG) as a clean alternative fuel through initiatives such as SATAT and GOBARdhan, including measures for assured offtake by Oil and Gas Marketing Companies, development of infrastructure for injection of CBG into the CGD network and National Gas Grid, support for biomass aggregation and phased mandatory sale of CBG in the CNG (T) and PNG (D) segments.

PNGRB, in collaboration with CGD entities, launched the National PNG Drive 2.0 from 1st January 2026 to 30th June 2026. PNGRB has informed that the initiative aims to ensure optimal utilization of existing infrastructure, promote new connections and activate non-billed customers, with an overall objective to increase the usage of natural gas across the diverse user categories. Under the initiative, various measures have been implemented by the Government and authorized CGD entities, including:

i. Expansion of PNG connectivity to households, commercial establishments and industries;

ii. Conversion of connected households into active billed consumers;

iii. Awareness campaigns and consumer outreach programmes;

iv. Coordination with State Governments and local authorities for expeditious statutory permissions; and

v. Implementation of consumer-friendly measures, including digital registration, simplified connection processes and promotional schemes offered by CGD entities.

Government have also notified a comprehensive control order dated 24.03.2026 under the Essential Commodities Act, 1955 to facilitate time-bound expansion of pipeline infrastructure across the country, especially CGD. The Order provides a uniform framework for grant of right of way (RoW) and permissions by mandating strict timelines, enabling deemed approvals in case of delays, and prohibiting imposition of unauthorized charges by public authorities. It also addresses access issues in residential and private areas by ensuring non-discriminatory and time-bound permissions, thereby removing key bottlenecks in pipeline laying.

PNGRB has rationalised the Unified Tariff by reducing tariff zones from three to two and notified transportation tariffs of Rs. 54.00/MMBTU for Zone-1 (up to 300 km) and Rs. 110.02/MMBTU for Zone-2 (beyond 300 km), effective from 01.04.2026. Zone-1 tariff has been extended nationwide for CNG (T) and PNG (D), resulting in nearly 50% reduction in transportation charges for consumers beyond 300 km. The reduction in transportation charges contributes to lowering the delivered cost of natural gas for industries,

particularly those located in regions beyond 300 km from the gas source, subject to other applicable cost components.

SUBSIDISED LPG REFILLS UNDER PMUY

3151. SUSHRI SAYANI GHOSH:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government has restored the annual number of subsidised Liquefied Petroleum Gas (LPG) cylinder refills available to beneficiaries under the Pradhan Mantri Ujjwala Yojana (PMUY) after the temporary changes made during the West Asia conflict, if so, the details thereof;

(b) the present number of subsidised refills available annually to PMUY beneficiaries;

(c) the total number of PMUY beneficiaries, active consumers and the annual refill rate during the last five years, year-wise;

(d) whether the Government has conducted any assessment of the impact of subsidised LPG refills on household health, adoption of clean cooking fuel and reduction in the use of traditional fuels, if so, the details thereof; and

(e) whether the Government proposes to increase the number of subsidised refills or extend additional support to low-income households, 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): 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. Year-wise details of PMUY connections (as of 31st March of every financial year) and Per Connection Consumption for the last five years are given below:

FY	Per Connection consumption (in terms of 14.2 Kg refills/consumer/Year)	Total PMUY Connections (in crore)
2021-22	3.68	8.99
2022-23	3.71	9.56
2023-24	3.95	10.33
2024-25	4.47	10.33
2025-26	4.71	10.58

Source: IOCL on behalf of PSU OMCs

The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder (Delhi) since June 2026, which carried an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder in June 2026 and Rs 500 per cylinder during July 2026. Even for the month of August 2026, the RSP of 14.2 Kg cylinder carries an implicit subsidy of Rs. 188 per cylinder. For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (upto 4 refills per year), after a targeted subsidy of Rs. 300 per cylinder.

Government have been ensuring availability of domestic LPG at affordable prices to households in the country for which Government have paid to the OMCs a compensation of Rs. 22,000 crore in FY 2022-23 and paying Rs. 30,000 crore during FY 2025-26 and FY 2026-27. Even after the payment

of this compensation, accumulated under-recoveries of the PSU OMCs on domestic LPG were more than Rs 51,000 crores as of 30th June 2026 itself.

Based on an assessment of FY 2025–26 refill consumption data, it has been observed that refill consumption patterns vary across PMUY beneficiary households, with a substantial proportion of beneficiaries availing up to four subsidised refills annually. Accordingly, Government has capped annual subsidized refill upto 4 refills of 14.2 Kg cylinder (and proportionately pro-rated for 5 Kg connections) to the PMUY consumers

PMUY has had a significant positive impact on the lives of rural households, especially women and families in rural and remote areas including 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.

According to a recent PMUY Evaluation Report by NITI Aayog (April 2026), 86.59% of PMUY households use LPG as their predominant primary cooking fuel, reflecting widespread adoption of clean cooking energy. The evaluation also found that 74.27% of surveyed PMUY beneficiaries reported a reduction in indoor air pollution after adopting LPG. In addition, a significant proportion of beneficiaries reported reduction in cough and breathlessness, reduced eye irritation and smoke inhalation, along with a decline in headaches and dizziness, highlighting the positive health benefits associated with LPG usage.

Separate evaluation studies by The Energy and Resource Institute (TERI) and IIT Kanpur have also highlighted the positive environmental and health impacts of PMUY. Their findings indicate that PMUY has contributed to reducing both ambient and household air pollution. The IIT Kanpur evaluation across six states further found that indoor air quality during cooking hours was nearly twice as good in LPG-using households compared to households relying on traditional chulhas, demonstrating significant health benefits, particularly for primary cooks.

चौसा से वाराणसी तक राष्ट्रीय राजमार्ग का निर्माण

3152. श्री सुधाकर सिंह:

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

(क) क्या सरकार ने बिहार के बक्सर जिले के चौसा से उत्तर प्रदेश के वाराणसी तक चार-लेन राष्ट्रीय राजमार्ग के निर्माण के संबंध में कोई सर्वेक्षण, व्यवहार्यता अध्ययन अथवा परीक्षण कराया है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या चौसा–वाराणसी मार्ग धार्मिक, सांस्कृतिक, वाणिज्यिक तथा परिवहन की दृष्टि से अत्यंत महत्वपूर्ण है;

(ग) क्या वर्तमान सड़क यातायात के बढ़ते दबाव को झेलने में असमर्थ है, जिसके परिणामस्वरूप बार-बार यातायात जाम, सड़क दुर्घटना तथा यात्रा में अधिक समय लगने की स्थिति बन जाती है;

(घ) क्या उक्त परियोजना के संबंध में कोई सर्वेक्षण अथवा प्रस्ताव दिया गया है, यदि हाँ, तो उसकी वर्तमान स्थिति, अनुमानित लागत, भूमि अधिग्रहण में हुई प्रगति तथा परियोजना को पूर्ण करने के लिए निर्धारित लक्षित समय-सीमा क्या है; और

(ङ) यदि नहीं, तो क्या सरकार का विचार बिहार एवं उत्तर प्रदेश के मध्य संपर्क, व्यापार तथा पर्यटन को बढ़ावा देने के लिए चौसा–वाराणसी चार-लेन मार्ग को प्राथमिकता प्रदान कर निकट भविष्य में उक्त परियोजना को स्वीकृति देने का है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ङ): सरकार देश में राष्ट्रीय राजमार्गों (एनएच) के चौड़ीकरण/विकास के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर)/प्रस्ताव प्राप्त /शुरू/ तैयार करती रहती है। परियोजना कार्यान्वयन और निवेश संबंधी निर्णय डीपीआर के परिणाम, संपर्कता की आवश्यकता, यातायात सघनता, पीएम गति शक्ति राष्ट्रीय मास्टर प्लान आदि के साथ तालमेल के आधार पर लिया जाता है। वाराणसी से चौसा तक के खंड के संबंध में, वाराणसी से गाजीपुर तक के खंड को पहले ही 4 लेन का बनाया जा चुका है और गाजीपुर से चौसा (बक्सर) तक के शेष खंड के चौड़ीकरण के लिए डीपीआर का कार्य शुरू किया जाएगा।

ACUTE WATER STRESS IN KHAJURAHO

3153. SHRI VISHNU DATT SHARMA:

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

(a) whether the Government is aware that the Khajuraho Lok Sabha Constituency comprising Panna, Chhatarpur and Katni districts continues to face acute water stress due to erratic monsoon, rapid surface runoff, hard-rock aquifers, declining groundwater levels, deterioration of traditional water bodies and inadequate irrigation, causing hardship to farmers and rural communities and if so, the details thereof;

(b) whether the Government proposes to prepare a scientific watershed-based Integrated Water Security Plan under the Jal Shakti Abhiyan: Catch the Rain and the Repair, Renovation and Restoration (RRR) of Water Bodies Scheme including GIS-based watershed mapping, revival of traditional water bodies, catchment treatment, recharge structures, check dams and farm ponds in view of the urgency and if so, the details thereof; and

(c) whether the Government proposes to provide a special Central assistance package for the drought-prone Bundelkhand region and if so, the details thereof along with the timeline fixed therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (c): 'Water' being a State subject, the aspects related to water resources including its conservation are studied, planned, funded and executed by the State Governments themselves as per their own resources and priorities. The Central Government supplements the measures and efforts being taken up by the State Governments.

The State Government of Madhya Pradesh reported that,

i. The Government is aware that certain areas of the Khajuraho Parliamentary Constituency experience localized water scarcity due to natural factors such as variability in rainfall, rapid surface runoff and hard-rock geological formations.

ii. As per the latest CGWB assessment, no block in the districts of Panna, Chhatarpur and Katni is classified as Critical or Over-exploited with respect to groundwater extraction.

iii. The Government undertakes Scientific watershed-based planning using the YuktDhara and Software for Identification and Planning of Rural Infrastructure (SIPRI) platforms, which facilitate GIS-based planning and prioritization of Natural Resource Management (NRM) works. These platforms integrate spatial and scientific data to support the preparation of watershed development plans based on local resource conditions. The GIS-based planning is utilized for identification and planning of appropriate interventions such as rejuvenation of water bodies, catchment area treatment, groundwater recharge structures, drainage line treatment, farm ponds, check dams and other water conservation measures.

In 2019, the Ministry of Jal Shakti launched Jal Shakti Abhiyan (JSA) as a time-bound, mission-mode water conservation campaign in 256 water stressed districts of the country. The Hon'ble PM of India launched the campaign in 2021 as Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) with the message, "Catch the Rain: Where It Falls, When It Falls." Since then, JSA: CTR evolved into a national movement, reinforcing India's collective commitment to water security through localised action and institutional convergence. The JSA: CTR campaign was implemented nationwide and each edition had included a targeted focus since 2023 to maximize impact. The JSA:

CTR 2023, with the theme “Source Sustainability for Drinking Water,” prioritized 150 special focus districts identified by the Jal Jeevan Mission. The JSA: CTR 2024 campaign, themed “Nari Shakti se Jal Shakti,” was carried out across the country with a special focus on 151 districts identified by the Central Ground Water Board (CGWB). The JSA: CTR 2025 was launched with the theme “Jal Sanchay Jan Bhagidari: Jan Jagrukta Ki Or” emphasizing deeper grassroots engagement, inter-sectoral convergence and innovative financing mechanisms with special focus on 148 districts identified by CGWB.

To further strengthen the momentum of Jal Shakti Abhiyan: Catch the Rain, the “Jal Sanchay Jan Bhagidari (JSJB)” initiative with intensified community partnership, was launched in Surat, Gujarat on September 2024. In June 2025, JSJB 2.0 was launched. The implementation cycle for JSJB 2.0 commenced on 1 June 2025 and concluded on 31 May 2026.

Jal Sanchay Jan Bhagidari: Catch the Rain (JSJB: CTR) – 2026 was launched on 1st June 2026 enhancing the scope of the Jal Sanchay Jan Bhagidari (JSJB) initiative and simultaneously integrating it with the Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) campaign. The initiative focuses on intensifying community action and mobilization to build low-cost rainwater harvesting structures in low cost and saturation mode.

The objective is to ensure that every drop of water is conserved through collective efforts, following a whole-of-society and whole-of-government approach. By fostering community ownership, the initiative seeks to develop cost-effective, local solutions at the micro level for water conservation and

ground water recharge. The initiative is guided by the 3Cs principle—Community, CSR and Cost, ensuring effective convergence and maximized outcomes. The Government promotes the initiative in partnership with State Governments and local authorities to ensure its widespread reach and awareness. The initiative aims at forging partnership with stakeholders such as NGOs, Trusts, Civil Societies and educational institutions to engage the broader community effectively. The progress of the campaign is monitored through online portal - JSJB: CTR (https://jsjb.mowr.gov.in).

The initiative leverages community funds, individual donations, Corporate Social Responsibility Funds and others for construction of low-cost structures like borewells, recharge shafts, recharge pits, using locally available material, to harvest rainwater, to boost ground water level and provide local tailor-made solution to water issues. The initiative also emphasizes convergent financing from various schemes of the Central, State and local bodies like Viksit Bharat - Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), Atal Mission for Rejuvenation and Urban Transformation (AMRUT), Per Drop More Crop, Repair, Renovation and Restoration Components under the Pradhan Mantri Krishi Sinchai Yojana (PMKSY), Compensatory Afforestation Fund Management and Planning Authority (CAMPA) and Finance Commission grants.

Village-level feasibility maps have been shared with districts to support technical planning and facilitate the effective implementation of water conservation and groundwater recharge interventions. In addition, districts

across the country have prepared District Water Conservation Plans to ensure sustainable water management in their respective districts.

Under Surface Minor Irrigation (SMI) and Repair, Renovation & Restoration (RRR) of Water Bodies schemes, the Central Assistance (CA) is provided in the form of grant which is 100% of the project cost for UTs without legislature. Central Assistance is 90% of the project cost for UTs with legislature and 7 North-Eastern states and Sikkim & Hilly States (Himachal Pradesh and Uttarakhand). Further, Central Assistance/grant under SMI scheme is 60% of project cost for projects benefitting special areas including Bundelkhand region of UP and MP. Central Assistance under RRR of Water Bodies scheme is 60% of project cost for all other category.

Department of Land Resources, Ministry of Rural Development implements Watershed Development Component of Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY) for the development of rainfed and degraded lands in the country**,** with the objectives of conserving soil and water resources, enhancing groundwater recharge, improving vegetative cover and strengthening the livelihoods of rural communities. The interventions include ridge-to-valley treatment, soil and moisture conservation measures, water harvesting structures, afforestation and livelihood activities, which contribute to improving water availability and enhancing climate resilience in rainfed areas.

Dynamic Ground Water Resources of the country including water-stressed regions are assessed jointly by Central Ground Water Board (CGWB) and State Governments. CGWB also prepared National Aquifer Mapping and

Management (NAQUIM) reports for the three districts falling under the Khajuraho Lok Sabha Constituency, namely Chhatarpur, Panna and Katni. Further, CGWB has undertaken hydrogeological and geophysical investigations in the Bundelkhand region to characterise the aquifer system, assess groundwater conditions and delineate groundwater-bearing formations.

ESTABLISHMENT OF BUS TERMINAL

3154. SHRI CHAMALA KIRAN KUMAR REDDY:

SHRI EATALA RAJENDER:

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

(a) whether the Government is aware that Jagadgirigutta has emerged as a major traffic generating point in the greater Hyderabad area, if so, the details thereof;

(b) whether the Government has received any proposal from the Telangana State Road Transport Corporation (TGSRTC) for establishment of a bus depot and a modern bus terminal with passenger amenities at Jagadgirigutta, if so, the details thereof;

(c) whether vacant land belonging to HMT Limited, measuring about 10 acres and situated adjacent to Jagadgirigutta Township has been identified for the said purpose, if so, the details thereof; and

(d) the steps taken by the Government for facilitating allotment of the aforesaid HMT Limited land at Jagadgirigutta, measuring about 10 acres

to TGSRTC on a long-term lease basis for a period of 99 years at a nominal lease rent along with the present status of the proposal?

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

(a) to (d): Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways in the country. Establishment of Bus Terminal and management of traffic in the city/ town area falls under the purview of State Government. Moreover, Jagadgirigutta is not falling on any National Highway.

Based on the information received from Telangana State Road Transport Corporation (TGSRTC), Government of Telangana, about 28 District Buses and 47 City buses ply with 404 trips daily in Jagadgirigutta falling in greater Hyderabad area. Further, as informed by the State Government, TGSRTC had identified HMT land of about 10.00 acres on lease basis for a period of 99 years. HMT officials communicated that aforesaid land may be provided for a maximum period of 20 years in a block of 5 years at annual license fee of about Rs. 6 Crore. However, TGSRTC has reportedly not agreed to the proposal, as Government of Telangana has allocated 100 acre of Government land at Gajularamaram village, Kuthubullapur Mandal which is near to HMT land.

IMPLEMENTING AGENCIES FOR TRAINING PROGRAMMES

3155. SHRI BALRAM NAIK PORIKA:

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

(a) the names of agencies authorised to implement Centrally Sponsored/Central Sector skill development training programmes for Scheduled Tribes in Telangana during the financial years 2024–25 and 2025–26;

(b) whether the Tribal Cooperative Finance Corporation (TRICOR), Telangana, is the sole implementing agency for these programmes;

(c) if not, the names of other implementing agencies along with the programmes implemented by each of them; and

(d) the criteria adopted by the Government for selection of implementing agencies?

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

(a) to (d): The Ministry of Tribal Affairs implements the scheme Pradhan Mantri Janjatiya Vikas Mission (PMJVM) and Pradhan Mantri Janjati Maha Nyaya Abhiyan (PM-JANMAN) through Tribal Co-operative Marketing Development Federation (TRIFED) to facilitate and promote livelihood opportunities and entrepreneurship in the tribal population through establishment of Van Dhan Vikas Kendras (VDVKs). Value addition training and capacity building / skilling of members associated with these VDVKs is an integral part of the scheme.

Telangana State Girijan Co-operative Corporation Ltd is the state implementing agency for establishment of VDVKs in Telangana State. The

agency has been notified by the State Nodal Department i.e. Tribal Welfare Department, Government of Telangana.

However, it is submitted that the Ministry has provided equity support to Tribal Cooperative Finance Corporation (TRICOR) under the scheme – 'Equity support to National / State Scheduled Tribe Finance and Development Corporation' for providing concessional loans to tribal entrepreneurs for undertaking various livelihood generation activities.

डीडीए की भूमि पर अतिक्रमण

3156. श्री रामवीर सिंह बिधूड़ी:

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली में दिल्ली विकास प्राधिकरण (डीडीए) की कुल कितनी भूमि पर अतिक्रमण हुआ है;

(ख) दिल्ली विकास प्राधिकरण (डीडीए) द्वारा उक्त अतिक्रमणों को हटाने के लिए क्या कार्रवाई की गई है;

(ग) क्या राष्ट्रीय राजधानी क्षेत्र दिल्ली में कृषि भूमि पर अवैध निर्माण की निगरानी के लिए ड्रोन निगरानी की कोई प्रणाली शुरू की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) ऐसी ड्रोन निगरानी के बाद अवैध निर्माण के कितने मामलों का पता चला है और उक्त मामलों में सरकार द्वारा क्या कार्रवाई की गई है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): डीडीए भूमि पर अतिक्रमण परिवर्तनशील स्वरूप के होते हैं और अतिक्रमण के अंतर्गत आने वाली भूमि क्षेत्र, निरंतर अतिक्रमण निष्कासन अभियानों, अतिक्रमण के नए मामलों तथा समय-समय पर किए जाने वाले सत्यापन के कारण परिवर्तित होते रहते है।

(ख): डीडीए जहां भी आवश्यक हो, दिल्ली पुलिस और अन्य संबंधित एजेंसियों की सहायता से ध्वस्तीकरण एवं बेदखली की नियमित आधार पर कार्रवाई करता है। भूमि के सीमांकन से संबंधित मामलों, न्यायालयों में लंबित मामलों अथवा धार्मिक समिति/जीएनसीटीडी सहित सक्षम प्राधिकारियों के निर्णयों की आवश्यकता वाले मामलों में, आगे की कार्रवाई आवश्यक औपचारिकताएं पूर्ण करने के उपरांत तथा ऐसी कार्यवाहियों के परिणाम के अधीन की जाती है।

(ग): डीडीए, एमसीडी और भारतीय सर्वेक्षण के मध्य दिनांक 29.08.2024 को पांच वर्षीय त्रिपक्षीय समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए गए थे, जिसके अंतर्गत व्यापक जीआईएस/एलआईएस-आधारित भूमि प्रबंधन एवं निगरानी प्रणाली के विकास के लिए परियोजना प्रबंधन इकाई के सहयोग से दिल्ली के संपूर्ण राष्ट्रीय राजधानी क्षेत्र का वर्ष में दो बार ड्रोन के माध्यम से पुनः सर्वेक्षण किया जाता है। सर्वेक्षण वर्ष 2024 में प्रारंभ हुआ था। सर्वेक्षण का पहला चरण पूरा हो चुका है और दूसरा चरण अभी प्रगति पर है। अवैध निर्माणों की निगरानी के उद्देश्य से समय-समय पर ड्रोन सर्वेक्षण किए जाएंगे।

(घ): ड्रोन सर्वेक्षणों के माध्यम से अतिक्रमणों का पता लगाने के लिए कम-से-कम दो सर्वेक्षण चक्रों के आंकड़ों की तुलना आवश्यक है। ड्रोन सर्वेक्षण का दूसरा चरण प्रगति पर है। भारतीय सर्वेक्षण और अन्य एजेंसियों की सहायता से परिवर्तन पहचान प्रौद्योगिकियों का उपयोग किए जाने के प्रयास किए जा रहे हैं।

इथेनॉल मिश्रित पेट्रोल के कारण इंजन के पुर्जों के खराब होने के बारे में शिकायतें

3157. श्री बाबू सिंह कुशवाहाः

श्री देवेश शाक्यः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को जौनपुर सहित देश में बीस प्रतिशत एथेनॉल मिश्रित पेट्रोल के उपयोग के बाद बीएस-चार और बीएस-छह वाहनों के इंजन पुर्जों जैसे रबड़ पाइप, सील और पिस्टन को

नुकसान पहुंचने और औसत माइलेज में गिरावट के संबंध में कोई आधिकारिक शिकायतें प्राप्त हुई हैं और यदि हां, तो तत्संबंधी वर्ष-वार ब्यौरा क्या है;

(ख) जनवरी, 2024 से मई, 2026 तक विभिन्न ऑटोमोबाइल कंपनियों के प्राधिकृत सेवा केन्द्रों में इंजन की क्षति, कम माइलेज और एथेनॉल मिश्रित ईधन से उत्पन्न अन्य समस्याओं के कारण दर्ज किए गए मामलों का ब्यौरा क्या है;

(ग) क्या वाहन विनिर्माताओं ने एथेनॉल मिश्रित ईधन के प्रभाव और इसके कारण होने वाली वित्तीय क्षति के संबंध में सरकार को कोई रिपोर्ट प्रस्तुत की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार पंद्रह प्रतिशत आइसोबुटेनॉल सम्मिश्रण सहित डीजल के साथ आइसोबुटेनॉल या अन्य जैव ईधन के मिश्रण के लिए किसी नई नीति या अनिवार्य मानकों पर विचार कर रही है और यदि हां, तो विशेष रूप से भारी वाणिज्यिक वाहनों के लिए इंजन सुरक्षा, वारंटी सुरक्षा और तकनीकी अनुकूलता सुनिश्चित करने के लिए प्रस्तावित तकनीकी और नीतिगत सुरक्षा उपायों सहित तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या सरकार उपभोक्ताओं को जैव ईधन मिश्रण के संबंध में वाहनों की अनुकूलता और रख-रखाव के संबंध में जानकारी प्रदान करने के लिए जन जागरूकता अभियान चलाने पर विचार कर रही है 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) से (ग): इथेनॉल मिश्रित पेट्रोल (ईबीपी) कार्यक्रम को एक चरणबद्ध, वैज्ञानिक रूप से प्रमाणित और विचार-विमर्श वाली प्रक्रिया के माध्यम से कार्यान्वित किया गया है जिसमे नीति आयोग, ऑटोमोबाइल निर्माता कंपनियाँ, तेल विपणन कंपनियाँ (ओएमसीज), ऑटोमोटिव रिसर्च एसोसिएशन ऑफ इंडिया (एआरएआई), सोसायटी ऑफ इंडियन ऑटोमोबाइल मैन्युफैक्चरर्स (एसआईएएम), भारतीय पेट्रोलियम संस्थान (आईआईपी) और दूसरे तकनीकी संस्थान शामिल हैं।

इथेनॉल कोई नया ईंधन नहीं है। इसका उपयोग दुनिया भर में एक सदी से ज़्यादा समय से हो रहा है जिसमे ब्राज़ील जैसे दशकों से 27% मिश्रण (ई27) बेस फ़्यूल के साथ 48% के उच्चतर इथेनॉल मिश्रण का उपयोग कर रहे देश शामिल है। भारत में, इथेनॉल मिश्रित पेट्रोल (ईबीपी) कार्यक्रम की शुरुआत 2001 में एक पायलट परियोजना के साथ हुई थी, 2006 में ई5 पेश किया गया था और हालाँकि 2013-14 में मिश्रण लगभग 1.53% था, लेकिन आवश्यक उत्पादन क्षमता, अवसंरचना और विनियामक अवसंरचना बनाने के बाद इसे धीरे-धीरे और सही तरीके से बढ़ाया गया है।

ऑटोमोबाइल निर्माताओं, सियाम, एआरएआई, अवयव निर्माताओं, परीक्षण एजेंसियों और तेल विपणन कंपनियों (ओएमसीज) के साथ व्यापक परामर्श के बाद ही उच्च इथेनॉल मिश्रणों का रोलआउट किया गया था। सरकार को ईंधन दक्षता, इंजन प्रदर्शन, रखरखाव लागत और समग्र ड्राइविंग अनुभव के संबंध में ई20 पेट्रोल के उपयोग के बारे में वाहन निर्माताओं, ऑटोमोबाइल संघों या उपभोक्ता संगठनों से कोई व्यापक या प्रमाणित शिकायत प्राप्त नहीं हुई है। हालांकि, सरकार ने मीडिया और सोशल मीडिया में उठाई गई कुछ चिंताओं पर ध्यान दिया है, जिनकी वैज्ञानिक रूप से जांच की गई है।

एआरएआई, एसआईएएम, आईओसीएल, आईआईपी और वाहन निर्माताओं द्वारा किए गए व्यापक प्रयोगशाला अध्ययनों और क्षेत्र परीक्षणों से यह पुष्टि हुई है कि ई20 निर्धारित मानकों के तहत उपयोग के लिए सुरक्षित है जिसमें इंजन का टिकाऊपन, चलाने में आसानी, स्टार्ट होने की क्षमता, जंग-रोधी क्षमता, सामग्री की अनुकूलता, उत्सर्जन और ईंधन की दक्षता जैसे पहलुओं की जाँच की गई।

इन अध्ययनों से यह भी प्रमाणित हुआ है कि पुराने वाहनों के कार्य-निष्पादन में कोई विशिष्ट बदलाव नहीं आया और न ही ई20 के कारण उनमें कोई असामान्य टूट-फूट हुई। इन व्यापक प्रयोगशाला अध्ययनों, क्षेत्र सत्यापनों और वास्तविक दुनिया में उपयोग के अनुभव से यह

प्रमाणित नहीं हुआ है कि ई20 ईंधन के कारण वाहनों के कार्य-निष्पादन पर कोई व्यापक बुरा प्रभाव पड़ा है।

सरकार का आकलन न केवल प्रयोगशाला में हुए अनुसंधान पर बल्कि पूरे देश में इसे लागू करने के पश्चात वृहद अनुभव पर भी आधारित है। भारत में प्रत्येक दिन लगभग 8 करोड़ वाहन (इनमें से लगभग 80% पेट्रोल वाहन होते हैं) खुदरा बिक्री केंद्र पर आते हैं।

इस तथ्य से यह पुष्टि हुई है कि ई15+ मिश्रित पेट्रोल का उपयोग साढ़े तीन वर्षों से अधिक से और ई19-ई20 इंधन का उपयोग ढाई वर्षों से अधिक से हो रहा है। 20 करोड़ से अधिक दुपहिया और 3 करोड़ से अधिक पेट्रोल कारें इन मिश्रणों के साथ चल रही हैं जिनमें इथेनॉल मिश्रण के कारण इंजन खराब होने या गाड़ी के खराब होने का कोई भी सत्यापित प्रमाण नहीं मिला है। विनिर्माता के सर्विस संबंधी आँकड़ों से पुष्टि होती है कि ई20 इंधन के कारण गाड़ियों में कोई असामान्य जंग, घिसाव या गाड़ी की उम्र कम होने जैसी समस्या नहीं होती है। विनिर्माता ई20 इंधन का उपयोग करने वाली गाड़ियों के लिए गारंटी की शर्तें पूरी करते रहते हैं, जिससे इसके सुरक्षित और भरोसेमंद होने पर और भरोसा बढ़ता है।

एक अग्रणी ओईएम ने वित्त वर्ष 2025-26 के दौरान 2.84 करोड़ वाहनों की सर्विसिंग की, जिसमें लगभग 1.5 करोड़ वाहन शामिल हैं जो मूल रूप से ई20-संगत के रूप में प्रमाणित नहीं थे और कोई भी ई20-लिंक्ड संक्षारण, प्रतिकूल घिसाव या कॉमपोनेन्ट उपयोग काल में कमी की सूचना नहीं प्राप्त हुई थी। एक अग्रणी 2-पहिया कंपनी ने इसी तरह के क्षेत्र अनुभव की सूचना दी है। हाल ही में एक ओईएम ने बताया कि विस्तारित अवधि में भी ट्रैक करने पर 1.4 करोड़ ई20-प्रचालित वाहनों के डेटा ने इथेनॉल-प्रेरित संक्षारण का कोई प्रमाण नहीं प्रस्तुत किया। एआरएआई ने फिर से पुष्टि की कि वाहन उपभोक्ताओं तक पहुंचने से पहले कड़े अंतरराष्ट्रीय-मानक सत्यापन से होकर गुजरते हैं।

साथ ही, ई20 उच्च ऑक्टेन, बेहतर एंटी-नॉक प्रदर्शन, बेहतर दहन विशेषताओं, निर्बाध त्वरण और कम उत्सर्जन, स्वच्छ और अधिक कुशल इंजन संचालन उत्सर्जन में योगदान प्रदान

करता है ईंधन प्रणालियों और सामग्री संगतता ने पुष्टि की है कि ई20 ईंधन असामान्य टूट-फूट या संगतता समस्याओं का कारण नहीं बनता है।

(घ): अब तक 15 प्रतिशत आइसोबुटानॉल मिश्रण सहित डीजल के साथ आइसोबुटानॉल या अन्य जैव ईंधनों के मिश्रण के लिए किसी नई नीति या अनिवार्य मानकों के बारे में कोई निर्णय नहीं लिया गया है। हालांकि, भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड ने डीज़ल के साथ आइसो-ब्यूटेनॉल की मिश्रण पर एक शुरुआती अध्ययन किया है, लेकिन डीज़ल के साथ आइसो-ब्यूटेनॉल की मिश्रण पर अभी तक कोई फ़ैसला नहीं लिया गया है।

(ङ): ई20 ईंधन की तकनीकी अनुकूलता के बारे में उपभोक्ताओं को शिक्षित करने के लिए नियमित रूप से जन जागरूकता अभियान चलाए जाते हैं, जिसमें यह बताया जाता है कि यह बिना किसी कार्य-निष्पादन या वारंटी संबंधी समस्या के सभी पेट्रोल वाहनों के साथ संगत है, और साथ ही इथेनॉल मिश्रण के पर्यावरणीय और ऊर्जा सुरक्षा लाभों के बारे में भी बताया जाता है।शिकायत निवारण तंत्र के माध्यम से प्राप्त उपभोक्ता फीडबैक की ओएमसीज द्वारा नियमित रूप से निगरानी की जाती है और एथेनॉल मिश्रित पेट्रोल (ईबीपी) कार्यक्रम को आगे बढ़ाते समय उपभोक्ता विश्वास सुनिश्चित करने के लिए जहां कहीं आवश्यक होता है, वहां उचित सुधारात्मक उपाय किए जाते हैं।

NITI AAYOG REPORT ON EMPOWERING CITY GOVERNMENTS

3158. DR. SHASHI THAROOR:

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

(a) whether the Government has taken note of NITI Aayog's recent report titled "Moving Towards Effective City Government–A Framework for Million-plus Cities" which recommends structural shifts towards empowered city governments, including a directly elected Mayor as the

political and executive head of the city with a fixed tenure and if so, the details thereof;

(b) whether the Government proposes to update the Model Municipal Law circulated to States in 2003 to reflect the recommendations of the NITI Aayog's report, if so, the details thereof and if not, the reasons therefor; and

(c) the steps being taken by the Union Government to incentivise the State Governments to amend their respective Municipal Corporation Acts to institutionalise a fixed tenure and executive powers for city Mayors?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): The report inter alia recommends that the Mayor should be the head of the city government with overall executive authority. For effective urban governance, executive authority within a Municipal Corporation must be clearly vested in the Mayor, with the Municipal Commissioner functioning under the Mayor's oversight and the designated reporting authority. State governments should amend the State Municipal Acts or other relevant legislation to clearly designate the Mayor as the head of the city government and clearly define the roles and responsibilities of the Mayor and the Municipal Commissioner. However, as per entry 5 of list II-State list of Seventh Schedule of the Constitution of India, 'Local Government' is a state subject and urban planning is a function of Urban Local Bodies (ULBs) as envisaged in the Twelfth Schedule of the Constitution of India. Accordingly, strengthening of institutional

and fiscal capacity of ULBs is primarily the responsibility of the respective State Governments. The Government of India supplements the efforts of the States through various schemes, policy initiatives and advisories.

Article 243 R of the Constitution of India provides for the composition of the Municipalities. Clause 2 of Article 243 R states that the State Legislature may, by law, provide the manner of election of a Chairperson of a Municipality. Accordingly, State governments may amend their Municipal laws in order to provide for the direct election of Mayors along with fixed tenure.

(b): Ministry of Housing and Urban Affairs (MoHUA) had framed the Model Municipal Laws (MML) in the year 2003 which aims to consolidate and serves as guidance to state government to amend the laws relating to the municipal governments in the States/UTs in conformity with the provisions of the Constitution of India as amended by the Constitution (Seventy-fourth Amendment) Act, 1992, based on the principles of participation in, and decentralization, autonomy and accountability of, urban self government at various levels, to introduce reforms in financial management and accounting systems, internal resource generation capacity and organizational design of Municipalities, to ensure professionalization of the municipal personnel, and to provide for matters connected therewith or incidental thereto.

(c): As regards Part IXA of the Constitution, the matters relating to the composition, powers, functions and tenure of Municipalities, including the office, election and powers of the Mayor, fall within the legislative domain of the State Governments.

EXPANSION OF LPG DISTRIBUTION INFRASTRUCTURE

3159. SHRI BAIJAYANT PANDA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the expansion of Liquefied Petroleum Gas (LPG) distribution infrastructure, including bottling plants and distributorships across the country, during the last three years;

(b) the extent to which the said expansion has improved access to LPG in rural and aspirational districts; and

(c) the steps taken by the Government to ensure reliable LPG supply and consumer convenience?

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): Appointment of LPG distributorships by the Public Sector Oil Marketing Companies (OMCs) is a continuous process and locations for setting up of LPG distributorships are identified and advertised under Unified Selection Guidelines 2016 for LPG Distributorships.

As on 01.07.2026, there are a total of 25,611 LPG distributorships operating across the country, out of which 17,685 distributorships are serving rural areas. In order to improve access of LPG in rural and remote areas, OMCs have commissioned 8,045 distributorships during 01.04.2016 to 30.06.2026 across the country, out of which 7,452 (i.e. 93 %) are catering to rural areas. Since 01.04.2023, 298 LPG distributorships have been

commissioned by PSU OMCs, out of which 262 distributorships (88%) cater to the customers in rural areas.

To further improve last-mile delivery in remote and underserved habitations, OMCs have taken several measures, including commissioning of rural and remote-area distributorships, appointment of Common Service Center - Village Level Entrepreneur (CSC VLEs), use of technology for order booking and tracking.

There is adequate LPG bottling capacity available in the country. As on 01.07.2026, there are 214 LPG bottling plants of OMCs serving across the country having bottling capacity of 23.1 Million Metric Tonnes per annum. Most bottling plants of PSU OMCs currently operate in single or double shifts only. Actual LPG bottling can be further enhanced significantly by increasing the number of shifts per day as per need.

Since 01.04.2023, PSU OMCs have commissioned 10 LPG bottling Plants with combined rated capacity of 750 Thousand Metric Tonnes Per Annum (TMTPA) and have augmented 18 TMTPA at existing LPG Plants. Hence, the total bottling capacity added by PSU OMCs during last three years is 768 TMTPA.

Pradhan Mantri Ujjwala Yojana (PMUY) was started in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country including aspirational districts. As of 01.07.2026, there are 33.13 crore domestic LPG consumers including 10.58 crore PMUY connections in the country. Implementation of PMUY coupled with

expansion of LPG distributorships and bottling infrastructure has contributed to improvement in LPG coverage in the country from 62% in April 2016 to near saturation now.

(c): For the convenience of consumers, Oil Marketing Companies (OMCs) have implemented multiple digital initiatives across the country, including IVRS/SMS-based refill booking with SMS alerts at the booking, cash memo generation and delivery stages, Delivery Authentication Code (DAC)-based verified delivery, and digital booking through mobile apps, IVRS, SMS, missed call and WhatsApp. Consumers can also avail self-Biometric Aadhaar Authentication through OMC mobile applications, obtain new LPG connections through missed call, choose from various cylinder package options, and benefit from digitalization of customer documents.

To further enhance customer service, OMCs have introduced dedicated short-code consumer helplines, namely 14428 for the general helpline and 14438 for PMUY (Ujjwala) beneficiaries. In addition, LPG consumers can lodge their grievances or complaints through multiple channels, including the dedicated toll-free helpline (1800 2333 555) for queries, including subsidy-related issues, OMCs' official websites and mobile applications, the Centralised Public Grievance Redress and Monitoring System (CPGRAMS), chatbots, WhatsApp, social media platforms (Twitter/X, Facebook, and Instagram), including MoPNGeSEVA, the dedicated emergency helpline 1906 for LPG accidents and leakages, or by lodging complaints directly at their LPG distributor's office.

Diversification of LPG imports is being pursued to ensure supply security and mitigate risks arising from regional disruptions or geopolitical events. As part of this strategy, PSU OMCs have recently concluded contracts for the import of approximately 2.2 Million Metric Ton (MMT) of US-origin LPG for the calendar year 2026, covering nearly 10% of the country's total LPG import requirement. This marks a significant step in strengthening India's energy resilience by establishing a reliable alternate LPG supply source outside the traditional Arab Gulf region.

The Government continues to closely monitor the supply situation and take such additional measures, as may be necessary, to ensure uninterrupted availability of LPG throughout the country.

INCLUSION OF AVIATION TURBINE FUEL UNDER GST

3160. SHRI DUSHYANT SINGH:

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

(a) whether the Government has examined the potential benefits of bringing Aviation Turbine Fuel (ATF) under the ambit of the Goods and Services Tax (GST) to promote uniform taxation and operational efficiency in the aviation sector and if so, the details thereof;

(b) whether any consultations or indicative assessments have been undertaken regarding possible GST rate structures or other arrangements that may help maintain revenue stability for States in the event of inclusion of ATF under GST and if so, the details thereof;

(c) whether the Government has assessed the possible impact of such a measure on airline operating costs, airfares and expansion of air connectivity, particularly in Tier-II and Tier-III cities and if so, the details thereof; and

(d) the steps taken by the Government to facilitate consultations with States, airlines and other stakeholders on this matter?

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 operating costs of airlines are dynamic and their individual components vary due to multiple factors which inter alia include, price of Aviation Turbine Fuel (ATF) in international markets, foreign exchange rates, excise duties and Value Added Tax (VAT), lease rentals etc. Although ATF prices constitute a major aspect of airline operating expenses, airfares are also determined by various other factors like real time demand, competitive forces, seasonality and operational considerations. An agenda item on bringing Aviation Turbine Fuel under Goods and Services Tax (GST) was tabled in the 55th GST Council Meeting held on 21st December, 2024. Several states expressed their views against the proposal. Therefore, the status quo i.e. keeping ATF out of GST regime has been maintained.

The Government has taken several measures to support the aviation sector and help keep air travel affordable, which include, one time budgetary support not exceeding Rs. 10,000 crores for Oil Marketing Companies (OMCs)

to provide ATF price stablisation support to the Scheduled Indian Airlines due to exceptional fuel price volatility arising from the West Asia crisis. For domestic operations, ATF prices were capped at a maximum increase of 25% over the 1st March, 2026 base price, effective from 1st April 2026 for the months of April and May, 2026. Additionally, the issue of high VAT on ATF has been taken up with the States/UTs by the Ministry of Civil Aviation. As a result, 23 States/UTs have reduced VAT on ATF since September 2021. More recently, the State of Maharashtra & Delhi have reduced the VAT on ATF from 18% to 7% & 25% to 7% respectively for a period of 6 months.

COMMON FACILITY CENTRE IN KARNATAKA

3161. SHRI RADHAKRISHNA:

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

(a) whether any Common Facility Centre or cluster-development grant has been sanctioned for the dal/tur-processing units in Kalaburagi district of Karnataka under any Micro, Small and Medium Enterprises (MSMEs) cluster scheme and, if so, the details thereof;

(b) the funds allocated, sanctioned, released and utilised for such Centre;

(c) the number of MSME dal-milling units in Kalaburagi registered under Udyam and the details of their reported turnover growth since the Centre's establishment, if any; and

(d) whether any proposal is under consideration by the Government, if no, such Centre has been sanctioned and if so, the details thereof, keeping in view Kalaburagi's standing/position as a major tur-processing hub?

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), (b) and (d): The Micro and Small Enterprises-Cluster Development Programme (MSE-CDP) scheme is demand-driven central sector scheme for enhancing the productivity and competitiveness of Micro and Small Enterprises (MSEs) through establishment of Common Facility Centres (CFCs) and creation/upgradation of infrastructure. Proposals recommended by State Governments are considered for assistance as per the extant guidelines of the scheme. No proposal has been received for the dal/tur-processing units in Kalaburagi district of Karnataka under MSE-CDP from State Government/Implementing Agency in this regard.

(c): Total MSMEs registered and Turnover reported on Udyam (since 01/07/2020 to 31/07/2026) in Kalaburagi District of Karnataka for Dal/Pulses milling is as under:

Table: MSMEs registered for Dal/Pulses milling in Kalaburagi. (01.07.2020 - 31.07.2026)

Micro (No.)	Small (No.)	Medium (No.)	Total (No.)	Turnover (Rs. crore)
345	129	5	479	4,330.50

श्रमिकों से ऋण की वसूली

3162. श्री मन्ना लाल रावतः

क्या **सूक्ष्म, लघु और मध्यम उद्यम** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को इस बात की जानकारी है कि विगत वर्षों में कामगारों के बहुत अधिक वृद्ध होने के साथ-साथ कामगारों के पलायन, मृत्यु, सूखे की स्थिति और कामगारों की कमजोर आर्थिक स्थिति के कारण राजस्थान में बड़ी संख्या में आयोग निधि और कंसोर्टीयम बैंक ऋण के माध्यम से वित्त पोषित ऋणों की वसूली में कठिनाइयों का सामना करना पड़ रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;और ऐसे कामगारों की संख्या कितनी है;

(ख) राजस्थान में ऐसे मामलों में आयोग निधि और कंसोर्टीयम बैंक ऋण के अंतर्गत मूल राशि, साधारण ब्याज, दंडात्मक ब्याज और कुल बकाया राशि का ब्यौरा क्या है;

(ग) क्या सरकार उक्त कामगारों के बकाया ऋणों और ब्याज को पूर्ण या आंशिक रूप से माफ करने पर विचार कर रही है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त ऋणों को कब तक माफ 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): राजस्थान सरकार के वित्त विभाग द्वारा उपलब्ध कराई गई जानकारी के अनुसार, कमीशन फंड तथा कंसोर्टियम बैंक क्रेडिट स्कीम के अंतर्गत मूल धन, साधारण ब्याज, दंडात्मक ब्याज तथा कुल बकाया राशि का ब्योरा निम्नानुसार है:

(धनराशि करोड़ रुपये में)

चूककर्ताओं/लेनदारों की संख्या	मूल बकाया ऋण	साधारण ब्याज	दंडात्मक ब्याज	कुल
कमीशन फंड(आयोग निधि)				
83,354	18.75	26.79	32.26	77.80

कंसोर्टियम बैंक क्रेडिट स्कीम				
2,541	3.81	9.96	4.68	18.45

खादी एवं ग्रामोद्योग आयोग ने दिनांक 15.03.2021 के अपने परिपत्र संख्या Accounts/II/Waiver of Penal Interest-CBC/2020-21 के माध्यम से कंसोर्टियम बैंक क्रेडिट योजना के अंतर्गत ऋणग्राहियों से वसूल किए जाने वाले दंडात्मक ब्याज को माफ करने की स्वीकृति प्रदान की है।

CONSTRUCTION OF HOUSES UNDER PMAY-U IN ANDHRA PRADESH

3163. SHRI G. M. HARISH BALAYOGI:

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

(a) the details of the houses sanctioned, grounded, completed and occupied under Pradhan Mantri Awas Yojana-Urban (PMAY-U) in Andhra Pradesh, particularly in Konaseema district;

(b) the details of the Scheduled Castes (SCs), Scheduled Tribes (STs), Other Backward Classes (OBCs) and women beneficiaries covered under each vertical of PMAY-U in Andhra Pradesh, particularly in Konaseema district;

(c) the details of the quality assurance mechanisms for houses constructed under PMAY-U including the role of Third-party Quality Monitoring Agencies, geo-tagging, inspections and other monitoring mechanisms in Andhra Pradesh;

(d) the details of the complaints, deficiencies, substandard construction and violations of prescribed construction standards reported under PMAY-U in Andhra Pradesh during the last three years, district-wise; and

(e) the action taken against contractors, implementing agencies, engineers and other official for substandard construction or violation of PMAY-U guidelines in Andhra Pradesh including those blacklisted, debarred or penalised?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): Based on the project proposals submitted by State of Andhra Pradesh, a total of 19.07 lakh houses have been sanctioned under Pradhan Mantri Awas Yojana – Urban (PMAY-U), of which 3.71 are non-starter houses. Against the 15.36 lakh started houses, a total of 11.38 lakh houses have been completed and 10.75 lakh houses are occupied, so far.

Further, under PMAY-U 2.0, a total of 61,084 houses have been sanctioned in the State of Andhra Pradesh, out of which 43,947 houses have been grounded. Of these, 1,980 houses have been completed/ delivered to the beneficiaries.

Similarly, in Konaseema district, a total of 36,040 houses have been sanctioned under PMAY-U. Out of total houses sanctioned, 29,916 houses have been started and 23,225 houses have been completed and occupied.

Details of houses sanctioned for Scheduled Castes (SCs), Scheduled Tribes (STs) and Other Backward Classes (OBCs) along with houses in the name of women beneficiaries under each vertical of PMAY-U scheme in the State of Andhra Pradesh as well as in Konaseema district is given in the enclosed **Statement.**

(c): Under PMAY-U, States/Union Territories (UTs) engage Third Party Quality Monitoring Agency (TPQMA) to ensure quality of construction under various verticals of the scheme. On the basis of quality assurance reports by such agencies, States and Urban Local Bodies (ULBs) take both preventive and curative measures to ensure that standard quality houses and infrastructure are constructed under the scheme. Further, construction progress is monitored through geo-tagging of houses, wherein geo-referenced photographs with Global Positioning System (GPS) coordinates and time stamps are captured at different stages of construction which is also linked with release of funds.

In addition, periodic review meetings and field visits by Ministry as well as States/UTs, ULBs officials are undertaken to ensure effective implementation, transparency, accountability and timely completion of quality houses across the country including Andhra Pradesh.

(d) and (e): PMAY-U scheme is being implemented through designated nodal agencies at State/UT level. Any complaint regarding the implementation of the scheme, if any, are addressed through suitable grievance redressal system available at both State/UT and City level as per existing rules and regulations and also actions are taken as per prevalent law. Moreover, a Centralized Public Grievance Redress and Monitoring System (CPGRAMS) is also available to the citizens to lodge their grievances to the public authorities on any subject related to service delivery including PMAY-U for redressal. Grievances/complaints received in MoHUA or on CPGRAMS portal regarding any aspect of scheme

implementation are forwarded to States/UTs for enquiry and appropriate action against the concerned persons.

Since scheme is being implemented by States/UTs through their designated agencies, the responsibility for taking action against contractors, implementing agencies, engineers or other officials for substandard construction or violation of PMAY-U guidelines rests with the respective State/UT Governments, in accordance with the applicable rules and regulations. Accordingly, specific information regarding blacklisting, debarment or penal action taken against such entities or officials in the country, including Andhra Pradesh, is not maintained by the Ministry.

STATEMENT

Details of houses sanctioned for Scheduled Castes (SCs), Scheduled Tribes (STs) and Other Backward Classes (OBCs) along with houses in the name of women beneficiaries under each vertical of PMAY-U scheme in the State of Andhra Pradesh as well as in Konaseema district:

Sr. No.	Particulars		Beneficiary Led Construction (BLC)	Affordable Housing in Partnership (AHP)	In-situ Slum Redevelopment (ISSR)	Credit linked Subsidy Scheme (CLSS)	Achievements
1	Andhra Pradesh	Approved/ Sanctioned	15,71,699	2,68,050	1,617	65,521	19,06,887
2		SC	2,84,643	15,943	18	3,391	3,03,995
3		ST	57,210	3,202	-	883	61,295
4		OBC	8,83,641	94,394	157	18,016	9,96,208
5		Women	14,94,785	1,46,585	97	52,282	16,93,749

1	Konaseema District	Approved/ Sanctioned	25,748	9,808	-	484	36,040
2		SC	5,537	692	-	26	6,255
3		ST	254	63	-	6	323
4		OBC	12,931	4,600	-	87	17,618
5		Women	24,491	7,909	-	386	32,786

CIVIL AVIATION SERVICES AT SOLAPUR AIRPORT

3164. SUSHRI PRANITI SUSHILKUMAR SHINDE:

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

(a) whether the Government has taken steps to operationalise and enhance civil aviation services at Solapur Airport and if so, the details thereof including the current status of necessary clearances and infrastructure readiness;

(b) whether there are any proposals to introduce regular commercial flight operations from Solapur to major domestic destinations such as Mumbai, Delhi, Bengaluru and Hyderabad;

(c) the details of the routes identified or proposed under the Regional Connectivity Scheme (RCS) - UDAN for Solapur along with the timelines fixed for commencement of services; and

(d) the steps being taken to address operational constraints including regulatory approvals, infrastructure gaps and airline participation to ensure sustained and viable air connectivity for Solapur?

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): M/s Star Air is persently operating four weekly scheduled flight services on the Mumbai-Solapur-Mumbai sector.

The next phase of the UDAN Scheme was launched on 04.07.2026 to further strengthen regional air connectivity by expanding access to underserved and unserved airports across the country.

Further, the scheme incorporates a longer VGF mechanism extending up to five years, progressively tapered to enable airlines to transition towards commercially sustainable operations. The overarching objective of UDAN is to ensure that air connectivity becomes self-sustaining over time and does not remain perpetually dependent on financial support.

Under the Scheme, Solapur Airport is eligible for bidding in the "Underserved Airport" category. Further, the Government of Maharashtra may identify and propose its priority routes connecting Solapur Airport for inclusion in the bidding process, as per the Scheme provisions.

With the repeal of the Air Corporations Act in March 1994, the Indian domestic aviation has been deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network they wish to service depending on their operational & commercial viability.

ACADEMIC OUTCOMES OF EMRSs

3165. SHRI GANESH SINGH:

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

(a) the number of Eklavya Model Residential Schools (EMRSs) sanctioned, operational and under construction, State-wise;

(b) the progress made by the National Education Society for Tribal Students (NESTS) in recruitment of teaching and non-teaching staff including appointments made through ESSE-2025;

(c) the academic outcomes of EMRS students including their performance in JEE, NEET and other national competitive examinations and the initiatives taken to strengthen digital learning, coaching and career guidance;

(d) the progress of holistic initiatives such as Poshan Vatikas, Centres of Excellence for Sports and adventure activities; and

(e) the details of EMRSs in Madhya Pradesh particularly Satna and the Vindhya region including enrollment, infrastructure, district-wise and the future roadmap for further strengthening tribal education?

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

(a): The State-wise status of sanctioned, operational and at Various stages of Construction of Eklavya Model Residential Schools (EMRSs) is given in the enclosed **Statement I.**

(b): 9111 teaching & non -teaching staff have already been recruited through ESSE-2023 and examination has been conducted through ESSE-2025 for another batch of 7267 teaching & non -teaching staff for EMRSs across the country.

(c) and (d) : In the academic year 2025-26, the result in EMRSs is 93.62 % and 87.82 % in class X and XII respectively. 173 schools achieved 100% pass rate in Class X and 92 schools achieved 100% pass rate in Class XII. During the same year, EMRS students qualified in various national-level competitive examinations as under:

Sl. No.	Examination	No. of Students Qualified (2025–26)
1.	JEE (Main)	346
2.	JEE (Advanced)	41
3.	NEET	408
4.	NIFT	9
5.	CLAT	1

To strengthen digital learning in EMRSs, smart classrooms, digital boards, computer labs with internet connectivity, and a dedicated DTH TV have been provided. Eklavya channel provides curriculum-based learning and competitive exam content for Classes 9th to 12th, ensuring continuous access to quality educational resources. At present there are 284 Smart classrooms in EMRSs across the country. An AI-enabled teaching support platform, ***Medha AI***, has been introduced in all functional EMRSs to assist teachers in preparing lesson plans, presentations, assessments, question banks and other

teaching-learning resources. Capacity-building programmes are being conducted to train teachers in its effective use.

Eight Centres of Excellence are operational to provide focused mentoring and high-quality coaching to meritorious EMRS students preparing for IIT-JEE and NEET. The Engineering and NEET Admission Bridge Accelerated Learning Engagement (ENABLE) Programme, launched in 2025, provides structured online academic support and coaching for students aspiring to qualify IIT-JEE and NEET. Kaushalya The programme offers a three-year diploma integrating classroom instruction with industrial training for eligible Class XII pass students, thereby enhancing employability and career prospects.

Ministry of Ayush is implementing Poshan Vatikas in EMRSs. Fifty Poshan Vatikas have been established across different EMRSs to promote nutrition awareness, healthy eating habits, and experiential learning among students

(e): As on date, total 71 EMRSs have been sanctioned for the state of Madhya Pradesh and all are functional. The district-wise details of EMRSs in Madhya Pradesh including student enrolment is given in the enclosed **Statement-II.**

All new EMRSs having an area of 15 acres, with student capacity of 480 from Classes VI to XII are well equipped with modern design. These include separate Boys' and Girls' Hostels, integrated dining and kitchen facilities, quarters for teaching and non-teaching staff, classrooms with modern teaching aids, science and computer laboratories, libraries with diverse learning

resources, playgrounds and sports equipment, facilities for extracurricular activities like music, art and sports to preserve local art and culture, smart classrooms for digital education, computer labs with internet access, skill development and vocational training programs on apparel, Automotive, AR/VR, AI, Beauty & Wellness, Agriculture, Electronics, and retail to enhance employability, etc

To strengthen the governance, management and operation of Eklavya Model Residential Schools (EMRSs), various institutional reforms have been taken such as;

- Establishment of **National Education Society for Tribal Students (NESTS)** as an autonomous organization under the Ministry of Tribal Affairs to provide overall policy direction, academic support, monitoring, capacity building, recruitment, standardization of processes and implementation of the EMRS Scheme across the country;
- **State EMRS Societies** to oversee the implementation, administration and day-to-day management of EMRSs within their jurisdictions;
- **District Level EMRS Committees**, under the Chairmanship of the **District Collector/District Magistrate**s to strengthen local oversight and resolve local implementation issues.
- Comprehensive operational guidelines and circulars covering academic administration, financial management, procurement, student welfare,

health and safety, hostel management, and grievance redressal to ensure uniform standards across all EMRSs.

- Centralized recruitment mechanism through the EMRS Staff Selection Examination (ESSE) has been instituted to ensure the appointment of qualified and competent teaching and non-teaching personnel across EMRSs.
- Structured induction programmes, regular in-service training, and continuous capacity-building initiatives to enhance professional competencies and strengthen institutional effectiveness.

These institutional reforms have strengthened accountability, coordination, monitoring and thereby improving overall management of EMRSs.

STATEMENT I

State-wise status of sanctioned, operational and at Various stages of Construction of Eklavya Model Residential Schools (EMRSs):

#	State / UT	Sanctioned	Operational	Various stages of Construction
1	Andhra Pradesh	28	28	4
2	Arunachal Pradesh	11	5	3
3	Assam	17	6	7
4	Bihar	3	2	1
5	Chhattisgarh	75	75	31
6	Dadra & Nagar Haveli and Daman & Diu	1	1	1
7	Gujarat	47	44	12
8	Himachal Pradesh	4	4	2
9	Jammu & Kashmir	6	6	3
10	Jharkhand	91	51	28
11	Karnataka	12	12	0

12	Kerala	4	4	1
13	Ladakh	3	0	2
14	Madhya Pradesh	71	71	16
15	Maharashtra	39	37	14
16	Manipur	21	5	14
17	Meghalaya	38	2	29
18	Mizoram	17	11	7
19	Nagaland	22	3	19
20	Odisha	114	47	45
21	Rajasthan	31	31	0
22	Sikkim	4	4	0
23	Tamil Nadu	8	8	1
24	Telangana	23	23	1
25	Tripura	21	12	5
26	Uttar Pradesh	4	3	0
27	Uttarakhand	4	4	2
28	West Bengal	9	9	1
	Grand Total	**728**	**508**	**249**

STATEMENT-II

District-wise details of EMRSs in Madhya Pradesh including student enrolment:

S. No.	District	Block/ Taluka	Enrolment (2025-26)
1	Alirajpur	Alirajpur	447
2	Alirajpur	Bhabra	377
3	Alirajpur	Jobat	434
4	Alirajpur	Sondwa	445
5	Anuppur	Jaitahari	439
6	Anuppur	Pushparajgarh	
7	Balaghat	Baihar	462
8	Balaghat	Paraswada	409
9	Barwani	Barwani	411
10	Barwani	Newali	427
11	Barwani	Pansemal	
12	Barwani	Pati	458

13	Barwani	Rajpur(MP)	439
14	Barwani	Sendhawa	449
15	Betul	Bhainsdehi	442
16	Betul	Bhimpur	
17	Betul	Chicholi	466
18	Betul	Shahpur	450
19	Bhopal	Phanda	423
20	Burhanpur	Khaknar	437
21	Chhindwara	Bichhua	454
22	Chhindwara	Harrai	450
23	Chhindwara	Jamai	415
24	Chhindwara	Tamia	454
25	Dhar	Bagh	
26	Dhar	Dahi	382
27	Dhar	Dhar	395
28	Dhar	Gandhwani	376
29	Dhar	Kukshi	438
30	Dhar	Manawar	129
31	Dhar	Sardarpur	
32	Dindori	Dindori	466
33	Dindori	Karanjiya	460
34	Dindori	Mehandwani	449
35	Dindori	Shahpura	412
36	Guna	Guna	405
37	Harda	Rehatgaon	428
38	Hoshangabad	Kesla	463
39	Indore	Indore Rural	366
40	Indore	Mhow	236
41	Jabalpur	Jabalpur	463
42	Jabalpur	Jabalpur	434
43	Jabalpur	Panagar	447
44	Jhabua	Meghnagar	411
45	Jhabua	Petlawad	453
46	Jhabua	Ranapur	454
47	Jhabua	Thandla	406
48	Khandwa	Khalwa	347
49	Khargone	Bhagwanpura	
50	Khargone	Khargone	421
51	Khargone	Segaon	
52	Khargone	Ziranya	420
53	Mandla	Bichhiya	460

54	Mandla	Ghughari	195
55	Mandla	Mandla	452
56	Mandla	Narayanganj	161
57	Mandla	Niwas	161
58	Ratlam	Bajna	174
59	Ratlam	Sailana	420
60	Satna	Maihar	402
61	Satna	Majhgawan	396
62	Sehore	Budni	439
63	Seoni	Dhanora	
64	Seoni	Ghansaur	481
65	Shahdol	Jaitpur	448
66	Shahdol	Shahdol	451
67	Shahdol	Sohagpur	434
68	Sheopur	Karahal	385
69	Sidhi	Kusmi	403
70	Singrauli	Deosar	355
71	Umaria	Pali(MP)	404

STATUS OF NUDM

3166. SHRI APPALANAIDU KALISETTI:

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

(a) the current implementation status of the National Urban Digital Mission (NUDM) across the country including the number of States and Urban Local Bodies (ULBs) onboarded and their level of digital integration, State and ULB-wise;

(b) whether any State Governments or ULBs have sent proposals to join or expand NUDM and if so, the number of proposals received, approved and pending along with the reasons for delays, State-wise;

(c) the details of the funds allocated, released and utilised for NUDM initiatives during the last five years, year-wise including the details of pending releases or underutilisation;

(d) the details of the key digital services implemented under NUDM such as property tax, utility payments, citizen grievance redressal and e-governance platforms along with performance metrics and user adoption data;

(e) the challenges faced by States/ULBs in implementing NUDM; and

(f) the future roadmap and timelines for full integration of ULBs including plans for citizen engagement, digital inclusivity and interoperability across cities?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (f): At present, the National Urban Digital Mission (NUDM) is in its pilot phase. Launched in February 2021, the pilot focuses on developing a citizen-centric urban digital platform, the Urban Platform for deliverY of Online Governance (UPYOG), without extending any financial assistance to States/UTs. UPYOG is an open-source, microservices-based, and modular digital platform comprising a suite of e-governance solutions that enable Urban Local Bodies (ULBs) to deliver digital municipal services. Its architecture supports interoperability, seamless integration with existing State and municipal systems, and easy customization to meet local requirements. The year-wise financial allocations made for the implementation of the NUDM as a

centrally sponsored scheme over the past three years are provided below. However, the allocated funds remain unutilized due to non-launch of the Mission.

(IN CRORE)

Year	BE	RE	Expenditure
2024-25	1150	108.70	0
2025-26	1250	0	0
2026-27	300	NA	NA

AIRCRAFT ACCIDENTS AND TECHNICAL DEFECTS

3167. SHRI SHYAMKUMAR DAULAT BARVE:

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

(a) whether the Government is aware that the number of aircraft accidents, serious technical defects and safety violations recorded by the Directorate General of Civil Aviation (DGCA) has increased during the last five years and if so, the details thereof, year-wise;

(b) whether the prior safety advisories, directives or audit observations issued by the DGCA were not complied with within the prescribed time in any of the said incidents and if so, the details thereof along with the reasons for such non-compliance; and

(c) whether any penal or regulatory action has been taken against any airline, Maintenance, Repair and Overhaul (MRO) organisation or aircraft manufacturer in connection with such incidents, 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 (c): Details of aircraft accidents, serious technical defects and safety violations recorded by the Directorate General of Civil Aviation (DGCA) during the last five years are given in the enclosed **Statement.**

DGCA has laid down Civil Aviation Requirements (CARs), safety advisories, directives and other regulatory instructions to ensure safe aircraft operations. For monitoring compliance, DGCA has a systematic safety oversight mechanism encompassing all aircraft and airport operators. The safety oversight process includes regulatory audits, night surveillance, ramp inspections, spot checks and special audits. DGCA publishes the Annual Surveillance Plan (ASP) on its website. The findings of audits, surveillance and spot checks are followed up with the operator concerned for compliance.;

Further, the compliance of the action taken by the operator is verified during the next audit/surveillance. In case of any violation or non compliance with the regulations detected during an audit/surveillance, enforcement action, including imposition of financial penalty, is taken by DGCA.

STATEMENT

(i) The number of accidents involving aircrafts belonging to Indian scheduled airlines for last five years is as under:

Year	No. of Accidents
2021	04
2022	01
2023	00

2024	00
2025	01

(ii) The number of serious technical defects reported and recorded during flight operations from 2021 to 2025 is as under:

Year	No. of Significant Defects
2021	514
2022	528
2023	487
2024	692
2025	889

(iii) The number of safety violations by airlines and MRO on which enforcement action were taken by Directorate General of Civil Aviation are as under:

Year	No. of Safety Violations
2021	1
2022	7
2023	24
2024	31
2025	42

RAINWATER HARVESTING AND WATER CONSERVATION

3168. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

(a) whether the Government has formulated any national action plan for rainwater harvesting and water conservation across the country and if so, the details thereof;

(b) the details of the funds allocated, released and utilised for rainwater harvesting and water conservation projects during the last three years and the current financial year, State-wise;

(c) whether the Government proposes to make rainwater harvesting systems mandatory in Government buildings, educational institutions and urban development projects across the country and if so, the details thereof;

(d) the details of the measures taken to revive traditional water bodies, ponds, lakes and tanks for improving rainwater storage and groundwater recharge; and

(e) whether the Government has undertaken any assessment of the impact of rainwater harvesting on groundwater levels and water security and if so, the details and the findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (e): 'Water' being a State subject, the aspects related to water resources including its conservation are studied, planned, funded and executed by the State Governments themselves as per their own resources and priorities. The Central Government supplements the measures and efforts being taken up by the State Governments.

"Jal Sanchay Jan Bhagidari" (JSJB) initiative was launched in Surat, Gujarat on 6 September 2024. In June 2025, JSJB 2.0 was launched. The implementation cycle for JSJB 2.0 commenced on 1 June 2025 and concluded on 31 May 2026.

Jal Sanchay Jan Bhagidari: Catch the Rain (JSJB: CTR) – 2026 was launched on 1st June 2026 enhancing the scope of the Jal Sanchay Jan Bhagidari (JSJB) initiative and simultaneously integrating it with the Jal Shakti Abhiyan:

Catch the Rain (JSA: CTR) campaign. The JSJB initiative focuses on intensifying community action and mobilization to build low-cost rainwater harvesting structures in low cost and saturation mode. The details of JSJB 1.0, JSJB 2.0 and JSJB: CTR 2026 initiatives are given in the enclosed **Statement-I.**

The initiative leverages community funds, individual donations, Corporate Social Responsibility Funds and others for construction of low-cost structures like borewells, recharge shafts, recharge pits, using locally available material, to harvest rainwater, to boost ground water level and provide local tailor-made solution to water issues. The initiative also emphasizes convergent financing from various schemes of the Central, State and local bodies like Viksit Bharat - Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), Atal Mission for Rejuvenation and Urban Transformation (AMRUT), Per Drop More Crop, Repair, Renovation and Restoration Components under the Pradhan Mantri Krishi Sinchai Yojana (PMKSY), Compensatory Afforestation Fund Management and Planning Authority (CAMPA) and Finance Commission grants.

The objective is to ensure that every drop of water is conserved through collective efforts, following a whole-of-society and whole-of-government approach. By fostering community ownership, the initiative seeks to develop cost-effective, local solutions at the micro level for water conservation and ground water recharge. The initiative is guided by the 3Cs principle—Community, CSR and Cost, ensuring effective convergence and maximized

outcomes. The Government promotes the initiative in partnership with State Governments and local authorities to ensure its widespread reach and awareness. The initiative aims at forging partnership with stakeholders such as NGOs, Trusts, Civil Societies and educational institutions to engage the broader community effectively. The progress of the campaign is monitored through online portal - JSJB: CTR (https://jsjb.mowr.gov.in).

In 2019, the Ministry of Jal Shakti launched Jal Shakti Abhiyan (JSA) as a time-bound, mission-mode water conservation campaign in 256 water stressed districts of the country. The Hon'ble PM of India launched the campaign in 2021 as Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) with the message, "Catch the Rain: Where It Falls, When It Falls." Since then, JSA: CTR evolved into a national movement, reinforcing India's collective commitment to water security through localised action and institutional convergence. The JSA: CTR campaign was implemented nationwide and each edition had included a targeted focus since 2023 to maximize impact. The JSA: CTR 2023, with the theme “Source Sustainability for Drinking Water,” prioritized 150 special focus districts identified by the Jal Jeevan Mission. The JSA: CTR 2024 campaign, themed “Nari Shakti se Jal Shakti,” was carried out across the country with a special focus on 151 districts identified by the Central Ground Water Board (CGWB). The JSA: CTR 2025 was launched with the theme “Jal Sanchay Jan Bhagidari: Jan Jagrukta Ki Or” emphasizing deeper grassroots engagement, inter-sectoral convergence and innovative financing mechanisms with special focus on 148 districts identified by CGWB.

Government of India launched “Pradhan Mantri Krishi Sinchayee Yojana (PMKSY)” to enhance physical access of water on farm and expand cultivable area under assured irrigation, improve on farm water use efficiency, introduce sustainable water conservation practices. Har Khet Ko Pani (HKKP) is one of the components of PMKSY. Under this component, the scheme of Surface Minor Irrigation (SMI) and Repair, Renovation and Restoration (RRR) of Water Bodies schemes were included. The Ministry of Jal Shakti provides Central Assistance (CA) to States for the creation and restoration of Irrigation Potential (IP) under the SMI and RRR of Water Bodies schemes. The details of State wise CA release and Irrigation Potential created/restored for SMI and RRR of WBs under PMKSY-HKKP as on 31.07.2026 is given in the enclosed **Statement-II**.

As reported by the Department of Rural Development, the details of the total expenditure incurred on water-related works under MGNREGS during the last three years and the current year, for all States and Union Territories, are given in the enclosed **Statement-III**.

National Water Policy (2012), formulated by Department of Water Resources, River Development & Ganga Rejuvenation, inter-alia advocates rainwater harvesting and conservation of water and highlights the need for augmenting the availability of water through direct use of rainfall.

The Government has prescribed various regulatory and enabling provisions to promote and institutionalise rainwater harvesting in buildings and development projects across the country, including:

i. Ministry of Jal Shakti notified guidelines dated 24.09.2020 and amendments dated 29.03.2023 thereto for regulation of groundwater extraction by industries, infrastructure and mining projects.

ii. The Ministry of Housing and Urban Affairs (MoHUA) published the Model Building Bye-Laws, 2016, which recommend rainwater harvesting provisions for all types of buildings with a plot size of 100 sq. m. or more, mandating such buildings to include a comprehensive proposal for rainwater harvesting at the time of submission of building plans for approval, irrespective of the intended use of the building.

Central Ground Water Board (CGWB) has completed the National Aquifer Mapping and Management Programme (NAQUIM) for the entire mappable area of about 25 lakh sq. km in the country, including water-stressed regions. CGWB has also prepared the Master Plan for Artificial Recharge to Groundwater-2020 in consultation with the States/UTs. It is a macro-level plan indicating suitable rainwater harvesting and artificial recharge structures for different terrain and hydrogeological conditions, including water-stressed regions.

CGWB, in coordination with the State/UT Governments, periodically carries out the Dynamic Ground Water Resources Assessment to estimate groundwater recharge, extractable groundwater resources, groundwater extraction and the stage of groundwater extraction, and to assess changes therein over time. As per the assessment results, the total annual groundwater recharge in the country increased from about 432 BCM in 2017 to 448.52 BCM

in 2025. During the same period, the proportion of assessment units categorised as ‘Safe’ increased from 62.6% to 73.14%, while that of ‘Over-exploited’ assessment units declined from 17.2% to 10.8%, indicating an overall improvement in the groundwater scenario. The assessment further indicates that recharge from tanks, ponds and other water-conservation structures increased by 12.93 BCM, from 13.98 BCM in 2017 to 26.91 BCM in 2025. This reflects an increase in the contribution of such structures to groundwater recharge during the period.

STATEMENT-I

State Wise details under (JSJB: CTR 2026) – as on 04 Aug 2026

S. No	State	Completed Work
1	ANDHRA PRADESH	43
2	BIHAR	9
3	CHHATTISGARH	59652
4	GUJARAT	1396
5	HARYANA	291
6	HIMACHAL PRADESH	3466
7	JAMMU AND KASHMIR	1482
8	KARNATAKA	30
9	KERALA	0
10	MADHYA PRADESH	39
11	MAHARASHTRA	740
12	MANIPUR	1
13	MIZORAM	3
14	ODISHA	12
15	PUNJAB	1944
16	RAJASTHAN	60190
17	TAMIL NADU	811
18	TELANGANA	2417
19	TRIPURA	432
20	UTTAR PRADESH	386

21	UTTARAKHAND	380
Grand Total		**133724**

State Wise details under JSJB 2.0		
S. No.	**State**	**Completed Work**
1	ANDHRA PRADESH	3108879
2	CHHATTISGARH	2307768
3	MADHYA PRADESH	2190928
4	TELANGANA	1588187
5	RAJASTHAN	582082
6	BIHAR	542442
7	ODISHA	281683
8	UTTAR PRADESH	274960
9	GUJARAT	220909
10	TAMIL NADU	206123
11	KARNATAKA	107797
12	PUNJAB	61193
13	TRIPURA	55532
14	MAHARASHTRA	49886
15	JAMMU AND KASHMIR	12652
16	HARYANA	10562
17	JHARKHAND	8550
18	MEGHALAYA	4748
19	HIMACHAL PRADESH	4257
20	UTTARAKHAND	3980
21	KERALA	3423
22	NAGALAND	870
23	ASSAM	526
24	PUDUCHERRY	476
25	MANIPUR	225
26	LADAKH	149
27	GOA	109
28	SIKKIM	89
29	MIZORAM	81

30	ANDAMAN AND NICOBAR ISLANDS	73
31	LAKSHADWEEP	27
32	DADRA AND NAGAR HAVELI AND DAMAN AND DIU	24
33	DELHI	19
34	CHANDIGARH	16
35	WEST BENGAL	14
36	ARUNACHAL PRADESH	6
Total		**11629245**

State Wise details under JSJB 1.0		
S. No.	**State**	**Completed Work**
1	ANDAMAN AND NICOBAR ISLANDS	119
2	ANDHRA PRADESH	36338
3	ASSAM	1715
4	BIHAR	134930
5	CHHATTISGARH	405563
6	CHANDIGARH	11
7	DELHI	201
8	DADRA AND NAGAR HAVELI AND DAMAN AND DIU	92
9	GOA	7
10	GUJARAT	133522
11	HIMACHAL PRADESH	148
12	HARYANA	7465
13	JHARKHAND	2798
14	JAMMU AND KASHMIR	6129
15	KARNATAKA	115303
16	KERALA	5396
17	LADAKH	1
18	MAHARASHTRA	7149
19	MEGHALAYA	3356
20	MANIPUR	34
21	MADHYA PRADESH	278852
22	MIZORAM	1
23	NAGALAND	63

24	ODISHA	101174
25	PUNJAB	6093
26	PUDUCHERRY	161
27	RAJASTHAN	364968
28	SIKKIM	18
29	TELANGANA	520362
30	TAMIL NADU	73394
31	TRIPURA	12305
32	UTTARAKHAND	2333
33	UTTAR PRADESH	141055
34	WEST BENGAL	27
Total		**2361083**

STATEMENT-II

State wise Central Assistance (CA) released under SMI and RRR of WBs component of PMKSY-HKKP:

	Surface Minor Irrigation (SMI)											
		PMKSY 1.0					PMKSY 2.0					2026-27(#)
S. No.	State	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
1	Arunachal Pradesh	20.52	10.26	22.25	17.49	104.69	142.73	41.95	138.7	77.27	173.39	17
2	Assam	87.86	375.77	428.34	414.06	205.62	275.2	71.54	52.09	125.03	127.47	52
3	Bihar			32.28	16.14	10.65		4.48				
4	Himachal Pradesh	1.13	49.28	66.2	147.91	59.8	60.31	40.5	142.3	38.63	95.87	9
5	J&K & Ladakh		104.48	31.71	68.58	97.59						
6	Karnataka							30	37.5	37.5	111.53	11
7	Manipur	20	22.23			69.26	75.98	26.46	19.85		51.07	
8	Meghalaya		44.44	31.5	22.22	57.07	100.47	46.52	74.21	57.09	57.67	4
9	Mizoram		8.25		11.34	7.65	4.66		0.81		8.54	

10	Nagaland	18.5	9.25	35.33	20.46	35.99	40.89	21.01	87.1	47.68	39.43	
11	Sikkim		9	16.61	9.13	9.33	9.71	12.88	29.25	9.4	43.89	4
12	Tripura				9							
13	Uttarakhand		32.4	61	31.78		29.63	17.2	93.4	76	48.68	5
	Total SMI	148	665.35	725.2	768.11	657.65	739.58	312.54	675.22	468.6	757.54	102
Repair, Renovation & Restoration (RRR) of WBs Scheme												
		PMKSY 1.0					**PMKSY 2.0**					**2026-27 (#)**
S. No.	**State**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**2024-25**	**2025-26***	
1	Andhra Pradesh			2.7							3.02	2
2	Assam										52.99	5.4
3	Bihar			6.26	11.82		8.62	7.28	7.78		6.1	3
4	Gujarat			8.81				3.16	2.57			
5	Manipur				24.26				3.7			
6	Meghalaya		2.66									
7	Nagaland								5.61	10.13	3.38	1
8	Odisha		3			34.54		11.1	56.25	46.67	59	7
9	Rajasthan		14.3		11.96			9.3	10.46	35.99	43.55	4
10	Tamil Nadu			7.03	16.75	1.25	17.43	27.7	49.6	26.98	67.59	4
11	Telangana		59.68								0.78	
	Total RRR	0	79.65	24.8	64.79	35.79	26.05	58.54	135.97	119.77	236.41	26.4
Grand Total (SMI +RRR)		148	745	750	832.9	693.44	765.63	371.08	811.19	588.36	993.95	128.4

(#) Mother Sanction issued as on date for FY 2026-27

	Status of year wise Irrigation Potential (IP) created /Restored
	(IP in Thousand hectare)

Surface Minor Irrigation (SMI) Scheme

		PMKSY 1.0					PMKSY 2.0			
Sl No.	**State**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**2024-25**
1	Andhra Pradesh									
2	Arunachal Pradesh	1.66	0.51	3.31	0.00	4.82	4.54	2.82	4.87	3.96
3	Assam	47.12	10.56	13.39	11.00		23.06	3.20	11.39	17.57
4	Bihar		14.07	9.70	8.66	2.15	0.07	0.00		
5	Chhattisgarh	3.57	0.80	0.50						
6	Himachal Pradesh	1.61		2.15	5.46	7.76	3.62	1.62	0.35	10.94
7	J&K & Ladakh	7.12	2.71	12.34	2.24		8.69			1.17
8	Jharkhand	0.41	1.08	4.60						
9	Karnataka								3.48	8.25
10	Madhya Pradesh	31.83								
11	Maharashtra									
12	Manipur	1.00	0.80	0.70		5.79			9.64	
13	Meghalaya	5.42	0.88		3.94	3.66	4.76	1.87	5.94	3.37
14	Mizoram	0.16			1.26	0.49	0.04			0.22
15	Nagaland	0.48		0.00	2.02		2.40	3.10	4.84	0.52
16	Odisha									
17	Rajasthan									
18	Sikkim	2.50	0.60	0.25	0.83					1.00
19	Tripura									
20	Uttarakhand	4.06	2.16	1.96	4.61	2.58	1.94	3.60	0.36	8.65
21	West Bengal									
	Total	**106.94**	**34.17**	**48.92**	**40.00**	**27.25**	**49.12**	**16.21**	**40.87**	**55.65**

Repair, Renovation & Restoration (RRR) of WBs Scheme

Sl No.	**State**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2023-24**	**2024-25**
1	Andhra Pradesh									1.47
2	Bihar					17.87	3.92	0.00		0.02
3	Chattishgarh									
4	Gujarat				0.14	1.69	0.72	1.15	0.20	
5	Haryana									
6	Karnataka									
7	Madhya Pradesh		8.00							
8	Maharashtra									
9	Manipur						0.00	0.00	0.62	

10	Meghalaya	0.58	0.27		0.03					
11	Odisha	21.00		2.51	1.46			0.45	2.50	12.44
12	Rajasthan	7.03	0.07	2.85				1.76	3.62	3.68
13	Tamil Nadu	1.73	0.72	0.74	0.61	0.82	0.10	1.56	5.99	1.69
14	Telangana		2.54	8.51	3.62	0.80	0.45	0.39		9.24
15	Uttar Pradesh			2.35						
	Total	**30.34**	**11.60**	**16.96**	**5.86**	**21.18**	**5.19**	**5.31**	**12.93**	**28.54**
	Grand Total (SMI+RRR)	**137.27**	**45.77**	**65.88**	**45.86**	**48.43**	**54.31**	**21.53**	**53.80**	**84.19**

STATEMENT-III

State-wise details of total expenditure made on water related works during last three years and current year under MGNREGS (up to 30th June 2026):

S No.	State	2026-27	2025-26	2024-25	2023-24
		Total expenditure (in Rs lakh)	Total expenditure (in Rs lakh)	Total expenditure (in Rs lakh)	Total expenditure (in Rs lakh)
1	ANDHRA PRADESH	3,62,583.20	4,23,743.72	5,11,880.31	5,14,379.93
2	ARUNACHAL PRADESH	1,059.86	12,814.33	13,639.76	12,951.16
3	ASSAM	9,662.87	30,092.80	53,745.42	49,578.82
4	BIHAR	1,26,359.98	2,54,134.30	3,44,334.45	2,92,387.84
5	CHHATTISGARH	80,500.58	1,15,646.53	1,86,348.14	1,97,062.26
6	GOA	39.64	177.76	238.31	124.58
7	GUJARAT	14,835.25	35,689.53	52,708.08	60,509.55
8	HARYANA	1,938.61	19,811.66	32,764.92	28,135.99
9	HIMACHAL PRADESH	1,836.26	18,808.80	30,639.85	28,556.19
10	JAMMU AND KASHMIR	12,319.41	64,445.15	46,436.34	39,892.44
11	JHARKHAND	16,843.21	1,37,349.49	1,66,297.00	1,60,742.10
12	KARNATAKA	63,000.71	1,96,425.94	3,02,732.06	2,65,944.87
13	KERALA	26,354.24	63,323.44	66,497.81	92,957.08
14	LADAKH	543.55	3,314.11	2,902.29	2,845.97
15	MADHYA PRADESH	67,590.53	2,96,290.68	3,56,886.32	3,61,629.38
16	MAHARASHTRA	42,617.03	2,14,455.12	2,39,754.33	1,44,460.63
17	MANIPUR	21,561.67	48,466.65	45,477.42	32,111.43
18	MEGHALAYA	7,289.16	20,059.91	24,622.70	22,061.18
19	MIZORAM	6,072.73	24,349.95	22,409.54	16,237.72
20	NAGALAND	1,100.65	3,834.66	4,973.84	14,048.16
21	ODISHA	35,072.87	2,18,176.51	1,91,790.79	2,18,509.20

22	PUNJAB	6,460.76	43,996.76	56,827.20	52,704.32
23	RAJASTHAN	1,02,737.15	2,99,567.98	4,54,760.48	4,84,784.94
24	SIKKIM	363.24	2,261.88	2,272.23	2,761.51
25	TAMIL NADU	78,561.72	3,69,323.28	5,88,808.19	9,60,527.77
26	TELANGANA	1,58,320.07	94,712.17	1,73,339.79	1,30,435.70
27	TRIPURA	13,736.10	24,045.43	22,550.24	22,581.67
28	UTTAR PRADESH	55,097.74	2,74,515.94	3,29,090.58	2,97,403.77
29	UTTARAKHAND	3,112.27	16,633.42	19,738.05	24,723.20
30	WEST BENGAL	70.13	3.03	-	5.73
31	ANDAMAN AND NICOBAR	31.19	92.66	93.59	236.37
32	DN HAVELI AND DD	65.10	54.79	8.61	-
33	LAKSHADWEEP	-	-	-	10.16
34	PUDUCHERRY	733.36	3,461.69	3,373.61	5,763.27
	Total	**13,18,470.84**	**33,30,080.07**	**43,47,942.25**	**45,37,064.89**

एक्सप्रेसवे पर दुर्घटनाएं और मौतें

3169. श्री हनुमान बेनीवाल:

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

(क) क्या सरकार को भारतमाला परियोजना के अंतर्गत विकसित विभिन्न एक्सप्रेसवे विशेष रूप से दिल्ली-मुंबई एक्सप्रेसवे और अमृतसर-जामनगर एक्सप्रेसवे पर सड़क दुर्घटनाओं, वाहनों में आग लगने और मृत्यु दर में कथित वृद्धि की जानकारी है;

(ख) यदि हां, तो विगत तीन वर्षों और चालू वर्ष के दौरान सड़क दुर्घटनाओं, मौतों और घायल होने की सूचना का एक्सप्रेसवे-वार ब्यौरा क्या है;

(ग) क्या सड़क दुर्घटनाओं अथवा वाहनों में आग लगने की स्थिति में ऐसे एक्सप्रेसवे पर दमकल गाड़ियों, एंबुलेंसों, क्रेनों और अन्य आपातकालीन प्रतिक्रिया सेवाओं की तैनाती में विलंब होने की सूचना मिली है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या ऐसे एक्सप्रेस-वे के पर प्रस्तावित अभिघात केन्द्रों की स्थापना कर ली गई है और उन्हें चालू कर दिया गया है; यदि हां, तो तत्संबंधी ब्यौरा क्या है और किन-किन स्थानों पर ऐसी

सुविधाएं स्थापित की जानी हैं अथवा प्रचालित की जानी हैं और इसके लिए कौन-कौन सी एजेंसियां उत्तरदायी हैं; और

(ङ) उक्त एक्सप्रेसवे पर आपातकालीन कार्रवाई अवसंरचना को सुदृढ़ करने और सड़क दुर्घटनाओं को रोकने के लिए सरकार द्वारा क्या कार्य योजना तैयार की गई है और तत्संबंधी ब्यौरा क्या है?

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

(क) और (ख): सरकार राज्यों/संघ राज्य क्षेत्रों से प्राप्त आंकड़ों के आधार पर "भारत में सड़क दुर्घटनाएं" पर रिपोर्ट प्रकाशित करती है। सरकार के पास उपलब्ध आंकड़ों के आधार पर, पिछले तीन वर्षों और वर्तमान वर्ष के दौरान देश में एक्सप्रेसवे सहित राष्ट्रीय राजमार्गों पर सड़क दुर्घटनाओं की कुल संख्या और मौतों का विवरण इस प्रकार है:

वर्ष	**दुर्घटनाएं**	**मौत**	**घायल**
2023	150177	63112	143031
2024	150958	64772	145868
2025*	143595	62160	160280
2026* (31.07.2026 तक)	79746	33853	92307

*05.08.2026 तक ईडीएआर पोर्टल से लिए गए आंकड़ों के अनुसार।

दिनांक 31.07.2026 तक ई-डीएआर पोर्टल पर उपलब्ध आंकड़ों के अनुसार, पिछले तीन वर्षों और वर्तमान वर्ष के दौरान दिल्ली-मुंबई एक्सप्रेसवे और अमृतसर-जामनगर एक्सप्रेसवे पर सड़क दुर्घटनाओं, मौतों और चोटों का ब्यौरा इस प्रकार है:

एक्सप्रेसवे	**वर्ष**	**दुर्घटनाएं**	**मौत**	**चोट**
दिल्ली-मुंबई एक्सप्रेसवे	2023	71	50	79
	2024	92	73	107
	2025	125	124	167
	2026	165	133	223

अमृतसर-जामनगर एक्सप्रेसवे	2023	41	30	50
	2024	53	55	42
	2025	97	99	90
	2026	57	67	82

(ग) और (घ): अग्निशमन सेवाएं, पुलिस सेवाएं और स्वास्थ्य सेवाएं संबंधित राज्य सरकारों के एकमात्र अधिकार क्षेत्र में आती हैं। हालाँकि, राज्यों के प्रयासों को पूरा करने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) कुछ परियोजना राजमार्गों पर बेसिक लाइफ सपोर्ट (बीएलएस) एम्बुलेंस और एडवांस्ड लाइफ सपोर्ट (एएलएस) एम्बुलेंस तैनात कर रहा है ताकि दुर्घटना पीड़ितों को प्राथमिक चिकित्सा/बुनियादी स्थिरीकरण प्रदान किया जा सके और निकटतम स्वास्थ्य देखभाल सुविधा तक पहुँचाया जा सके। आपातकाल के समय जल्द से जल्द आवश्यक सहायता के लिए क्रेन और गश्ती वाहन भी उपलब्ध कराए जाते हैं।

केन्द्रीय सरकार ने स्वास्थ्य एवं परिवार कल्याण मंत्रालय के अंतर्गत राष्ट्रीय कार्यक्रम के तहत 11वीं पंचवर्षीय योजना (2007-2012) और 12वीं पंचवर्षीय योजना (2012-2017) के दौरान देश भर के सरकारी अस्पतालों/मेडिकल कॉलेजों में 196 ट्रॉमा केयर फैसिलिटीज (टीसीएफ) को मंजूरी दी थी।

(ङ): दिल्ली-वडोदरा और अमृतसर-जामनगर एक्सप्रेसवे के पूर्ण खंडों पर स्थापित एटीएम (एडवांस ट्रैफिक मैनेजमेंट सिस्टम) के माध्यम से लगातार निगरानी की जा रही है। किसी भी दुर्घटना की स्थिति में, रूट पेट्रोल, क्रेन और एम्बुलेंस को दुर्घटना पीड़ितों की तत्काल सहायता के लिए सतर्क किया जाता है।

एनएचएआई ने दिल्ली-मुंबई एक्सप्रेसवे पर 25 एम्बुलेंस, 27 क्रेन, 27 रूट पेट्रोल वाहन, 901 पीटीजेड कैमरे, 810 एएनपीआर कैमरे, 160 रडार, 150 वाहन सक्रिय गति डिस्प्ले, 262 वीडियो घटना पहचान प्रणाली और 82 परिवर्तनीय संदेश संकेत तैनात किए हैं। इसी प्रकार एनएचएआई ने अमृतसर-जामनगर एक्सप्रेसवे पर 32 एम्बुलेंस, 32 क्रेन, 32 रूट पेट्रोल वाहन,

752 पीटीजेड कैमरे, 610 एएनपीआर कैमरे, 155 रडार, 149 वाहन सक्रिय गति डिस्प्ले, 238 वीडियो घटना पहचान प्रणाली और 102 परिवर्तनीय संदेश संकेत तैनात किए हैं।

PERFORMANCE OF MSMEs IN MUMBAI

3170. PROF. VARSHA EKNATH GAIKWAD

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

(a) whether the Government has undertaken any assessment of the performance of Micro, Small and Medium Enterprises (MSMEs) in Mumbai with regard to employment generation, exports, innovation and contribution to the local economy during the last three years and, if so, the details thereof;

(b) the details of financial assistance, credit support, technology upgradation, cluster development and infrastructure assistance extended to MSMEs operating in Mumbai under various Central Government schemes;

(c) whether the Government has identified challenges relating to access to finance, compliance costs, rising rentals, infrastructure constraints and skilled manpower affecting MSMEs in Mumbai and if so, the details thereof; and

(d) the measures taken or proposed to strengthen the MSME ecosystem, improve competitiveness, facilitate market access and enhance employment generation in Mumbai?

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) implements various schemes such as Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Scheme for Micro and Small Enterprises (CGS-MSE), Entrepreneurship and Skill Development Programme (ESDP) and Procurement and Marketing Support (PMS) Scheme, across the country including Mumbai. These schemes are periodically reviewed. However, being Central Sector Schemes, the funds are not allocated State/Union Territory wise. The details of beneficiaries of these schemes in Mumbai are given in the enclosed **Statement**.

The Government keeps expanding the coverage and reach of these schemes, based on periodic review, to extend benefits to more MSMEs, including Mumbai. The Ministry implements various schemes /programmes to enhance the growth and competitiveness of MSMEs. The Entrepreneurship and Skill Development Programme (ESDP), Technology Centres, and the NSIC Technical Services Centre (NTSCs) of the National Small Industries Corporation Ltd. (NSIC) provide entrepreneurship, skill development, and capacity-building programmes for prospective and existing entrepreneurs. The Procurement and Marketing Support (PMS) Scheme facilitates market access and market linkages for MSMEs.

STATEMENT

Brief Progress of the MSME schemes in Mumbai during last three years is as under:

1. Prime Minister's Employment Generation Programme (PMEGP):

Financial Year	Overall	
	No. of Micro Enterprises Assisted	Margin Money Subsidy (in Lakh)
2023-24	57	193.99
2024-25	31	138.84
2025-26	55	192.83

2. Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE)

The details of guarantees extended to Micro and Small Enterprises (MSEs) in Mumbai under Credit Guarantee Scheme (CGS) operationalized through Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) are as below:

CGTMSE - Guarantees approved - MUMBAI							
		FY 2023-24		FY 2024-25		FY 2025-26	
Sr No	District	No. of guarantees approved	Amount approved (Rs. Crore)	No. of guarantees approved	Amount approved (Rs. Crore)	No. of guarantees approved	Amount approved (Rs. Crore)
1	Mumbai	14,845	4,276	44,451	11,736	33,406	12,632
2	Mumbai Suburban	3,525	781	2,080	595	2,976	828
	TOTAL	**18,370**	**5,056**	**46,531**	**12,332**	**36,382**	**13,460**

C. Entrepreneurship and Skill Development Programme (ESDP) :

Progress of ESDP scheme in **Mumbai** since FY 2023-24 to 2025-26.

S. No.	Financial Year	Mumbai	
		No. of Programmes Conducted	No. of Beneficiaries
1.	2023-24	54	2011
2.	2024-25	100	4286
3.	2025-26	106	4554

D. Procurement and Marketing Support (PMS) Scheme :

Total No. of Beneficiaries in Mumbai under component 5(I)(A) of PMS Scheme:

S. No.	FY	Total No. of Domestic Trade Fairs	Total Beneficiaries in Mumbai
1.	2023-24	256	1575
2.	2024-25	255	971
3.	2025-26	276	1258

CASHLESS TREATMENT FOR ROAD ACCIDENT VICTIMS

3171. SHRI B. K. PARTHASARATHI:

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

(a) the number of hospitals empanelled under the Cashless Treatment for Road Accident Victims Scheme, State-wise and district-wise for Andhra Pradesh;

(b) the number of treatment requests received and approved under the Scheme since its inception year-wise, State-wise, district-wise for Andhra Pradesh;

(c) the number of claims submitted and the number of cases in which compensation was provided or released under the Scheme, State-wise and district-wise for Andhra Pradesh;

(d) the number of hospitals that have submitted reimbursement claims to the respective State Health Agencies (SHAs) along with the number of such claims reimbursed, State-wise and district-wise for Andhra Pradesh;

(e) whether any delays have been observed in claim processing, approval or reimbursement under the Scheme, if so, the average time taken for settlement of claims, the number of delayed claims and the reasons for such delays; and

(f) the monitoring and grievance redressal mechanism established for implementation of the Scheme and timely settlement of claims?

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

(a): As per the Scheme guidelines notified vide S.O. 2489 (E) dated 04th June, 2025, empanelled hospitals under the Ayushman Bharat Pradhan Mantri Jan Arogya Yojana (AB PM-JAY) that comply with the guidelines issued by the National Health Authority (NHA) for this scheme shall be deemed designated hospitals for the purposes of the Scheme.

As such, a total of 2,471 hospitals have been empanelled under the AB PM-JAY in the State of Andhra Pradesh. Further, States/UTs are advised to designate and onboard additional hospitals based on detailed guidelines issued by NHA vide OM S-12018/81/2024 dated 20th May 2025.

(b): As on 31.07.2026 since the launch of the scheme for nation-wide implementation on 13.02.2026, a total of 635 eligible cases have been registered by hospitals on Transaction Management System (TMS) portal of National Health Authority (NHA). The district-wise details are given in the enclosed **Statement-I**. In addition, 115 cases have been identified as ineligible beneficiaries by district police officials on Electronic Detailed Accident Report (eDAR) portal as per the scheme guidelines.

(c) to (e): As on 31.07.2026 since the launch of the scheme for nation-wide implementation, a total of 206 claims have been initiated by 33 hospitals across 13 districts of Andhra Pradesh under the PM-RAHAT Scheme. Of these, 27 claims submitted by four hospitals have been settled. The district-wise details are given in the enclosed **Statement-II.**

Time-bound procedures and clearly defined responsibilities have been prescribed under PM-RAHAT scheme to minimize delays in the provision of treatment, processing of claims and disbursement of payments to hospitals. Treatment is initiated upon admission and police authentication is undertaken in parallel through the integrated Transaction Management System (TMS) 2.0 and eDAR platforms. After discharge, the hospital submits its claim to the State Health Agency (SHA) for verification and approval digitally through TMS 2.0. To ensure timely payments to the hospitals, a period of 10 days has been defined from the date of claim being approved by SHA for District Collectors or General Insurance (GI) Council to make the payments, as the case maybe. Beyond the prescribed time, the claim shall be deemed approved.

(f): The State Road Safety Council (SRSC) set up under section 215(2) of the Motor Vehicles Act (MV Act), 1988 shall be nodal agency responsible for implementation of the Scheme in the respective State/UT. The responsibility for overall monitoring and coordination of the Scheme implementation in the district shall be of the District Road Safety Committees (DRSC) set up under section 215(3) of MV Act, 1988. At the national level, an Inter-Ministerial Steering Committee oversees the overall implementation and monitoring of the Scheme, including review of issues arising during execution.

As per the scheme guidelines, a dedicated Grievance Redressal Officer (GRO) is to be appointed by the District Road Safety Committee in every district to address grievances arising from implementation of the Scheme. The applicant is dissatisfied with the resolution, or if there is a delay, the grievance may be escalated to the District Collector, and thereafter to the State Road Safety Council, which acts as the appellate authority. The NHA helpline 14588 is also available to hospitals for grievances relating to hospitalisation, treatment and settlement of hospital claims.

STATEMENT-I

The district-wise details of cases registered by hospitals on Transaction Management System (TMS) portal of National Health Authority (NHA):

S.No.	District	Approved	Discharged from Scheme post no response from Police within prescribed timelines	Total
1	Guntur	54	40	94
2	Tirupati	11	56	67
3	Kurnool	18	42	60

4	Kakinada	48	5	53
5	Chittoor	38	14	52
6	Prakasam	25	7	32
7	Sri Potti Sriramulu Nellore	24		24
8	Visakhapatnam	4	20	24
9	Srikakulam	12	11	23
10	Ananthapuramu	20	3	23
11	Vizianagaram	13	10	23
12	Palnadu	20	3	23
13	Eluru	21	1	22
14	Nandyal	11	6	17
15	Y.S.R.	11	3	14
16	Dr. B.R. Ambedkar Konaseema	14		14
17	Sri Sathya Sai	6	5	11
18	Alluri Sitharama Raju	8	1	9
19	East Godavari	8		8
20	NTR	7	1	8
21	Annamayya	2	5	7
22	Anakapalli	6	1	7
23	Parvathipuram Manyam	2	4	6
24	Krishna	3	2	5
25	Bapatla	2	3	5
26	West Godavari	3	1	4
	Total	**391**	**244**	**635**

STATEMENT-II

The district-wise details of claims initiated by 33 hospitals across 13 districts of Andhra Pradesh under the PM-RAHAT Scheme:

S.No.	District	Number of Claims raised	Hospitals with claims raised	Number of settled claims	Hospitals with settled claims
1	ANANTAPUR	1	1	0	0

2	CHITTOOR	30	6	2	1
3	EAST GODAVARI	41	2	0	0
4	GUNTUR	42	7	0	0
5	KONASEEMA	6	1	3	1
6	KRISHNA	4	1	0	0
7	KURNOOL	33	2	15	1
8	PRAKASAM	9	2	0	0
9	SPSR NELLORE	7	2	0	0
10	VISAKHAPATANAM	13	3	7	1
11	VIZIANAGARAM	10	2	0	0
12	WEST GODAVARI	7	2	0	0
13	Y.S.R.	3	2	0	0
	Grand Total	**206**	**33**	**27**	**4**

ओडिशा में एनटीपीसी विद्युत उत्पादन संयंत्र का निर्माण कार्य

3172. श्री रुद्र नारायण पाणी:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार का ओडिशा के तालचेर में स्थापित किए जा रहे राष्ट्रीय ताप विद्युत निगम (एनटीपीसी) के विद्युत उत्पादन संयंत्र के निर्माण कार्य में और तेजी लाने का विचार है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) इस परियोजना में विलंब के क्या कारण हैं और किन-किन क्षेत्रों/क्षेत्रों में यह विलंब हो रहा है; और

(ग) क्या सरकार/एनटीपीसी एनटीपीसी के नए संयंत्र में नई परियोजना के लिए रोजगार/भर्ती में पूर्ववर्ती तालचेर ताप विद्युत केन्द्र के पूर्व कर्मचारियों, उनके परिवार के सदस्यों और स्थानीय निवासियों को प्राथमिकता देने 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): तालचेर ताप विद्युत परियोजना (चरण-III, 2x660 मेगावाट) ओडिशा राज्य के अंगुल जिले में कार्यान्वित की जा रही है। परियोजना की वर्तमान भौतिक प्रगति 51.4% है।

जिला प्रशासन, राज्य प्राधिकरण और अन्य पीएसयू/सरकारी संगठनों सहित सभी हितधारकों के सहयोग और घनिष्ठ समन्वय के साथ परियोजना के कार्यों में तेजी लाई जा रही है। परियोजना को वित्त वर्ष 2028-29 की पहली तिमाही में पूरा करने का लक्ष्य रखा गया है।

(ख): तालचेर ताप विद्युत परियोजना में विलंब का कारण परियोजना स्थल से गुजरने वाली सड़क को बंद करने में देरी, राज्य सरकार द्वारा भूमि का भौतिक कब्जा/उपयोग का अधिकार (आरओयू)/मार्गाधिकार(आरओडब्ल्यू) सौंपना, रेलवे साइडिंग क्षेत्र में अतिक्रमण को हटाना और परियोजना स्थल पर जरूरी परियोजना सामग्री की अनुपलब्धता है।

(ग): तालचेर ताप विद्युत स्टेशन (टीटीपीएस) को एनटीपीसी द्वारा दिनांक 03.06.1995 से पूर्ववर्ती ओडिशा राज्य विद्युत बोर्ड (ओएसईबी) से लिया गया था। ओएसईबी के पूर्व कर्मचारियों को एनटीपीसी की सेवाओं में शामिल किया गया था।

विवरण एजेंसियों द्वारा विभिन्न नौकरियों में तैनाती के लिए स्थानीय श्रमिकों को उनकी दक्षता, अनुभव और परियोजना की आवश्यकताओं के अनुसार उचित प्राथमिकता दी जा रही है।

INCREASING ROAD ACCIDENTS ON NH 66 IN KERALA

3173. SHRI SHAFI PARAMBIL:

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

(a) whether the Government has taken note of the increasing number of road accidents, traffic congestion and public complaints on various stretches of

National Highway (NH)-66 in Kerala during the ongoing widening and construction works;

(b) if so, the details thereof, including the number of accidents, fatalities and injuries reported on NH-66 in Kerala during the last three years, stretch-wise;

(c) whether the Government has conducted any safety audit of the ongoing National Highway projects in Kerala, particularly with regard to traffic diversion arrangements, signage, drainage, pedestrian safety and construction standards;

(d) the corrective measures taken or proposed to ensure safe movement of vehicles, timely completion of the projects and effective monitoring of contractors; and

(e) the present status of all National Highway projects under implementation in Kerala, indicating the original completion schedule, revised timeline, project cost and reasons for delay, if any?

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

(a) and (b): Road accident data is being collected from the States/Union Territories on a calendar year basis and publishes the same in its annual publication, "Road Accidents in India". The number of road accidents, persons killed and persons injured on all National Highways in the State of Kerala, including on National Highway (NH) 66, during the years 2022 to 2024, are as under:

Year	Number of accidents	Number of fatalities	Number of injuries
2022	17627	1197	17799
2023	10640	1056	12105
2024	9757	940	11060
2025*	9438	917	11556

*as per data available on eDAR portal as on 05.08.2026.

(c): Independent Road Safety Audits (RSAs) are conducted by qualified independent auditors during the project implementation stage as well as periodically during the Operation and Maintenance (O&M) stage to identify and address potential road safety deficiencies.

(d): National Highways (NHs) works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Necessary road safety measures inter-alia includes provision of crash barriers, signage boards and safety markings, foot over bridges, etc. are taken up during design, construction, operation and maintenance stages. Road Safety Audit is carried out for the independent assessment of newly constructed roads before opening of the National Highways to commercial traffic. All identified road safety issues, including those related to road signage and markings are addressed before the road is opened to the public. Subsequently, during the operation of the project highway, assessment is carried out at regular intervals to identify safety issues that may have emerged during operation stage and necessary remedial measures are taken in a time-bound manner.

(e): The details of National Highway projects under implementation in the State of Kerala are given in the enclosed **Statement-I** and **Statement-II**, respectively.

STATEMENT- I

Details of National Highway projects being implemented by National Highways Authority of India (NHAI) in the State of Kerala:

Sr. No	Project Stretch	Total length (Km)	Total Project Cost (Cr)	Scheduled Completion Date	Physical progress (%)	Completion Date (except Viaducts)	Completion Date For Viaducts, ROB etc.
1	6L of Chengala-Neeleshwaram	37.3	2538.06	11.04.2024	91	31.05.2026	31.03.2027
2	6L of Neeleshwaram-Thalipparamba	40.1	3867.66	11.04.2024	87	31.05.2026	31.03.2027
3	6L of Thalipparamba-Muzhapilangadu	29.9	3557.65	26.05.2024	84	31.03.2027	30.04.2028
4	6L of Azhiyur-Vengalam	40.8	3898.46	31.05.2025	68	31.03.2027	30.03.2028
5	6L of Kappirikkad-Thalikkulam	33.2	4225.59	26.01.2025	95	30.06.2026	30.06.2027
6	6L of Thalikkulam-Kodungallur	28.7	4302.06	14.02.2025	94	30.06.2026	30.06.2027
7	6L of Kodungallur-Edapally	26	3606.2	21.04.2025	71	31.12.2026	31.05.2027
8	6-lane Elevated Highway Aroor-Thuravoor	12.7	2382.83	31.01.2026	91	06.01.2027	-----
9	6L of Thuravoor-Paravoor	38.4	2638.67	12.09.2024	81	31.12.2026	31.05.2027
10	6L of Paravoor-Kottukulangara	37.5	3273.61	24.02.2025	77	30.04.2027	30.11.2027
11	6L of Kottukulangara-Start of Kollam Bypass	31.5	3680.49	07.10.2024	77	30.04.2027	31.12.2027
12	6L of Start of Kollam Bypass-Kadambattukonam	31.2	3023.78	28.02.2025	96	30.06.2026	30.06.2027
13	6L of Kadambattukonam-Kazhakuttom	29.8	3451.76	11.08.2025	77	30.04.2027	7.67 Km Viaduct descoped.
14	Rectification of 4 Nos blackspots in Thiruvananthapuram bypass	2.4	130.55	21.08.25	41	----	31.07.2027

	section						
15	Widening of Kochi – Munnar to 2L/2L+PS.	124.6	1231.74	25.06.25	64	----	31.03.2027
16	Rectification of 11 Nos blackspot from Walayar to Angamaly	12.1	510.28	28.07.26	57	----	31.01.2027
17	Rectification of 17 Nos blackspot from Walayar to Angamaly	17.3	678.40	13.03.28	2.5	----	13.03.2028
18	Balance work of widening of 4 nos existing 2 Lane major Bridge of Six-laning of Kozhikode Bypass	1.9	125.96	05.03.2026	62.5	----	30.12.2026
19	Construction of an underpass at km 184.850, supply & installation of Street lighting, Construction of Service roads and other miscellaneous works in Thalassery Mahe bypass	1.1	40.40	20.05.2026	65	----	31.05.2027

STATEMENT-II

Details of National Highway projects being implemented by the National Highways Wing of State Government of Kerala:

Sl No	National Highway project under implementation	original completion schedule	revised timeline	project cost	reasons for delay
1	Widening to 2 lane with paved shoulders from km 87/000 to km 133/720 (Nattukal to Thanau Jn in Palakkad) of NH 966(Old NH 213) on EPC mode	22.08.2019	EOT granted upto 30.05.2025.	294.26	Due to protest from locals and people representatives, the toll plaza location shifted from original proposed place to another location.
2	Geometrical Improvements at Ghat	18/05/2026	18.02.2027	37.16	Delay in tree

	section of Thamarassery Churam on NH766 at selected 3 locations where forest land is made available and the chainages (i) Hairpin bend no.6(km 50+400 to 50+620) (ii) Hairpin bend no.7(km 51+590 to 51+680) (iii) Hairpin bend no.8(km 51+860 to 51+900) in the State of Kerala under Annual plan 2024-25 on EPC mode				cutting occurred due to delay in getting permission from forest department.
3	Short term improvement and routine maintenance works on NH 185 for thr stretches from km 15/500 (Pakuthipalam) to km 42/725 (Double cutting) and from km 56/550(Vellayamkudi) to km 61/000 (Vallakkadavu) under short term maintenance contract (STMC) for the year 2025-26	28.10.2026		1.9993	
4	STMC from 106/700 to 126/700 of NH 183 in the state of Kerala	11.11.2026		2.59	
5	GENERAL - STMC 2025-26- Short term improvement and routine maintenance km 76/000 -117/000 of NH 766 in the state of Kerala	15.01.2027		4.9997	
6	Short term improvement between km 160/000 to 215/450 (except km 172/700-185/500 and 205/180-210/000) of NH 183 in state of Kerala	18/05/2027		4.92	
7	Performance based maintenance between Km 89.10(Kanamala) to Km 103.20 (Erumely)of NH 183 A under PBMC mode	5 year (11/09/2029)		10.0383	
8	Performance based maintenance Contract of NH 183A from Bharanikkavu (km 0/000)-Nellimootilpadi (km 16/000), Adoor (km 17/200)- Kaipattoor (km 27/300) and Pathanamthitta Ring road to Mylappra (900m stretch in km32/940 to km 37/300) in the State of Kerala-PBMC 2023-24	28.07.2029 (Five year maintenance contract)		25.5364	
9	Performance based maintenance Contract work between Plappally km 72/390 to Kanamala km 86/660 and	5 year (9.6.2031)		26.9273	

	Erumeli km 103.200 km to Mundakkayam junction km 116.800 of NH 183A in state of Kerala under PBMC Maintenance Plan 2025-26.				
10	Performance based maintenance Contract work from Km 72/700 to Km 74/700 and Km 126/700 to 160/000 of NH 183 under PBMC Maintenance Plan 2025-26.	5 year (6.5.2031)		31.27	
11	Black spot rectification work at Cinimaparambu(Km 1/900),Kadampanadu (Km6/250(KL-(04)04)), Nellimukal(11/000),Vellakulangara(km 14/750), Pannivizha(Km 17/900(KL-(03)035)),Mankuzhy(km 26/800),Omalloor (km 29/000 (KL-(031-037)),Pathanamthitta Stadium Jn.(Km 32/940(KL- 103)- 036))of NH 183 A in the state of Kerala in item rate mode under Road safety Annual plan 2023-24	14/02/2025	12/05/2026	2.4194	PBMC Work was ongoing in this stretch and only after resurfacing in PBMC,this work was started
12	Black spot rectification work in Manorama Junction (km107.2 to 108.2: KL-(03)-52,Plantation Junction (km 109.35 to 110.00: KL(03)-051),Annadivayal junction (km 117.35 to 118: KL-(03)-047, Nedumkuzhy/9th Mile (km 124/850-125/400:Kl-(03)-050) in NH 183 the State of Kerala in EPC mode under Road Safety Annual Plan 2023-24-Reg.	14/01/2026	15/05/2026	10.2051	Labour shortage, Force majure, Raw material scarcity

INTEGRATED COLD CHAIN AND VALUE ADDITION

INFRASTRUCTURE PROJECTS

3174. SHRI NAVEEN JINDAL:

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

(a) the details of the number of Integrated Cold Chain and Value Addition Infrastructure projects sanctioned, completed and under implementation, State/UT-wise;

(b) the current estimated level of post-harvest losses in horticulture and non-horticulture produce;

(c) the funds released and utilised under the Cold Chain scheme during the last two years; and

(d) the steps being taken to expand cold storage capacity in the Eastern and North-Eastern States?

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

(a): The Ministry of Food Processing Industries (MoFPI) has been implementing a component scheme - Integrated Cold Chain and Value Addition Infrastructure (Cold Chain scheme) under the Central Sector umbrella scheme - Pradhan Mantri Kisan Sampada Yojana (PMKSY). As of 30.06.2026, 409 cold chain projects have been approved, of which 311 projects have already been completed and operationalised and 98 projects are ongoing. A comprehensive State/ UT-wise details of the same is given in the enclosed **Statement.**

(b): MoFPI had commissioned a study through NABARD Consultancy Services Pvt. Ltd. (NABCONS) to determine the post-harvest losses of various agricultural produce in India with reference year 2020-22. The estimated post-

harvest losses (in percentage) of various agricultural produce in the country are as mentioned below:

Crops/ Commodities	Estimated post-harvest loss in %
Cereals	3.89-5.92
Pulses	5.65-6.74
Oil Seeds	2.87-7.51
Fruits	6.02-15.05
Vegetables	4.87-11.61
Plantation Crops & Spices	1.29-7.33
Milk	0.87
Fisheries (Inland)	4.86
Fisheries (Marine)	8.76
Meat	2.34
Poultry	5.63
Egg	6.03

(c): Under the Cold Chain Scheme, ₹113.52 crore during 2024-25 and ₹125.71 crore during 2025-26 were released to the Project Implementing Agencies (PIAs) for the implementation of approved cold chain projects.

(d): MoFPI has been implementing the component schemes, namely, Cold Chain Scheme, Operation Greens (OG) Scheme, and Creation of Infrastructure for Agro Processing Clusters (APC) Scheme under the Pradhan Mantri Kisan Sampada Yojana (PMKSY), wherein cold storage is supported as one of the constituent facilities of the approved projects. These component schemes are demand-driven and are being implemented nationwide. Under these schemes, Expressions of Interest (EoIs) are invited from eligible entities from time to time, subject to the availability of funds, in accordance with the applicable scheme guidelines. Under these component schemes, financial

assistance is provided as grants-in-aid or subsidy for setting up food processing projects. The subsidy rate is 35% of the eligible project cost for general areas, and 50% for difficult areas (including North-Eastern Region States) as well as for projects promoted by SC/ST, FPOs, and SHGs. The maximum subsidy is ₹10.00 crore under the Cold Chain and APC schemes, as well as for standalone projects under the OG scheme, while integrated projects under the OG scheme are eligible for a higher cap of ₹15.00 crore.

The Department of Agriculture & Farmers Welfare (DA&FW) has been implementing Mission for Integrated Development of Horticulture (MIDH) for holistic development of horticulture in the country to reduce post-harvest losses through increasing cold storage infrastructure. Under the MIDH scheme, financial assistance is provided for various horticulture activities including Construction/Expansion/ Modernization of Cold Storages of capacity up to 5000 MT on the basis of Annual Action Plan (AAP) received from States/ UTs. The component of cold storage is demand/ entrepreneur driven for which Government assistance in the form of credit linked back ended subsidy is available at the rate of 35% of the project cost in general areas and 50% of the project cost in case of North East & Himalayan States, Scheduled areas, vibrant villages, Andaman & Nicobar and Lakshadweep Islands through respective State Horticulture Missions.

National Horticulture Board functioning under DA&FW has been implementing a demand driven scheme nationwide, namely “Capital Investment Subsidy for Construction/Expansion/ Modernization of Cold

Storages and Storages for Horticulture Products". Under this scheme, credit linked back-ended subsidy at the rate of 35% of the capital cost of the project in general areas and at the rate of 50% in case of North East, Hilly States & scheduled areas for cold storage capacity above 5000 MT and up to 20000 MT is sanctioned for construction/ expansion/ modernization of Cold storage and CA store, as per cost norms prescribed for various sizes/ types of cold storages / onion storages.

STATEMENT

State/UT-wise details of projects approved, completed and ongoing under Cold Chain scheme since inception:

Sl. No.	State/UT	No. of projects sanctioned	No. of Completed/ Operational projects	No. of Ongoing projects
1	Andaman & Nicobar	1	1	0
2	Andhra Pradesh	37	25	12
3	Arunachal Pradesh	2	1	1
4	Assam	2	2	0
5	Bihar	5	3	2
6	Chandigarh	0	0	0
7	Chhattisgarh	4	2	2
8	Dadra & Nagar Haveli and Daman & Diu	0	0	0
9	Delhi	0	0	0
10	Goa	0	0	0
11	Gujarat	29	25	4
12	Haryana	23	18	5
13	Himachal Pradesh	16	14	2
14	Jammu & Kashmir	7	5	2
15	Jharkhand	0	0	0
16	Karnataka	20	14	6

17	Kerala	8	4	4
18	Ladakh	0	0	0
19	Lakshadweep	0	0	0
20	Madhya Pradesh	11	9	2
21	Maharashtra	77	59	18
22	Manipur	1	1	0
23	Meghalaya	0	0	0
24	Mizoram	2	2	0
25	Nagaland	2	1	1
26	Odisha	9	5	4
27	Puducherry	0	0	0
28	Punjab	25	21	4
29	Rajasthan	14	13	1
30	Sikkim	0	0	0
31	Tamil Nadu	26	15	11
32	Telangana	15	11	4
33	Tripura	0	0	0
34	Uttar Pradesh	26	21	5
35	Uttarakhand	30	27	3
36	West Bengal	17	12	5
	Total	**409**	**311**	**98**

पीकेसी परियोजना के तहत प्रस्तावित जल संरचना

3175. श्री मुरारी लाल मीनाः

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

(क) राजस्थान के दौसा लोक सभा निर्वाचन क्षेत्र सहित पार्बती-कालीसिंध-चम्बल (पीकेसी) परियोजना के अंतर्गत प्रस्तावित बड़े और छोटे बांधों, एनीकट और अन्य जल संरचनाओं की कुल संख्या और स्थिति क्या है;

(ख) विशेष रूप से उक्त निर्वाचन क्षेत्र में कितने ढांचों का निर्माण पूरा हो चुका है, कितने निर्माणाधीन हैं और वर्तमान में कितने ढांचे लंबित हैं और कितनी संरचनाओं को

सफलतापूर्वक आपस में जोड़ा गया हैं;

(ग) क्या कुछ प्रस्तावित ढांचों को तकनीकी, वित्तीय या प्रशासनिक कारणों से जोड़ा नहीं गया है; यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके क्या कारण हैं और इन्हें पूरा करने के लिए क्या समयबद्ध कार्य योजना है; और

(घ) इस परियोजना के अंतर्गत सिंचाई और पेयजल के रूप में विशेष रूप से राजस्थान के दौसा में लाभान्वित होने वाले संभावित क्षेत्रों का ब्यौरा क्या है और संभावित लाभार्थी क्षेत्रों और जनसंख्या का ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (घ): संशोधित पार्वती-कालीसिंध-चंबल (एमओपीकेसी) लिंक परियोजना के लिए मध्य प्रदेश सरकार, राजस्थान सरकार और भारत सरकार के बीच हस्ताक्षरित समझौता ज्ञापन (एमओए) के अंतर्गत दौसा जिले सहित पूर्वी राजस्थान के 17 जिलों में पेयजल आर्पूत, सिंचाई और औद्योगिक उपयोग को शामिल करते हुए राजस्थान के लिए 23 परियोजना घटकों को चिन्हित किया गया है। इन घटकों का ब्यौरा संलग्न **विवरण** में दिया गया है। एमओए के अनुसार, राजस्थान में 3,309.88 एमसीएम के नियोजित उपयोग सहित 4,642.48 एमसीएम की लाइव भंडारण क्षमता है, जिसमें औद्योगिक उपयोग के लिए 205.75 एमसीएम, पेयजल के उद्देश्यों के लिए 1,744.16 एमसीएम और सिंचाई के लिए 1,359.97 एमसीएम शामिल हैं, जो राज्य में लगभग 4.03 लाख हेक्टेयर की वार्षिक सिंचाई क्षमता के अनुरूप है।

एमओपीकेसी लिंक परियोजना की विस्तृत परियोजना रिपोर्ट (डीपीआर) तकनीकी-आर्थिक मूल्यांकन के लिए केंद्रीय जल आयोग (सीडब्ल्यूसी) को प्रस्तुत कर दी गई है। वर्तमान में भारत सरकार द्वारा एमओपीकेसी लिंक परियोजना के अंतर्गत कोई भी संरचना कार्यान्वित नहीं की जा रही है।

विवरण

एमओपीकेसी लिंक परियोजना में राजस्थान के सभी घटकों का विवरण (एमओए के अनुसार)

क्र. सं.	परियोजना के घटक	जिला	वार्षिक सिंचाई (हेक्टेयर)
1	ईआरसीपी-3: नवनेरा बैराज	कोटा	800
2	ईआरसीपी-7: इसार्डा बांध	उनियारा, टोंक	0
3	ईआरसीपी-1: रामगढ़ बैराज	बारन	0
4	ईआरसीपी-2: महलपुर बैराज	बारन	0
5 (क)	ईआरसीपी -9: पेयजल जल संवाहक प्रणाली 1. रामगढ़ से महलपुर से नवनेरा तक 2. नवनेरा से मेज तक (चम्बल एक्वाडक्ट सहित)। 3. मेज से गलवा से ईसरदा से बीसलपुर 4. बीसलपुर से मोर सागर 5. ईसरदा से रामगढ़ 6. ईसरदा से बरेठा 7. खुरा चैनपुरा से अलवर जलाशय 8. बरेठा से उर्मिला सागर		
6	ईआरसीपी-11: मोर सागर कृत्रिम संतुलन जलाशय	अजमेर	0
7	कोटा बैराज की दाहिनी मुख्य नहर और बाईं मुख्य नहर नवीनीकरण/आधुनिकीकरण	कोटा	0
8	केयूआरजे -1: 9 सूक्ष्म सिंचाई योजनाओं के क्लस्टर का कार्यान्वयन करते हुए कूनो सब बेसिन में कमांड का विकास	बारन	7,000
9	पीएआरजे -1: अंधेरी मध्यम सिंचाई परियोजना	बारन	9,850
10	ईआरसीपी -12: अलवर कृत्रिम संतुलन जलाशय	अलवर	0
11	ईआरसीपी -4: मेज बांध	बूंदी	30,500
12	केएआरजे-7: झालावाड़ जिले में दबाव सिंचाई प्रदान करने के लिए 33 डब्ल्यूएचएस का क्लस्टर	झालावाड़	4,508
13	केएआरजे -2: मोरी कृत्रिम जलाशय (कालीसिंध बांध से अंतरित किया जाने वाला जल)	झालावाड़	0
14	केएआरजे-3: सोयाला कृत्रिम जलाशय (कालीसिंध बांध से अंतरित किया जाने वाला जल)	झालावाड़	10,000
15	ईआरसीपी-6: 0.5 मीटर एचटी बढ़ाकर बीसलपुर बांध की भंडारण क्षमता बढ़ाना	देवली, टोंक	0

16	केएआरजे -6: मनोहरथाना एमआईपी	झालावाड़	9,834
17	केएआरजे -1: हरिपुरा बैराज	कोटा	15,000
18	ईआरसीपी-5: निमोद राठौड़ बैराज	सवाई माधोपुर	5,000
19	केएआरजे-4: कालीसिंध बेसिन की पाटली नदी पर पाटली-I बांध	रामगंज मंडी	3,800
20	केएआरजे-5: कालीसिंध बेसिन का पाटली नदी पर पाटली-II बांध	रामगंज मंडी	2,200
21	एमपीकेसी (ईआरसीपी) के विभिन्न संरक्षण बिंदुओं के साथ मौजूदा मार्गस्थ टैंकों का ईआरसीपी-10 नवीकरण और एकीकरण और कमान में सूक्ष्म सिंचाई नेटवर्क का विकास। इस घटक में 615 एमसीएम पानी का उपयोग करने वाले 138 टैंकों के माध्यम से 1.52 लाख हेक्टेयर कमान क्षेत्र का स्थायीकरण शामिल है। भूजल पुनर्भरण के लिए 20 अन्य जल निकाय हैं और पशुधन 29 एमसीएम जल है। पेयजल और विद्युत/उद्योगों के लिए भी क्रमश: 96 एमसीएम और 12 एमसीएम का प्रावधान है।	जयपुर, टोंक, बूंदी, अजमेर, दौसा, सवाई माधोपुर, करौली, अलवर, डीग, भरतपुर, धौलपुर	1,52,400
22	ईआरसीपी -8: डूंगरी बांध	सवाई माधोपुर	1,19,200
5 (ख)	ईआरसीपी-9 (1): जल कंडक्टर प्रणाली 1. मेज से डूंगरी 2. डूंगरी से खुरा चैनपुरा फीडरों का संवर्धन खुरा चैनपुरा से अलवर, नानवेरा से मेज, मेज से गलवा से इसरदा से बिसालपुर, बिसालपुर से मोर सागर, ईसरदा से रामगढ़, इसरदा से बरेठा, 185060 हेक्टेयर कमांड क्षेत्र में सूक्ष्म सिंचाई		
23	पीएआरजे-2: महलपुर और नवनेरा (सुकानी नदी जलाशय)के बीच स्थित सीए	कोटा पिपलडा (लिनियर जलाशय)	4,000
	कुलयोग		3,74,092
	नवीकृत जल के माध्यम से सीसीए (हेक्टेयर) की सिंचाई की जाएगी		29,560
कुल			4,03,652

DPR FOR SERVICE ROAD ON NH-66

3176. SHRI KOTA SRINIVASA POOJARY:

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

(a) whether the Government is aware that the agency for preparation of Detailed Project Report for service road from Kundapura to Hejamadi on National Highway (NH)-66 in Udupi District has been appointed but the DPR is yet to be prepared and work has not commenced, if so, the details thereof;

(b) whether the Government is aware that absence of service roads on this heavily trafficked stretch passing through densely populated areas is causing hardship to residents and serious road safety concerns, if so, the details thereof;

(c) whether the Government proposes to issue directions for early preparation and approval of the DPR and expeditious commencement of service road works from Kundapura to Hejamadi, if so, the details thereof; and

(d) whether the Government proposes to complete on priority the pending service road work near Doni Mane Hotel, Santhekatte which remains incomplete and poses safety hazards to motorists and pedestrians, if so, the details thereof?

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

(a) to (c): National Highways Authority of India (NHAI) has appointed Consultancy agency for preparation of the Detailed Project Report (DPR) for road safety improvement measures on National Highway (NH)-66 from Hejamadi to the Kerala Border, which also includes the proposed service road from Kundapura to Hejamadi. The DPR agency commenced its services from 14.05.2026.

The scope of the DPR includes assessment and provision of service roads, flyovers, underpasses and other road safety measures based on traffic density, roadside development, road safety requirements, technical feasibility and availability of land.

(d): A 6.0m wide service road from Km 314.0 to Km 315.0 (Both Hand Sides) on NH-66 at Santhekatte was constructed in 2017 by the BOT (Build-Operate-Transfer) Concessionaire.

Further, during the construction of the Santhekatte Vehicular Overpass (VOP) at Km 314.092, the median divider was temporarily removed to facilitate traffic diversion. Vehicular Overpass at Santhekatte is completed and opened for traffic. However, reinstatement of the kerb separator between the main carriageway and the service road has been stalled due to objections from the local public, who have demanded additional widening of the service road. The District Administration has been requested to provide necessary support.

DEVELOPMENT OF AIRPORTS IN UTTAR PRADESH

3177. SHRI RAJEEV RAI:

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

(a) the details and the number of airports including greenfield airports established in Uttar Pradesh since 2014, airport-wise;

(b) the details of expenditure incurred by the Government on each such airport, project-wise;

(c) the number of such airports presently handling scheduled commercial passenger flights, airport-wise;

(d) whether the Government is aware that several newly inaugurated airports including Azamgarh Airport are presently not handling regular commercial flights and if so, the details thereof along with the reasons therefor; and

(e) the steps taken by the Government to restore commercial operations at such airports and the time by which each such airport is expected to become fully operational?

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): Since 2014, two Greenfield Airports i.e. Noida (Jewar) at a cost of approximately Rs. 11764 crore and Kushinagar at a cost of Rs. 448 crore have been established in Uttar Pradesh. Additionally, under the UDAN scheme, eleven airports namely Agra (Rs. 8 crore), Prayagraj (Rs. 161 crore), Bareilly (Rs. 104 crore), Kanpur (Rs. 135 crore) Aligarh (Rs. 32 crore), Chitrakoot (Rs. 33 crore), Moradabad (Rs. 30 crore), Azamgarh (Rs. 30 crore), Shravasti (Rs.

33 crore), Hindon (Rs. 47 crore) and Ayodhaya (Rs. 347 crore) have been operationalized in Uttar Pradesh.

Noida (Jewar) Airport has been developed by the Government of Uttar Pradesh under Public Private Partnership mode.

(c) to (e): With the repeal of the Air Corporations Act in March 1994, the Indian domestic aviation was deregulated. It is upto the airline operators to introduce air services to / from any airport in the country depending on their operational & commercial viability.

At present, scheduled commercial flight operations at 6 airports in Uttar Pradesh are temporarily suspended due to airline-related reasons. These airports are Kushinagar, Aligarh, Azamgarh, Chitrakoot, Shravasti & Moradabad.

Under the next phase of UDAN Scheme launched on 04.07.2026, the above airports are eligible for bidding in the "Unserved Airports" category. If any airline submits a valid bid for operation of RCS flights on routes connecting these airports, it will be considered as per the Scheme provisions.

MSME PROCUREMENT AND PAYMENTS BY OIL PSUs

3178. SHRI KALI CHARAN SINGH:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether Indian Oil Corporation Limited (IOCL), Bharat Petroleum Corporation Limited (BPCL), Hindustan Petroleum Corporation Limited (HPCL), GAIL (India) Limited and other Public Sector Undertakings

(PSUs) under the Ministry are ensuring payment to Micro, Small and Medium Enterprises (MSME) contractors, vendors and service providers within the time limit prescribed under the Micro, Small and Medium Enterprises Development (MSMED) Act, 2006, if so, the details thereof and if not, the reasons therefor;

(b) the total value of procurement from MSMEs, the payments released, the outstanding dues and the number of cases pending beyond the prescribed period during the last ten years, PSU-wise and year-wise;

(c) the details of penal interest payable or paid for delayed payments to MSMEs during the last ten years, along with the reasons for such delays, PSU-wise;

(d) whether MSME vendors and contractors participating in procurement, works and service contracts floated by IOCL, BPCL, HPCL, GAIL and other PSUs under the Ministry are exempted from payment of Earnest Money Deposit (EMD)/Bid Security and Performance Security, if not, the reasons therefor; and

(e) the steps proposed to simplify procurement procedures, ensure timely payments and enhance the participation of MSMEs in tenders?

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): The Public Sector Undertakings (PSUs) under the Ministry of Petroleum and Natural Gas, including Indian Oil Corporation Limited (IOCL),

Bharat Petroleum Corporation Limited (BPCL), Hindustan Petroleum Corporation Limited (HPCL), GAIL (India) Limited and other Public Sector Undertakings (PSUs), have instituted robust systems and procedures to ensure that payments to Micro and Small Enterprises (MSEs) are made within the time limit as prescribed under the Micro, Small and Medium Enterprises Development (MSMED) Act, 2006 and the extant instructions issued by the Government from time to time.

Payments are generally released within the prescribed period, subject to fulfilment of contractual obligations, acceptance of goods/services, submission of complete and correct invoices, and resolution of contractual or technical issues, if any. Instances of delay, wherever they occur, are primarily attributable to reasons such as submission of incomplete documentation, quality or technical issues, contractual disputes, reconciliation of bills, force majeure situations and other operational exigencies. During the last ten years, no significant delay in payment to MSMEs was reported by PSUs.

(d): As per the Public Procurement Policy for Micro and Small Enterprises (MSEs) Order, 2012, as amended from time to time, eligible MSEs are exempted from payment of Earnest Money Deposit (EMD)/Bid Security in applicable procurements. However, MSE vendors and contractors are not exempted from Performance Security as Performance Security is governed as per the General Financial Rules (GFR), 2017, issued by the Department of Expenditure and other applicable Government instructions issued from time to time.

(e): The Ministry and its PSUs have taken several measures to facilitate greater participation of MSMEs and to ensure timely payments to them, which, inter-alia, include procurements being made through Government e-Marketplace and e-tendering platforms to ensure transparency, ease of participation and wide market access; conduct of regular vendor outreach programmes and capacity building initiatives; providing purchase preference under Public Procurement Policy for Micro and Small Enterprises (MSE) Order, 2012; relaxation in prior turnover and prior experience criteria; timely processing of invoice and regular monitoring of outstanding payments through MSME-SAMADHAAN Portal.

MULTIPLE TAX ON VEHICLES

3179. DR. SHARMILA SARKAR:

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

(a) whether the Government has any plan to reduce the multiple tax burden on vehicles including Fuel Tax, Road Tax and Toll Tax specially during the crisis related to Strait of Hormuz;

(b) if so, the details thereof along with the steps taken in this regard and if not, the reasons therefor; and

(c) whether the Government intends to reduce or waive off Toll Tax if the waiting time at toll plazas exceeds certain time period and if so, the details thereof?

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

(a) to (c): The Constitution of India empowers the States/Union Territories to make law for levy of motor vehicle tax.

The excise duty or cess on fuel is imposed by the Central Government and utilized for infrastructure development and maintenance related activities, including for railways, rural roads, National Highways (NH) etc. The Government undertakes fiscal interventions in the petroleum sector, as and when required, to protect consumers from volatility in international crude oil prices. Some of them are as follows:

- In November 2021 and May 2022, the Central Government reduced Central Excise Duty by a total of Rs. 13/litre on petrol and Rs. 16/litre on diesel in two tranches, which was fully passed on to consumers.
- In March 2024, Oil Marketing Companies (OMCs) reduced retail prices of petrol and diesel by Rs. 2 per litre each.
- In April 2025, the increase of Rs. 2 per litre in excise duty on petrol and diesel was not passed on to consumers.
- Recently, in view of rising international crude oil prices due to the West Asia crisis, the Government has reduced excise duty by Rs. 10 per litre each on petrol and diesel to absorb part of the burden on consumers

The user fee i.e. 'toll' is payable by motor vehicles for use of a section of a National Highway (NH) and is levied under the provisions of section 7 of the National Highways Act, 1956 (48 of 1956) and rules made thereunder. The User fee at fee plazas on National Highways is collected for services or benefits rendered on National Highways in accordance with the provision of National Highways Fee (Determination of Rates and Collection) Rules, 2008. The revenue collected by the Central Government from user fee collection is deposited in Consolidated Fund of India (CFI) and the fund provided through budgetary allocation are utilised for further maintenance, development and augmentation of National Highways.

Further there is no proposal/plan currently under consideration by the Government, to waive off / reduce the user fee specially on account of the crisis related to the Strait of Hormuz.

However, the Government from time to time has reviewed the tolling policy with the objective of ensuring a balanced approach between revenue requirements for highway development and minimizing burden on road users. Further, in order to reduce the burden on road users, Government has made various provisions through following amendments:

(i) G.S.R 388 (E) dated 17.06.2025 introducing an Annual Pass for non-commercial cars, jeeps, and vans. This scheme offers 200 NH fee plaza crossings or one year validity, whichever is earlier, by payment of Rs. 3000/- (Rupees three thousand) (3,075/- for Financial Year 2026-27).

(ii) G.S.R 437(E) dated 01.07.2025 to restrict user fee for highways with more structure length.

(iii) G.S.R 734 (E) dated 03.10.2025 for reduction in applicable user fee for vehicles without FASTag or active FASTag vehicles from 2 times to 1.25 times, given the user opts for payment through UPI;

(iv) G.S.R 01(E) dated 31.12.2025 for reduction of rates in case of up gradation from 2 lane paved shoulder highway to 4 or more lane.

(v) G.S.R 107 (E) dated 04.02.2026 for the fee payable for the use of a national expressway that is operational for only a part of its notified length shall be levied at a rate of one time of the applicable fee instead of 1.25 times.

(vi) As per National Highways Fee (Determination of Rates and Collection) Rules, 2008, there are already various provisions for discounts in user fees and monthly passes for local and regular users of National Highways across the country.

The Government is committed to making the tolling system more efficient, transparent, and user-friendly, while simultaneously ensuring the availability of resources for development and maintenance of the National Highways network.

There is no provision in the National Highways Fee (Determination of Rates and Collection) Rules, 2008 for waiver of user fee based on waiting time at fee plazas.

However, to ensure smooth traffic flow and reduce congestion at user fee plazas on National Highways, the Government introduced the Radio Frequency Identification (RFID) technology through FASTag for making payment at fee plaza. The declaration of all lanes of fee plazas on National Highways as FASTag Lane of the fee plaza with effect from midnight of 15th/16th February, 2021, has resulted in seamless movement at user fee plazas, reduced waiting times, and alleviated congestion, thereby improving efficiency at fee plazas on National Highways. Impact Assessment conducted for the National Electronic Toll Collection (NETC) Programme during 2024–25 indicates that the average time taken by a vehicle to cross a fee plaza under ETC operations is around 40 seconds, compared to 12.23 minutes per vehicle under the earlier manual tolling system, demonstrating a substantial improvement in traffic flow and reduction in congestion. Apart from this, congestion on fee plaza is also monitored through a GIS-based toll congestion monitoring solution.

In addition, the Government has decided to implement Multi-Lane Free Flow (MLFF) Electronic Toll Collection system, which facilitates barrier-less tolling using integrated technologies including Automatic Number Plate Recognition (ANPR) with AI analytics and RFID-based Electronic Toll Collection (FASTag), where the user fee shall be charged from the vehicle users without having to stop, slow down or stay in a given fee plaza lane.

एमएसएमई योजनाओं के कार्यनिष्पादन की समीक्षा

3180. श्री तारिक अनवरः

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

(क) क्या सरकार ने वर्ष 2023-24 से अब तक पीएम विश्वकर्मा योजना, प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) और सूक्ष्म और लघु उद्यमों के लिए ऋण गारंटी निधि न्यास (सीजीटीएमएसई) के अंतर्गत लाभार्थियों, स्वीकृत ऋणों, जारी की गई केन्द्रीय सहायता और रोजगार सृजन की स्थिति का राज्य-वार आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) को संस्थागत ऋण, प्रौद्योगिकी उन्नयन, विपणन सहायता और डिजिटल सशक्तिकरण प्रदान करने के लिए कार्यान्वित की जा रही योजनाओं की प्रगति और प्रभावकारिता की समीक्षा की है और यदि हां, तो इसके मुख्य निष्कर्ष क्या हैं; और

(ग) क्या सरकार एमएसएमई क्षेत्र में प्रतिस्पर्धात्मकता और रोजगार सृजन को बढ़ावा देने की दृष्टि से बिहार में विशेषकर सीमांचल क्षेत्र में उक्त योजनाओं के अंतर्गत अतिरिक्त केन्द्रीय सहायता, नए क्लस्टर, सामान्य सुविधा केन्द्र या अन्य विशेष पहल करने पर विचार कर रही है 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): पीएम विश्वकर्मा स्कीम, प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) और सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी फंड ट्रस्ट (सीजीटीएमएसई) के तहत लागू लाभार्थियों की संख्या, संस्वीकृत ऋण, सृजित रोजगार का राज्य-वार ब्यौरा संलग्न **विवरण-I से IV** में दिया गया है।

(ख) : स्कीम के दिशानिर्देशों के अनुसार नियमित निगरानी, मूल्यांकन तथा फीडबैक तंत्र के माध्यम से सरकार समय-समय पर एमएसएमई स्कीमों/कार्यक्रमों के कार्यनिष्पादन की समीक्षा करती है।

(i) खरीद और विपणन सहायता (पीएमएस) स्कीम के तहत सूक्ष्म और लघु उद्यमों (एमएसई) को घरेलू व्यापार मेलों/प्रदर्शनियों, वेंडर विकास कार्यक्रमों (वीडीपी), ई-कॉमर्स (अर्थात एमएसएमई ग्लोबल मार्ट), सार्वजनिक खरीद नीति पर जागरुकता कार्यक्रमों, सरकारी ई-मार्केटप्लेस (जेम), निर्यात, क्षमता निर्माण तथा बारकोड पंजीकरण के लिए प्रतिपूर्ति के माध्यम से उनके बाजार तक पहुंच, प्रतिस्पर्धात्मकता और बिजनेस करने के अवसर प्रदान करने में सहायता करती है। ये स्कीम एमएसएमई के लिए बेहतर बाजार तक पहुंच, सरकारी खरीद नीतियों और सरकारी खरीद अवसरों के प्रति जागरुकता बढ़ाने, एमएसई और संस्थागत खरीददारों के बीच लिंकेज को सुदृढ़ बनाने, बाजार तक व्यापक पहुंच के लिए बारकोड को अपनाने के लिए प्रोत्साहित करने तथा समग्र बाजार क्षमताओं को बढ़ाने एवं सहभागी उद्यमों की प्रतिस्पर्धात्मकता की सुविधा प्रदान करती है।

(ii) एमएसएमई सस्टेनेबल (जेड) प्रमाणन स्कीम जीरो इफेक्ट समाधानों, प्रदूषण नियंत्रण उपायों तथा स्वच्छ प्रौद्योगिकियों की और प्रौद्योगिकी उन्नयन के लिए 3 लाख रुपए तक की वित्तीय सहायता प्रदान करती है।

(iii) क्रेडिट गारंटी स्कीम (सीजीएस) के मूल्यांकन में उद्यमों की बिक्री, आय और रोजगार में वृद्धि तथा इसके साथ-साथ प्रथम पीढ़ी के उद्यमियों सहित एमएसई द्वारा औपचारिक वित्तीय संस्थानों से क्रेडिट तक पहुंच में विस्तार के भी संकेत मिलते हैं।

(ग) : एमएसएमई मंत्रालय पूरे देश में सूक्ष्म और लघु उद्यम क्लस्टर विकास कार्यक्रम कार्यान्वित कर रहा है। यह मांग-आधारित स्कीम है जहां क्लस्टरों की सामान्य आवश्यकताओं को पूरा करने के लिए राज्यों/संघ राज्य क्षेत्रों से प्रस्ताव प्राप्त होते हैं। नालंदा जिले में टेक्सटाइल क्षेत्र में वर्तमान वित्त वर्ष (वित्त वर्ष 2026-27) में एक नए सामान्य सुविधा केंद्र का अनुमोदन किया गया है।

विवरण-I

दिनांक 03.08.2026 की स्थिति के अनुसार पीएमवी स्कीम के तहत सफल पंजीकरणों, आधारभूत कौशल प्रशिक्षण, संस्वीकृत ऋणों, संवितरित ऋणों और वितरित टूलकिट का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा निम्नानुसार है:

राज्य का नाम	सफल पंजीकरणों की संख्या	आधारभूत कौशल प्रशिक्षणों की संख्या	संस्वीकृत ऋणों की संख्या	संवितरित ऋणों की संख्या	वितरित टूलकिटों की संख्या
आंध्र प्रदेश	2,22,947	1,79,632	60,058	51,459	1,10,502
अरुणाचल प्रदेश	7,196	1,868	304	255	94
असम	1,18,861	98,052	16,184	14,651	67,132
बिहार	1,62,053	1,19,731	27,492	23,569	73,153
छत्तीसगढ़	1,16,442	82,683	12,012	9,116	60,130
गोवा	18,575	12,161	1,418	1,082	7,423
गुजरात	2,14,064	1,86,843	51,467	41,962	1,57,213
हरियाणा	41,366	33,454	8,129	7,236	22,496
हिमाचल प्रदेश	19,701	13,202	2,242	2,114	8,053
झारखंड	43,737	31,913	7,085	6,541	22,196
कर्नाटक	5,72,108	4,89,788	1,31,702	1,09,340	3,89,289
केरल	22,344	13,805	5,935	5,693	7,080
मध्य प्रदेश	2,78,022	2,28,642	60,289	54,198	1,57,897
महाराष्ट्र	2,83,298	2,18,004	65,803	55,504	1,61,630
मणिपुर	18,132	11,869	2,344	2,071	2,575
मेघालय	4,725	922	88	55	190
मिजोरम	3,397	1,409	108	71	147
नागालैंड	4,550	2,074	436	413	140
ओडिशा	1,06,312	85,964	19,963	18,378	61,394
पंजाब	13,040	8,529	1,945	1,838	3,573
राजस्थान	2,51,982	2,20,737	65,351	61,649	1,76,724
सिक्किम	3,407	1,993	493	405	536
तमिलनाडु	0	0	0	0	0
तेलंगाना	89,040	67,663	29,662	27,818	40,791
त्रिपुरा	20,273	15,986	4,587	4,290	7,589
उत्तर प्रदेश	1,78,031	1,46,628	18,030	15,293	90,061
उत्तराखंड	20,357	12,971	1,542	1,391	7,945
पश्चिम बंगाल	0	0	0	0	0

कुल राज्य	28,33,962	22,86,523	5,94,669	5,16,392	16,35,953
अंडमान व निकोबार द्वीप समूह	1,057	609	141	135	283
चंडीगढ़	775	332	87	82	89
दिल्ली	2,619	1,015	225	216	118
जम्मू और कश्मीर	1,54,881	1,37,624	14,874	9,886	1,14,062
लद्दाख	4,189	2,758	635	605	2,318
लक्षद्वीप	697	459	19	19	42
पुडुचेरी	902	270	174	173	63
दादरा और नगर हवेली तथा दमन और दीव	918	634	181	173	442
कुल (यूटी)	1,66,038	1,43,701	16,336	11,289	1,17,417
कुल	30,00,000	24,30,224	6,11,005	5,27,681	17,53,370

<u>विवरण-II</u>

वर्ष 2023-24 से वर्ष 2025-26 के दौरान पीएमईजीपी के तहत सहायता प्राप्त सूक्ष्म उद्यमों की संख्या, संवितरित मार्जिन मनी (एमएम), अनुमानित सृजित रोजगार और संवीकृत ऋण राशि का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा निम्नानुसार है:

राज्य का नाम	सहायता प्राप्त सूक्ष्म उद्यमों की संख्या	संवितरित मार्जिन मंनी (करोड़ रुपए में)	अनुमानित सृजित रोजगार	संस्वीकृत ऋण राशि (करोड़ रुपए में)
अंडमान निकोबार	290	3.7	2610	42.85
आंध्र प्रदेश	17821	585.7	160389	2778.39
अरुणाचल प्रदेश	469	35.9	4221	114.91
असम	8005	229.9	72045	832.33
बिहार	17628	505.2	158652	1951.64
चंडीगढ़-संघ राज्य क्षेत्र	20	0.6	180	6.41
छत्तीसगढ़	5770	193.8	51930	896.9
दिल्ली	101	6.1	909	32.42
गोवा	148	6.6	1332	30.5
गुजरात	6680	728.6	60120	2775.13
हरियाणा	3533	186.8	31797	1117.93
हिमाचल प्रदेश	2811	102.5	25299	492.45
जम्मू कश्मीर	38528	798.3	346752	2954.63

झारखंड	4649	115.7	41841	468.24
कर्नाटक	12946	436.2	116514	2151.51
केरल	9294	220.8	83646	1170.36
लद्दाख	442	20.8	3978	70.8
मध्य प्रदेश	10174	374.4	91566	1059.5
महाराष्ट्र	7956	381.8	71604	2157.17
मणिपुर	1359	33.4	12231	118.51
मेघालय	2145	67.1	19305	255.68
मिजोरम	1228	47.1	11052	141.66
नागालैंड	2381	78.3	21429	228.38
ओडिशा	9593	275.5	86337	1478.23
पुडुचेरी	99	2.8	891	16.86
पंजाब	3998	245.8	35982	1506.94
राजस्थान	4507	327.5	40563	2121.66
सिक्किम	763	27.3	6867	154.27
तमिलनाडु	21309	577.5	191781	3012.34
तेलंगाना	7737	322.5	69633	1570.56
त्रिपुरा	1950	49.7	17550	160.88
उत्तर प्रदेश	25809	999.7	232281	3453.74
उत्तराखंड	2802	91.0	25218	336.96
पश्चिम बंगाल	4359	171.4	39231	750.67

<u>विवरण-III</u>

वित्त वर्ष 2023-24 के दौरान दिनांक 30-06-2026 तक सीजीटीएमएसई के तहत प्रदान की गई क्रेडिट गारंटियों का राज्य-वार ब्यौरा :

सीजीएस-अनुमोदित गारंटियां									
		वित्त वर्ष 2023-24		**वित्त वर्ष 2024-25**		**वित्त वर्ष 2025-26**		**वित्त वर्ष 2026-27 (दिनांक 30.06.2026 तक)**	
क्र. सं.	राज्य/संघ राज्य क्षेत्र	अनुमोदित गारंटियों की संख्या	अनुमोदित राशि (करोड़ रुपए में)	अनुमोदित गारंटियों की संख्या	अनुमोदित राशि (करोड़ रुपए में)	अनुमोदित गारंटियों की संख्या	अनुमोदित राशि (करोड़ रुपए में)	अनुमोदित गारंटियों की संख्या	अनुमोदित राशि (करोड़ रुपए में)
1	अंडमान और निकोबार द्वीप समूह	600	128	655	142	976	198	249	52

2	आंध्र प्रदेश	79,938	5,395	1,10,323	8,189	1,39,299	14,259	28,792	3,323
3	अरुणाचल प्रदेश	981	198	1,707	352	1,942	632	727	142
4	असम	34,556	3,750	75,747	6,436	49,337	8,019	8,921	1,558
5	बिहार	1,13,262	8,582	2,21,458	14,120	1,56,823	16,265	29,614	3,547
6	चंडीगढ़	2,459	604	17,401	2,711	6,838	1,731	644	217
7	छत्तीसगढ़	25,845	2,968	40,583	4,231	39,465	6,661	7,023	1,659
8	दिल्ली	35,127	8,527	55,120	12,824	61,686	17,995	10,028	4,014
9	गोवा	4,947	611	6,510	857	5,439	995	1,110	241
10	गुजरात	1,06,073	19,668	1,10,039	25,335	1,35,529	40,110	24,966	10,591
11	हरियाणा	48,455	8,553	75,244	10,865	73,035	15,549	14,103	3,939
12	हिमाचल प्रदेश	20,600	2,080	23,750	2,411	27,417	3,325	5,840	869
13	जम्मू और कश्मीर	53,295	2,415	47,201	2,816	48,736	3,633	21,169	1,493
14	झारखंड	34,800	4,432	64,614	6,494	59,748	8,130	14,331	1,899
15	कर्नाटक	1,35,959	14,016	1,88,144	21,453	1,48,355	28,673	27,502	6,444
16	केरल	45,515	4,590	68,755	7,693	72,725	11,255	15,229	2,466
17	लद्दाख	637	84	709	98	577	116	291	48
18	लक्षद्वीप	7	1	23	2	51	2	16	1
19	मध्य प्रदेश	75,023	9,569	1,31,490	14,213	1,07,460	18,863	19,706	4,268
20	महाराष्ट्र	1,29,892	23,359	2,38,128	39,989	2,49,969	59,178	45,882	12,702
21	मणिपुर	1,580	111	1,952	181	2,882	343	1,107	119
22	मेघालय	1,693	252	2,776	328	3,122	530	731	164
23	मिजोरम	1,232	73	1,472	134	2,581	286	807	83
24	नागालैंड	1,563	160	1,804	230	1,977	305	693	99
25	ओडिशा	56,392	6,109	94,128	9,684	81,988	13,517	16,614	3,218
26	पुडुचेरी	2,418	233	4,471	332	3,266	502	468	88
27	पंजाब	81,259	9,632	88,991	10,406	79,971	13,263	14,960	3,396
28	राजस्थान	85,848	9,180	1,20,424	13,865	1,22,758	21,308	21,211	5,422
29	सिक्किम	1,108	102	1,748	165	1,336	210	254	34
30	तमिलनाडु	1,13,815	15,061	1,79,817	21,447	1,53,804	30,072	28,747	6,816
31	तेलंगाना	41,940	6,368	97,292	11,586	91,059	18,801	16,265	4,463
32	दादरा और नगर हवेली तथा दमन और दीव	1039	277	1,025	315	1,458	466	262	108
33	त्रिपुरा	6,523	381	8,398	570	12,018	1,042	2,953	282

34	उत्तर प्रदेश	2,47,258	21,200	4,03,938	32,790	5,46,792	46,876	1,07,951	11,229
35	उत्तराखंड	26,361	2,253	26,268	2,776	28,458	4,230	5,468	979
36	पश्चिम बंगाल	1,06,073	11,887	2,03,170	19,465	1,57,912	25,207	23,953	5,711
	कुल	17,24,073	2,02,807	27,15,275	3,05,507	26,76,789	4,32,547	5,18,587	1,01,687

विवरण-IV

वित्त वर्ष 2023-24 में दिनांक 30-06-2026 तक सीजीटीएमएसई के तहत अनुमानित सृजित रोजगार का राज्य-वार ब्यौरा:

सीजीएस-अनुमानित सृजित रोजगार (लाख में)					
क्र.सं.	**राज्य का नाम**	**वित्त वर्ष 2023-24**	**वित्त वर्ष 2024-25**	**वित्त वर्ष 2025-26**	**वित्त वर्ष 2026-27 दिनांक 30.06.2026 तक**
1.	अंडमान व निकोबार द्वीप समूह	0.03	0.03	0.04	0.01
2.	आंध्र प्रदेश	1.34	2.35	3.96	0.97
3.	अरुणाचल प्रदेश	0.04	0.06	0.11	0.04
4.	असम	0.62	1.42	1.29	0.19
5.	बिहार	2.93	4.49	4.52	0.99
6.	चंडीगढ़	0.12	0.51	0.53	0.07
7.	छत्तीसगढ़	0.55	0.99	1.36	0.31
8.	दिल्ली	1.63	1.70	2.88	0.36
9.	गोवा	0.16	0.22	0.13	0.01
10.	गुजरात	3.60	4.03	3.40	0.37
11.	हरियाणा	1.66	1.96	3.39	1.05
12.	हिमाचल प्रदेश	0.45	0.63	0.77	0.21
13.	जम्मू और कश्मीर	0.55	1.07	1.18	0.54
14.	झारखंड	1.27	2.03	2.14	0.66
15.	कर्नाटक	3.86	8.06	7.33	1.60
16.	केरल	1.36	1.80	3.04	0.71
17.	लद्दाख	0.01	0.02	0.01	0.01
18.	मध्य प्रदेश	1.89	3.31	3.38	0.84
19.	महाराष्ट्र	5.63	7.56	9.57	2.46
20.	मणिपुर	0.04	0.06	0.16	0.04
21.	मेघालय	0.04	0.04	0.05	0.01
22.	मिजोरम	0.02	0.04	0.07	0.02
23.	नागालैंड	0.04	0.05	0.08	0.03
24.	ओडिशा	1.47	2.37	3.67	0.91
25.	पुडुचेरी	0.06	0.11	0.11	0.02
26.	पंजाब	1.93	2.40	3.00	0.92
27.	राजस्थान	1.86	2.98	4.45	1.03

28.	सिक्किम	0.03	0.04	0.04	0.01
29.	तमिलनाडु	4.12	5.35	7.40	2.04
30.	तेलंगाना	1.33	2.15	3.38	1.02
31.	दादरा और नगर हवेली तथा दमन और दीव	0.08	0.06	0.10	0.02
32.	त्रिपुरा	0.11	0.17	0.28	0.10
33.	उत्तर प्रदेश	5.77	9.58	17.71	5.46
34.	उत्तराखंड	0.48	0.70	1.01	0.24
35.	पश्चिम बंगाल	3.14	4.59	5.53	1.13
	कुल	48.20	72.95	96.09	24.39

EXPANSION OF AIRPORT INFRASTRUCTURE

3181. SHRIMATI RACHNA BANERJEE:

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

(a) whether the Government has undertaken any assessment of the adequacy of airport infrastructure and passenger handling capacity at major airports in the country in view of the increasing air traffic and if so, the details thereof;

(b) the details of the airports where expansion and modernisation projects are currently under implementation, State-wise;

(c) the total funds allocated and utilised for such projects during the last three years; and

(d) the steps taken by the Government to ensure timely completion of these projects and to improve passenger amenities and safety standards?

THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI MURLIDHAR MOHOL):

(a): Airport infrastructure, including passenger terminals, runways, aprons, cargo facilities and other airside infrastructure, is developed by the Airports Authority of India (AAI) and other airport operators based on traffic growth, operational requirements, airline demand, financial viability and techno-economic considerations. Expansion and modernisation projects undertaken at airports across the country have enhanced the total passenger-handling capacity to over 580 million passengers per annum (MPPA), while passenger traffic handled during 2025-26 was about 420 million.

(b): AAI has undertaken various upgradation and development works, including construction of new terminal buildings, aprons, Runway End Safety Areas (RESA), extension/re-surfacing of runways, construction/strengthening of Rapid Exit Taxiways (RETs) and Link Taxi Tracks, at several airports across the country. The major infrastructure projects include Kadapa, Rajahmundry and Vijayawada in Andhra Pradesh, Darbhanga in Bihar, Keshod in Gujarat, Hisar in Haryana, Jammu in Jammu & Kashmir, Belagavi and Hubballi in Karnataka, Calicut in Kerala, Leh in Ladakh, Imphal in Manipur, Kota and Udaipur in Rajasthan, Pakyong in Sikkim, Chennai in Tamil Nadu, Agra and Varanasi in Uttar Pradesh and Bagdogra and Kolkata in West Bengal.

(c): The capital expenditure (CAPEX) for the development of airport infrastructure is generally incurred by the Airports Authority of India (AAI) and private airport operators/developers from their own resources. CAPEX expenditure incurred by AAI and Private Airport Operators/Developers during

the last three years has been approximately Rs. 19260 crore (FY 2023-24), Rs. 19317 crore (FY 2024-25) and Rs. 17840 Crore (FY 2025-26).

(d): To ensure timely implementation of airport expansion and modernisation projects, the Ministry of Civil Aviation and AAI conduct regular project reviews in coordination with project authorities and executing agencies.;

Passenger experience is enhanced through initiatives such as DigiYatra, e-gates, in-line baggage screening, Common Use Terminal Equipment (CUTE)/Common Use Self-Service (CUSS) check-in systems and Automatic Tray Retrieval Systems (ATRS) at security checkpoints. Further, the Directorate General of Civil Aviation (DGCA) maintains a robust safety oversight mechanism through routine surveillance, spot checks, regulatory audits and special audits to ensure compliance with the Aircraft Rules and Civil Aviation Requirements (CARs).

सड़क की जर्जर स्थिति

3182. श्री राम शिरोमणि वर्मा:

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

(क) क्या उत्तर प्रदेश में श्रावस्ती और बलरामपुर जिलों को जोड़ने वाली उतरौला-पचपेरवा-चंदनपुर सड़क अत्यंत जर्जर स्थिति में है जिससे नेपाल सीमा की ओर जाने वाले स्थानीय नागरिकों, किसानों, व्यापारियों और यात्रियों को भारी कठिनाई का सामना करना पड़ रहा है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने विगत सात वर्षों के दौरान उतरौला-पचपेरवा-चंदनपुर सड़क के चौड़ीकरण और सुदृढ़ीकरण के लिए स्थानीय संसद सदस्य द्वारा समय-समय पर उठाई गई निरंतर मांगों और पत्रों और अभ्यावेदनों पर कोई कार्रवाई की है;

(ग) यदि हां, तो की गई कार्रवाई का ब्यौरा क्या है और तत्संबंधी वर्तमान स्थिति क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(घ) क्या सरकार का उक्त सड़क के चौड़ीकरण और सुदृढ़ीकरण के लिए शीघ्र स्वीकृति प्रदान करने और आवश्यक निधियां प्रदान करने का विचार है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और स्वीकृति और आवश्यक निधि कब तक प्रदान किए जाने की संभावना है?

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

(क) से (ङ): सरकार का सड़क परिवहन और राजमार्ग मंत्रालय राष्ट्रीय राजमार्गों (एनएच) के विकास और रखरखाव के लिए मुख्य रूप से उत्तरदायी है। उत्तर प्रदेश राज्य सरकार के अधिकार क्षेत्र के अंतर्गत उतरौला-पचपेरवा-चंदनपुर खंड, एक प्रमुख जिला सड़क (एमडीआर) है।

सरकार को उत्तर प्रदेश सरकार सहित विभिन्न राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी) से प्रमुख जिला सड़कों (एमडीआर) सहित राज्य सड़कों, को राष्ट्रीय राजमार्ग के रुप में घोषित करने/उन्नयन करने के प्रस्ताव प्राप्त होते रहते हैं। संपर्कता की आवश्यकता और प्रधानमंत्री गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर सरकार समय-समय पर कुछ राज्य सड़कों, जिनमें एमडीआर भी शामिल हैं, को राष्ट्रीय राजमार्ग के रुप में घोषित करने पर विचार करती है।

PROMOTION OF MSMEs IN FATEHGARH SAHIB, PUNJAB

3183. DR. AMAR SINGH:

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

(a) the number of Micro, Small and Medium Enterprises (MSMEs) registered and the employment generated by them during the last five years in Fatehgarh Sahib district, Punjab;

(b) the details of financial assistance, credit support, technology upgradation, skill development and cluster development schemes extended to MSMEs in the district during the same period;

(c) whether the Government has assessed the challenges faced by MSMEs, including access to affordable credit, infrastructure, skilled manpower and market linkages in Fatehgarh Sahib district and if so, the details thereof;

(d) whether the Government proposes to establish any new MSME cluster, common facility centre or industrial infrastructure project in Fatehgarh Sahib district and if so, the details thereof; and

(e) the steps being taken to promote exports, competitiveness and employment generation through MSMEs in the said district

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 number of MSMEs registered and employment reported on Udyam Registration Portal and Udyam Assist Platform in Fatehgarh district of Punjab during 2021-22 to 2025-26 is as under:

No. of MSMEs Registered and Employment Reported		
Year	**No. of MSMEs registered**	**Employment Reported**
2021-22	4,079	21,584
2022-23	5,546	20,168
2023-24	10,810	27,676
2024-25	11,808	35,302
2025-26	9,909	25,509
Total	42,152	1,30,239

The Ministry of Micro, Small and Medium Enterprises (MSME) implements various schemes and programmes for providing financial assistance, credit support, technology upgradation, skill development, cluster development and export promotion to MSMEs across the country, including Fatehgarh Sahib district of Punjab. The details are as under:

i. As informed by Department of Financial Services, the total financial assistance provided to Fatehgarh Sahib district through various Schemes is given below:

Financial assistance through various schemes, From 2020-21 to 2026-27(upto 30.06.2026)		
Scheme	**No. of Loans guaranteed**	**Amount of loans guaranteed (in ₹ Crore)**
Emergency Credit Line Guarantee Scheme (ECLGS)	2,569	293.55
ECLGS-5.0	423	269.47
Credit Guarantee Scheme for Stand Up	29	3.59

India		
Loan Guarantee Scheme for Covid Affected Sectors	1	4.75
Credit Guarantee Scheme for Microfinance Institutions	1,874	7.92
Credit Guarantee Scheme for Exporters	1	5.00
Mutual Credit Guarantee Scheme for Micro, Small and Medium Enterprises	1	1.40
Credit Guarantee Fund for Micro Units	18,374	254.62
Total	**23,272**	**840.3**

ii. Scheduled Commercial Banks have been mandated not to accept collateral security for loans up to ₹20 lakh extended to Micro and Small Enterprises (MSEs).

iii. Under the Prime Minister's Employment Generation Programme (PMEGP), General Category beneficiaries are provided Margin Money (MM) subsidy of 25% of the project cost in rural areas and 15% in urban areas, while beneficiaries belonging to Special Categories are provided 35% subsidy in rural areas and 25% in urban areas. During the last five years (FY 2020-21 to FY 2024-25), a total number of 223 micro enterprises in Fatehgarh Sahib district have been assisted with Margin Money subsidy of ₹6.18 crore.

iv. Under Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs) guarantee coverage for collateral-free institutional credit upto Rs. 10 crore are given to eligible MSEs. During the last five years, 5,777

guarantee proposals amounting to ₹975 crore have been approved for Fatehgarh Sahib district.

v. For facilitating technology adoption, quality improvement, innovation and market access, the Ministry of MSME implements MSME Champions Scheme, comprising the MSME Sustainable (ZED) Certification Scheme, MSME Competitive (Lean) Scheme, MSME Innovative (Incubation, Design and Intellectual Property Rights (IPR)) Scheme, and Procurement and Marketing Support (PMS) Scheme.

vi. The Ministry implements Entrepreneurship Skill Development Programmes (ESDPs) to strengthen entrepreneurial capabilities. During the last five years, 12 programmes were conducted in Fatehgarh Sahib district, benefiting 774 participants.

vii. Under Pradhan Mantri Mudra Yojana (PMMY), collateral-free institutional credit up to ₹20 lakh have been provisioned.

viii. Ministry of MSME implements Self-Reliant India (SRI) Fund for providing growth equity support to MSMEs through daughter funds.

ix. For market access, Ministry implements the Public Procurement Policy for MSEs, Procurement and Marketing Support (PMS) Scheme, vendor development programmes, buyer-seller meets, trade fairs and awareness programmes.

x. Under Micro & Small Enterprises – Cluster Development Programme (MSE-CDP) proposals for establishment of Common Facility Centres (CFCs) and Infrastructure Development (ID) projects are considered on

receipt of complete proposals from the State Governments/UTs. No eligible proposal has been received from the Government of Punjab for establishment of a new MSME cluster, Common Facility Centre or Infrastructure Development project in Fatehgarh Sahib district under the scheme.

xi. To promote exports, competitiveness and employment generation through MSMEs, the Government has approved the Export Promotion Mission (EPM) to strengthen the overall export ecosystem. Under the EPM, support is provided through Niryat Protsahan, which focuses on trade finance facilitation for MSME exporters, and Niryat Disha, which provides non-financial support including export quality and compliance assistance, market access interventions, logistics facilitation and export ecosystem-building measures.

xii. Ministry of Micro, Small and Medium Enterprises has established 65 Export Facilitation Centres (EFCs) across the country to provide mentoring and handholding support to MSMEs through dissemination of information on export-related schemes and facilitation of export opportunities.

BENEFICIARIES APPROVED UNDER THE PLISFPI

3184. SHRI BASAVARAJ BOMMAI:

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

(a) the total number of beneficiaries approved under the Production Linked Incentive Scheme for Food Processing Industries (PLISFPI), segment-wise and category-wise, since its launch;

(b) the quantum of investment mobilised, production achieved and incentives disbursed under the scheme till date;

(c) the details of extent of participation of MSMEs, cooperatives and innovative/organic product manufacturers under the scheme;

(d) whether any steps have been taken to enhance value addition, brand promotion and global competitiveness of Indian food products during the tenure of the scheme; and

(e) if so, the details thereof?

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

(a): The sector-wise and category-wise number of beneficiaries / applications approved under the Production Linked Incentive scheme for Food Processing Industries (PLISFPI) in the country as on 30/06/2026 is as under:

Sl. No.	Category	Sector	No. of approvals	Total
1	Category – I	RTE/RTC	11	49
		F&V	25	
		Marine	09	
		Mozzarella Cheese	04	
2	Category –II	Innovative	2	15
		Organic	13	
3	Category –III	B&M	70	70

4	PLI Scheme for Millet-Based Products (PLISMBP)	Large Entities	8	29
		MSME	21	
Total			**163**	**163**

(b): A cumulative investment of about Rs. 9207 Crore has been made by the approved applicants. Around 34 lakh metric tonnes per annum of processing and preservation capacity has been created under the scheme. Total incentive amount of ₹3271.44 crore has been disbursed till date.

(c): Out of 163 applicants approved under PLISFPI Scheme, 68 applicants are under Micro, Small and Medium Enterprises (MSMEs) category. In addition, 40 contract manufacturing units of main approved applicants are also from MSME. Out of 163 applicants approved under PLISFPI, 2 applicants are cooperatives, 2 applicants are under the segment for innovative food products and 13 applicants are under organic products segment.

(d) and (e): The objectives of the Scheme are to support the creation of global food manufacturing champions, promote Indian brands of food products abroad, increase employment opportunities for off-farm jobs, ensure remunerative prices of farm produce and higher income to the farmers. The incentives under the PLISFPI are admissible where the entire chain of manufacturing processes, including primary processing, of the food products applied for coverage under the scheme takes place in India. The incentives are also provided to promote branding and marketing abroad by approved beneficiaries / applicants.

DEVELOPMENT OF NH-627 IN ASSAM

3185. SHRI AMARSING TISSO:

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

(a) the present status of the development of National Highway (NH)-627 in Assam;

(b) whether the Detailed Project Report (DPR) for the project has been completed and approved and if so, the details thereof;

(c) whether the project has received the necessary administrative and financial approvals for execution and if so, the details thereof;

(d) the present status of tendering/award of work for the project; and

(e) the likely timeline for commencement and completion of the project?

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

(a) to (e): The Detailed Project Report (DPR) for development of National Highway (NH)-627 in Assam has been initiated with target date of completion by March, 2027. Further action will be taken based on the outcome of the DPR including appraisal and approval of the project.

नए विमानपत्तनों का विकास

3186. श्री नारायण तातू राणेः

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने विगत पांच वर्षों के दौरान नए विमानपत्तनों के निर्माण और विकास के लिए अनुमोदित परियोजनाओं की कोई सूची तैयार की है और यदि हां, तो तत्संबंधी राज्य-वार ब्यौरा क्या है;

(ख) वर्तमान में कितने विमानपत्तन निर्माणाधीन हैं और उनकी वर्तमान स्थिति क्या है; और

(ग) विगत पांच वर्षों के दौरान विमानपत्तनों के आधुनिकीकरण पर किए गए व्यय का ब्यौरा क्या है?

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

(क) और (ख): पिछले पांच वर्षों में, भारत सरकार ने असम में डोलू, ओडिशा में पुरी, तमिलनाडु में परंदूर और राजस्थान में कोटा ग्रीनफील्ड हवाईअड्डों की स्थापना के लिए 'सैद्धांतिक' मंजूरी दी है। जीएफए नीति के अनुसार, ग्रीनफील्ड हवाईअड्डा परियोजनाओं के कार्यान्वयन की जिम्मेदारी संबंधित हवाईअड्डा विकासकर्ता की होती है। किसी हवाईअड्डा परियोजना को पूरा करने की समय-सीमा कई कारकों पर निर्भर करती है जैसे भूमि अधिग्रहण, अनिवार्य मंजूरी की उपलब्धता, वित्तीय समापन आदि।

(ग): भारतीय विमानपत्तन प्राधिकरण (एएआई) और सार्वजनिक निजी भागीदारी (पीपीपी) भागीदारों द्वारा ब्राउनफील्ड और ग्रीनफील्ड हवाईअड्डों पर हवाईअड्डा अवसंरचना का आधुनिकीकरण और विस्तार किया जा रहा है, साथ ही उड़ान योजना के तहत असेवित और अल्पसेवित हवाईअड्डों का विकास किया जा रहा है। वित्त वर्ष 2021-22 से वित्त वर्ष 2025-26 के दौरान, एएआई और पीपीपी भागीदारों ने हवाईअड्डों के विकास के लिए लगभग 87,590 करोड़ रुपये का पूंजीगत व्यय किया है।

आईईएस का कार्यान्वयन

3187. श्री अनिल फिरोजिया:

श्री राहुल सिंह लोधी:
श्री जुगल किशोर:
श्री नलिन सोरेन:
डॉ. संजय जायसवाल:
श्री सतीश कुमार गौतम:
श्री प्रवीण पटेल:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने जम्मू और दुमका संसदीय निर्वाचन क्षेत्रों सहित पूरे देश में इंडिया एनर्जी स्टैक (आईईएस) के कार्यान्वयन की प्रक्रिया शुरू कर दी है;

(ख) यदि हां, तो दुमका और जम्मू संसदीय निर्वाचन क्षेत्रों सहित झारखंड तथा जम्मू और कश्मीर संघ राज्य क्षेत्र में इंडिया एनर्जी स्टैक (आईईएस) के कार्यान्वयन की वर्तमान स्थिति क्या है;

(ग) क्या दुमका और जम्मू संसदीय निर्वाचन क्षेत्रों सहित झारखंड तथा जम्मू और कश्मीर संघ राज्य क्षेत्र में इंडिया एनर्जी स्टैक के प्रमाणन या प्रायोगिक कार्यान्वयन के लिए किसी विद्युत वितरण इकाई या वितरण कंपनी (डिस्कॉम) का चयन किया गया है;

(घ) यदि हां, तो प्रूफ ऑफ कॉन्सेप्ट के लिए चुनी गई इकाईयों का ब्यौरा क्या है और अब तक क्या प्रगति हुई है, इसकी प्रमुख उपलब्धियां क्या हैं और झारखंड और दुमका संसदीय निर्वाचन क्षेत्र सहित देश में आईईएस के कार्यान्वयन के लिए चरण-वार क्या समय-सीमा और रूपरेखा तैयार की गई है; और

(ङ) इंडिया एनर्जी स्टैक से विद्युत क्षेत्र में डिजिटलीकरण, अंतर-प्रचालनीयता और दक्षता में किस प्रकार सुधार होने की संभावना है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) से (ङ)**:** इंडिया एनर्जी स्टैक (आईईएस) की परिकल्पना विद्युत क्षेत्र को डिजिटली सक्षम बनाने हेतु की गई है, ताकि विद्युत प्रणाली के अलग-अलग खंड मानक डेटा विनिमय प्रोटोकॉल के

माध्यम से सुरक्षित रूप से आपस में जुड़ सकें तथा संचार कर सकें। विद्युत मंत्रालय ने घटक एवं डिज़ाइन सहित आईईएस हेतु एक रोडमैप तैयार करने के लिए मंत्रालयों, राज्य यूटिलिटी, विनियामकों, जेनको एवं ट्रांसको के प्रतिनिधियों सहित डोमेन विशेषज्ञों तथा विभिन्न हितधारकों का एक कार्यबल गठित किया है।

दिल्ली, गुजरात, आंध्र प्रदेश, उत्तर प्रदेश तथा मुंबई की वितरण यूटिलिटी को आईईएस के पायलट (प्रूफ-ऑफ-कॉन्सेप्ट) कार्यान्वयन हेतु चिह्नित किया गया है, तथा इसके प्रदर्शन की समय-सीमा वित्त वर्ष 2026-27 है। आईईएस का कार्यान्वयन वर्तमान में केवल पायलट कार्यान्वयन हेतु चयनित वितरण यूटिलिटी के संबंध में ही शुरू किया गया है।

आईईएस का उद्देश्य एक एकीकृत, सुरक्षित एवं अंतर-प्रचालनीय डेटा विनिमय तंत्र विकसित करना है, ताकि विद्युत क्षेत्र की संपूर्ण मूल्य श्रृंखला में सेवाएं एवं प्रणालियां निर्बाध रूप से एक साथ कार्य कर सकें। आईईएस द्वारा तैयार सक्षम प्रणाली का उद्देश्य वितरण क्षेत्र की दक्षता बढ़ाने से संबंधित प्रौद्योगिकी समाधानों तथा लोड पूर्वानुमान, मांग अनुक्रिया कार्यक्रमों, ऊर्जा लेन-देन एवं विद्युत क्षेत्र में समग्र डिजिटलीकरण जैसी उपभोक्ता-केंद्रित सेवाओं के निर्बाध एकीकरण को सुगम बनाना है।

महाराष्ट्र में पीएमईजीपी

3188. श्री संजय हरिभाऊ जाधवः

क्या **सूक्ष्म, लघु और मध्यम उद्यम** मंत्री यह बताने की कृपा करेंगे किः

(क) विगत पांच वर्षों के दौरान प्रधान मंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत विशेषकर महाराष्ट्र के परभणी लोक सभा निर्वाचन क्षेत्र में कितनी परियोजनाएं स्वीकृत की गई हैं;

(ख) लाभार्थियों को संवितरित मार्जिन मनी राजसहायता का वर्ष-वार और राज्य-वार ब्यौरा क्या है;

(ग) महाराष्ट्र सहित देश भर में उक्त योजना के माध्यम से सृजित रोजगार का ब्यौरा क्या है; और

(घ) विशेषकर महाराष्ट्र के परभणी लोक सभा निर्वाचन क्षेत्र के संबंध में लंबित अथवा अस्वीकृत आवेदनों की संख्या और ब्यौरा क्या है और 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): विगत पांच वर्षों अर्थात वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2025-26 के दौरान महाराष्ट्र की परभणी लोक सभा निर्वाचन-क्षेत्र में प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत वित्तपोषक बैंकों द्वारा 348 परियोजनाओं को अनुमोदित किया गया है।

(ख): विगत पांच वर्षों के दौरान संवितरित मार्जिन मनी सब्सिडी (एमएम) पर वर्ष-वार और राज्य-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग): विगत पांच वर्षों के दौरान देश भर में पीएमईजीपी के अंतर्गत लगभग 36.33 लाख रोजगार के अवसर सृजित किए गए हैं, जिसमें महाराष्ट्र राज्य में रोजगार के 1.37 लाख सृजित अवसर शामिल हैं।

(घ): पीएमईजीपी को 15वें वित्त आयोग चक्र अर्थात दिनांक 31 मार्च 2026 तक जारी रखने के लिए मंजूरी दी गई थी। दिनांक 31 मार्च 2026 के बाद भी स्कीम को जारी रखने के लिए व्यय वित्त समिति (ईएफसी) की बैठक आयोजित हुई है। परभणी लोकसभा निर्वाचन-क्षेत्र सहित पूरे देश में लंबित स्वीकृत आवेदनों के लिए एमएम सब्सिडी की आगामी किस्त/राशि को जारी किया जाना स्कीम को जारी रखने के संबंध में अनुमोदन प्राप्त होने पर निर्भर करेगा।

पिछले पाँच वर्षों के दौरान प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत परभणी लोकसभा निर्वाचन-क्षेत्र में वित्तपोषक बैंकों द्वारा 1,133 परियोजनाओं को निर्धारित पात्रता शर्तों की पूर्ति न किए जाने, अपूर्ण अथवा गलत दस्तावेज प्रस्तुत किए जाने, विस्तृत परियोजना प्रतिवेदन (डीपीआर) में कमियों, परियोजनाओं के व्यवहार्य न होने, क्रियाकलापों के निषेध-सूची के

अंतर्गत आने, व्यक्तिगत विवरण, सामाजिक श्रेणी अथवा स्थान संबंधी विवरण में असंगति तथा अपेक्षित प्रमाण-पत्र प्रस्तुत न किए जाने के कारण अस्वीकृत किया गया है।

विवरण

विगत पांच वर्षों अर्थात वित्तीय वर्ष 2021-22 से लेकर वित्तीय वर्ष 2025-26 तक पीएमईजीपी के अंतर्गत संवितरित मार्जिन मनी सब्सिडी का वर्ष-वार एवं राज्य-वार ब्यौरा:

क्र.सं.	राज्य	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25	वित्तीय वर्ष 2025-26
1	अंडमान और निकोबार द्वीपसमूह	2.39	2.03	1.34	0.96	0.7
2	आंध्र प्रदेश	100.89	129.3	172	143.74	218.82
3	अरुणाचल प्रदेश	7.89	7.01	17.65	8.53	9.75
4	असम	66.58	59.54	64.06	91.1	74.73
5	बिहार	81.69	121.23	191.76	150.45	134.61
6	चंडीगढ़	0.62	0.45	0.22	0.25	0.1
7	छत्तीसगढ़	69.4	74.93	76.25	65.64	42.3
8	दादरा और नगर हवेली	0.26	0.17	0.23	0.04	0.07
9	दमण और दीव	0.08	0.11	0.42	0.08	0.63
10	दिल्ली	3.15	4.71	3.34	1.75	0.89
11	गोवा	2.98	2.91	3.23	1.78	1.22
12	गुजरात	286.97	241.72	320.82	203.56	201.62
13	हरियाणा	60.93	63.2	73.25	42.78	63.26
14	हिमाचल प्रदेश	35.51	31.5	36.48	29.32	33.14
15	जम्मू और कश्मीर	467.1	239.94	282.5	239.41	155.45
16	झारखंड	41.88	48.38	51.23	36.06	23.25
17	कर्नाटक	158.41	161.54	158.62	94.67	141.55
18	केरल	68.58	73.29	78.82	58.96	57.25
19	लद्दाख	11.82	3.76	5.85	6.4	8.47
20	लक्षद्वीप	0.17	0.02	0	0	0
21	मध्य प्रदेश	209.58	181.3	185.21	95.62	84.29
22	महाराष्ट्र	129.92	131.86	121.82	104.98	142.31
23	मणिपुर	33.37	14.63	8.11	15.08	10.24
24	मेघालय	9.74	6.66	7.25	34.71	25.1
25	मिजोरम	14.62	13.54	17.55	15.9	13.63
26	नागालैंड	24.95	15.35	29.18	36.03	13.11
27	ओडिशा	113.34	107.32	93.55	53.43	92.73
28	पुडुचेरी	1.44	0.66	0.97	1.11	0.59
29	पंजाब	60.17	72.51	90.88	66.74	82.59
30	राजस्थान	90.25	114.19	124.06	72.48	122.76
31	सिक्किम	2.14	1.31	4.49	11.45	11.31

32	तमिलनाडु	164.45	178.92	198.72	121.15	199.35
33	तेलंगाना	98.46	102.25	108.12	82.82	111.71
34	त्रिपुरा	20.84	16.89	14.44	18.61	16.65
35	उत्तर प्रदेश	411.63	378.66	435.29	219.09	303.6
36	उत्तराखंड	39.83	46.32	41.92	24.12	21.55
37	पश्चिम बंगाल	85.38	74.09	74.23	53.21	38.02

LOAN APPLICATIONS UNDER DEENDAYAL JAN AAJEEVIKA YOJANA – SHEHARI

3189. SHRI G. LAKSHMINARAYANA:

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

(a) the details of the enterprise loan applications sponsored by Urban Local Bodies (ULBs) under Deendayal Jan Aajeevika Yojana – Shehari (DJAY-S) indicating the number of applications sanctioned, rejected, pending appraisal and remaining undisbursed after approval since its inception, year and State/UT wise and district-wise for Andhra Pradesh;

(b) the details of the loan amount applied for, sanctioned and remaining undisbursed under DJAY-S since inception, year and State/UT wise and district-wise for Andhra Pradesh; and

(c) the details of the beneficiaries belonging to the Six Vulnerable Occupational Groups (VOGs), along with the measures taken in coordination with the State Level Bankers' Committee (SLBC) to improve credit flow, reduce pendency and address bank-level bottlenecks in Andhra Pradesh, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a): Deendayal Jan Aajeevika Yojana - Shehari (DJAY-S) was a pilot initiative implemented in 25 select cities of 13 States from 1st October, 2024 with the aim to focus on 6 Vulnerable Occupational Groups (VOGs) namely Gig workers, Transportation workers, Construction workers, Waste workers, Care workers and Domestic workers amongst other components. In Andhra Pradesh, Vijayawada & Vishakhapatnam were identified as pilot cities. Loan applications were invited in the pilot phase in order to ascertain demand from the field. A total of 5,424 loan applications were received from 25 cities. Pilot loan disbursements started from 11th July, 2025. The pilot ended on 31.12.2025. As per the record, State-wise details of loans under Deendayal Jan Aajeevika Yojana - Shehari (DJAY-S) is given in the enclosed **Statement-I.**

(b): State-wise details of loan during pilot, including Andhra Pradesh, under DJAY-S are given in the enclosed **Statement-II.**

(c): Details of beneficiaries belonging to the Six Vulnerable Occupational Groups in Andhra Pradesh are given in the enclosed **Statement-III.**

The State Level Bankers' Committee (SLBC) meetings were conducted and coordinated by the respective State Missions. As it was a pilot testing phase, the pilot ended on 31st December, 2025.

STATEMENT-I

STATE WISE DETAILS OF LOANS IN PILOT CITIES UNDER DJAY-S

Name of State	No of sanctioned loan application	No of disbursed loan application	No. of rejected loans application
Andhra Pradesh	20	12	32
Assam	41	29	64
Bihar	6	2	4
Gujarat	136	96	47
Himachal Pradesh	4	2	-
Kerala	27	23	4
Madhya Pradesh	123	77	138
Mizoram	0	0	-
Odisha	101	52	66
Tamil Nadu	149	100	77
Tripura	14	12	4
Uttar Pradesh	85	49	35
West Bengal	91	59	30
Total	**797**	**513**	**501**

LOAN DETAILS IN RESPECT OF CITIES OF ANDHRA PRADESH

Pilot City/ ULB	No of sanctioned loan application	No of disbursed loan application	No. of rejected loans application
Vijayawada	20	12	2
Visakhapatnam	0	0	29
Total	20	12	31

STATEMENT-II

State wise details of amount of loan in pilot cities under DJAY-S

State	Loan Amount applied for (Rs. in Lakhs)	Sanctioned Amount (Rs. in Lakhs)	Disbursed Amount (Rs. in Lakhs)
Andhra Pradesh	313.49	7.6	1.8
Assam	884.44	27.44	18.09
Bihar	101.83	8.06	3.50

Gujarat	1106.64	185.05	131.72
Himachal Pradesh	43.5	10	5.90
Kerala	315.66	60.49	47.28
Madhya Pradesh	1583.17	149.76	84.1
Mizoram	149.30	-	-
Odisha	789.22	72.44	31.65
Tamil Nadu	392.65	93.14	61.79
Tripura	68.45	9.30	7.85
Uttar Pradesh	883.19	87.31	36.78
West Bengal	737.39	90.41	51.65
Total	**7368.93**	**801**	**482.1**

Loan amount details in respect of cities of Andhra Pradesh

Pilot City/ ULB	Loan Amount applied (Rs. in Lakhs)	Sanctioned Amount (Rs. in lakh)	Disbursed Amount (Rs. in Lakh)
Vijayawada	153.74	7.60	1.80
Visakhapatnam	159.75	-	-
Total	313.49	7.60	1.80

STATEMENT-III

Details of VOGs beneficiaries in Andhra Pradesh

Pilot City/ ULB	Care Workers	Construction Workers	Domestic Workers	Gig Workers	Transport Workers	Waste Managers	Total
Vijayawada	3	67	16	11	113	1	211
Visakhapatnam	6	81	18	17	95	0	217
Total	**9**	**148**	**34**	**28**	**208**	**1**	**428**

नमामि गंगे अभियान के अंतर्गत परियोजनाएं

3190. श्री कौशलेन्द्र कुमारः

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

(क) वर्ष 2025 के दौरान नमामि गंगे मिशन के चरण-दो के अंतर्गत शुरू किए गए प्रमुख सीवेज शोधन संयंत्रों (एसटीपी) सहित इसके अंतर्गत कार्यान्वित की गई प्रमुख परियोजनाएं कौन सी हैं;

(ख) उक्त मिशन के अंतर्गत अब तक कुल कितनी सीवेज शोधन क्षमता सृजित की गई है और गंगा नदी के जल की गुणवत्ता में सुधार पर इसका क्या प्रभाव पड़ा है;

(ग) गंगा में पाई जाने वाली डॉल्फिन की वर्तमान संख्या कितनी है तथा जैव विविधता संरक्षण के क्षेत्र में क्या उपलब्धियां हासिल की गई हैं और नदी के किनारे किए गए वनीकरण कार्य का ब्यौरा क्या है; और

(घ) वर्ष 2026 तक निर्मल और अविरल गंगा अभियान के उद्देश्यों को प्राप्त करने के लिए क्या रूपरेखा तैयार की गई है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): नमामि गंगे अभियान-II (एनजीएम-II) के अंतर्गत, वर्ष 2025 के दौरान कुल 70 सीवरेज अवसंरचना परियोजनाओं (एसटीपी) का क्रियान्वयन किया गया, जिनमें चालू किए गए 25 सीवरेज उपचार संयंत्र भी शामिल हैं।

(ख): नमामि गंगे कार्यक्रम के अंतर्गत जून 2026 तक 4,263 एमएलडी सीवेज उपचार क्षमता का सृजन किया गया है। प्रदूषित नदी खंड (पीआरएस) 2025 के संबंध में सीपीसीबी की रिपोर्ट के अनुसार, गंगा की मुख्य धारा के प्रदूषण के विषय में निम्नलिखित सूचना उपलब्ध है:

गंगा मुख्य धारा – राज्य-वार तुलना (वर्ष 2018 की तुलना में वर्ष 2025)

राज्य	वर्ष 2018 प्रदूषित खंड	प्राथमिकता (वर्ष 2018)	प्रदूषित खंड वर्ष 2025	प्राथमिकता (2025)	प्रवृत्ति/अवलोकन
उत्तराखंड	हरिद्वार → सुल्तानपुर	IV	कोई पीआरएस नहीं	—	सुधार हुआ और पीआरएस हटा दिया गया
उत्तर प्रदेश	कन्नौज →	IV	बिजनौर →	IV/V	आंशिक सुधार

	वाराणसी		तरीघाट		
बिहार	बक्सर से भागलपुर	V	भागलपुर डी/एस⟶ खलगांव डी/एस	V	आंशिक प्रदूषण
झारखंड	कोई पीआरएस नहीं	—	कोई पीआरएस नहीं	—	—
पश्चिम बंगाल	त्रिवेणी ⟶ डायमंड हार्बर	III	बहरामपुर ⟶ डायमंड हार्बर	V	सुधार हुआ

वर्ष 2024-25 के दौरान गंगा नदी और उसकी सहायक नदियों के किनारे 50 स्थलों और यमुना नदी और उसकी सहायक नदियों के किनारे 26 स्थलों पर की गई जैव निगरानी के अनुसार, जैविक जल गुणवत्ता (बीडब्ल्यूक्यू) ज़्यादातर 'अच्छा' से 'मध्यम' था। विविध प्रकार की बेंथिक मैक्रो-इनवर्टिब्रेट प्रजातियों की उपस्थिति नदियों में जलीय जीवन बनाए रखने की पारिस्थितिक क्षमता को दर्शाती है।

(ग): नमामि गंगे कार्यक्रम के अंतर्गत, वैज्ञानिक शोध, प्राकृतिक आवास की बहाली, प्रजातियों के संरक्षण, मत्स्य पालन संरक्षण, आर्द्रभूमि (वेटलैंड) की बहाली और वृक्षारोपण के माध्यम से नदी संरक्षण में जैव-विविधता संरक्षण को एक प्रमुख घटक के रूप में शामिल किया गया है।

नमामि गंगे कार्यक्रम के तहत, वैज्ञानिक आकलन, आवास बहाली, प्रजातियों के संरक्षण और सामुदायिक भागीदारी के माध्यम से जैव-विविधता संरक्षण का कार्य शुरु किया गया है। नदी खंडों के लगभग 7,680 किलोमीटर के क्षेत्र में किए गए वैज्ञानिक सर्वेक्षणों में 3,037 घड़ियाल पाए गए, जिसके आधार पर 'राष्ट्रीय घड़ियाल संरक्षण कार्य योजना' तैयार की गई। भारतीय वन्यजीव संस्थान, देहरादून में राष्ट्रीय नदी अनुसंधान केंद्र की स्थापना की गई और चार जलीय जीव बचाव और पुनर्वास केंद्रों के साथ-साथ भारत की पहली डॉल्फ़िन बचाव एम्बुलेंस ने जलीय जीवों के बचाव, पुनर्वास और निगरानी, तथा गंगा डॉल्फ़िन, कछुओं और अन्य जलीय जीवों के पुनर्वास को सुदृढ़ किया है। इस कार्यक्रम के तहत लगभग 6,800 जलीय जीवों को बचाया और पुनर्वासित किया गया है। संरक्षण एवं प्रजनन कार्यक्रमों के माध्यम से ताजे पानी के कछुओं के 1,500 से

अधिक नवजात कछुए पैदा किए गए हैं, 711 कछुओं को गंगा नदी में छोड़ा गया है, जबकि 893 घड़ियाल के बच्चों और 1,899 कछुओं को उनके प्राकृतिक आवास में छोड़ा गया है। एनएमसीजी 'टर्टल सर्वाइवल अलायंस फ़ाउंडेशन इंडिया' (टीएसएएफआई) के माध्यम से गंभीर रूप से लुप्तप्राय 'रेड-क्राउंड रूफ़्ड टर्टल' (बटागुर कचुगा) को छोड़े जाने और छोड़े जाने के बाद उनकी निगरानी में भी मदद कर रहा है।

वैज्ञानिक अध्ययनों से गंगा नदी में मछली की 215 प्रजातियों (206 देशी और 9 विदेशी) का दस्तावेजीकरण किया गया है। आईसीएआर - केंद्रीय अंतर्देशीय मत्स्य अनुसंधान संस्थान (सीआईएफआरआई) के साथ मिलकर, एनएमसीजी ने देशी मछलियों की संख्या को फिर से बढ़ाने के लिए वैज्ञानिक 'रिवर रैंचिंग' (नदी में मछलियाँ छोड़ने का कार्य) शुरू किया है। गंगा और उसकी सहायक नदियों में लगभग 2.05 करोड़ मछली के बीज (जिनमें इंडियन मेजर कार्प, महाशीर और हिलसा शामिल हैं) छोड़े गए हैं। उत्तर प्रदेश में सात गंगा बायोडायवर्सिटी पार्क बनाकर, गंगा बेसिन वाले पाँच राज्यों में राज्य वन विभागों के सहयोग से स्थानीय प्रजातियों का उपयोग करते हुए 33,024 हेक्टेयर भूमि पर पेड़ लगाकर, और 113 ज़िलों में 5,500 से अधिक गंगा प्रहरियों को एकत्रित करके बायोडायवर्सिटी संरक्षण को सुदृढ़ किया जा रहा है।

एनएमसीजी ने गंगा बेसिन वाले राज्यों में पर्यावरण की दृष्टि से महत्वपूर्ण आर्द्रभूमियों की वैज्ञानिक पहचान और उन्हें प्राथमिकता देने और आर्द्रभूमि प्रबंधन योजनाएँ तैयार करने तथा आर्द्रभूमि (संरक्षण और प्रबंधन) नियम, 2017 के तहत आर्द्रभूमि की अधिसूचना जारी करने में सहायता की है। आर्द्रभूमि की बहाली और वैज्ञानिक प्रबंधन का विस्तार बिहार, झारखंड, उत्तर प्रदेश और दिल्ली में किया गया है। एक महत्वपूर्ण परिणाम के तौर पर, उत्तर प्रदेश सरकार ने हाल ही में 20 आर्द्रभूमि को अधिसूचित किया है। नदी डॉल्फ़िन की पहली देशव्यापी आबादी के अनुमान (वर्ष 2021–2023) के अनुसार, भारत में गंगा डॉल्फ़िन की अनुमानित आबादी 6,327 है। (संदर्भ: "भारत में नदी डॉल्फ़िन की आबादी की स्थिति – वर्ष 2024" संबंधी पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय की रिपोर्ट)।

(घ): निर्मल और अविरल धारा के लक्ष्यों को प्राप्त करने हेतु, गंगा और उसकी सहायक नदियों में जल की गुणवत्ता में सुधार के लिए राष्ट्रीय स्वच्छ गंगा मिशन (एनएमसीजी) द्वारा निम्नलिखित कदम उठाए हैं:

1. प्रदूषित नदियों को साफ करने के लिए ₹35,970 करोड़ रुपये की अनुमानित लागत से कुल 219 सीवरेज अवसंरचना परियोजनाओं (एसटीपी) की शुरूआत की गई है जिससे कुल 6,610 मिलियन लीटर प्रति दिन (एमएलडी) की सीवेज उपचार क्षमता तैयार हुई है। कुल 4,263 एमएलडी की संचयी उपचार क्षमता वाले 146 सीवरेज अवसंरचना परियोजनाएं पूरी की जा चुकी हैं।
2. औद्योगिक प्रदूषण को कम करने के लिए, 3 सामान्य अपशिष्ट उपचार संयंत्र (सीईटीपी) अर्थात जाजमऊ सीईटीपी (20 एमएलडी), बंथेर सीईटीपी (4.5 एमएलडी) और मथुरा सीईटीपी (6.25 एमएलडी) को मंज़ूरी दी गई है। इनमें से दो परियोजनाएं- मथुरा सीईटीपी (6.25 एमएलडी) और जाजमऊ सीईटीपी (20 एमएलडी) पूरी हो चुकी हैं।
3. एनएमसीजी ने माह अक्टूबर 2018 में अधिसूचित न्यूनतम ई-फ्लो नियमों को सफलतापूर्वक लागू किया, जिससे गंगा नदी में लगातार पर्यावरणीय प्रवाह सुनिश्चित हुआ। केंद्रीय जल आयोग द्वारा इसके नियमित अनुपालन की प्रभावी ढंग से निगरानी की जा रही है।
4. नदी संरक्षण के लिए प्रकृति-आधारित समाधान के तौर पर प्राथमिकता वाली आर्द्रभूमियों का संरक्षण और पुनरूद्धार।
5. देशी (स्थानीय) प्रजातियों का उपयोग करते हुए नदी तटीय क्षेत्रों में वनीकरण का विस्तार तथा खराब नदी तटीय आवासों का पुनर्स्थापन।
6. वैज्ञानिक निगरानी, आवास सुधार, बचाव और पुनर्वास कार्यक्रमों के माध्यम से गंगा डॉल्फ़िन, घड़ियाल, ताजे पानी के कछुओं, ऊदबिलाव और स्थानीय मछली के प्रजातियों के आवासों का संरक्षण और बहाली।

7. भारतीय वन्यजीव संस्थान (डब्ल्यूआईआई) और आईसीएआर-सीआईएफआरआई जैसे संस्थानों के माध्यम से दीर्घकालिक पारिस्थितिक निगरानी, जैव विविधता आकलन और नदी पारिस्थितिकी तंत्र अनुसंधान को सुदृढ़ करना।
8. मत्स्य पालन संसाधनों तथा जलीय पारिस्थितिकी को बेहतर बनाने के लिए हिलसा सहित वैज्ञानिक तरीके से नदियों में मछलियाँ पालने और देशी मछली प्रजातियों का संरक्षण करना।
9. गंगा प्रहरी नेटवर्क के माध्यम से समुदाय आधारित संरक्षण का विस्तार करना तथा राज्य वन विभागों, स्थानीय समुदायों तथा अन्य हितधारकों की भागीदारी को सुदृढ़ करना।
10. पारंपरिक प्रदूषण नियंत्रण उपायों को पूरा करने और 'निर्मल' व 'अविरल' गंगा के लक्ष्यों को समर्थन देने के लिए गंगा बायोडायवर्सिटी पार्कों, आर्द्रभूमि संरक्षण तथा एकीकृत पारिस्थितिकी तंत्र-आधारित प्रबंधन का निरंतर विकास।

DEVELOPMENT OF AIRPORTS

3191. SHRI T.M. SELVAGANAPATHI:

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

(a) whether it is a fact that the Government is considering to develop more than 350 airports by 2047 and if so, the details thereof;

(b) whether it is also a fact that the civil aviation sector is expected to handle close to 500 million passengers before 2030 and move towards 1 billion passengers by 2047 and if so, the details thereof; and

(c) whether it is also true that the Government aims to reduce dependence on foreign hubs for international air traffic 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): In pursuance of the objectives of Viksit Bharat 2047, airport development and expansion are being undertaken through Greenfield airports under the Greenfield Airports Policy, revival of unserved and underserved airports under the Regional Connectivity Scheme (RCS)-UDAN, upgradation of existing airports by the Airports Authority of India (AAI) and promotion of private investment through the Public-Private Partnership (PPP) mode. At present, 25 Greenfield airports have been accorded In-Principle Approval, of which 14 have been operationalised, while 6 proposals have been granted Site Clearance. Further, 95 aerodromes have been operationalised under RCS-UDAN. The next phase of the UDAN Scheme envisages connectivity to 120 new destinations and serving 4 crore passengers over the next ten years.

(b): The Indian airports taken together are expected to handle more than 3000 million passengers by 2046-47.

(c): For the development of aviation hubs in the country, the Ministry of Civil Aviation (MoCA) has formulated an International Aviation Hub Strategy. As part of this Strategy, Hub & Spoke operations have been launched on 25.06.2026.

LPG CONNECTIONS UNDER PMUY IN WARANGAL

3192. DR. KADIYAM KAVYA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the number of Liquefied Petroleum gas (LPG) connections released under the Pradhan Mantri Ujjwala Yojana (PMUY) during the last three years in Warangal (SC) Parliamentary Constituency, year-wise; and

(b) the measures taken by the Government to improve refill affordability and encourage sustained use of LPG among PMUY beneficiary households in the constituency including the details of refill subsidies and awareness initiatives, if any?

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): 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. Warangal (SC) Parliamentary Constituency covers districts of Jangaon, Hanmankonda, Warangal and Jayashankar Bhupalpally. As on 01.07.2026, there were about 10.58 crore PMUY connections across the country including 1.22 lakh connections in Warangal Parliamentary Constituency. Year-wise details of PMUY connections released in these districts during the last three financial years are given below:

District	FY 2023-24	FY 2024-25	FY 2025-26
Jangaon	750	0	1,075
Hanmankonda	1,068	38	253
Warangal	717	0	43
Jayashankar Bhupalpally	393	46	1,464

Source: IOCL on behalf of PSU OMCs

In order to encourage sustained usage among PMUY beneficiaries, various steps have been taken, including organizing campaigns for improving awareness about PMUY, promotion through Out of Home (OOH) hoardings, radio jingles, Information, Education and Communication (IEC) Vans etc. In addition, PMUY beneficiaries have been given Swap option from 14.2 kg to 5 Kg to reduce upfront cash outgo and option of 5 Kg Double Bottle Connection.

India imports majority of its LPG requirement & LPG prices in the country are based on Saudi CP. The average Saudi CP (the international benchmark for LPG pricing) rose upto US$ 780/MT in April and May 2026. In June 2026, as the Saudi CP rose further to US$ 796/MT (excluding premium), the Market Determined Price (MDP) of a 14.2 kg domestic LPG cylinder went upto Rs. 1,695 per 14.2 Kg cylinder.

The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder since June 2026, which carried an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder in June 2026 and Rs 500 per cylinder during July 2026. Even for the month of August 2026, the RSP carries an implicit subsidy of Rs. 188 per cylinder. For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (Delhi), after a targeted subsidy of Rs. 300 per cylinder.

Government have been ensuring availability of domestic LPG at affordable prices to households in the country for which Government have paid to the OMCs compensation of Rs. 22,000 crore in FY 2022-23 and paying Rs. 30,000 crore during FY 2025-26 and FY 2026-27. Even after the payment of

this compensation, accumulated under-recoveries of the PSU OMCs on domestic LPG were more than Rs 51,000 crores as of 30th June 2026 itself.

As a result of various steps taken by Government to improve access and affordability of domestic LPG for PMUY consumers, per connection consumption of PMUY beneficiaries (in terms of no. of 14.2 kg LPG cylinders taken per year) has increased from 3.68 in FY 2021-22 to 4.71 in FY 2025-26.

HUMAN-CENTERED ENTREPRENEURSHIP IN MSMEs

3193. SHRI EATALA RAJENDER:

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

(a) whether the United Nations MSME Day 2026 theme is "Human-Centered Entrepreneurship in an AI-Driven Future", with a broader global focus on "Empowering Micro, Small and Medium Enterprises (MSMEs) through Innovation and Sustainable Industrial Development" and if so, the details thereof;

(b) whether these themes focus on ensuring that small businesses—which make up over ninety per cent of global businesses and seventy per cent of employment—are not left behind in the rapid AI transformation and drive toward green energy and if so, the details thereof;

(c) whether the Government is taking steps to encourage MSMEs to innovate, scale up, build globally competitive businesses and develop "Me-First" products instead of "Me-too" products and if so, the details

thereof, the results achieved so far and the funds spent in Telangana; and

(d) whether industry leaders urged MSMEs to transition from low-cost "me-too" products to innovation-led, "me-first" scale and develop deep scientific capability to build global competitiveness and prioritize intellectual property 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 themes for the observance of the United Nations MSME Day are determined independently, and information in this regard is not maintained by the Ministry of Micro, Small and Medium Enterprises (MSME). However, the Ministry is implementing various schemes and initiatives to promote sustainability, innovation, competitiveness, and green manufacturing among MSMEs, thereby enabling them to remain competitive in an evolving global business environment.

These include the MSME Champions Scheme [comprising the MSME Sustainable (ZED) Certification Scheme, MSME Competitive (LEAN) Scheme and MSME Innovative (Incubation, Design & IPR) Scheme], MSE Green Investment and Financing for Transformation (MSE-GIFT) Scheme and Scheme for Promotion and Investment in Circular Economy (MSE-SPICE) to promote innovation, quality improvement, circular economy, green manufacturing and intellectual property creation among MSEs. These

initiatives support MSMEs in developing globally competitive products and processes. In addition, the Government is promoting adoption of Artificial Intelligence through the IndiaAI Mission implemented by the Ministry of Electronics and Information Technology (MeitY), which complements the Ministry's efforts towards technology adoption and innovation among MSMEs.

ROAD AND INFRASTRUCTURE PROJECTS IN MATHURAPUR

3194. SHRI BAPI HALDAR:

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

(a) the details of road, bridge and other connectivity projects sanctioned by the Government in Mathurapur Lok Sabha Constituency during the last five years, indicating the project-wise estimated cost, executing agency and present status thereof;

(b) the details of funds sanctioned, released and utilized for such projects during the said period;

(c) whether the Government has identified any pending or delayed road infrastructure projects in the said constituency affecting connectivity particularly in the coastal and Sundarbans region and if so, the reasons therefor and the corrective measures taken thereon; and

(d) whether the Government proposes to sanction additional road and bridge projects to improve all-weather connectivity and support socio-economic

development in Mathurapur Lok Sabha Constituency and if so, the details and timeline thereof?

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

(a) to (c): Project-wise details of road, bridge and other connectivity projects on National Highway sanctioned by the the Government through the Ministry of Road Transport and Highways and passing through the Mathurapur Lok Sabha Constituency during the last five years, indicating the sanctioned cost, executing agency, present status and expenditure incurred are given in the enclosed **Statement**.

(d): The Government through Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Development and maintenance of NHs is a continuous process; works on NHs are accordingly taken up depending upon requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan to keep the NHs in traffic worthy conditions.

STATEMENT

Project-wise details of road, bridge and other connectivity projects on National Highway

Sl. No.	NH no.	Project Name	Length (Km)	Sanctioned cost (Rs. in Crore)	Expenditure (Rs in Crore)	Present Status	Date of Sanction	Appointed Date	Schedule Completion Date	Executing Agency	Reason for delay (If any)
1	12	Stage Strengthening from km 34.000 to km 56.000, km 64.000 to km 80.000 and km 94.500 to km 98.000 including re-construction of 600 m in selected stretches and rectification of 22 identified black spots on NH-117 and IMS from km 22.76 to km 137.684 in the district of South 24 Parganas, West Bengal on EPC mode - reg.	41.500	57.38	45.69	Completed	22.12.2021	06.05.2022	05.05.2023	Stone Concern Infrastructure Development Pvt. Ltd.	No Delay

2	12	Stage Strengthening from km 98.00 to km 111.710, including re.construction of 500 m in selected stretches including rectification of one identified black spot at Sima Bandh (WB. 02.564) on NH.117 in the district of South 24 Parganas, West Bengal on EPC mode . reg	13.710	17.07	14.22	Completed	28.12.2021	05.05.2022	31.10.2022	M R Construction	No Delay
3	12	Road Safety works by providing “Thrie” metal beam crash barrier on NH.117 (New NH.12) from km 22.76 Km to km 34.00 km, km 56.00 to km 64.00 and km 80.00 to km 94.50 under NH Division.I in the district of South 24	..	1.44	1.18	Completed	19.07.2022	16.01.2023	15.04.2023	Vaisno Construction	No Delay

		Parganas during the year 2022.23 under Road Safety Annual Plan 2022.23 on item rate mode using SBD.									
4	12	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, & 55+150 km of NH.12(old NH.117) including improvement of 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.	--	1.64	1.65	Completed	29.11.2024	16.04.2025	13.10.2025	A T Mandal & Sons	No Delay

5	12	Rehabilitation & Restoration of 3 (three) nos. bridge at chainages 95.296 km (Jora Pole Bridge), 99.200 km (Kalnagini Bridge) & km 79.065 (Karanjali Bridge) of NH.117 (New NH.12) under Reconstruction/Repair/ Rehabilitation of Bridge/ Culverts under Annual Plan of works under NH(O) on SBD mode.	0.153	1.23	1.06	Completed	08.05.2025	01.09.2025	30.11.2025	Chatterjee Construction	No Delay
6	12	Work of Widening & Strengthening work (existing 2 lane carriageway to 2 lane with paved shoulder configuration) from km. 114.975 to km. 137.684 of	22.709	237.08	0.00	Tender stage	03.10.2025	-	-	-	No Delay

		NH.117 [New NH.12] (excluding two major bridges of approx. 1.40 km length from km 118.848 to km 119.506 & km 127.926 to km 128.668) in the district of South 24 Parganas, West Bengal.									

UNDOCUMENTED HABITATIONS ON PRIVATE OWNED LANDS

3195. DR. C. N. MANJUNATH:

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

(a) whether the Government is aware that several undocumented habitations have emerged on privately owned lands adjoining village boundaries (Gramathana) over the decades due to population growth, if so, the details thereof;

(b) whether the Government has taken note that many families residing in such areas have built houses on privately purchased plots but are unable to obtain ownership documents or recognition from Gram Panchayats, if so, the details thereof;

(c) whether the Government proposes to treat such adjacent lands as deemed converted for residential use and extend regularisation benefits, in continuation of Government Circular No. 08 CCRV 2022 dated 08.11.2022, if so, the details thereof;

(d) whether the Government has issued any directions to the 'Gram Panchayats' to treat these buildings as regular properties and issue Form 11(A) for tax assessment purposes, if so, the details thereof; and

(e) the steps proposed by the Government to ensure lawful ownership rights for these residents to access institutional credit and avoid exploitation by private moneylenders?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e): As per entry 18 of List II-State List of the Seventh Schedule of the Constitution, "Land, that is to say, rights in or over land, land tenures including the relation of landlord and tenant, and the collection of rents; transfer and alienation of agricultural land; land improvement and agricultural loans; colonization" is a State subject. Moreover, as per entry 35 of the above said List, "Works, lands and buildings vested in or in the possession of the State" is in purview of respective states. Accordingly, Land administration, maintenance of land records, land use conversion, regularization of properties, and levy of property tax by Gram Panchayats are matters under the jurisdiction of the respective State Governments and are governed by the provisions of the relevant State Acts, Rules and policies.

In regard to the habitation areas adjoining the notified village inhabited (abadi) developed over time due to population growth and changing settlement patterns, it is stated that the identification, recognition and regularization of such habitations, wherever permissible, are undertaken by the concerned State Governments in accordance with the applicable State laws and policies.
No directions have been issued by the Ministry of Panchayati Raj to Gram Panchayats to treat buildings situated on such lands as regular properties or to issue any State-specific property tax assessment forms, including Form 11(A). Such matters fall within the jurisdiction of the respective State Governments.

The Ministry of Panchayati Raj continues to support States/UTs in strengthening rural property records through the SVAMITVA Scheme, thereby enabling recognized property owners to obtain documented property rights,

facilitating improved access to institutional credit, reducing property-related disputes, and promoting better rural governance. Any extension of such benefits to additional habitations or categories of land would be subject to the provisions of the applicable State laws and policies. As per data compiled in coordination with State Level Bankers' Committees (SLBCs), approximately 11,000 loans amounting to ₹1,713 crore have been sanctioned using SVAMITVA property cards as collateral.

गन्ने के उप-उत्पादों के लिए कृषि प्रसंस्करण संकुल (एपीसी) की स्थापना

3196. श्री हरेन्द्र सिंह मलिकः

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या प्रधान मंत्री किसान संपदा योजना के अंतर्गत मुजफ्फरनगर और बिजनौर में गुड़, सिरका और तरल गुड़ जैसे उत्पादों द्वारा गन्ने के लिए विशेष कृषि प्रसंस्करण संकुल स्थापित करने का कोई नया बजटीय प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार का गुड़ को अंतर्राष्ट्रीय मानकों के अनुरूप निर्यात योग्य बनाने के लिए एक जिला एक उत्पाद (ओडीओपी) पहल के अंतर्गत मुजफ्फरनगर और बिजनौर जिलों में आधुनिक परीक्षण प्रयोगशालाएं और शोधन केन्द्र स्थापित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का इस क्षेत्र की लघु प्रसंस्करण इकाइयों को उनकी ऊर्जा दक्षता बढ़ाने और सौर आधारित शीतागारों को अपनाने के लिए प्रोत्साहित करने के लिए ऑपरेशन ग्रीन्स के अंतर्गत शामिल करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) विगत तीन वर्षों के दौरान मुजफ्फरनगर लोक सभा निर्वाचन क्षेत्र के अंतर्गत खाद्य प्रसंस्करण इकाइयों के माध्यम से सृजित प्रत्यक्ष और अप्रत्यक्ष रोजगार का खंड-वार ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्री (श्री चिराग पासवान):

(क): खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) वर्ष 2017 से प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) की एक घटक योजना के रूप में कृषि प्रसंस्करण क्लस्टर के लिए अवसंरचना सृजन (एपीसी) योजना को लागू कर रहा है। एपीसी योजना का उद्देश्य क्लस्टर दृष्टिकोण के आधार पर खाद्य प्रसंस्करण के लिए आधुनिक अवसंरचना तैयार करना, फसलोत्तर नुकसान को कम करना, कृषि उत्पादों का मूल्यवर्धन करना, किसानों की आय बढ़ाना और रोज़गार पैदा करना है। इस योजना के अंतर्गत, सामान्य क्षेत्रों में पात्र परियोजना लागत के 35% की दर से और (सिक्किम सहित), पूर्वोत्तर राज्यों, हिमालयी राज्यों, अधिसूचित आटीडीपी क्षेत्रों और द्वीपों में 50% की दर से अनुदान सहायता/सब्सिडी के रूप में वित्तीय सहायता प्रदान की जाती है, जो अधिकतम ₹10 करोड़ तक सीमित है।

एपीसी योजना जिला/राज्य/उत्पाद विशिष्ट नहीं है। एपीसी योजना मांग-आधारित है और मंत्रालय द्वारा समय-समय पर जारी की गई 'अभिरुचि की अभिव्यक्ति' (ईओआई) के माध्यम से संभावित निवेशकों/उद्यमियों से प्रस्ताव आमंत्रित किए जाते हैं, जो निधि की उपलब्धता के अधीन है। वर्तमान में, उत्तर प्रदेश के मुजफ्फरनगर और बिजनौर जिलों में एपीसी योजना के अंतर्गत किसी भी परियोजना को मंजूरी नहीं दी गई है।

(ख): एमओएफपीआई स्वयं खाद्य परीक्षण प्रयोगशालाएं स्थापित नहीं करता है। मंत्रालय केवल खाद्य सुरक्षा और गुणवत्ता आश्वासन अवसंरचना (एफएसक्यूएआई) की योजना के अंतर्गत खाद्य परीक्षण प्रयोगशालाएं स्थापित करने के लिए वित्तीय सहायता प्रदान करता है। यह एक मांग-आधारित योजना है। मंत्रालय के सम्पदा पोर्टल पर समय-समय पर जारी ईओआई के माध्यम से अखिल भारतीय स्तर पर प्रस्ताव आमंत्रित किए जाते हैं। स्थानों का चयन पूर्व-निर्धारित नहीं है

और यह मंत्रालय की वेबसाइट पर उपलब्ध योजना दिशा-निर्देशों के अनुसार पात्रता मानदंडों, तकनीकी और वित्तीय व्यवहार्यता, और प्रस्तावों की योग्यता पर आधारित है। वर्तमान में, एफएसक्यूएआई योजना के अंतर्गत मुजफ्फरनगर और बिजनौर जिलों में खाद्य परीक्षण प्रयोगशाला की स्थापना के लिए कोई प्रस्ताव लंबित नहीं है।

प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन योजना (पीएमएफएमई) के अंतर्गत, मुज़फ़्फ़रनगर और बिजनौर ज़िलों में गुड़ को 'एक जिला एक उत्पाद' (ओडीओपी) के रूप में चुना गया है। यह योजना मांग-आधारित है और संबंधित राज्य सरकारों/केंद्र शासित प्रदेशों के माध्यम से कार्यान्वित की जाती है। ऐसी सुविधाओं की स्थापना के लिए प्रस्ताव राज्य सरकारों द्वारा स्थानीय आवश्यकताओं के आधार पर पहचाने और अनुशंसित किए जाते हैं और योजना दिशा-निर्देशों के अनुसार अनुमोदित किए जाते हैं। मंत्रालय को इस योजना के अंतर्गत मुजफ्फरनगर और बिजनौर जिलों में आधुनिक परीक्षण प्रयोगशालाओं या संरक्षण केंद्रों की स्थापना के लिए कोई विशिष्ट प्रस्ताव प्राप्त नहीं हुआ है।

(ग): पीएमकेएसवाई अंब्रेला योजना के एक घटक, ऑपरेशन ग्रीन्स योजना के अंतर्गत, मंत्रालय सामान्य श्रेणी के क्षेत्रों में परियोजनाओं के लिए पात्र परियोजना लागत के 35% की दर से और दुर्गम श्रेणी के क्षेत्रों साथ ही, अनुसूचित जाति/अनुसूचित जनजाति, किसान उत्पादक संगठनों (एफपीओ) और स्वयं सहायता समूहों (एसएचजी) से जुड़ी परियोजनाओं के लिए 50% के दर से वित्तीय सहायता दी जा रही है। यह सहायता चिन्हित उत्पादन क्लस्टरों में 10 फल की फसलों, 11 सब्जी फसलों और झींगा के मूल्य श्रृंखला विकास के लिए है। गन्ने के उप-उत्पादों को वित्तीय सहायता देने के लिए ऑपरेशन ग्रीन्स योजना के अंतर्गत कवर नहीं किया गया है। इसके अतिरिक्त, ऑपरेशन ग्रीन्स योजना के अंतर्गत स्टैंडअलोन शीत भंडार सुविधा स्थापित करने के लिए भी सहायता प्रदान नहीं की जाती है। हालाँकि, पीएमकेएसवाई की विभिन्न घटक योजनाओं के अंतर्गत स्वीकृत परियोजनाओं को घटक योजनाओं के लागू दिशा-निर्देशों के अनुसार, सौर पैनलों की स्थापना सहित ऊर्जा कुशल बिजली प्रणालियों को अपनाने के लिए प्रोत्साहित किया जाता है।

(घ): प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) की सभी घटक योजनाएं मांग-आधारित हैं और मंत्रालय द्वारा समय-समय पर जारी ईओआई (ईओआई) के माध्यम से आवेदन आमंत्रित किए जाते हैं। मंत्रालय द्वारा लोकसभा निर्वाचन क्षेत्र-वार/ब्लॉक-वार रोज़गार डाटा नहीं रखा जाता है। हालाँकि, उत्तर प्रदेश राज्य में पीएमकेएसवाई के अंतर्गत 103 खाद्य प्रसंस्करण परियोजनाओं को मंजूरी दी गई है, जिनमें से 83 परियोजनाएं पूर्ण/परिचालन में हैं। इन पूर्ण/परिचालन परियोजनाओं के माध्यम से, दिनांक 30.06.2026 तक 64,877 व्यक्तियों के लिए रोज़गार उत्पन्न किया गया है।

झारखंड में सुवर्णरेखा बहुउद्देशीय परियोजना

3197. श्री बिद्युत बरन महतोः

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

(क) क्या झारखंड में सुवर्णरेखा बहुउद्देशीय परियोजना वित्तीय संसाधनों की कमी के कारण लंबे समय से अधूरी पड़ी है, जिसके परिणामस्वरूप कोल्हान डिवीजन के लाखों किसान अभी भी सिंचाई सुविधाओं से वंचित हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या वर्ष 2017 के मूल्य सूचकांक के आधार पर उक्त परियोजना के शेष कार्यों की अनुमानित लागत लगभग 3,700 करोड़ रुपये है, जबकि केंद्र सरकार द्वारा त्वरित सिंचाई लाभ कार्यक्रम (एआईबीपी) के तहत केवल लगभग 606 करोड़ रुपये की सहायता स्वीकृत/लंबित है, जो कुल अनुमानित लागत का लगभग पंद्रह प्रतिशत है; और

(ग) क्या केन्द्र सरकार झारखंड राज्य सरकार से आवश्यक प्रस्ताव प्राप्त होने पर एआईबीपी के तहत इस परियोजना की वित्तीय आवश्यकताओं को पूरा करने के लिए विशेष सहायता या विशेष पैकेज प्रदान करने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख): जल, राज्य का विषय होने के कारण, जल संसाधन परियोजनाओं का नियोजन, वित्तपोषण, क्रियान्वयन और रखरखाव राज्य सरकारों द्वारा उनके अपने संसाधनों और

प्राथमिकता के अनुसार स्वयं किया जाता है। भारत सरकार की भूमिका चल रही योजनाओं के अंतर्गत चिन्हित परियोजनाओं के लिए तकनीकी सहायता और आंशिक वित्तीय सहायता प्रदान करना है।

झारखंड राज्य की सुवर्णरेखा बहुउद्देशीय परियोजना, प्रधानमंत्री कृषि सिंचाई योजना - त्वरित सिंचाई लाभ कार्यक्रम (पीएमकेएसवाई-एआईबीपी) के अंतर्गत वर्ष 2016-17 के दौरान देश की 99 प्राथमिकता प्राप्त परियोजनाओं में से एक है। एआईबीपी कार्यों के लिए 9,579.58 करोड़ रुपये (वर्ष 2017 के मूल्य स्तर पर) की संशोधित स्वीकृत लागत में से 5,862.20 करोड़ रुपये का व्यय किया जा चुका है। पीएमकेएसवाई के अंतर्गत 1,373.698 करोड़ रुपये की उपयुक्त केंद्रीय सहायता में से 756.73 करोड़ रुपये प्रदान किए जा चुके हैं। 3,717.38 करोड़ रुपये की शेष लागत में से 616.968 करोड़ रुपये की केंद्रीय सहायता अभी बाकी है, जो कि 16.6% है।

भूमि अधिग्रहण और पुनर्वास एवं पुनर्स्थापन की धीमी प्रगति, परियोजना के पूर्ण होने में विलंब का मुख्य कारण है।

(ग): वर्तमान में, भारत सरकार द्वारा इस परियोजना के लिए विशेष पैकेज प्रदान करने का कोई प्रस्ताव विचाराधीन नहीं है।

PROJECTS UNDER THE NORTH EASTERN-REGION URBAN DEVELOPMENT PROGRAMME

3198. SHRI KAMAKHYA PRASAD TASA:

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

(a) whether it is a fact that the Government is consistently pursuing its efforts towards the development of North-East through various development measures and projects under the schemes formulated by

the Union Government for the development of socio-economic infrastructure in the North-Eastern Region and if so, the details thereof;

(b) the status of the projects taken up under the North-Eastern Region Urban Development Programme (NERUDP) scheme including those spread over three tranches; and

(c) the details of initiatives taken by the Government for the development of the North-Eastern States so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (c): 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 flagship Missions/Programmes viz. Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0), Smart Cities Mission (SCM), Swachh Bharat Mission-Urban 2.0 (SBM-U 2.0), Pradhan Mantri Awas Yojana-Urban (PMAY-U), PM-eBus Sewa etc. These missions/ schemes/ projects are implemented by the States/UTs in accordance with the mission guidelines to improve the quality of life in cities and towns covered under these missions.

(b): North Eastern Region Urban Development Programme (NERUDP) Scheme under the Ministry of Housing and Urban Affairs (MoHUA), was an

Asian Development Bank (ADB) funded scheme, started in 2009 and ended on 31.03.2022. It covered 5 capital cities of north east namely Agartala (Tripura), Aizawl (Mizoram), Gangtok (Sikkim), Kohima (Nagaland) and Shillong (Meghalaya). Total 84 projects were sanctioned over 3 tranches. Out of 84 projects, 83 projects are completed and 1 project was dropped on request of the State Government of Nagaland in March, 2022.

परिवहन और अन्य क्षेत्रों का विद्युतीकरण

3199. श्री कंवर सिंह तंवर:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) जीवाशम ईंधनों पर निर्भरता को कम करने और स्वच्छ ऊर्जा संक्रमण को सुदृढ़ करने के लिए परिवहन, उद्योग, कृषि, खाना पकाने और अन्य ऊर्जा खपत वाले क्षेत्रों के विद्युतीकरण में तेजी लाने के कार्यक्रमों की वर्तमान स्थिति क्या है;

(ख) विभिन्न क्षेत्रों में चार्जिंग अवसंरचना, ग्रिड आधुनिकीकरण, ऊर्जा भंडारण और विद्युत-आधारित प्रौद्योगिकियों के विस्तार के लिए राज्यों, उद्योगों, वितरण कंपनियों और प्रौद्योगिकी प्रदाताओं को प्रदान की गई सहायता का ब्यौरा क्या है;

(ग) अपेक्षित ऊर्जा बचत और उससे कार्बन उत्सर्जन में कमी सहित चरणबद्ध तरीके से विद्युतीकरण के लिए पहचान किए गए क्षेत्रों का ब्यौरा क्या है;

(घ) बिजली की बढ़ती मांग को पूरा करने के लिए नवीकरणीय ऊर्जा एकीकरण, पारेषण क्षमता और ग्रिड विश्वसनीयता को बढ़ाने के लिए क्या उपाय किए गए हैं; और

(ङ) सरकार द्वारा किफ़ायती, विश्वसनीयता और ऊर्जा सुरक्षा सुनिश्चित करते हुए देश की अंतिम ऊर्जा खपत में विद्युत का हिस्सा बढ़ाने के लिए क्या लक्ष्य निर्धारित किए गए हैं?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): सरकार, संबंधित मंत्रालयों/विभागों के क्षेत्र-विशिष्ट कार्यक्रमों के माध्यम से विभिन्न अंतिम-उपयोग क्षेत्रों में विद्युतीकरण तथा कुशल विद्युत-आधारित प्रौद्योगिकियों को अपनाने को सुगम बना रही है। परिवहन क्षेत्र में, विद्युत मंत्रालय ने देश भर में इलेक्ट्रिक वाहन (ईवी) चार्जिंग अवसंरचना के विकास को सुगम बनाने हेतु इलेक्ट्रिक वाहन चार्जिंग अवसंरचना की संस्थापना और प्रचालन हेतु दिशा-निर्देश, 2024 तथा बैटरी स्वैपिंग एवं चार्जिंग स्टेशनों की संस्थापना और प्रचालन हेतु दिशा-निर्देश, 2025 जारी किए हैं। इलेक्ट्रिक मोबिलिटी को भारी उद्योग मंत्रालय की पीएम ई-ड्राइव स्कीम तथा आवासन और शहरी कार्य मंत्रालय की पीएम-ईबस सेवा स्कीम के माध्यम से भी सहायता दी जा रही है।

औद्योगिक क्षेत्र में, ऊर्जा दक्षता ब्यूरो (बीईई) निष्पादन, प्राप्ति और व्यापार (पीएटी) कार्यक्रम, कार्बन क्रेडिट ट्रेडिंग स्कीम (सीसीटीएस) तथा उद्योगों एवं प्रतिष्ठानों में ऊर्जा दक्ष प्रौद्योगिकियों को लागू करने हेतु सहायता (एडीईईटीआईई) स्कीम जैसी योजनाओं के माध्यम से ऊर्जा दक्षता तथा ऊर्जा दक्ष प्रौद्योगिकियों एवं प्रक्रियाओं को अपनाने को बढ़ावा देता है।

कृषि क्षेत्र में, नवीन और नवीकरणीय ऊर्जा मंत्रालय (एमएनआरई) की प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम) योजना के अंतर्गत कृषि पंपों के विद्युतीकरण तथा सौरीकरण को बढ़ावा दिया जा रहा है। बीईई, ई-कुकिंग सहित ऊर्जा दक्ष विद्युत उपकरणों एवं प्रौद्योगिकियों को अपनाने को बढ़ावा देने हेतु जागरूकता एवं आउटरीच गतिविधियां भी संचालित करता है।

(ख): सरकार क्षमता निर्माण एवं मांग पक्ष प्रबंधन (डीएसएम) कार्यक्रमों के साथ-साथ संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के अंतर्गत राज्यों तथा वितरण कंपनियों (डिस्कॉम) को वितरण अवसंरचना को सुदृढ़ एवं आधुनिक बनाने में सहायता प्रदान कर रही है।

उद्योगों, विशेष रूप से सूक्ष्म, लघु एवं मध्यम उद्यमों (एमएसएमई) के लिए, विद्युत मंत्रालय ने जुलाई 2025 में 1,000 करोड़ रुपये के आवंटन के साथ "उद्योगों एवं प्रतिष्ठानों में ऊर्जा दक्ष प्रौद्योगिकियों को लागू करने हेतु सहायता (एडीईईटीआईई)" नामक स्कीम आरंभ की है, जो 14 ऊर्जा-गहन क्षेत्रों के 60 क्लस्टरों को शामिल करती है। यह स्कीम निवेश योग्य ऊर्जा लेखा-परीक्षा (आईजीईए) को सुगम बनाती है तथा सूक्ष्म एवं लघु उद्यमों को उनकी इकाइयों में ऊर्जा-दक्षता उपायों के कार्यान्वयन हेतु 5% तथा मध्यम उद्यमों को 3% ब्याज अनुदान प्रदान करती है।

ऊर्जा भंडारण के लिए, विद्युत मंत्रालय 3,760 करोड़ रुपये की बजटीय सहायता के साथ 13.8 गीगावाट-घंटा (जीडबल्यूएच) बैटरी ऊर्जा भंडारण प्रणाली (बीईएसएस) की स्थापना हेतु व्यवहार्यता अंतराल वित्तपोषण (वीजीएफ़) स्कीम का संचालन कर रहा है। इसके अतिरिक्त, 15 राज्यों तथा एनटीपीसी लिमिटेड के लिए 30 जीडबल्यूएच बीईएसएस क्षमता के विकास के लिए विद्युत प्रणाली विकास निधि (पीएसडीएफ़) के अंतर्गत 5,400 करोड़ रुपये की वित्तीय सहायता के साथ एक वीजीएफ़ स्कीम अनुमोदित की गई है।

(ग): विद्युत मंत्रालय ने क्षेत्र-वार कोई विद्युतीकरण लक्ष्य निर्धारित नहीं किया है। अंतिम-उपयोग क्षेत्रों का विद्युतीकरण संबंधित मंत्रालयों/विभागों की नीतियों एवं कार्यक्रमों के माध्यम से किया जाता है, जबकि विद्युत मंत्रालय विश्वसनीय विद्युत की उपलब्धता सुनिश्चित करके, पारेषण एवं वितरण अवसंरचना को सुदृढ़ बनाकर, ऊर्जा दक्षता को बढ़ावा देकर तथा उभरती हुई विद्युत-आधारित प्रौद्योगिकियों हेतु सक्षम फ्रेमवर्क प्रदान करके पारगमन को सुगम बनाता है।

(घ): सरकार ने बढ़ती विद्युत मांग को पूरा करने हेतु नवीकरणीय ऊर्जा एकीकरण को बढ़ाने, पारेषण क्षमता को सुदृढ़ करने तथा ग्रिड विश्वसनीयता में सुधार लाने के लिए विभिन्न उपाय अपनाए हैं। इन उपायों में अंतर-राज्यीय तथा अंतः राज्यीय पारेषण प्रणालियों का विस्तार; ग्रीन एनर्जी कॉरिडोर (जीईसी) का विकास, बैटरी ऊर्जा भंडारण प्रणालियों (बीईएसएस) एवं पंप भंडारण परियोजनाओं (पीएसपी) की तैनाती; नवीकरणीय ऊर्जा के पूर्वानुमान एवं शेड्यूलिंग हेतु नवीकरणीय ऊर्जा प्रबंधन केंद्रों (आरईएमसी) की स्थापना; कुशल ग्रिड संतुलन हेतु सहायक

सेवाओं एवं रीयल टाइम मार्केट (आरटीएम) का कार्यान्वयन; तथा ग्रिड में नवीकरणीय ऊर्जा के उच्चतर एकीकरण को सुगम बनाने हेतु ताप उत्पादन यूनिटों के अनुकूल प्रचालन को सक्षम बनाना शामिल है।

(ङ): देश की कुल ऊर्जा खपत में विद्युत के हिस्से को बढ़ाने हेतु सरकार द्वारा कोई अलग लक्ष्य अधिसूचित नहीं किया गया है। बीईई द्वारा प्रकाशित भारत ऊर्जा परिदृश्य रिपोर्ट, 2024-25 के अनुसार, विद्युत का हिस्सा देश की कुल अंतिम ऊर्जा खपत का लगभग 23% है। सरकार उपयुक्त अंतिम-उपयोग अनुप्रयोगों के अधिक विद्युतीकरण को सुगम बना रही है, साथ ही सामर्थ्य, विश्वसनीयता एवं ऊर्जा सुरक्षा सुनिश्चित करने हेतु गैर-जीवाश्म ईंधन आधारित विद्युत उत्पादन का संवर्धन कर रही है तथा पारेषण, वितरण एवं ऊर्जा भंडारण अवसंरचना को सुदृढ़ कर रही है।

CAP ON AIRFARE

3200. SHRIMATI BHARTI PARDHI:
SHRI RAVINDRA DATTARAM WAIKAR:
DR. SHRIKANT EKNATH SHINDE:
SHRI SHRIRANG APPA CHANDU BARNE:
SHRI NARESH GANPAT MHASKE:

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

(a) the details of the regulatory mechanism currently available with the Government to prevent financial exploitation of passengers by domestic airlines through steep fare hikes - surging from Rs. 5000 upto Rs. 50,000 - during peak travel dates or festive seasons;

(b) whether the Government is aware that due to dynamic pricing algorithms used by airlines, air travel has become unaffordable for the common man and if so, the details thereof;

(c) whether the Government proposes to fix an upper cap on domestic airfares and if so, the details thereof;

(d) whether the Government proposes to amend Rule 135 of the Aircraft Rules, 1937, to bring transparency and prevent airlines from misusing the pricing autonomy granted to them under the said Rule; and

(e) the special measures being taken by the Government to check predatory pricing across all routes during emergencies or peak periods in view of the Tariff Monitoring Unit of the Directorate General of Civil Aviation (DGCA) monitoring airfares only on limited routes?

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): With the repeal of Air Corporation Act in March 1994, airfares are not subject to be regulated by the Government. Airlines have the autonomy to establish airfare based on their operational & economic viability on a particular route while adhering to Rule 135 of the Aircraft Rules, 1937.;

The pricing of airfares is subject to dynamic fluctuations influenced by the forces of supply and demand. Various determinants such as current seat occupancy, fuel costs, aircraft capacity, seasonal fluctuations and other relevant factors significantly impact airline ticket pricing.;

Airline pricing runs in multiple levels {buckets or RBDs} which are in line with the practice being followed globally. The lower fare is always available for the passengers for advance booking which enables passengers to get more

affordable fares even during peak travel dates or festive seasons. As time lapses and date of journey approaches closer, the fare moves to higher buckets, since lower buckets fare get sold out.;

The Government generally refrains from regulating airfares to maintain market competitiveness, however, it retains vigilant oversight role, intervening in exceptional circumstances by redistributing capacity across various sectors and imposing temporary fare caps, such as during the Covid Pandemic, festivals like Maha kumb or other extraordinary instances like Pahalgam incident & the Indigo flight disruptions.;

In order to enhance the transparency in airfare, Directorate General of Civil Aviation (DGCA) has set-up Tariff Monitoring Unit (TMU) that monitors airfares on selected 78 routes on a random basis by using airlines websites on monthly basis to ensure that the airlines do not charge airfares outside the range declared by them. This covers about 27% of the domestic traffic. By doing so, the TMU plays a critical role in maintaining airfare levels within the boundaries of the airlines' prescribed tariffs.;

सभी के लिए आवास

3201. श्री रामप्रीत मंडलः

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे किः

(क) देश भर में "सभी के लिए आवास" के उद्देश्य को प्राप्त करने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं;

(ख) उक्त योजना के अंतर्गत वर्तमान में राज्य-वार ब्यौरा क्या है और इसमें क्या प्रगति हुई है; और

(ग) विशेषकर पिछड़े राज्यों में उक्त योजना की क्या स्थिति है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क): आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) दिनांक 25.06.2015 से देश-भर के पात्र शहरी लाभार्थियों को बुनियादी नागरिक सुविधाओं सहित सभी मौसमों के अनुकूल पक्के आवास उपलब्ध कराने के लिए प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू) का कार्यान्वयन कर रहा है। प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू) के कार्यान्वयन से प्राप्त अनुभवों से मिली सीख के आधार पर, आवासन और शहरी कार्य मंत्रालय ने योजना में बदलाव किया है और देश-भर के शहरी क्षेत्रों में 1 करोड़ अतिरिक्त पात्र लाभार्थियों को सहायता प्रदान करने के उद्देश्य से दिनांक 01.09.2024 से "सबके लिए आवास" मिशन के अंतर्गत पीएमएवाई-यू 2.0 का शुभारंभ किया है। इस योजना के दिशा-निर्देश https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U-2.pdf लिंक पर उपलब्ध हैं।

(ख) और (ग): राज्यों/संघ राज्य क्षेत्रों द्वारा प्रस्तुत परियोजना प्रस्तावों के आधार पर, मंत्रालय ने पीएमएवाई-यू तथा पीएमएवाई-यू 2.0 के अंतर्गत अब तक कुल 127.68 लाख आवासों को स्वीकृति प्रदान की है। इनमें से दिनांक 13.07.2026 तक की स्थिति के अनुसार 121.03 लाख आवासों का निर्माण कार्य प्रारंभ हो चुका है तथा 99.07 लाख आवासों का निर्माण कार्य पूर्ण किया जा चुका है/लाभार्थियों को सौंपे जा चुके हैं। योजना की प्रगति पीएमएवाई-यू डैशबोर्ड (https://dashboard.pmay-urban.gov.in) पर भी देखी जा सकती है। पीएमएवाई-यू तथा पीएमएवाई-यू 2.0 के अंतर्गत राज्य/संघ राज्य क्षेत्र-वार स्वीकृत, निर्माणाधीन तथा पूर्ण किए गए/लाभार्थियों को सौंपे गए आवासों के साथ-साथ अनुमोदित एवं जारी की गई केंद्रीय सहायता का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

पीएमएवाई-यू तथा पीएमएवाई-यू 2.0 के अंतर्गत राज्य/संघ राज्य क्षेत्र-वार स्वीकृत, निर्माणाधीन तथा पूर्ण/लाभार्थियों को सौंपे गए आवासों के साथ-साथ अनुमोदित एवं जारी की गई केंद्रीय सहायता का ब्यौरा:

क्र. सं.	राज्य/संघ राज्य क्षेत्र का नाम	2011 की जनगणना के अनुसार शहरी जनसंख्या	आवासों की भौतिक प्रगति (संख्या)				केंद्रीय सहायता की वित्तीय प्रगति (करोड़ रु. में)	
			स्वीकृत		निर्माणाधीन	पूर्ण/सौंपे गए		
			पीएमएवाई-यू	पीएमएवाई-यू 2.0			स्वीकृत	जारी किया
1	अंडमान और निकोबार द्वीप समूह	1,43,488	260	1	261	234	4	4
2	आंध्र प्रदेश	1,46,10,972	19,06,887	61,084	18,70,787	11,38,126	29,998	24,072
3	अरुणाचल प्रदेश	3,17,369	8,068	6,219	13,005	9,495	316	242
4	असम	43,98,542	1,69,626	52,317	1,84,600	1,48,507	3,745	2,589
5	बिहार	1,17,58,016	2,91,422	1,75,433	4,25,630	2,02,188	7,234	5,023
6	चंडीगढ़	10,26,459	1,256	30	1,286	1,286	29	29
7	छत्तीसगढ़	59,37,237	2,81,111	65,142	3,08,753	2,68,384	5,451	4,698
8	दिल्ली	1,63,68,899	29,976	3,649	33,625	33,625	705	705
9	दादरा एवं नगर हवेली और दमन एवं दीव	3,43,446	9,947	765	10,712	10,454	217	211
10	गोवा	9,06,814	3,146	34	3,180	3,180	75	75
11	गुजरात	2,57,45,083	9,72,025	1,63,645	10,40,736	9,93,987	22,637	20,572
12	हरियाणा	88,42,103	1,14,667	21,441	87,475	74,658	2,474	1,692
13	हिमाचल प्रदेश	6,88,552	12,640	1,394	13,429	12,142	245	229
14	जम्मू और कश्मीर	33,87,571	42,584	3,398	43,907	35,961	734	544
15	झारखंड	79,33,061	2,29,156	14,187	2,10,794	1,70,450	3,815	3,216
16	कर्नाटक	2,36,25,962	5,76,956	1,124	4,98,868	4,06,720	9,700	7,778
17	केरल	1,59,34,926	1,61,957	294	1,55,725	1,43,267	2,702	2,500
18	लद्दाख	45,671	987	151	1,071	1,009	34	27
19	मध्य प्रदेश	2,00,69,405	9,46,592	93,349	9,98,165	9,10,322	16,984	16,101
20	महाराष्ट्र	5,08,18,259	11,85,439	1,98,801	12,16,585	10,74,552	25,359	20,446

21	मणिपुर	8,34,154	52,519	3,528	51,225	24,046	868	615
22	मेघालय	5,95,450	4,758	3,934	4,580	3,138	161	85
23	मिजोरम	5,71,771	39,150	1,554	39,361	34,262	636	534
24	नागालैंड	5,70,966	31,067	6,156	32,164	30,228	631	497
25	ओडिशा	70,03,656	2,03,380	33,736	2,01,292	1,74,404	3,682	2,916
26	पुडुचेरी	8,52,753	15,995	3,757	19,269	12,923	338	274
27	पंजाब	1,03,99,146	1,20,990	37,778	1,35,494	1,05,497	2,714	2,198
28	राजस्थान	1,70,48,085	2,92,400	88,246	3,44,873	2,76,804	6,663	5,858
29	सिक्किम	1,53,578	301	-	301	220	6	6
30	तमिलनाडु	3,49,17,440	6,67,138	18,577	6,73,709	6,32,085	11,239	10,892
31	तेलंगाना	1,36,08,103	2,48,074	1,41,298	2,73,453	2,29,673	6,552	4,169
32	त्रिपुरा	9,61,453	87,895	4,318	88,966	82,942	1,517	1,375
33	उत्तर प्रदेश	4,44,95,063	17,60,866	3,99,313	20,41,278	17,25,799	33,628	30,248
34	उत्तराखंड	30,49,338	63,605	3,484	65,866	56,244	1,221	1,114
35	पश्चिम बंगाल	2,90,93,002	6,15,105	11,950	6,11,396	5,38,363	10,086	8,963
कुल		37.71 करोड़	111.48 लाख*	16.20 लाख*	121.03 लाख*	99.07 लाख*	2.12 लाख करोड़	1.81 लाख करोड़

* इसमें मिशन अवधि के दौरान जेएनएनयूआरएम के अंतर्गत पूर्ण किए गए 3.42 लाख तथा निर्माणाधीन 4.01 लाख आवास भी शामिल हैं।

ROAD PROJECTS IN BIHAR

3202. SHRIMATI KRISHNA DEVI SHIVSHANKAR PATEL:

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

(a) the number and the details of projects sanctioned in Bihar under Green Field project, Expressway project and National Highways project and their present status, project-wise; and

(b) the reason for delay in starting works on Patna-Purnea NH via Bidupur-Dalsingsarai-Simari Bakhtiyarpur-Udakishanganj despite the fact that DPR is ready and tender works have been completed?

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

(a): The details are given in the enclosed **Statement.**

(b): Government keeps on receiving/ undertaking/ preparing Detailed Project Report (DPR)/proposals for widening/development of National Highways (NHs) in the country. As far as Project of Patna-Purnia Expressway is concerned, the work of DPR has been awarded and the alignment of Patna- Purnea Expressway (NE-09) has been approved by Alignment Approval Committee (AAC). Decision for project implementation and investment is taken based on the outcome of DPR, requirement of connectivity, traffic density, synergy with PM Gati Shakti National Master Plan etc.

STATEMENT

Status of Projects Sanctioned in last 3 years and Current FY in the State of Bihar:

Ongoing Projects						
S. No.	**Mode**	**Name of Project**	**Length (in Km)**	**Awarded cost/ Total Project Cost (Rs. in Cr.)**	**Schedule / Revised date of completion**	**Physical Progress (%)**
1	EPC	6L Bridge and its approaches across River Ganga as Part of Patna Ring Road (NH-131G) starting from Km 8.480 near Sherpur to Km 23.000 near Dighwara	14.52	3012.27	05.09.2027/ 31.03.2029	20.60

2	EPC	Widening with additional 3L abetting Chhapra Bypass Section of NH-19 from Km. 143.200 to Km. 159.255 (Pkg-1)	16.05	303	30.08.2026/ 28.10.2026	73.26
3	HAM	4 lanning of Manikpur to Sahebganj section	44.65	984.2	31.12.2027	26.60
4	EPC	4L Greenfield starting from NH-30 near Saristabad (Patna) to Nathupur (Project end point of Patna-Gaya-Dobhi Section of NH-83)	3.914	96.78	27.08.2025/ 30.10.2026	87.03
5	EPC	Construction of Major Bridge over Baghmati and Lakhandei River along with Approaches from Design km.16.500 to km.21.500	5	268	30.04.2027/ 16.03.2028	25.03
6	HAM	Construction of additional 3-Lane Bridge over River Ganga for connection between Buxar and Bharauli on NH-922	3.3	368	19.02.2028	20.16
7	EPC	4L Elevated Corridor of Danapur – Bihta Section and Upgradation of existing Two lane carriageway to Four Lane carriageway of Bihta - Koilwar section	25.081	1969	08.09.2026/ 31.08.2027	61.12
8	EPC	6-lane Greenfield corridor from Ramnagar to Kacchi Dargah NH-119D	14.5	433.31	23.04.2028	0.50
9	HAM	4 lanning of Kishanganj to Bahadurganj section	23.64	658	19.12.2027	12.42
10	EPC	4L Ara Bypass from Asni to Baonpali section of NH - 319	4.5	67	05.04.2027	24.84
11	EPC	Construction of 6-Lane Elevated / Extra Dose Cable Bridge on River Ganga parallel to & Western side of Digha-Sonepur Rail cum-Road Bridge in the	6.925	3064.45	02.11.2027 / 31.12.2028	18.33

		State of Bihar				
12	EPC	Construction of 2 lane ROB at Muktapur of NH 322	1.64	99.23	10.05.2028	0.00
13	EPC	Construction of two lane with paved shoulder Km 0 to 29.73 of NH -122B	29.73	226.15	28.02.2026 / 28.02.2027	53.00
14	EPC	Rehabilitation of two/four lane ROBs at km 67 of Musarigharari Darbhanga section of NH-322 in the state of Bihar.	0.55	5.01	05.10.2026	41.00
15	EPC	Construction of new 4-lane HL RCC Major Bridge at existing location of old Bridge across Sukhaniya river in km 52th on NH - 133E its approaches having an aggregate length of 370m (147m Bhagalpur side and 223mBhaljor side) in district Banka in the state of Bihar on EPC mode.	0.53	55.37	29.01.2028	7.00
16	Item Rate	Construction of new HP Culvert in places of damages culvert at Ch. 43.01, Ch. 44.264, Ch. 47.240 and Ch. 53.710 of NH-110 (New NH-33) in the State of Bihar.	2	0.6102	11.07.2025 / 30.08.2026	86.55
17	Item Rate	Construction and widening of existing Narrow Culvert on irrigation canal at Km. 115.035 of NH-327E in the State of Bihar. (Job No.NH-327E/BR/2024-25/117)	Culvert	0.99	26.04.2026 / 31.08.2026	98.00
18	Item Rate	Construction of culvert at Km 97.82 of NH -327E under NH Division Purnea in the State of Bihar for the year 2024-25	0.01	0.97	26.04.2026 / 31.08.2026	36.50

19	EPC	Widening to two lane with paved shoulder work from km 0.00 {Hajma Chowk) to km 4.00 (Ramnagar) of NH-527E, under NH Division, Samastipur for the year 2024-25.	3.75	24.99	15.01.2027 / 30.04.2027	5.00
20	EPC	Improvement & Upgradation of NH 727A From Km 88+670 (Rampur Bujurg) UP Border to Km 92+992 (Mairwa) Siwan For the Year of 2024-2025 on EPC Mode.	4.32	44.74	11.12.2026 / 31.03.2027	8.22
21	EPC	Construction of H.L.RCC Bridge (8*24.00m) Over River Budhi Gandak in place of Old Damaged Screw Pile Bridge at Near Magardahi Ghat at Ch-67.200 Km (NH-322) and Widening and Strengthening of 2-lane to Four Lane with paved shoulder with divided carriageway from Ch. 67.471 to Ch. 69.256 of NH-322. Job No. NH322(Old SH-50)/BHR/2025-26-131	2.056	58.6	07.05.2028	1.00
		Total	**206.67**	**11740.67**		

Appointed Date to be Declared

S. No	PIU/Division	Mode	Name of Project	Length (in Km)	Awarded cost (Rs. in Cr.)	TPC (Rs. in Cr)	Concessionaire/ Contractor	LOA Date
1	Sasaram	HAM	4L Patna - Ara - Sasaram section of NH - 119A (Pkg - I)	74.4	900.85	1715.94	M/s NKC Projects Private Limited	21.05.2025
2	Patna	HAM	4L Patna - Ara - Sasaram section of NH - 119A (Pkg - II)	46.4	993	1996.46	M/s Galfar	02.03.2026
3	Motihari	HAM	4L Sahebganj – Areraj – Bettiah section of NH139W	78.94	2160	3822.31	M/s Ceigall	11.02.2026

4	Munger	HAM	4L Mokama - Munger greenfield section of NH - 33	82.4	2440.87	4447.38	M/s GR Infra	23.03.2026
5	Patna	EPC	6L Kanhauli - Sherpur section of NH - 131G	9.98	250	778	M/s Jayshree International	27.03.2026
6	Madhubani	HAM	2LPS Parsarma to Araria Section of NH-327E	102.193	814.5	1547.55	M/s Dineshchandra R. Agrawal Infracon Pvt. Ltd.	30.03.2026
7	Gaya	EPC	Construction of HL RCC Bridge (5*26.50 M) in Km 19(Kinjer) of NH-33 (Old NH-110, Km 71) in the district of Arwal in the State of Bihar in the year 2024-25 under NH Division Gaya on EPC mode.	0.43	13.41	28.807	M/s Girirajji Buildtech Private Limited	06.04.2026
8	Gaya	EPC	Construction to two laning with paved shoulder of Daudnagar Bypass, Nasriganj Bypass and Dawath Bypass of NH – 120 in the state of Bihar on EPC mode(job No. NH – 120/BR/2022-23/69)	2.215	20.84	106.93	M/s Shanti Construction	15.06.2026
9	Lakhisarai	EPC	Construction of Diversion/Causeway for damaged Bridge at km 72 (Nariyana) and km 80 (Mangobandar) of NH-333A for the year 2025–26. Job No. NH-333A/BHR/2025-26/140	1.08	12.58	18.26	Balkrishna Bhalotia Construction Private Limited	07.07.2026
			Total	**398.04**	**7606.05**	**14461.64**		

Projects Sanctioned and are in bidding stage				
Sr. No.	**Name of Project**	**Length (km)**	**Tentative Cost (in Cr.)**	**Approval status**
1	4L Khagaria – Purnia section of NH – 31	143.5	3936	CCEA approved on 03.06.2026
2	Pre-Construction activities from km 0 to km 72.00 of NH-333A and Construction of 3 no. of Bypasses at Sheikhpura, Jamui & Khaira alongwith 1 no of realignment at Sikandra (total length -13.472) to two lane with paved shoulders standard in state of Bihar.	13.472	329.17	Yet to be invited

3	Construction of Four lane with paved shoulder of Bhagalpur–Kharhara village (Dhaka more) from Km-0+000 to KM 36+600 (Total Length 36.600 km) of NH 133E on EPC mode in the State of Bihar. (Job No. - NH-133E/BR/2022-23/73)	32.6	857.72	Yet to be invited
4	Widening and strengthening to 2-Lane with Paved Shoulder of NH-322 Musrigharari to Darbhanga (Km 72.05 to Km 96.00) in the state of Bihar on EPC Mode for the year 2025-26.	23.95	225.66	Tender Invited Bid due date: 20.08.2026
5	Construction of Four-Lane Arwal Bypass from km 54+200 To km66+500 (Design ch. 67+680) of existing NH-139 on Naubatpur-Hariharganj Road in the State of Bihar under EPC mode	13.48	665.5	Tender Invited Bid due date: 15.09.2026
6	Construction of 4-Lane with Paved Shoulder Daudnagar Bypass from km 93+915 To km 102+290 of NH-139 on Naubatpur- Hariharganj Road in the state of Bihar for the year 2025-26 on EPC Mode.	8.375	288.28	Yet to be invited
7	Upgradation of existing two lane highway to Four lane with paved shoulder in Km 36+600 to Km 63+630 (Kharhara Village to Bhaljor (to) Bihar/Jharkhand Border excluding Ch 51+800 – 52+320) of Bhagalpur- Dhaka More- Bhaljor (Hansdiha Road) section of NH 133E in the State of Bihar (Package-2)under EPC mode.	26.51	863.15	Yet to be invited
8	Construction of Bridges over Kataiya Hydel tail race & canal from Ch. 1.9 to Ch. 2.96 of NH-131(106) in the State of Bihar for the year 2025-26	1.06	63.21	Technical Evaluation Ongoing
9	Repair work of old Major Bridge near Kinjer Bazar on Punpun River in Km 19th of NH-33 (Old NH-110) for the year 2026-27.	0	0.99	Technical/Financial Evaluation Ongoing

10	Strengthning work from Ch. 240+200 to Ch. 245+400 of NH-120 Dumraon Bazar for the F.Y. 2026-27 in the State of Bihar	5	18.89	Technical Evaluation Ongoing
	Total	267.947	7248.57	

एसएटीएटी योजना के अंतर्गत संपीड़ित बायो-गैस सयंत्र

3203. श्री देवेश शाक्यः

श्री नीरज मौर्यः

श्री बाबू सिंह कुशवाहाः

श्री लालजी वर्माः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) देश भर में, विशेषकर उत्तर प्रदेश राज्य और जौनपुर संसदीय निर्वाचन क्षेत्र के अंतर्गत, 'सस्टेनेबल अल्टरनेटिव टूवार्डस् अफोर्डेबल ट्रांसपोर्टेशन' (एसएटीएटी) योजना के तहत संपीड़ित बायो-गैस (सीबीजी) संयंत्रों की स्थापना के लिए वर्ष 2025-26 के दौरान जारी कुल निधि में से जमीनी स्तर पर उपयोग की गई वित्तीय सहायता का वास्तविक प्रतिशत कितना है तथा इसके तहत स्वीकृत और स्थापित कुल संयंत्रों की संख्या कितनी है;

(ख) उत्तर प्रदेश के ग्रामीण क्षेत्रों और जौनपुर संसदीय निर्वाचन क्षेत्र में भूमि से जुड़ी समस्याओं, कचरे और फसल के अवशेष सहित फीडस्टॉक की आपूर्ति के मुद्दों, तकनीकी बाधाओं या अन्य कारणों से कितने स्वीकृत संयंत्रों में निर्माण कार्य अधूरा पड़ा है तथा इसके प्रमुख कारण क्या हैं;

(ग) क्या सरकार ने इस बात का संज्ञान लिया है या आकलन किया है कि इस योजना के तहत बायो-गैस की खरीद, गैस आपूर्ति समझौतों के निष्पादन तथा पाइपलाइन और अन्य आवश्यक अवसंरचना के विकास में तेल विपणन कंपनियों द्वारा अत्यधिक प्रशासनिक देरी की जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार ने विशेष रूप से जौनपुर संसदीय निर्वाचन क्षेत्र सहित देश के ग्रामीण क्षेत्रों में बायो-गैस संयंत्रों और कृषि अवशेष प्रबंधन इकाइयों के माध्यम से स्थानीय ग्रामीण युवाओं के लिए तकनीकी और गैर-तकनीकी क्षेत्रों में सतत् रोजगार के अवसर पैदा करने के लिए कोई योजना बनाई है या किसी विशेष योजना को लागू कर रही है 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) से (घ): सरकार ने पूरे देश में संपीड़ित जैवगैस (सीबीजी) संयंत्रों की स्थापना को बढ़ावा देने के उद्देश्य से गैल्वनाइजिंग ऑर्गेनिक बायो-एग्रो रिसोर्सेज धन (गोबरधन) पहल के तहत कई मंत्रालयों और विभागों को शामिल करते हुए "संपूर्ण सरकार" के दृष्टिकोण को अपनाया है। सरकार, उत्तर प्रदेश और जौनपुर संसदीय क्षेत्र सहित पूरे देश में सीबीजी परियोजनाओं के लिए एक सहायक पारिस्थितिकी तंत्र बनाने हेतु विभिन्न नीतिगत और संस्थागत सक्षमकर्ता प्रदान कर रही है, जिनमें से किफायती परिवहन के लिए दीर्घकालिक विकल्प (एसएएसएटी) एक ऐसी ही पहल है।

एसएएसएटी पहल के तहत, तेल और गैस विपणन कंपनियां (ओजीएमसीज) सीबीजी की अधिप्राप्ति के लिए उद्यमियों से रुचि की अभिव्यक्ति (ईओएल) आमंत्रित करती हैं। सरकार, एसएएसएटी पहल के तहत सीबीजी संयंत्रों की स्थापना हेतु कोई वित्तीय सहायता प्रदान नहीं करती है।

उद्यमियों द्वारा सीबीजी संयंत्रों की स्थापना उनकी परियोजनाओं की तकनीकी-वाणिज्यिक व्यवहार्यता के आधार पर की जाती है। गोबर्धन पोर्टल से संकलित जानकारी के अनुसार 31 जुलाई, 2026 की स्थिति के अनुसार 217 सीबीजी संयंत्रों को कमीशन किया गया है, जिनकी कुल उत्पादन क्षमता लगभग 1,773 टन प्रतिदिन है, जिसमें एसएएसएटी और सीबीजी-सीजीडी सिंक्रोनाइजेशन योजना के अंतर्गत 180 सीबीजी संयंत्र शामिल हैं। (ब्यौरा संलग्न **विवरण** में दिया गया है।)

उत्तर प्रदेश में 41 सीबीजी संयंत्र कमीशन किए गए हैं, जिनमें से 40 एसएएसएटी पहल और सीबीजी-सीजीडी सिंक्रोनाइजेशन योजना के तहत शामिल हैं।

सरकार समय-समय पर ओजीएमसीज, सीबीजी उत्पादकों और अन्य हितधारकों के साथ परामर्श करके सीबीजी संयंत्र के निर्माण में बाधाओं, सीबीजी की अधिप्राप्ति, पाइपलाइन के विकास, अन्य सहायक बुनियादी ढांचे आदि से संबंधित मामलों की समीक्षा करती है और चुनौतियों का समाधान करने हेतु मामले को उठाती है।

इन समीक्षाओं के दौरान यह पाया गया है कि सीबीजी परियोजनाओं की स्थापना में बाधा डालने वाली बाधाओं में अन्य बातों के साथ-साथ भूमि से संबंधित मुद्दे, फीडस्टॉक की उपलब्धता और एकत्रीकरण, सांविधिक मंजूरी, वित्तपोषण, तकनीकी और वाणिज्यिक विचार और अन्य परियोजना-विशिष्ट कारक शामिल हैं।

पाइपलाइन अवसंरचना विकास (डीपीआई) योजना के तहत, पात्र सीबीजी उत्पादकों, नगर गैस वितरण (सीजीडी) कंपनियों और प्राकृतिक गैस पाइपलाइन प्रचालकों को सीबीजी निकासी और ऑफटेक की सुविधा के लिए सीबीजी संयंत्रों/समूहों और सीजीडी अथवा प्राकृतिक गैस पाइपलाइन नेटवर्क के बीच पाइपलाइन कनेक्टिविटी के लिए वित्तीय सहायता प्रदान की जाती है।

कनेक्टिंग पाइपलाइन परियोजना में बाधा उत्पन्न वाले कारक सीबीजी संयंत्र की तत्परता, परियोजना की तकनीकी-वाणिज्यिक व्यवहार्यता, सीबीजी-सीजीडी सिंक्रोनाइजेशन योजना के तहत त्रिपक्षीय समझौते का निष्पादन, सांविधिक मंजूरी और कनेक्टिविटी से संबंधित मुद्दे हैं।

सीबीजी संयंत्र कृषि अवशेषों, मवेशियों के गोबर और जैविक अपशिष्ट को स्वच्छ ईंधन और जैविक खाद में परिवर्तित करके चक्रीय अर्थव्यवस्था को बढ़ावा देते हैं। वे फीडस्टॉक एकत्रीकरण, परिवहन, संयंत्र निर्माण, प्रचालन और रखरखाव, रसद और जैव खाद प्रबंधन में प्रत्यक्ष और अप्रत्यक्ष रोजगार उत्पन्न करते हैं, जिससे उत्तर प्रदेश और जौनपुर संसदीय क्षेत्र

सहित पूरे देश में तकनीकी और गैर-तकनीकी गतिविधियों में ग्रामीण युवाओं के लिए स्थायी आजीविका के अवसर पैदा होते हैं।

विवरण

चालू हुए सीबीजी संयंत्र की राज्य/यूटी के हिसाब से जानकारी (31.07.2026 तक)

राज्य/केंद्र शासित प्रदेश का नाम	सीबीजी संयंत्र
आंध्र प्रदेश	9
बिहार	2
छत्तीसगढ	3
दिल्ली	3
गोवा	1
गुजरात	27
हरियाणा	22
झारखंड	1
कर्नाटक	22
केरल	1
मध्य प्रदेश	14
महाराष्ट्र	27
ओडिशा	1
पंजाब	11
राजस्थान	12
तमिलनाडु	8
तेलंगाना	7
उत्तर प्रदेश	41
उत्तराखंड	4
पश्चिम बंगाल	1
कुल योग	**217**

(*स्रोत: गोबरधन पोर्टल*)

PUMPED STORAGE PROJECTS

3204. SHRI HASMUKHBHAI SOMABHAI PATEL:

SHRI VIVEK THAKUR:

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

(a) the present status of Pumped Storage Projects (PSPs) under construction at various stages of approval across the country;

(b) the measures taken to facilitate timely environmental and statutory clearances for such projects;

(c) the role envisaged for Pumped Storage in integrating renewable energy and managing peak demand; and

(d) the steps taken to encourage greater participation of the private sector in the development of PSPs?

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): Presently, 11 PSPs with an aggregate installed capacity of 15,870 MW are under construction in the country (Details are given in the enclosed **Statement-I**). Further, 6 PSPs with total installed capacity of 8,140 MW have been concurred/appraised by Central Electricity Authority (CEA) and are yet to be taken up for construction (Details are given in the enclosed **Statement-II**), and 1 PSP with an installed capacity of 640 MW is under examination in CEA (Details are given in the enclosed **Statement-III**).

(b): The measures taken to facilitate timely environmental and statutory clearances for such projects are as under:

(i) Ministry of Environment, Forest & Climate Change (MoEF&CC), vide its notification dated 18.05.2023, has enabled appraisal of PSPs under B2 category subject to certain conditions.

(ii) The MoEF&CC on 14.08.2023, has issued specific Terms of Reference (TOR) for the proposals involving off stream PSPs wherein collection of baseline data for one season (other than monsoon) is prescribed for off stream closed loop PSPs and collection of baseline data for two seasons (pre-monsoon & post-monsoon) is prescribed for off stream open loop PSPs.

(iii) The MOEF&CC on 20.08.2024, has extended the provisions relating to survey in the forest areas for mining projects to other development projects including hydel/PSPs.

(iv) MOEF&CC vide letter dated 10.09.2025 has enhanced the number of boreholes for undertaking survey and explorations in the forest area for mining and developmental projects including hydel / PSPs.

(v) CEA has revised Guidelines for formulation and concurrence of Detailed Project Report (DPR) of PSPs. Under the revised guidelines, the timeline for concurrence of DPR has been reduced from 90 days to 50 days for PSPs. Further, the clearance of Inter-State Aspects is not required for PSPs.

(vi) The Government of India, vide Gazette notification dated 01.08.2025, has revised the capital expenditure limit for schemes related to setting up hydro generating stations to ₹3,000 crore, requiring the concurrence

of the CEA. Further, the Government has exempted off-stream closed-loop pumped storage schemes, irrespective of the quantum of capital expenditure, from the requirement of concurrence by the CEA.

(c): Pumped Storage Projects (PSPs) support the integration of renewable energy by storing surplus energy during off-peak periods and supplying power during peak demand. They provide long-duration energy storage, balancing power and ancillary grid services such as frequency regulation, voltage support and black start capability, thereby supporting grid stability, reliability and higher renewable energy penetration.

(d): Central Government has taken a number of measures to encourage greater private sector participation in the development of PSPs as listed below:

(i) Ministry of Power has notified Guidelines to promote development of Pumped Storage Projects in the country on 10.04.2023.

(ii) Budgetary Support towards Cost of Enabling Infrastructure, i.e., roads/bridges, railway sidings, ropeways, communication infrastructure and transmission line from power house to nearest pooling point.

(iii) To provide a transparent, fair, standardized procurement framework based on open competitive bidding with appropriate risk-sharing between various stakeholders, MoP vide Gazette notification dated 06.02.2025, has notified tariff based competitive bidding (TBCB) guidelines for procurement of storage capacity/stored energy from pumped storage plants.

(iv) The Central Electricity Regulatory Commission (CERC), vide its Notification dated 26.06.2025, has provided for 100% waiver of Inter-State Transmission System (ISTS) charges for PSPs for a period of 25 years from the Commercial Operation Date (COD), in respect of projects for which the construction work is awarded on or before 30.06.2028.

STATEMENT-I

LIST OF PSPs IN UNDER CONSTRUCTION

Sl. No.	Name of the Project (Executing Agency)	State / UT	Capacity (MW)	Target for Commissioning
1	Upper Sileru PSP (APGENCO)	Andhra Pradesh	1350	Feb'29
2	Sharavathy PSP (KPCL)	Karnataka	2000	May'32
3	Kundah PSP (Phase-I,II&III) (TANGEDCO)	Tamil Nadu	500	F eb'27
4	MP30 Gandhi Sagar PSP (Greenko MP01 IREP Private Limited)	Madhya Pradesh	1920	Dec'26
5	Chitravathi PSP (Adani Renewable Energy Forty-Two Limited)	Andhra Pradesh	500	Feb'27
6	Bhivpuri PSP (Tata Power Company Limited)	Maharashtra	1000	Feb'29
7	Saundatti PSP (Greenko KA01 IREP Private Limited)	Karnataka	1600	Dec'27
8	Bhavali PSP (JSW Energy PSP Two Limited)	Maharashtra	1500	Dec'28
9	Gandikota PSP (Adani Renewable Energy Fifty-One Limited)	Andhra Pradesh	1000	Mar'29
10	Tarali PSP (Adani Renewable Energy One Limited)	Maharashtra	1500	Jun'29
11	Saidongar-1 Karjat PSP (Torrent Energy Storage	Maharashtra	3000	Dec'29

	Solutions)			
		TOTAL	**15,870**	

STATEMENT-II

List of PSPs concurred/ appraised by CEA and are yet to be taken up for construction:

Sl. No.	Name of the project (Executing Agency)	State/UT	Capacity (MW)	Date of Concurrence/ Appraisal
1	Chichlik PSP* (Avaada Water Battery Pvt. Ltd.)	Uttar Pradesh	1560	08.07.2026
2	Pane PSP (JSW Neo Energy Ltd)	Maharashtra	1500	09.10.2025
3	Shirawta PSP (Tata Power Company Ltd)	Maharashtra	1800	01.09.2025
4	Kandhaura PSP (JSW Energy PSP Six Ltd)	Uttar Pradesh	1680	13.06.2025
5	Upper Indravati PSP (Odisha Hydro Power Corporation Ltd.)	Odisha	600	19.08.2024
6	Turga PSP (West Bengal State Electricity Distribution Company Ltd.)	West Bengal	1000	05.10.2016
		TOTAL	8,140	

* Appraised

STATEMENT-III

List of PSPs Under Examination in CEA

S. No.	Name of the project (Executing Agency)	State/UT	Capacity (MW)
1	Indirasagar Omkareshwar (NHDC Limited)	Madhya Pradesh	640

उत्तर प्रदेश में पीएमयूवाई के तहत एलपीजी की आपूर्ति

3205. श्री रमाशंकर बिद्यार्थी राजभरः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) देश भर में तथा उत्तर प्रदेश में प्रधानमंत्री उज्जवला योजना (पीएमयूवाई) के तहत तरलीकृत पेट्रोलियम गैस (एलपीजी) के कितने परिवारों को कनेक्शन प्रदान किए गए हैं और वर्तमान में नियमित रूप से एलपीजी सिलेंडरों का उपयोग कर रहे लाभार्थियों की संख्या का ब्यौरा क्या है;

(ख) क्या सरकार ने इस बात का आकलन किया है कि गैस सिलेंडरों की बढ़ती कीमतों के कारण गरीब परिवार पारंपरिक ईंधनों की ओर वापस लौट रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इस संबंध में सरकार द्वारा क्या सुधारात्मक उपाय किए गए हैं;

(ग) देवरिया और बलिया जिलों सहित पूर्वांचल क्षेत्र में एलपीजी वितरण केंद्रों की संख्या का ब्यौरा क्या है तथा ग्रामीण उपभोक्ताओं को समय पर आपूर्ति सुनिश्चित करने के लिए क्या कदम उठाए गए हैं; और

(घ) क्या सरकार उज्जवला योजना के लाभार्थियों को किफायती दरों पर एलपीजी की नियमित आपूर्ति प्रदान करने के लिए एक स्थाई तंत्र स्थापित करने पर विचार कर रही है 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) से (घ): देश में गरीब परिवारों की वयस्क महिलाओं को बगैर जमानत राशि के एलपीजी कनेक्शन प्रदान करने के उद्देश्य से वर्ष 2016 में प्रधानमंत्री उज्ज्वला योजना की शुरुआत की गई थी। दिनांक 01.07.2026 की स्थिति के अनुसार लगभग 10.58 करोड़ पीएमयूवाई कनेक्शन थे। भारत अपनी एलपीजी आवश्यकतों का अधिकांश आयात करता है तथा देश में एलपीजी के मूल्य सऊदी सीपी पर आधारित हैं।

अप्रैल और मई 2026 में औसत सऊदी सीपी (एलपीजी मूल्य निर्धारण के लिए अंतरराष्ट्रीय बेंचमार्क) बढ़कर 780 अमेरिकी डॉलर/एमटी हो गया। जून 2026 में, सऊदी सीपी और बढ़कर 796 अमेरिकी डॉलर/एमटी (प्रीमियम को छोड़कर) हो गया, 14.2 किलोग्राम घरेलू एलपीजी सिलेंडर का बाजार निर्धारित मूल्य (एमडीपी) 1,695 रुपए प्रति 14.2 किलोग्राम सिलेंडर हो गया।

जून 2026 से घरेलू एलपीजी का खुदरा बिक्री मूल्य 942 रुपए प्रति 14.2 किलो सिलेंडर पर बना हुआ है, जिसमें जून 2026 में 700 रुपए से भी अधिक प्रति 14.2 किलो सिलेंडर पर और जुलाई 2026 के दौरान 500 रुपए प्रति सिलेंडर की अंतर्निहित राजसहायता (अल्प-वसूली) शामिल है। अगस्त 2026 माह के लिए भी प्रति सिलेंडर के आरएसपी में 188 रुपए की अंतर्निहित राजसहायता शामिल है। 10.5 करोड़ से अधिक पीएमयूवाई उपभोक्ताओं के लिए 300 रुपए प्रति सिलेंडर की निर्धारित राजसहायता के बाद प्रभावी मूल्य केवल 642 रुपए प्रति सिलेंडर (दिल्ली) है।

सरकार, देशभर के घरों में किफायती मूल्यों पर घरेलू एलपीजी की उपलब्धता सुनिश्चित कर रही है, जिसके लिए सरकार ने वित्त वर्ष 2022-23 में ओएमसीज को 22,000 करोड़ रुपए का मुआवजा प्रदान किया और वित्त वर्ष 2025-26 और वित्त वर्ष 2026-27 के दौरान 30,000 करोड़ रुपए का भुगतान किया है। इस मुआवजे के भुगतान के बाद भी, 30 जून 2026 की स्थिति के

अनुसार घरेलू एलपीजी पर पीएसयू ओएमसीज की संचित अल्प-वसूली 51,000 करोड़ रुपए से भी अधिक थी।

दूरस्थ और ग्रामीण बस्तियों में अंतिम छोर तक डिलिवरी के माध्यम से उपलब्धता में और सुधार लाने के लिए ग्रामीण और दूरस्थ क्षेत्र के डिस्ट्रीब्यूटरशिप्स कमीशन करना, सामान्य सेवा केंद्र-ग्राम स्तरीय उद्यमी (सीएससी वीएलईज) की नियुक्ति करना, बुकिंग और ट्रैकिंग के लिए विभिन्न इलेक्ट्रॉनिक विकल्पों की उपलब्धता सहित कई अन्य उपाय करना शामिल हैं।

उत्तर प्रदेश के पूर्वांचल क्षेत्र में वाराणसी, गाजीपुर, चंदौली, जौनपुर, भदोही, मिर्जापुर, सोनभद्र, मऊ, आजमगढ़, बलिया, देवरिया, कुशीनगर, गोरखपुर, महाराजगंज, संतकबीरनगर, बस्ती, सिद्धार्थनगर, प्रयागराज, प्रतापगढ़, फतेहपुर और कौशाम्बी जिले आते हैं। पूर्वांचल क्षेत्र में बलिया और देवरिया सहित ग्रामीण क्षेत्रों में एलपीजी डिस्ट्रीब्यूटरों की जिलावार कुल संख्या और डिस्ट्रीब्यूटरों की संख्या संलग्न **विवरण** में दी गई है।

विवरण

उत्तर प्रदेश के पूर्वांचल क्षेत्र में जिले-वार वितरकों की संख्या

क्रम सं.	ज़िला	वितरकों की कुल संख्या	ग्रामीण इलाकों में कैटरिंग करने वाले डिस्ट्रीब्यूटर्स की संख्या
1	आजमगढ़	84	74
2	बलिया	56	51
3	बस्ती	42	35
4	भदोही	42	39
5	चंदौली	42	40
6	देवरिया	79	70
7	गाजीपुर	63	59
8	गोरखपुर	77	56
9	जौनपुर	77	68
10	कौशाम्बी	44	40
11	कुशीनगर	67	63
12	महाराजगंज	34	32
13	मऊ	22	17
14	मिर्जापुर	51	42

15	प्रतापगढ़	72	67
16	प्रयागराज	125	86
17	संतकबीरनगर	27	26
18	सिद्धार्थनगर	35	32
19	सोनभद्र	58	37
20	वाराणसी	86	43
21	फतेहपुर	50	38

स्रोत: पीएसयू ओएमसीज की ओर से आईओसीएल

POTABLE WATER SUPPLY UNDER AMRUT 2.0

3206. DR. K. SUDHAKAR:

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

(a) whether the Government has reviewed the progress made under AMRUT 2.0 towards achieving 24x7 potable water supply in cities of Karnataka and if so, the details and the outcome thereof;

(b) the details of water supply projects sanctioned, completed and under implementation under AMRUT 2.0 in Karnataka during the last three years, city-wise;

(c) whether the Government has identified any gaps in achieving the prescribed Service Level Benchmarks for water supply and reduction of Non-Revenue Water and if so, the details thereof along with the corrective measures taken thereon;

(d) the status of sewerage and treated wastewater reuse projects under AMRUT 2.0 in Karnataka, city-wise; and

(e) whether the Government proposes to provide additional assistance for completion of pending projects under AMRUT 2.0 in Karnataka and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b): Water is a State subject and the management of drinking water including 24x7 water supply at the city level falls under the purview of the State Governments/ Urban Local Bodies (ULBs). Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States through various Mission/ Schemes such as Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0) for water supply in the urban areas. Under the Mission the States/ Union Territories are empowered to select, appraise, prioritise and implement the projects as per broad framework of Mission guidelines.

The State of Karnataka has taken up 227 water supply projects worth ₹9589.95 crore, which includes 20.07 lakh new/ serviced household tap connections, water treatment capacity of 433.37 Million Litre per Day (MLD), water network of 12,429 km. As updated by the State on AMRUT 2.0 portal as on 09.07.2026, The State has awarded 215 water supply projects with a cost of ₹8139.04 crore (CAPEX cost) of which works worth ₹3,795.53 crore have been completed. The ULB/ city-wise details of projects in the State of Karnataka are available at

https://amrut.mohua.gov.in/approvedProjectsAmrut/ulb/OXhRK3hRdEZJSC9hdmxYZXVTM0ZFdz09.

(c): Under AMRUT 2.0, cities have prepared City Water Balance Plans (CWBPs), which included as-is assessment of water supply systems which helped cities/ ULBs to identify gaps as per prescribed service level benchmarks for water supply including reduction of Non-Revenue Water. City Water Balance Plan helped cities to identify scope for projects focusing on the objectives of Mission. Based on the projects identified in City Water Balance Plans, City Water Action Plan (CWAP) were devised. These CWAPs were aggregated in the form of State Water Action Plans (SWAP). The State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State, considered and recommended/ approved the SWAPs under AMRUT 2.0. On recommendations of SHPSC, the SWAPs have been approved by the Apex Committee at the Central level under AMRUT 2.0.

Under AMRUT 2.0, States/ UTs have taken up 3,572 water supply projects worth ₹1,18,968.38 crore (including Operation and Maintenance cost), which includes augmentation of 11,769 MLD of water treatment capacity and 1.61 lakh km water network (new/rehabilitation).

For improvement in service delivery and reduction of transmission losses and non-revenue water, AMRUT 2.0 promotes adoption of District Metered Area (DMA) approach in creation of projects where ever feasible and inclusion of Smart Monitoring Systems such as Supervisory Control and Data Acquisition (SCADA), meters, pressure valves, etc. States are encouraged to

implement at least one Drink from Tap (DfT) project in a DMA or ward within each AMRUT city. As updated by the States/ UTs on AMRUT 2.0 portal, a total of 407 project with 1,285 DMAs benefitting 20.40 lakh Households have been approved under AMRUT 2.0 and 1,473 water supply projects under AMRUT 2.0 have provision for SCADA system. The State Government of Karnataka has informed that 92 DMAs benefitting 1.23 lakh households have been approved in 20 towns for 24x7 potable water supply under AMRUT 2.0.

(d): The State of Karnataka has not taken up any sewerage and septage management project including used water reuse projects under AMRUT 2.0.

(e): Under AMRUT 2.0, central assistance is released to the States/ UTs based on the pace of expenditure and progress of the projects in the States/ UTs as per broad framework of Mission guidelines. Total Central Allocation for the State of Karnataka under AMRUT 2.0 is ₹4628 crore for the entire Mission period. Central assistance of ₹2467.14 crore has been released/ Mother Sanction issued for the projects under AMRUT 2.0 to the State till 09.07.2026.

PROJECTS UNDER CRIF IN TELANGANA

3207. SHRI KONDA VISHWESHWAR REDDY:

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

(a) the number of road and bridge projects sanctioned under the Central Road and Infrastructure Fund (CRIF) in Telangana from 2014-15 to 2025-26, year-wise;

(b) the total cost of such projects, along with the funds sanctioned, released and utilised during the said period, year-wise;

(c) the details of such projects in the State indicating the number of projects, road length sanctioned, estimated cost, present status and expenditure incurred, district-wise;

(d) the number and value of CRIF projects completed, under implementation and pending in Telangana, district-wise; and

(e) whether the Government has received any proposals from the Government of Telangana for additional CRIF road projects during 2025-26 and 2026-27 and if so, the details thereof and the action taken thereon?

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

(a) to (e): The Government in Ministry of Road Transport and Highways receives proposals from the State Governments for sanction of road and bridge projects under the Central Road and Infrastructure Fund (CRIF), including Setu Bandhan from time to time. Such proposals are considered based on the priority list submitted by the State Government, status of Bank of Sanctions (BoS), and the extant policy guidelines as per CRIF Act 2000. The details of CRIF road and bridge projects sanctioned in the State of Telangana are given in the enclosed **Statement-I**. The district-wise details of sanctioned projects under CRIF in the State of Telangana are given in the enclosed **Statement-II**.

List of 55 number of road and bridge proposals have been received for sanction of works amounting to Rs. 2116 Crores in Financial Year (FY) 2025-26 and FY 2026-27 out of which 36 number of works amounting to Rs. 971 Crores have already been sanctioned.

STATEMENT-I

The details of CRIF road and bridge projects sanctioned in the State of Telangana:

Year	No. of projects sanctioned	Cost of projects sanctioned	Released by GoI based on utilization submitted by State Government
2014-15	-	-	51.40
2015-16	-	-	135.34
2016-17	85	1020	280.73
2017-18	-	-	249.13
2018-19	54	800	279.08
2019-20	-	-	234.06
2020-21	-	-	253.29
2021-22	48	878.55	261.88
2022-23	5	432.84	275.89
2023-24	37	977.24	366.38
2024-25	-	-	335.59
2025-26	36	971	367.17

STATEMENT-II

The district-wise details of sanctioned projects under CRIF in the State of Telangana:

Sl. No	Name of District	Nos. of works sanctioned under CRIF	Length of projects sanctioned under CRIF	Cost of projects sanctioned under CRIF (in Rs. Cr.)	Expenditure incurred (in Rs. Cr.)	Number of project completed	Number of projects under various stages of implementation
1	Adilabad	17	208.20	267	215	14	3

2	Bhadradri Kothagudem	4	50.20	77	14	1	3
3	Hanamkonda	2	17.00	88	31	1	1
4	Jagtial	10	117.52	169	119	6	4
5	Jangaon	4	54.20	71	54	3	1
6	Jayashankar Bhupalpally	2	29.53	45	45	2	-
7	Kamareddy	6	75.05	120	59	2	4
8	Khammam	27	315.65	443	325	21	6
9	Karimnagar	30	362.99	637	355	25	5
10	Komuram Bheem Asifabad	3	20	57	11	1	2
11	Mahabubabad	5	50.5	91	32	2	3
12	Mahabubnagar	20	238.29	254	216	18	2
13	Mancherial	3	13	44	23	2	1
14	Medak	23	273.54	308	249	20	3
15	Medchal Malkajigiri	2	21.4	29	27	2	0
16	Mulugu	1	15.2	30	10	-	1
17	Nagarkurnool	9	134.8	194	142	5	4
18	Nalgonda	28	341.05	489	328	22	6
19	Narayanpet	2	33.2	57	-	-	2
20	Nirmal	6	72.1	120	84	3	3
21	Nizamabad	18	249.50	419	252	14	4
22	Peddapally	7	82.3	128	111	6	1
23	Rajanna Siricilla	6	74.25	94	70	5	1
24	Rangareddy	37	463.54	590	366	30	7
25	Sangareddy	5	69.9	104	32	1	4
26	Siddipet	8	87.48	146	131	7	1
27	Suryapet	3	43.2	65	68	3	-
28	Vikarabad	6	66.96	191	159	1	5
29	Wanaparthy	2	25	33	26	2	-
30	Warangal	23	266.32	373	297	21	2
31	Yadadri Bhuvanagiri	4	47.2	70	34	2	2

FHTCs UNDER JJM IN BIHAR

3208. SHRI ARUN BHARTI:

SHRI RAJESH VERMA:

DR. LATA WANKHEDE:

SHRIMATI SHAMBHAVI:

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

(a) the physical progress achieved in providing Functional Household Tap Connections (FHTCs) under the Jal Jeevan Mission (JJM) in Bihar during 2025-26;

(b) the total Central financial assistance allocated, released and utilised by the State implementing agencies for rural water supply projects in Bihar during the last one year;

(c) the total number of Gram Panchayats in Bihar that have been declared as 'Har Ghar Jal' certified by the Village Water and Sanitation Committees;

(d) whether the Government has identified recurring delays in laying water distribution networks due to flooding or difficult terrain in the northern districts of Bihar and if so, the details thereof; and

(e) the steps taken by the Government to ensure the continuous operation and maintenance of piped water supply schemes by local Panchayats in Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a): Drinking water is a State subject, and therefore, the responsibility for planning, approval, implementation, operation and maintenance of drinking water supply schemes, including those under Jal Jeevan Mission (JJM), lies with the respective State/UT Governments. The Government of India

supplements the efforts of the States/UTs by providing financial and technical assistance for implementation of the Mission.

Since August 2019, Government of India, in partnership with States/UTs including Bihar, has been implementing JJM – Har Ghar Jal to make provision of tap water supply to every rural household of the country. In March 2026, the Union Cabinet has approved extension of the JJM up to December 2028, with an enhanced outlay and a restructured implementation framework focusing on structural reforms in the rural drinking water supply sector under JJM 2.0.

At the start of the Mission, around 3.16 lakh (1.89 %) rural households were reported to have tap water connections in State of Bihar. So far, as reported by the State on JJM-IMIS, around 1.57 crore rural households have been provided with tap water connections. Thus, as on 19.07.2026, out of 1.67 crore rural households in the State, around 1.60 crore (95.71%) households are reported to have tap water connections in their homes. Further, as reported by the State, during 2025-26, the state has provided 737 tap water connections.

(b): No central financial assistance has been allocated or released to State of Bihar during 2025-26.

(c): As reported by State of Bihar on JJM-IMIS, 741 Gram Panchayats have been certified as Har Ghar Jal.

(d): As informed by State government of Bihar, certain districts in North Bihar are prone to annual flooding, waterlogging, river course changes and difficult geographical conditions, which occasionally affect the execution of water

supply schemes, including laying of distribution of pipelines. Such challenges are generally experienced in districts adjoining major rivers such as Kosi, Gandak, Bagmati, Kamla, Burhi Gandak and Mahananda. The State Department addresses these challenges through suitable engineering interventions, revise work planning, elevated structures wherever required, protective measures and close monitoring for timely completion of schemes.

(e): As informed by State government of Bihar, several measures have been undertaken to ensure sustainable operation and maintenance of rural piped water supply schemes. These include:

i. Capacity building and training of local functionaries;
ii. Regular water quality monitoring and surveillance through NABL accredited laboratories;
iii. Periodic inspection and monitoring by Public Health Engineering officials; and
iv. Prompt rectification of operational issues to ensure uninterrupted supply of safe drinking water.

Further, Ward Implementation Management Committees (WIMCs)/Panchayats have been entrusted with responsibilities relating to testing of water quality using Field Testing Kits (FTKs), collection of water user charges, monitoring the functioning of water supply schemes, and organizing Jal Chaupals.

विद्युत उत्पादन, पारेषण और वितरण क्षमता बढ़ाने के लिए परियोजनाएं

3209. श्री राजेश रंजन:

क्या **विद्युत** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार वर्ष 2030 तक देश में विद्युत उत्पादन, पारेषण और वितरण क्षमता में वृद्धि करने के लिए किसी नई कार्य योजना को कार्यान्वित कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) विगत पांच वर्षों के दौरान बिहार में विद्युत उत्पादन, पारेषण और वितरण अवसंरचना के विकास के लिए स्वीकृत परियोजनाओं का ब्यौरा क्या है;

(ग) क्या सरकार का बिहार के कोसी-सीमांचल क्षेत्र में नए उच्च क्षमता वाले ग्रिड सब-स्टेशनों और पारेषण लाइनों को स्थापित करने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) ऐसी परियोजनाओं के कार्यान्वयन के लिए निर्धारित समयावधि क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(**क**): भारत सरकार ने देश में विद्युत उत्पादन, पारेषण और वितरण क्षमता बढ़ाने के लिए निम्नलिखित कदम उठाए हैं:

1. उत्पादन और भंडारण योजना:

(i) राष्ट्रीय विद्युत योजना (उत्पादन) के अनुसार, वर्ष 2031-32 में संस्थापित उत्पादन क्षमता 874 गीगावाट होने की संभावना है। यह सुनिश्चित करने के लिए कि उत्पादन क्षमता अनुमानित अधिकतम मांग से आगे रहे, सभी राज्यों ने सीईए के परामर्श से अपनी "संसाधन पर्याप्तता योजनाएं (आरएपी)" तैयार की हैं, जो गतिशील 10-वर्षीय रोलिंग योजनाएं हैं और इसमें विद्युत उत्पादन के साथ-साथ विद्युत क्रय आयोजना भी शामिल है।

(ii) सभी राज्यों को सलाह दी गई कि वे अपनी संसाधन पर्याप्तता योजनाओं के अनुसार सभी उत्पादन स्रोतों से उत्पादन क्षमताएं निर्माण/अनुबंधित करने की प्रक्रिया शुरू करें।

(iii) भारत सरकार ने विद्युत उत्पादन क्षमता बढ़ाने के लिए, निम्नलिखित क्षमता वृद्धि कार्यक्रम शुरू किया है:

क. ताप क्षमता में वृद्धि: दिनांक 31.03.2023 तक 2,11,855 मेगावाट की संस्थापित क्षमता की तुलना में, 2035–36 तक तापीय (कोयला और लिग्नाइट) क्षमता की अनुमानित आवश्यकता लगभग 3,15,000 मेगावाट है। इस आवश्यकता को पूरा करने के लिए, विद्युत मंत्रालय ने अतिरिक्त न्यूनतम 1,05,000 मेगावाट कोयला और लिग्नाइट आधारित तापीय क्षमता संस्थापित करने की परिकल्पना की है।

तदनुसार, अप्रैल 2023 से दिनांक 30.06.2026 तक लगभग 21,080 मेगावाट की तापीय क्षमताएं कमीशन की गई हैं। इसके अलावा, 47,545 मेगावाट की तापीय क्षमता (जिसमें 4,845 मेगावाट की संकटग्रस्त ताप विद्युत परियोजनाएं शामिल हैं) वर्तमान में निर्माणाधीन है। 16,000 मेगावाट के विवरण अवार्ड किए जा चुके हैं और निर्माण अभी शुरू किया जाना हैं।

ख. केंद्रीय विद्युत प्राधिकरण (सीईए) ने वर्ष 2026-27 से वर्ष 2031-32 की अवधि के दौरान लगभग 16,448 मेगावाट की जलविद्युत क्षमता वृद्धि का अनुमान लगाया है। इसमें से 400 मेगावाट दिनांक 30.06.2026 तक कमीशन की जा चुकी है और 12,973 मेगावाट वर्तमान में निर्माणाधीन है।

ग. न्यूक्लियर क्षमता में वृद्धि: 8000 मेगावाट न्यूक्लियर क्षमता निर्माणाधीन है और इसे वर्ष 2031-32 तक पूरा करने का लक्ष्य है। 5600 मेगावाट न्यूक्लियर क्षमता आयोजना और अनुमोदन के विभिन्न चरणों में है।

घ. नवीकरणीय ऊर्जा क्षमता वृद्धि: 119,580 मेगावाट सौर (हाइब्रिड-सौर सहित) और 27,720 मेगावाट पवन (हाइब्रिड-पवन सहित) सहित 1,47,720 मेगावाट नवीकरणीय क्षमता निर्माणाधीन है, जबकि 44,440 मेगावाट सौर सहित 47,830 मेगावाट नवीकरणीय क्षमता आयोजना के विभिन्न चरणों में है और वर्ष 2029-30 तक पूरा करने का लक्ष्य है।

ङ. ऊर्जा भंडारण प्रणालियों में वृद्धि: दिनांक 30.06.2026 तक, 15,870 मेगावाट/95,220 एमडबल्यूएच की पंप भंडारण परियोजनाएं (पीएसपी) निर्माणाधीन हैं। इसके अलावा कुल 6,580 मेगावाट/39,480 एमडबल्यूएच क्षमता की पंप भंडारण परियोजनाएं (पीएसपी) स्वीकृत की गई हैं और अभी निर्माण शुरू किया जाना शेष हैं। दिनांक 30.06.2026 तक, 15,754 मेगावाट/42,530 एमडबल्यूएच बैटरी ऊर्जा भंडारण प्रणाली (बीईएसएस) क्षमता निर्माणाधीन है, 11,747 मेगावाट/38,425 एमडबल्यूएच को अवार्ड किया गया है और 19,192 मेगावाट/ 67,574 एमडबल्यूएच बीईएसएस क्षमता निविदा चरण में है।

II. नवीकरणीय ऊर्जा (आरई) उत्पादन को बढ़ावा देना:

(i) दिनांक 30 जून, 2025 तक शुरू होने वाली परियोजनाओं के लिए अंतर-राज्यीय बिक्री हेतु अंतर-राज्यीय पारेषण प्रणाली (आईएसटीएस) प्रभारों को 100% माफ किया गया है (जून, 2028 तक प्रतिवर्ष 25% की दर से छूट में क्रमिक कमी होगी),साथ हीजून 2028 तक शुरू होने वाली सह-स्थित बीईएसएस परियोजनाओं, जून 2028 तक निर्माण कार्य अवार्ड होने वाली हाईड्रो पीएसपी परियोजनाओं, दिसंबर 2030 तक शुरू होने वाली हरित हाइड्रोजन परियोजनाओं तथा दिसंबर 2032 तक शुरू होने वाली अपतटीय पवन परियोजनाओं के लिए सौर एवं पवन विद्युत की अंतर-राज्यीय बिक्री हेतु अंतर-राज्यीय पारेषण प्रणाली (आईएसटीएस) प्रभारों को 100% माफ किया गया है।

(ii) ग्रिड से संबद्ध सौर, पवन, पवन-सौर हाइब्रिड तथा फर्म एवं डिस्पैचेबल आरई (एफडीआरई) परियोजनाओं से विद्युत की खरीद हेतु टैरिफ आधारित प्रतिस्पर्धी बोली प्रक्रिया के लिए मानकबोली दिशा-निर्देश जारी किए गए हैं।

(iii) नवीकरणीय ऊर्जा कार्यान्वयन एजेंसियां (आरईआईए) नियमित रूप से आरई विद्युत की खरीद के लिए बोलियाँ आमंत्रित कर रही हैं।

(iv) स्वचालित मार्ग के अंतर्गत 100 प्रतिशत तक प्रत्यक्ष विदेशी निवेश (एफडीआई) की अनुमति दी गई है।

(v) तीव्र आरई ट्रेजेक्टरी के लिए आवश्यक पारेषण अवसंरचना के संवर्धन हेतु, वर्ष 2032 तक पारेषण योजना तैयार की गई है।

(vi) नवीकरणीय विद्युत की निकासी हेतु ग्रीन एनर्जी कॉरिडोर स्कीम के अंतर्गत नई अंत: राज्यीय पारेषण लाइनें बिछाने और नई सब-स्टेशन क्षमता निर्माण को सहायता प्रदान की गई है।

(vii) बड़े पैमाने पर नवीकरणीय ऊर्जा परियोजनाओं की संस्थापना हेतु आरई विकासकर्ताओं को भूमि और पारेषण सुविधा उपलब्ध कराने के उद्देश्य से सोलर पार्क तथा अल्ट्रा मेगा सोलर पावर परियोजनाओं की स्थापना संबंधी स्कीम लागू की जा रही है।

(viii) प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाअभियान (पीएम-कुसुम), पीएम सूर्य घर मुफ्त बिजली योजना,उच्च दक्षता वाले सौर पीवी मॉड्यूल पर राष्ट्रीय कार्यक्रम, प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम-जनमन) एवं धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीए-जेजीयूए) के अंतर्गत नई सौर विद्युत योजना (जनजातीय एवं पीवीटीजी आबादी/गांवों के लिए), राष्ट्रीय हरित हाइड्रोजन मिशन, अपतटीय पवन ऊर्जा परियोजनाओं के लिए व्यवहार्यता अंतर वित्तपोषण (वीजीएफ) योजनाओं जैसी स्कीमें शुरू की गई हैं।

(ix) नवीकरणीय ऊर्जा खपत को प्रोत्साहित करने के लिए, नवीकरणीय क्रय दायित्व (आरपीओ) के बाद नवीकरणीय उपभोग दायित्व (आरसीओ) ट्रेजेक्टरी को वर्ष 2029-30 तक अधिसूचित किया गया है। आरसीओ, जो ऊर्जा संरक्षण अधिनियम, 2001 के तहत सभी नामित उपभोक्ताओं पर लागू होता है, का अनुपालन न करने पर शास्ति।

(x) “अपतटीय पवन ऊर्जा परियोजनाओं की स्थापना हेतु कार्यनीति” जारी की।

(xi) एक्सचेंजों के माध्यम से नवीकरणीय ऊर्जा विद्युत की बिक्री को सुविधाजनक बनाने के लिए ग्रीन टर्म अहेड मार्केट (जीटीएएम) लॉन्च किया गया है।

(xii) सौर पीवी मॉड्यूल की आपूर्तिश्रृंखला के स्थानीयकरण के उद्देश्य की प्राप्ति हेतु उत्पादन आधारित प्रोत्साहन (पीएलआई) स्कीम प्रारंभ की गई है।

3. पारेषण:

अंतर-राज्यीय और अंतःराज्यीय पारेषण प्रणाली की योजना बनाई गई है और उत्पादन क्षमता वृद्धि के समतुल्य समय सीमा में इसका कार्यान्वयन किया गया है। राष्ट्रीय विद्युत योजना (पारेषण) के अनुसार, वर्ष 2022-23 से वर्ष 2031-32 तक की दस वर्ष की अवधि के दौरान लगभग 1,91,474 सीकेएम पारेषण लाइनें और 1,274 जीवीए परिवर्तन क्षमता (220 केवी और उससे अधिक वोल्टेज स्तर पर) जोड़ने की आयोजना है।

उपर्युक्त के अलावा, विद्युत मंत्रालय ने पारेषण लाइनों के लिए राइट ऑफ वे (आरओडब्ल्यू) के मुआवजे के भुगतान के संबंध में दिनांक 14.06.2024, 21.03.2025 और 15.12.2025 को दिशानिर्देश जारी किए हैं, जिसमें भूमि दर को प्रचलित बाजार दर से जोड़ा गया है। ये दिशानिर्देश राज्य सरकार द्वारा निर्धारित दरों की तुलना में अधिक मुआवजे की मांग करने वाले भूस्वामियों की ओर से होने वाली आरओडब्ल्यू संबंधी प्रमुख चुनौतियों का समाधान करते हैं।

4. वितरण:

भारत सरकार ने गुणवत्तापूर्ण और विश्वसनीय विद्युत आपूर्ति के लक्ष्य को प्राप्त करने में राज्यों की सहायता के लिए पहले दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), एकीकृत विद्युत विकास स्कीम (आईपीडीएस), प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) और वर्तमान में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) जैसी स्कीमों के माध्यम से राज्यों के प्रयासों में सहायता की है।

भारत सरकार ने जुलाई 2021 में वित्तीय रूप से स्थिर और प्रचालनात्मक रूप से दक्ष वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विद्युत आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार के उद्देश्य से आरडीएसएस की शुरुआत की। इस स्कीम का परिव्यय 3,03,758 करोड़ रुपये है और केंद्र सरकार से अनुमानित सकल बजटीय सहायता (जीबीएस) 97,631 करोड़ रुपये है।

स्कीम के तहत, वितरण यूटिलिटी (निजी क्षेत्र की यूटिलिटी को छोड़कर) को हानि कम करने वाले अवसंरचना के कार्यों और स्मार्ट मीटरिंग कार्यों के लिए वित्तीय सहायता प्रदान की जा रही है। स्कीम के तहत हानि कम करने वाले अवसंरचना के लिए 1.53 लाख करोड़ रुपये और स्मार्ट मीटरिंग कार्यों के लिए 1.31 लाख करोड़ रुपये की परियोजनाओं को मंजूरी दी गई है, जिससे देश में विद्युत आपूर्ति की विश्वसनीयता और गुणवत्ता में सुधार करने में मदद मिलेगी।

उपर्युक्त के अतिरिक्त, समग्र तकनीकी और वाणिज्यिक (एटीएंडसी) हानियों में सुधार के लिए विद्युत वितरण यूटिलिटी की सहायता करने के लिए आरडीएसएस के अलावा कुछ प्रमुख पहलें निम्नानुसार हैं:

i. राज्य सरकारों को सकल राज्य घरेलू उत्पाद (जीएसडीपी) के 0.5% की अतिरिक्त उधार सहमति, जो विद्युत क्षेत्र में विशिष्ट सुधार करने पर सशर्त है।

ii. निर्धारित शर्तों के आधार पर विद्युत वितरण यूटिलिटी के कार्य निष्पादन के आधार पर राज्य के स्वामित्व वाली विद्युत यूटिलिटी को ऋण संस्वीकृत करने के लिए अतिरिक्त विवेकपूर्ण मानदंड निर्धारित किए गए हैं।

iii. ईंधन और विद्युत क्रय लागत समायोजन (एफपीपीसीए) तथा लागत प्रतिबिंबित टैरिफ के कार्यान्वयन हेतु नियम, ताकि विद्युत आपूर्ति की सभी विवेकपूर्ण लागतों को समायोजित किया जा सके।

iv. सब्सिडी लेखांकन के उचित क्रियान्वयन तथा उनके समयबद्ध भुगतान के लिए नियम और मानक संचालन प्रक्रिया जारी की गई है।

(ख): पिछले पांच वर्षों के दौरान बिहार में विद्युत उत्पादन, पारेषण और वितरण अवसंरचना के विकास के लिए संस्वीकृत परियोजनाओं का विवरण नीचे दिया गया है:

I. **उत्पादन:**

पिछले पांच वर्षों में बिहार राज्य में संस्वीकृत ताप विद्युत परियोजना का ब्यौरा **विवरण-I** पर दिया गया है। पिछले 5 वर्षों के दौरान बिहार राज्य में किसी भी जलविद्युत परियोजना/पंप

भंडारण परियोजना को केंद्रीय विद्युत प्राधिकरण (सीईए) द्वारा सहमति नहीं दी गई थी। इसके अलावा, पिछले पांच वर्षों में किसी भी न्यूक्लियर परियोजना की आयोजना नहीं बनाई गई है।

II. **पारेषण:**

भविष्य की आवश्यकताओं को पूरा करने के लिए, बिहार राज्य में अंतरराज्यीय पारेषण प्रणाली (आईएसटीएस) की आवश्यकताओं के लिए, लगभग 468 सीकेएम के री-कंडक्टर के साथ लगभग 1,016 सीकेएम पारेषण लाइनें, लगभग 8,200 एमवीए ट्रांसफॉर्मेशन क्षमता वृद्धि, और पुसाउली में 500 मेगावाट एचवीडीसी बैक-टू-बैक नवीनीकरण/उन्नयन निर्माणाधीन/आयोजना के तहत हैं। पिछले पाँच वर्षों के दौरान आईएसटीएस के अंतर्गत अनुमोदित प्रमुख स्कीमों का विवरण तथा उनकी कार्यान्वयन स्थिति, अर्थात् पूर्ण, निर्माणाधीन, बोली के तहत तथा नियोजनाधीन, निम्नानुसार है:

1. **आईएसटीएस सबस्टेशन (एस/एस) पूरा हुआ:**

   i. मौजूदा 400/132 केवी बांका (न्यू) (पावरग्रिड) में 220 केवी स्तर का निर्माण,

   ii. मौजूदा 400/132 केवी लखीसराय (न्यू) (पावरग्रिड) में 220 केवी स्तर का निर्माण।

2. **निर्माणाधीन:**

   i. हाई टेंशन लो सैग (एचटीएलएस) कंडक्टर के साथ कहलगांव - फरक्का 400 केवी डबल सर्किट (डी/सी) लाइन की री-कंडक्टरिंग:

   ii. पुसाउली 1x500 मेगावाट एचवीडीसी (उच्च वोल्टेज डायरेक्ट करंट) बैक-टू-बैक को 2x500 मेगावाट के साथ एसआईसी वीएससी (सिलिकॉन कार्बाइड वोल्टेज स्रोत कन्वर्टर) आधारित एचवीडीसी बैक-टू-बैक में अपग्रेड करना:

   iii. सासाराम (पावरग्रिड) एस/एस में व्यास पूर्णता

3. **बोली के तहत:**

   नवादा (आईएसटीएस) 765/400/220 केवी एस/एस की स्थापना, जिसमें संबद्ध लाइनें अर्थात नवादा (आईएसटीएस) एस/एस पर गया - बलिया 765 केवी सिंगल सर्किट

(एस/सी) लाइन और नवादा (आईएसटीएस) - दुर्गापुर (नया) - जीरत (आईएसटीएस) 765 केवी डी/सी लाइन का लीलोशामिल है।

इसके अतिरिक्त, यह उल्लेख करना है कि बिहार में उत्पादन वृद्धि, मांग वृद्धि और आईएसटीएस नेटवर्क से राज्य की आवश्यकता के अनुसार आईएसटीएस संवर्धन लगातार किया जा रहा है।

III. **वितरण:**

आरडीएसएस स्कीम के अंतर्गत, बिहार राज्य के लिए वितरण अवसंरचना के कार्यों के लिए 10,559 करोड़ रुपये और स्मार्ट मीटरिंग कार्यों के लिए 2,021 करोड़ रुपये के कार्य संस्वीकृत किए गए हैं। संस्वीकृत वितरण अवसंरचना कार्यों में सब-स्टेशनों और वितरण ट्रांसफार्मरों का उन्नयन/संवर्धन, कंडक्टरों का उन्नयन, एबीसी/कवर कंडक्टरों की स्थापना, मिश्रित-लोड फीडरों का पृथक्करण आदि शामिल हैं। सभी वितरण स्कीमों को संस्वीकृत अवधि अर्थात् दिनांक 31 मार्च, 2028 तक पूर्ण किया जाना निर्धारित है।

(ग) और (घ): बिहार के लिए संसाधन पर्याप्तता योजना (पारेषण) के अनुसार, बिहार के कोसी-सीमांचल क्षेत्र में आगामी ग्रिड सबस्टेशनों और पारेषण लाइनों का ब्यौरा अनंतिम समय सीमा के साथ **विवरण-II** पर संलग्न है।

<u>विवरण-I</u>

पिछले पांच वर्षों में बिहार राज्य में कार्यान्वयन की जा रही ताप विद्युत परियोजना का ब्यौरा

क्रम सं.	परियोजना का नाम	कार्यान्वयन एजेंसी	एलओए तिथि	यूनिट सं.	क्षमता (एमडबल्यू)
1	नबीनगर सुपर थर्मल पावर प्रोजेक्ट, चरण-II	एनटीपीसी	मार्च 2025	यू-4	800
				यू-5	800
				यू-6	800
2	पीरपैंती अल्ट्रा-सुपरक्रिटिकल थर्मल पावर प्लांट	अडानी पावर	जून 2025	यू-1	800
				यू-2	800
				यू-3	800

विवरण-II

बिहार के कोसी-सीमांचल क्षेत्र में आगामी ग्रिड सब-स्टेशन और पारेषण लाइनों का ब्यौरा

क्रम सं.	ग्रिड सब-स्टेशन और पारेषण लाइन	संभावित पूर्णता समय सीमा
1	भवानीपुर में 132/33 केवी, 2x80 एमवीए	2028-29
2	भवानीपुर (एसीएसआर पैंथर) (25 किमी लूप इन और 25 किमी लूप आउट) पर धामदाहा - बनमंखी 132 केवी एस/सी लाइन का लीलो।	2028-29
3	कास्बा में 220/132 केवी, 2x200 + 2x80 एमवीए एस/एस	2030-31
4	कटिहार (आईएसटीएस) - कस्बा 220 केवी डी/सी लाइन (ट्विन मूस) (50 सीकेएम)	2030-31
5	कस्बा (50 सीकेएम में 50 सीकेएम लूप में लूप) में किशनगंज - मधेपुरा 220 केवी डी/सी लाइन का लीलो	2030-31
6	रानीगंज में 220/132/33 केवी, 2x200 + 2x80 एमवीए एस/एस	2031-32
7	रानीगंज (50 सीकेएम इन और 50 सीकेएम आउट) में किशनगंज - मधेपुरा 220 केवी डी/सी लाइन का लीलो	2031-32
8	सनौली में 132/33 केवी, 2x80 एमवीए एस/एस	2033-34
9	कस्बा - सनौली 132 केवी डी/सी लाइन (80 सीकेएम)	2033-34
10	बहादुरगंज में 132/33 केवी, 2x80 एमवीए एस/एस	2032-33
11	ठाकुरगंज - बहादुरगंज 132 केवी डी/सी लाइन (80 सीकेएम)	2032-33

PROGRESS OF JJM IN BARAMULLA

3210. SHRI ABDUL RASHID SHEIKH:

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

(a) the details of the physical and financial progress of Jal Jeevan Mission (JJM) and JJM 2.0 in Baramulla Lok Sabha Constituency;

(b) the percentage and the number of Functional Household Tap Connections (FHTCs) provided thereunder; and

(c) the timeline fixed for completion of remaining schemes?

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): Drinking Water is a ‘State’ subject, and therefore, the responsibility of planning, approval, implementation, operation & maintenance of drinking water supply schemes including those under Jal Jeevan Mission (JJM) lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance for the implementation of the mission.

Since August 2019, Government of India, in partnership with States/UTs including Jammu & Kashmir, has been implementing JJM – Har Ghar Jal to make provision of tap water supply to every rural household of the country. In March 2026, the Union Cabinet has approved extension of the JJM up to December 2028, with an enhanced outlay and a restructured implementation framework focusing on structural reforms in the rural drinking water supply sector under JJM 2.0.

As informed by UT of Jammu & Kashmir, approximately 77% (2,44,337) of the total 3,18,600 households have been provided with tap water connection as on date in Baramulla Lok Sabha constituency. Further, there are 525 water supply schemes in Baramulla constituency with an estimated cost of Rs. 2,073.50 crore and an expenditure of amount Rs.1,233.28 crore have been made. Of these 525 schemes, 250 schemes have been physically completed, while the remaining 275 schemes are at various stages of execution. These

schemes are expected to be completed by December 2028, in accordance with the timeline of extension of JJM 2.0.

Under JJM, this Department releases funds to States/UTs only. Further, district-wise fund allocations are made and maintained by State/UTs Governments. Under first phase of JJM, the UT of Jammu & Kashmir was allocated Rs. 18,514.25 crore, of which only Rs.6,496.48 crore was drawn. Under JJM 2.0, for the FY 2026-27, the UT has been allocated Rs.905.74 crore, of which mother sanction of amount Rs.116.06 crore has been issued to the UT.

राजस्थान में अटल भूजल योजना

3211. श्री हरीश चंद्र मीनाः

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

(क) आज की तिथि के अनुसार टोंक और सवाई माधोपुर जिलों सहित राजस्थान में केंद्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा 'अति-दोहित' या 'गंभीर' घोषित की गई ग्राम पंचायतों की संख्या कितनी है;

(ख) आज की तिथि के अनुसार जल सुरक्षा योजनाओं (डब्ल्यूएसपी), जारी धनराशि और निर्मित पुनर्भरण संरचनाओं सहित राजस्थान में अटल भूजल योजना (एबीवाई) की वास्तविक और वित्तीय प्रगति का ब्यौरा क्या है;

(ग) क्या राजस्थान में एबीवाई का कोई स्वतंत्र मूल्यांकन किया गया है और यदि हां, तो इस संबंध में किए गए/किए जाने के लिए प्रस्तावित सुधारात्मक उपायों सहित तत्संबंधी ब्यौरा क्या है और इसके मुख्य निष्कर्ष क्या हैं; और

(घ) राजस्थान के अति-दोहित ब्लॉकों में पुनर्भरण संरचनाओं के निर्माण के लिए एबीवाई और

महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीनरेगा) के अभिसरण की स्थिति क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क): केन्द्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) और संबंधित राज्य सरकारों/संघ राज्य क्षेत्र प्रशासनों द्वारा संयुक्त रूप से वर्ष 2022 से देश के सक्रिय भूजल संसाधनों का मूल्यांकन वार्षिक रूप से किया जा रहा है। ब्लॉक/मंडल/तालुका/तहसील/जिला (जैसा लागू हो) में किए गए मूल्यांकन में वार्षिक भूजल पुनर्भरण, वार्षिक निष्कर्षण योग्य भूजल संसाधन, वार्षिक भूजल निष्कर्षण और भूजल निष्कर्षण के स्तर का वैज्ञानिक अनुमान लगाया जाता है। मूल्यांकन के आधार पर, मूल्यांकन इकाइयों को 'सुरक्षित', अर्द्ध-गंभीर', गंभीर'और 'अति-दोहित के रूप में वर्गीकृत किया गया है। मूल्यांकन के परिणाम सीजीडब्ल्यूबी के ऑनलाइन पोर्टल के माध्यम से पब्लिक डोमेन में उपलब्ध कराए जाते हैं। केन्द्रीय भूमि जल बोर्ड ग्राम पंचायतों को अति-दोहित, गंभीर, अर्द्ध-गंभीर' या सुरक्षित घोषित नहीं करता है।

सक्रिय भूजल संसाधन मूल्यांकन, 2025 के अनुसार, राजस्थान में कुल 302 आकलन इकाइयों का मूल्यांकन किया गया है, जिनमें से 36 मूल्यांकन इकाइयों को 'सुरक्षित', 27 को 'अर्ध-गंभीर', 23 को 'गंभीर', 213 को 'अति-दोहित और 3 को 'लवणयुक्त' के रूप में वर्गीकृत किया गया है।

टोंक जिले में, 1 मूल्यांकन इकाई (उनियारा) को 'गंभीर' और 2 मूल्यांकन इकाइयों (मालपुरा और निवाई) को 'अति-दोहित' के रूप में वर्गीकृत किया गया है। सवाई माधोपुर जिले में, किसी भी मूल्यांकन इकाई को 'गंभीर' के रूप में वर्गीकृत नहीं किया गया है, जबकि 6 मूल्यांकन इकाइयों (गंगापुर, सवाई माधोपुर, चौथ का बरवाड़ा, खंडर, बोनली और बामनवास) को 'अति-दोहित' के रूप में वर्गीकृत किया गया है।

(ख): राजस्थान के 17 जिलों के 38 ब्लॉकों में 1132 ग्राम पंचायतों को अटल भूजल योजना (एबीवाई) के अंतर्गत शामिल किया गया था और इन सभी 1132 ग्राम पंचायतों में जल सुरक्षा

योजनाएं तैयार की गई थीं। राजस्थान राज्य में एबीवाई के तहत की गई गतिविधियों/कार्यों का विवरण इस प्रकार है:

राज्य/जिला/ब्लॉक/ग्राम पंचायत स्तर पर आयोजित प्रशिक्षणों की संख्या	कुओं की निगरानी	मौजूदा जल संरक्षण और कृत्रिम पुनर्भरण संरचनाओं का मानचित्रण	ड्रिप, स्प्रिंकलर, फसल विविधीकरण आदि जैसी कुशल जल-उपयोग प्रथाओं के तहत शामिल क्षेत्र (हेक्टेयर में)	चेक डैम, तालाब, रिचार्ज शाफ्ट आदि जैसे आपूर्ति-पक्ष संरचनाओं का निर्माण/नवीकरण।
17782	17685	19693	89969.88	19126

एबीवाई के तहत राजस्थान राज्य को जारी/सौंपी गई और राजस्थान राज्य द्वारा उपयोग की गई कुल निधियों का विवरण निम्नानुसार है:

(रूपये करोड़ में)

राज्य	वितरित निधि	उपयोग की गई निधि
राजस्थान	514.84	513.60

(ग): भारतीय गुणवत्ता परिषद (क्यूसीआई) द्वारा अटल भूजल योजना का समग्र प्रभाव मूल्यांकन अध्ययन किया गया है। इस योजना के कार्यान्वयन क्षेत्रों में, विस्तृत फील्ड सर्वेक्षणों और स्थानीय समुदायों के साथ हुए संवाद के आधार पर, इस अध्ययन में योजना द्वारा लाए गए महत्वपूर्ण परिवर्तनों की सार्थकता को स्वीकारा गया है। जैसे क्षमता निर्माण और आईईसी गतिविधियों के माध्यम से भूजल के मुद्दों पर सामुदायिक जागरूकता में वृद्धि, भूजल प्रबंधन में नेतृत्व और निर्णय लेने में महिलाओं की भागीदारी, सामाजिक समावेशिता और समग्र ज्ञान में वृद्धि और भूजल संरक्षण और जल प्रबंधन में भाग लेने के लिए समुदाय की इच्छा। इस रिपोर्ट की एक प्रति जल संसाधन, नदी विकास और गंगा संरक्षण विभाग की वेबसाइट के वेब-लिंक https://www.jalshakti-dowr.gov.in/static/uploads/2026/07/597fd8727a8d10641bd33d7d22ce0459.pdf पर उपलब्ध है:

(घ): राजस्थान के 26 अति-दोहित ब्लॉकों में अटल जल के अंतर्गत 3,309 आपूर्ति पक्ष संरचनाओं के निर्माण/नवीकरण के लिए महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (मनरेगा) के अंतर्गत 392.92 करोड़ रुपए की राशि का अभिसरण (कन्वर्जेन्स) किया गया था।

ILLEGAL COLLECTION FROM VEHICLES ON NHs

3212. DR. PRASHANT YADAORAO PADOLE:

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

(a) whether the Government has received complaints regarding illegal collection of money from commercial vehicles on National Highways, particularly in the name of "Mechanical Pass" or other unauthorized charges, if so, the details thereof;

(b) whether the Government has identified National Highway stretches where such illegal collections and harassment of transporters are frequently reported and if so, the details thereof;

(c) whether the Government has issued any guidelines or directions to NHAI, concessionaires and enforcement agencies to prevent unauthorized collections and ensure smooth movement of commercial vehicles; and

(d) the details of the action taken or proposed to be taken by the Government to eliminate such illegal practices and safeguard the interests of transporters?

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

(a): User fee at fee plazas on National Highways is collected only in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 and the respective Concession Agreements.

No such pass, namely "Mechanical Pass", is issued to commercial vehicles at National Highway fee plazas.

(b): No such National Highway stretch has been identified for illegal collection.

(c) The Government has issued various instructions and Standard Operating Procedures (SOPs) to ensure transparency and operational integrity in user fee collection at National Highway fee plazas. In this regard, the National Highways Authority of India (NHAI) has issued a Standard Operating Procedure dated 25.01.2024 for Operational Transparency in Tolling Operations, which provides for surprise inspections and regular monitoring to ensure that all cash and FASTag transactions are processed only through the Toll Management System Software.

(d): To ensure operational integrity, transparency and safeguard the interest of road users in user fee collection on National Highways, the Government has implemented FASTag-based Electronic Toll Collection system. Presently, approximately more than 98% of user fee collection takes place through FASTag under National Electronic Toll Collection (NETC) program. All the FASTag transactions are processed in a secured ecosystem involving Toll Management System Software, Acquirer Bank at fee plaza, National Payment Corporation of India (NPCI) as Central Clearing House (CCH) and FASTag

Issuer Bank. The transaction involves a transparent process wherein the deducted user fee (Toll) is informed to the highway users and recorded in a central repository. The Electronic Toll Collection (ETC) system is designed in such a way that no FASTag transaction can take place without the participation of all three stakeholders i.e., Acquirer Bank at user fee plaza, NPCI and Issuer Bank.

In order to ensure the smooth functioning of fee plazas and enhance transparency, the Government has discontinued cash collection at all NH fee plazas with effect from April 2026. Accordingly, User Fee is being collected through FASTag/UPI only.

Further, in order to enhance toll operations and enable seamless movement of vehicles, the Government has adopted a phased rollout of Multi-Lane Free Flow (MLFF) user fee collection on 4-lane and above National Highways, based on the outcomes and efficacy of the awarded projects. Under the MLFF tolling system, gantry-mounted high-performance Radio Frequency Identification (RFID) readers and Automatic Number Plate Recognition (ANPR) cameras are used for the deduction of user fees through the existing FASTag system, thereby eliminating manual intervention or cash handling at fee collection points. This facilitates barrier-less tolling, wherein user fees are collected from vehicle users without requiring them to stop, slow down, or remain in a designated lane.

The Government, through NHAI Rajmarg Yatra App, takes prompt corrective action in cases of any complaints, violations, including issuance of show-cause notices and penalties as per the applicable contractual provisions.

TRANSPORTATION SUBSIDY FOR LPG CYLINDERS IN LAKSHADWEEP

3213. SHRI HAMDULLAH SAYEED:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government is aware of the high costs borne by the residents of Lakshadweep Islands for domestic cooking gas due to steep maritime transportation charges, if so, the details thereof;

(b) whether there is any proposal to introduce a dedicated transportation subsidy for Liquefied Petroleum Gas (LPG) cylinders supplied to the Islands, if so, the details thereof; and

(c) the details of the measures taken to ensure affordable and seamless access to domestic fuel for consumers living in the Islands?

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): Distribution of LPG in Lakshadweep islands is currently 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 Retail Selling Price of domestic LPG at Kochi as on 31.07.2026 is Rs. 949 per 14.2 Kg cylinder. While the pricing of Lakshadweep is based on Kochi market in Kerala, additional transportation and handling charges for bringing the cylinder to various islands of the UT are charged from consumers by LCMF. As a result, the Retail Selling Price of domestic LPG in Lakshadweep islands is higher than that of Kochi.

The Retail Selling Prices in various islands of Lakshadweep vary 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 transportation charges, handling and port charges, etc. is worked out by LCMF 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.

NATIONAL HIGHWAY-66 IN KERALA

3214. SHRI E. T. MOHAMMED BASHEER:

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

(a) whether the Union Government has received any request from the State Government of Kerala to exclude the amount of Rupees 5,580.73 crore transferred by the State towards land acquisition for National Highway-66

from the State's net borrowing ceiling under the Fiscal Responsibility framework;

(b) if so, the present status of the request and the reasons for accepting or rejecting the same; and

(c) whether the Government proposes to provide any special dispensation to States making substantial financial contributions towards nationally significant infrastructure projects and if so, the details thereof?

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

(a) to (c): Government in Ministry of Road Transport & Highways is primarily responsible for development of National Highways (NHs). Generally, cost of development & maintenance of NH projects is borne by the Central Government. However, in some projects, cost of Land Acquisition (LA)/construction is also shared by the State Governments in specific circumstances to improve the viability of the project.

Several States have already contributed/agreed to contribute towards the cost of land acquisition for specific NH projects including the States of Kerala, Bihar, Tamil Nadu, Karnataka, Andhra Pradesh, Odisha, Punjab, Himachal Pradesh, West Bengal, Uttar Pradesh, Haryana. Some other States such as Nagaland, Manipur, Assam have provided land free of cost for the development of certain NH works. In certain cases, State GST and royalty on minerals etc. are also reimbursed by the State Governments. The details are given in the enclosed **Statement.**

STATEMENT

Details of funds agreed to be contributed by State Governments for development of NHs, including LA cost upto FY 2025-26:

S. No.	State/UT	Total Contribution (Rs. in Cr.)	Remarks
1	**Uttar Pradesh**	2301	
2	**Himachal Pradesh**	14.93	
3	**West Bengal**	7	
4	**Uttarakhand**	61	
5	**Tamil Nadu**	107	
6	**Assam**	125.00	Also committed for sharing LA cost for Guwahati Ring Road and Kaziranga elevated project which shall be quantified after LA is completed.
7	**Odisha**	228.59	Also contributed towards LA Cost of Bhubaneshwar Capital Ring Road which shall be quantified after LA is completed.
8	**Maharashtra**	20.71	Also committed towards LA Cost in Pune, about Rs. 700 crore.
9	**Kerala**	5,580.74	
10	**J&K**	122.51	
11	**Delhi**	654	Also committed Rs. 3700 Crore for Eastern Peripheral Expressway
12	**Haryana**	3114	
13	**Jharkhand**	115	
14	**Andhra Pradesh**	71	
15	**Madhya Pradesh**		Committed 25% of the land cost for Indore Western Bypass (Rs.1320 Cr.) and 50% of the land cost for Indore Eastern Bypass (Rs.1172.49 Cr.).
16	**Bihar**	396.08	
17	**Punjab**	132.00	

18	**Gujarat**	-	Government of Gujarat has provided land (685.97 Ha) free of cost for construction of Ahmedabad-Dholera Greenfield Alignment (NH-751)- FY-2024-25.
19	**Telangana**	100.00	
20	**Karnataka**	528.08	Also committed towards Land Cost of Satellite Town Ring Road in Bangalore.

SUPPORT TO MSMEs IN ODISHA

3215. SHRI SUKANTA KUMAR PANIGRAHI:

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

(a) the progress made under equity support mechanisms, including the Self-Reliant India (SRI) Fund, for providing growth capital to Micro, Small and Medium Enterprises (MSMEs), along with the funds allocated, sanctioned, disbursed and expenditure incurred, district-wise in Odisha;

(b) the onboarding progress of MSMEs under the MSME Trade Enablement and Marketing (TEAM) initiative and its integration with Open Network for Digital Commerce (ONDC) for enhancing market access, along with the budget allocated and expenditure incurred district-wise;

(c) the achievements under the MSME Champions Scheme, including ZED Certification, Lean Manufacturing and quality improvement initiatives, district-wise; and

(d) the measures taken by the Government to address credit gaps, delayed payments through Trade Receivables Discounting System

(TReDS)/Samadhaan and compliance challenges faced by MSMEs in Odisha?

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 on 30.6.2026, total equity infusion of Rs. 20,004 crore has been made by the Government under Self Reliant India (SRI) Fund including private equity to 766 Micro, Small and Medium Enterprises (MSMEs) across India. The district-wise details of MSMEs supported under SRI Fund in Odisha till 30.06.2026, are given below:

Sr. No.	Name of District	No. of MSMEs	Investment in MSMEs (₹ in lakhs)
1	Khordha	5	3149
2	Sundargarh	1	25
3	Baleshwar	1	50
4	Cuttack	1	25
5	Kalahandi	1	25
Total		9	3274

(b): Since inception in 2022 till 31.07.2026, a total of 2,074 Micro and Small Enterprises (MSEs) have been registered in Odisha under Trade Enablement and Marketing (TEAM) scheme, of which 520 MSEs have been onboarded on to Open Network for Digital Commerce (ONDC).

(c): The Ministry implements MSME Champions scheme with the objective to support MSMEs in modernizing their processes, reducing wastages, sharpening their business competitiveness etc. The details of district-wise

achievements under the MSME Sustainable (ZED) Certification Scheme and MSME Competitive (LEAN) Scheme under MSME Champion scheme in Odisha since launch of the scheme are given in the enclosed **Statement**.

(d): The Government has taken following measures to address credit gaps and delayed payments for MSMEs across the country, including in Odisha: -

(i) The Government, inter-alia, implements various schemes and programmes such as Pradhan Mantri Mudra Yojana (PMMY), Credit Guarantee Scheme (CGS) for Micro and Small Enterprises (MSEs), Prime Minister's Employment Generation Programme (PMEGP) to facilitate access to credit to MSMEs.

(ii) The Ministry of MSME vide notification dated 07.11.2024 has mandated CPSEs and all companies with the turnover of ₹250 crore or more to on-board on any one of the Trade Receivables Discounting System (TReDS) platforms authorized by the RBI.

(iii) The Ministry of MSME vide notification dated 30.06.2026 has mandated all CPSEs to route the settlement of invoices through any of the TReDS platforms authorized by the RBI.

(iv) The Ministry of MSME has launched SAMADHAAN 2.0 Portal on 27.06.2026 (http://samadhaan.msme.gov.in/MyMSME/MSEFC/MSEFCWelcomer.aspx.) for monitoring of outstanding dues of the CPSEs to the Micro and Small Enterprises.

(v) The Ministry of MSME has launched Online Dispute Resolution (ODR) portal on 27.06.2025 with the objective of ensuring speedy, cost effective and transparent resolutions of delayed payment disputes involving Micro and Small Enterprises. Introduction of a pre-litigation, dialogue-based mechanism under the ODR framework encourages voluntary mediation, conciliation or negotiation between the buyer and the seller before the matter proceeds for formal adjudication by Micro and Small Enterprises Facilitation Councils.

STATEMENT

District-wise achievements under the MSME Sustainable (ZED) Certification Scheme and MSME Competitive (LEAN) Scheme under MSME Champion scheme in Odisha since launch of the scheme till 03.08.2026:

Sr. No.	District	No. of ZED Certifications	No. of Lean Certifications
1	Angul	254	0
2	Balangir	3,806	6
3	Baleshwar	571	12
4	Bargarh	8,894	0
5	Bhadrak	80	7
6	Boudh	2,096	0
7	Cuttack	5,225	16
8	Deogarh	1	0
9	Dhenkanal	157	0
10	Gajapati	11	1
11	Ganjam	199	1
12	Jagatsinghpur	39	1
13	Jajapur	313	0
14	Jharsuguda	293	1
15	Kalahandi	118	0

16	Kandhamal	0	0
17	Kendrapara	89	0
18	Kendujhar	8	0
19	Khordha	1,244	27
20	Koraput	5	0
21	Malkangiri	2	0
22	Mayurbhanj	764	3
23	Nabarangpur	1	3
24	Nayagarh	353	2
25	Nuapada	2	0
26	Puri	160	6
27	Rayagada	7	2
28	Sambalpur	234	0
29	Sonepur	4,084	0
30	Sundargarh	4	1
	Total	**29,014**	**89**

SUPPLY OF E-20 PETROL TO BHUTAN

3216. SHRIMATI MALA ROY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government of Bhutan has refused to procure or use E-20 petrol from India, if so, the details thereof; and

(b) the steps taken by the Government to ensure alternative supply arrangements following such refusal?

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): As per Government-to-Government agreement between India and Bhutan, supply of BS VI grade or higher variant of Motor Spirit is agreed upon

vide agreement dated 21.03.2024 and is valid for 3 years. Further, there has been no proposal for supply of E-20 petrol to Bhutan and question of Government of Bhutan refusing to procure E-20 petrol from India does not arise.

उद्यम सखी पोर्टल

3217. श्री अजय भट्टः

क्या **सूक्ष्म, लघु और मध्यम उद्यम** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने देश में महिलाओं के बीच आत्मनिर्भरता को बढ़ावा देने के लिए उद्यम सखी पोर्टल शुरू किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त पोर्टल के लिए कोई बजटीय आवंटन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) उक्त पोर्टल के माध्यम से लाभ उठाने वाले लाभार्थियों की वर्ष-वार और राज्य-वार कुल संख्या कितनी है;

(घ) क्या सरकार ने महिला उद्यमियों और महिला नेतृत्व वाले स्टार्ट-अप्स के आर्थिक सशक्तिकरण के लिए कोई योजना शुरू की है और यदि हां, तो उक्त योजना के तहत महिला लाभार्थियों की राज्य-वार संख्या सहित तत्संबंधी ब्यौरा क्या है;

(ङ) उत्तराखंड सहित देश भर में आज की तिथि तक उक्त परियोजना के तहत आवंटित और उपयोग की गई धनराशि 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), (ख), (ग) और (ङ): उद्यम सखी पोर्टल की परिकल्पना और उसका आरंभ 2018 में महिला उद्यमिता को बढ़ावा देने के लिए किया गया, ताकि महिलाओं को अपने उद्यम स्थापित करने और

उनका विस्तार करने में सक्षम बनाने हेतु सरकारी स्कीमों, नीतियों, कार्यक्रमों, व्यवसाय योजना, वित्तीय सहायता, मार्गदर्शन, प्रशिक्षण, प्रदर्शनियों तथा अन्य सहायता सेवाओं संबंधी जानकारी प्रदान करने वाला एक डिजिटल प्लेटफॉर्म उपलब्ध कराया जा सके। 2018 में पोर्टल के विकास पर ₹43.52 लाख का व्यय किया गया था। इसके पश्चात, उद्यम सखी पोर्टल के लिए कोई पृथक बजटीय आवंटन अथवा परियोजना-वार निधि आवंटन/उपयोग नहीं किया गया है। पोर्टल पर कुल 4580 महिला उद्यमियों ने पंजीकरण कराया था तथा उत्तराखंड सहित लाभार्थियों का राज्य-वार ब्यौरा **विवरण-I** में संलग्न है।

तत्पश्चात, उद्यम पंजीकरण पोर्टल (यूआरपी), उद्यम असिस्ट प्लेटफॉर्म (यूएपी) और मंत्रालय की यशस्विनी पहल युक्त एकीकृत डिजिटल पारिस्थितिकी तंत्र के माध्यम से महिला उद्यमियों हेतु सहायता को मुख्यधारा में लाने के सरकार के प्रयासों को ध्यान में रखते हुए, उद्यम सखी पोर्टल के उद्देश्यों को इन प्लेटफॉर्मों के अंतर्गत समाहित कर दिया गया है। तदनुसार, उद्यम सखी पोर्टल को बंद कर दिया गया है और इस संबंध में दिनांक 01.01.2026 के कार्यालय ज्ञापन के माध्यम से सूचना जारी कर दी गई है। उद्यम सखी पोर्टल पर पंजीकृत महिला उद्यमियों को उद्यम पंजीकरण पोर्टल/उद्यम असिस्ट प्लेटफॉर्म पर ऑनबोर्ड कर दिया गया है।

(घ): एमएसएमई मंत्रालय ने एमएसएमई (महिला स्वामित्व वाले एमएसएमई सहित) के आर्थिक सशक्तीकरण के लिए कई स्कीमें, यथा- प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी फंड ट्रस्ट (सीजीटीएमएसई), आईसी स्कीम, कयर विकास योजना, स्फूर्ति, ईएसडीपी तथा अन्य अंतःक्षेप आरंभ किए हैं। उक्त स्कीम के अंतर्गत पंजीकृत लाभार्थियों का राज्य-वार ब्यौरा **विवरण-II** में संलग्न है।

<u>विवरण-I</u>

उद्यम सखी पोर्टल के माध्यम से पंजीकृत और लाभान्वित महिलाओं का मध्यप्रदेश सहित राज्य-वार ब्यौरा:

क्र.सं.	राज्य/संघ राज्यक्षेत्र	लाभार्थियों की संख्या

1.	अंडमान और निकोबार	3
2.	आंध्र प्रदेश	427
3.	अरुणाचल प्रदेश	0
4.	असम	22
5.	बिहार	1,023
6.	छत्तीसगढ़	51
7.	गोवा	2
8.	गुजरात	77
9.	हरियाणा	96
10.	हिमाचल प्रदेश	6
11.	झारखंड	34
12.	कर्नाटक	125
13.	केरल	41
14.	मध्य प्रदेश	81
15.	महाराष्ट्र	580
16.	मणिपुर	0
17.	मेघालय	0
18.	मिजोरम	2
19.	नागालैंड	40
20.	ओडिशा	17
21.	पंजाब	54
22.	राजस्थान	252
23.	सिक्किम	0
24.	तमिलनाडु	553
25.	तेलंगाना	58
26.	त्रिपुरा	1
27.	उत्तर प्रदेश	380
28.	उत्तराखंड	26
29.	पश्चिम बंगाल	72
30.	जम्मू और कश्मीर	18
31.	दिल्ली	539
	कुलः राज्य/संघ राज्यक्षेत्र	4580

विवरण-II

सीजीएस - स्वीकृत गारंटियां - महिला नेतृत्व वाले एमएसई वर्ष 2000 में आरंभ से 31.07.2026 तक:

क्र.सं.	राज्य/संघ राज्यक्षेत्र	स्वीकृत गारंटियों की संख्या	स्वीकृत राशि (करोड़ रु. में)
1	अंडमान और निकोबार द्वीप समूह	1,207	133
2	आंध्र प्रदेश	4,66,036	12,296
3	अरुणाचल प्रदेश	5,182	556
4	असम	76,896	4,328
5	बिहार	1,54,633	9,387
6	चंडीगढ़	7,305	571
7	छत्तीसगढ़	52,470	3,818
8	दिल्ली	40,572	7,346
9	गोवा	10,728	918
10	गुजरात	1,01,298	17,016
11	हरियाणा	63,282	7,889
12	हिमाचल प्रदेश	37,217	2,670
13	जम्मू और कश्मीर	1,37,676	3,889
14	झारखंड	60,546	4,487
15	कर्नाटक	2,40,755	19,057
16	केरल	1,73,061	6,726
17	लद्दाख	569	53
18	लक्षद्वीप	126	4
19	मध्य प्रदेश	1,43,492	11,669
20	महाराष्ट्र	1,94,830	28,238
21	मणिपुर	9,042	381
22	मेघालय	7,960	551
23	मिजोरम	6,717	391
24	नागालैंड	7,398	382
25	ओडिशा	1,08,907	9,183
26	पुदुचेरी	6,907	450
27	पंजाब	97,142	7,451
28	राजस्थान	1,04,046	10,232
29	सिक्किम	3,311	198
30	तमिलनाडु	2,97,764	21,195
31	तेलंगाना	89,875	10,188

32	दादरा और नगर हवेली तथा दमण और दीव	1,164	291
33	त्रिपुरा	11,569	537
34	उत्तर प्रदेश	4,05,280	24,582
35	उत्तराखंड	30,861	2,726
36	पश्चिम बंगाल	1,49,989	12,395
	कुल	**33,05,813**	**2,42,182**

वित्त वर्ष 2021-22 से वित्त वर्ष 2025-26 के दौरान पीएमईजीपी के अंतर्गत सहायता प्राप्त महिला स्वामित्व वाले सूक्ष्म उद्यमों की संख्या:

	अखिल भारत		उत्तराखंड	
वित्त वर्ष	**सहायता प्राप्त सूक्ष्म उद्यमों की संख्या**	**संवितरित मार्जिन मनी (एमएम) सब्सिडी (करोड़ रु.)**	**सहायता प्राप्त सूक्ष्म उद्यमों की संख्या**	**संवितरित मार्जिन मनी (एमएम) सब्सिडी (करोड़ रु.)**
2021-22	39158	1244.52	489	11.84
2022-23	32626	1175.64	484	14.48
2023-24	36806	1413.99	377	14.75
2024-25	23434	972.42	213	7.10
2025-26	28180	1120.02	158	6.76

आईसी स्कीम

(करोड़ रु. में)

वित्त वर्ष	**कुल लाभार्थी**	**महिला लाभार्थियों की संख्या और प्रतिशत**	**उस वित्त वर्ष में स्कीम का आशोधित बजटीय व्यय**	**उस वित्त वर्ष में स्कीम का वास्तविक व्यय**
2021-22	58	2 / 3.5%	3.26	3.24
2022-23	205	37 / 18%	11.30	11.28
2023-24	468	95 / 20%	19.31	19.20
2024-25	528	52 / 10%	20.69	20.03
2025-26	353	42 / 12%	19.07	14.62

कयर बोर्ड

एमएसएमई मंत्रालय

विगत पांच वर्षों के दौरान कयर विकास योजना स्कीम के अंतर्गत लाभार्थियों की कुल संख्या का ब्यौरा:

वित्त वर्ष	क्रियाकलाप	कुल लाभार्थियों की संख्या	महिला लाभार्थियों की संख्या और प्रतिशत	उस वित्त वर्ष में स्कीम का वास्तविक व्यय (लाख रु. में)	महिला उद्यमियों पर किया गया व्यय (लाख रु. में)
2020-21	कौशल उन्नयन एवं महिला कयर योजना (प्रशिक्षित व्यक्तियों की संख्या)	7145	7027- 98.35%	572.37	562.93
	ईएमडीए/आईसी स्कीम के अंतर्गत सहायता प्राप्त उद्यमियों की संख्या	81	6- 7.40%	168.98	18.30
	एचआरडी प्रशिक्षण के अंतर्गत लाभार्थियों की संख्या	0	0	0	0
2021-22	कौशल उन्नयन एवं महिला कयर योजना (प्रशिक्षित व्यक्तियों की संख्या)	4755	4570- 96.11%	422.28	405.85
	ईएमडीए/आईसी स्कीम के अंतर्गत सहायता प्राप्त उद्यमियों की संख्या	0	0	0	0
	एचआरडी प्रशिक्षण के अंतर्गत लाभार्थियों की संख्या	538	503- 93.5%	5.44	5.09
2022-23	कौशल उन्नयन एवं महिला कयर योजना (प्रशिक्षित व्यक्तियों की संख्या)	2794	2713 -77.77%	253.40	197.06
	ईएमडीए/आईसी स्कीम के अंतर्गत सहायता प्राप्त उद्यमियों की संख्या	50	4 -8%	106.80	10.38
	एचआरडी प्रशिक्षण के अंतर्गत लाभार्थियों की संख्या	500	475-95%	5.00	4.75
2023-24	कौशल उन्नयन एवं महिला कयर योजना (प्रशिक्षित	4193	4055-96.71%	366.47	354.41

	व्यक्तियों की संख्या)				
	ईएमडीए/आईसी स्कीम के अंतर्गत सहायता प्राप्त उद्यमियों की संख्या	64	3- 4.68%	270.94	18.48
	एचआरडी प्रशिक्षण के अंतर्गत लाभार्थियों की संख्या	500	461- 92.2%	4.82	4.44
2024-25	कौशल उन्नयन एवं महिला कयर योजना (प्रशिक्षित व्यक्तियों की संख्या)	2121	2061- 97.17%	198.98	193.27
	ईएमडीए/आईसी स्कीम के अंतर्गत सहायता प्राप्त उद्यमियों की संख्या	122	6- 4.91%	505.00	28.88
	एचआरडी प्रशिक्षण के अंतर्गत लाभार्थियों की संख्या	487	461- 94.66%	4.92	4.66

स्फूर्ति स्कीम के अंतर्गत लाभान्वित महिला उद्यमियों से संबंधित आंकड़े

वित्त वर्ष	कुल लाभार्थी	महिला लाभार्थियों की संख्या और प्रतिशत	वर्षवार %	उस वित्त वर्ष में स्कीम का वास्तविक व्यय (करोड़ में)	##महिला उद्यमियों के लिए किया गया व्यय
2019-2020	85029	45666	54	181.81	लागू नहीं
2020-2021	62754	32581	52	349.10	लागू नहीं
2021-2022	61824	33610	54	372.37	लागू नहीं
2022-2023	8875	4979	56	1.95	लागू नहीं

नोट: स्फूर्ति केवल 30.09.2022 तक ही जारी रही

स्फूर्ति के अंतर्गत निधियां सीएफसी के निर्माण, संयंत्र एवं मशीनरी की खरीद आदि के लिए जारी की जाती हैं, न कि व्यक्तिगत लाभार्थियों को।

विगत 5 वर्षों में एस्पायर स्कीम के अंतर्गत लाभान्वित महिला उद्यमियों से संबंधित आंकड़े

वित्त वर्ष	कुल लाभार्थी	महिला लाभार्थियों की संख्या और प्रतिशत	वर्षवार %	उस वित्त वर्ष में स्कीम का वास्तविक व्यय (करोड़ में)	##महिला उद्यमियों के लिए किया गया व्यय
2020-2021	6598	*	-	13.26	लागू नहीं

2021-2022	10569	*	-	8.64	लागू नहीं
2022-2023	19810	8865	44.75	4.00	लागू नहीं
2023-2024	20354	10982	53.95	2.84	लागू नहीं
2024-2025	10950	5245	47.89	7.55	लागू नहीं
2025-2026	6361	3306	51.97	3.75 (अद्यतन तक)	लागू नहीं

***नोट: जेंडर एग्रीगेटेड आंकड़ा संग्रहण अप्रैल 2022 में आरंभ किया गया।**

एस्पायर के अंतर्गत, निधियां आजीविका व्यवसाय इनक्यूबेटर स्थापित करने के लिए जारी की जाती हैं, न कि व्यक्तिगत लाभार्थियों को।

ईएसडीपी (विगत 5 वर्षों) के अंतर्गत लाभान्वित महिला उद्यमियों से संबंधित आंकड़े

वित्त वर्ष	कुल लाभार्थी	महिला लाभार्थियों की संख्या और प्रतिशत	उस वित्त वर्ष में स्कीम का वास्तविक व्यय	महिला उद्यमियों के लिए किया गया व्यय
2021-22	25453	42.63%	लागू नहीं	लागू नहीं
2022-23	121058	55.36%	लागू नहीं	लागू नहीं
2023-24	201706	58.12%	लागू नहीं	लागू नहीं
2024-25	304120	53.39%	लागू नहीं	लागू नहीं
2025-26 (12.02.2026 तक)	391518	50.55%	लागू नहीं	लागू नहीं
कुल	**1043855**	**51.76%**	**लागू नहीं**	**लागू नहीं**

DEVELOPMENT OF STs IN KARNATAKA

3218. SHRI SHREYAS M. PATEL:

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

(a) whether the Government has implemented any special schemes for the welfare and socio-economic development of Scheduled Tribe (ST) communities in Hassan district of Karnataka during the last three years, if so, the details thereof;

(b) the details of Union Government schemes being implemented in the Scheduled Tribe-dominated areas of Hassan district for education, healthcare, drinking water, housing, road connectivity, livelihood generation, skill development and digital infrastructure;

(c) the funds sanctioned, released and utilised by the Union Government for the welfare and development of Scheduled Tribe (ST) communities in Hassan district during the last three years, scheme-wise and year-wise;

(d) whether the Government proposes to provide special financial assistance for the overall development of Scheduled Tribe habitations and villages in Hassan district including infrastructure, educational institutions, healthcare facilities and livelihood opportunities; and

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

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

(a): Hon'ble PM launched Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) on 2nd October, 2024. 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 benefiting more than 5 crore tribals in 549 districts and 2,911 blocks in 30 States/UTs including Hassan District, Karnataka.

There are 6 villages from 4 blocks have been included under DAJGUA village list for socio-economic development. Details of those villages are as below:-

BLOCK_NAME	GP_NAME	VILLAGE_NAME
BELUR	HAGARE	Angadihalli
ARSIKERE	UNDIGANALU	Kurudahalli
ARSIKERE	KALLUGUNDI	Valehalli
HASSAN	YALAGUNDA	Bommenahalli
HASSAN	JAGARAVALLI	Jagaravalli
HOLENARSIPUR	MOODALAHIPPE	Jakkavalli

(b): Under the scheme of Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA), details of convergence scheme for development of education, healthcare, drinking water, housing, road connectivity, livelihood generation, skill development and digital infrastructure in 30 States including Hassan district, Karnataka is given in the enclosed **Statement-I.**

(c): As per information received from Line Ministries under DAJGUA, the details of welfare and development of Scheduled Tribe (ST) communities in Hassan district, Karnataka since inception of scheme is given in the enclosed **Statement-II.**

(d) and (e): Financial allocation under DAJGUA for various intervention during the FY 2024-25 to 2028-29 for implementation in 549 districts in 30 States/ UTs including Hassan district, Karnataka is given in the enclosed **Statement-III.**

STATEMENT-I

The details of convergence scheme for development of education, healthcare, drinking water, housing, road connectivity, livelihood generation, skill development and digital infrastructure in 30 States including Hassan district, Karnataka:

S. No.	Ministry	Scheme Name	Mission Target
1	Ministry of Rural Development (MoRD)	PMAY-G Housing	20 Lakhs
		PMGSY - Roads	25,000 Km Road
2	Ministry of Health and Family Welfare	Mobile Medical units	1,000 MMUs
3	Department of Telecommunication	Universal Service Obligation Fund (USOF)	5,252 villages
4	Ministry of Jal Shakti	Jal Jeevan Mission (JJM)	All villages to be saturated
5	Ministry of New and Renewable Energy	New Solar Power Scheme- PM Surya Ghar Yojana	Provision of Solar Roof top at 2000 institutions
6	Ministry of Women and Child Development	Anganwadi Centre-Poshan 2.0 (ICDS)	2,000 New Anganwadis
7	DoSE&L, Ministry of Education	Samagra Shiksha Abhiyan (SSA)	1,000 hostels
8	Ministry of Skill Development and Entrepreneurship	Jan Shikshan Sansthan (JSS) Scheme	30 Skilling Centres in tribal districts
			Training of 1000 VDVKs and tribal groups
9	Ministry of AYUSH	Poshan Vatikas	700 Poshan Vatikas
10	Ministry of Agriculture and Farmers Welfare	(PM-RKVY)	Agriculture support to FRA patta holders (~ 2 lakh)
11	Ministry of Power	Revamped Distribution Sector Scheme – RDSS	Every unelectrified HH & unconnected public institution (~ 2.35lakh)
12	Ministry of Petroleum &	LPG - Ujjwala Yojana	25 Lakhs LPG connections

	Natural Gas		
13	Ministry of Panchayati Raj	Rashtriya Gram Swaraj Abhiyan (RGSA)	FRA awareness programs at all Gram Sabhas, Sub-division and districts dealing with FRA
14	D/o Fisheries	Pradhan Mantri Matsya Sampada Yojana (PMMSY)	Support to tribal fishermen: 10,000 IFR and 1000 CFR
15	Ministry of Tourism	Responsible tourism (Swadesh Darshan)	1000 Home stays
16	D/o Animal Husbandry and Dairying	National Livestock Mission	Livestock management support to 8,500 IFR holders

STATEMENT-II

The district wise status of implementation of interventions in Haasan district of Karnataka:

1(a) Ministry of Jal Shakti

District Name	Block Name	Gram panchayat Name	Village Name	Scheme approved/ sanctioned [Yes / No; NA - for saturated village	Saturated
Hassan	Arsikere	Kallugundi	Valehalli	Yes	Yes
Hassan	Arsikere	Undiganalu	Kuradhahalli	Yes	Yes
Hassan	Belur	Hagare	Angadihalli	Yes	No
Hassan	Hassan	Jagaravalli	Jagaravalli	Yes	Yes
Hassan	Hassan	Yalagunda	Bommenahalli	Yes	Yes
Hassan	Holenarsipur	Moodalahippe	Jakkavalli	Yes	Yes

1(b). Ministry of Health and Family Welfare

State	District	MMUs operational
Karnataka	Haasan	1

1(c). Ministry of Rural Development- PMAY G

District Name	Block Name	Panchayat Name	Village Name	Sanctions on or after 2nd October'2024	Completed houses out of sanctions made after 2nd October'2024
HASSAN	ARSIKERE	KALGUNDI	VALEHALLI	5	0
HASSAN	ARSIKERE	UNDIGANAALU	KURUDAHALLI	3	1
HASSAN	BELUR	HAGARE	ANGADIHALLI	3	0
HASSAN	HASSAN	JAGARAVALLI	JAGARAVALLI	0	0
HASSAN	HASSAN	YALUGUNDA	BOMMENAHALLI	4	0

1(d). Ministry of Tribal Affairs

S. No.	Intervention	District	Unit	Fund Approved (Rs. in Lakh)
1	FRA	Hassan, Mandya, Ramanagar	1	16.27

STATEMENT-III

Financial allocation under DAJGUA for various intervention during the FY 2024-25 to 2028-29:

Ministry / Department	Intervention	Allocation (₹ Crore)
Ministry of Rural Development	PMAY-G (20 lakh houses)	33,800
Ministry of Rural Development	PMGSY (25,000 km roads)	25,000
Ministry of Tribal Affairs	Tribal infrastructure, marketing centres, hostels, SCD centres, FRA support, etc.	9,013
Ministry of Education	1,000 hostels under Samagra Shiksha	2,750
Ministry of Agriculture & Farmers Welfare	Sustainable agriculture support	2,500
Ministry of Health & Family Welfare	Mobile Medical Units (up to 1,000 MMUs)	1,694

Ministry of Power	Household electrification (RDSS)	1,528
Ministry of Petroleum & Natural Gas	LPG connections (PMUY)	550
Department of Telecommunications	4G/5G connectivity in 5,000 villages	500
Ministry of New & Renewable Energy	Off-grid solar connections	400
Department of Fisheries	Fisheries support (PMMSY)	375
Ministry of Women & Child Development	8,000 Anganwadi Centres	300
Ministry of Electronics & IT	Digital integration initiatives	250
Ministry of Skill Development & Entrepreneurship	Tribal skilling centres	81
Ministry of Skill Development & Entrepreneurship	Skill development through VDVKs, tribal groups	100
Ministry of Jal Shakti	Jal Jeevan Mission coverage	50
Ministry of Health & Family Welfare	Ayushman Bharat coverage	50
Ministry of AYUSH	700 Poshan Vatikas	50
Ministry of Animal Husbandry & Dairying	Livestock mission	75
Ministry of Tourism	1,000 Tribal Homestays	60
Ministry of Panchayati Raj	FRA capacity building	30

किसानों के लिए डीजल की खरीद सीमा

3219. श्री कुलदीप इंदौराः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने कृषि गतिविधियों के लिए डीजल पर 200 लीटर की खरीद सीमा के कारण श्री गंगानगर और हनुमानगढ़ सहित प्रमुख कृषि क्षेत्रों में किसानों द्वारा सामना की जाने वाली कठिनाई, जिससे खरीफ सत्र की खेती और सिंचाई प्रभावित हो रही है, का संज्ञान लिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने ट्रैक्टरों, हार्वेस्टर, सिंचाई पंपों और अन्य कृषि मशीनों के संचालन के लिए किसानों की वास्तविक डीजल आवश्यकताओं का कोई आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का पहले की तरह पर्याप्त आपूर्ति बहाल करने के लिए कृषि डीजल खरीद सीमा की समीक्षा करने का विचार है; और

(घ) यदि हां, तो इसके कार्यान्वयन की प्रस्तावित समयावधि सहित तत्संबंधी ब्यौरा क्या है?

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

(क) से (घ): पश्चिम एशिया संकट के कारण, अंतरराष्ट्रीय कच्चे तेल के मूल्यों में तेज़ी से वृद्धि हुई है। हाई-स्पीड डीजल (एचएसडी) के मूल्यों में हुई पूरी वृद्धि से खुदरा उपभोक्ताओं की संरक्षित करने के उद्देश्य से इसके भार को थोक उपभोक्ताओं पर डाला गया, जिसमें से खुदरा उपभोक्ताओं पर केवल आंशिक वृद्धि का भार ही डाला गया, जिसके परिणामस्वरूप, एचएसडी के थोक मूल्य और खुदरा मूल्य के बीच एक महत्वपूर्ण मूल्य अंतर हुआ। फलस्वरूप, थोक डीजल की मात्रा, पीएसयू तेल विपणन खुदरा बिक्री केंद्रों (आरओज) पर अंतरित होने के कारण कुछ खुदरा बिक्री केंद्रों पर असमान असाधारण मांग में वृद्धि हुई। यह औद्योगिक, वाणिज्यिक और संस्थागत उपभोक्ताओं द्वारा थोक और खुदरा डीजल के मूल्यों के बीच उक्त मूल्य अंतर के कारण अपने समर्पित उपभोक्ता पंपों से आरओज पर अपनी अधिप्राप्ति को अंतरित करने के कारण हुआ। थोक उपभोक्ताओं द्वारा एचएसडी के डायवर्जन से स्थानीय आपूर्ति संबंधी समस्याएं और वास्तविक खुदरा उपभोक्ताओं और आवश्यक सेवाओं के लिए संभावित व्यवधान उत्पन्न हुए।

केंद्र सरकार ने इस स्थिति को नियंत्रित करने और एचएसडी की उपलब्धता तथा समान वितरण सुनिश्चित करने हेतु दिनांक 11.06.2026 और दिनांक 12.06.2026 को मोटर स्पिरिट और हाई-स्पीड डीजल (खुदरा बिक्री केंद्र के माध्यम से आपूर्ति का अस्थायी विनियमन) आदेश,

2026 अधिसूचित किया तथा पीएसयू ओएमसीज को अपने खुदरा बिक्री केंद्रों पर एचएसडी की बिक्री हेतु अस्थायी प्रतिबंध लगाने के निर्देश जारी किए। इन उपायों का उद्देश्य एचएसडी की कालाबाजारी, जमाखोरी और डायवर्जन को रोकना था, जबकि खुदरा उपभोक्ताओं को एमएस और एचएसडी की निर्बाध उपलब्धता सुनिश्चित करवाना था।

सरकार ने देश में पेट्रोलियम उत्पादों की आपूर्ति की स्थिति की समीक्षा के बाद जनहित में 1 जुलाई 2026 से अस्थायी प्रतिबंधों को वापस लेने का निर्णय किया, जिससे गंगानगर और हनुमानगढ़ सहित पूरे देश में एमएस और एचएसडी की सामान्य आपूर्ति व्यवस्था बहाल हो गई।

नए तेल एवं प्राकृतिक गैस भंडारों की खोज

3220. श्री अरूण गोविलः

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या हाल के वर्षों में उत्तर प्रदेश, राजस्थान, बिहार, अंडमान और अन्य क्षेत्रों में नए तेल एवं प्राकृतिक गैस भंडारों की खोज अथवा हाइड्रोकार्बन की उपस्थिति की पुष्टि हुई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) वे क्षेत्र कौन-से हैं जहां ऐसी खोजों के आधार पर वाणिज्यिक उत्पादन शुरू होने की संभावना है तथा यह उत्पादन किस समय तक शुरू होने की संभावना है;

(ग) ऐसी खोजों के माध्यम से देश के तेल और प्राकृतिक गैस के घरेलू उत्पादन में किस हद तक वृद्धि होने तथा इसकी आयात निर्भरता में किस हद तक कमी आने की संभावना है; और

(घ) क्या सरकार देश में नए तेल और प्राकृतिक गैस क्षेत्रों के अन्वेषण में तेजी लाने के लिए कोई विशेष पहल कर रही है 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): पिछले 3 वर्षों में 28 हाइड्रोकार्बन खोजों को अधिसूचित किया गया है।

(ख): हाइड्रोकार्बन खोजों को वाणिज्यिक उत्पादन शुरू करने से पहले तकनीकी और वाणिज्यिक मूल्यांकनों की एक श्रृंखला से गुजरना पड़ता है। इनमें मूल्यांकन वेधन, रिजरवायर अध्ययन, विस्तारित कूप परीक्षण, क्षेत्र विकास योजना (एफडीपी) की तैयारी करना, सांविधिक और पर्यावरणीय मंजूरी प्राप्त करना तथा उत्पादन सुविधाओं की स्थापना सहित विकास से संबंधित वेधन करना शामिल है। वाणिज्यिक उत्पादन की शुरुआत इन सभी गतिविधियों के सफल समापन और खोजों की वाणिज्यिक व्यवहार्यता पर निर्भर करती है।

(ग): घरेलू तेल और प्राकृतिक गैस उत्पादन में नए खोजे गए हाइड्रोकार्बन क्षेत्रों के योगदान का आकलन, मूल्यांकन गतिविधियों के पूरा होने, पुनर्प्राप्त करने योग्य भंडार के अनुमान, क्षेत्र विकास योजना (एफडीपी) की स्वीकृति और वाणिज्यिक उत्पादन की शुरुआत के बाद ही किया जा सकता है।

(घ): सरकार ने देश में नए तेल और प्राकृतिक गैस क्षेत्रों की खोज में गति लाने के लिए कई नीतियों को लागू किया है, जिसका ब्यौरा संलग्न **विवरण** में दिया गया है।

<u>विवरण</u>

"नए तेल एवं प्राकृतिक गैस भंडारों की खोज" के संबंध में ब्यौरा

i. हाइड्रोकार्बन खोजों के शीघ्र मुद्रीकरण के लिए पीएससी व्यवस्था के तहत नीति, 2014;

ii. खोजे गए छोटे क्षेत्र संबंधी 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 रिपॉजिटरी की स्थापना, 2017;

vii. राष्ट्रीय भूकंपीय कार्यक्रम, 2017 के तहत तलछटी बेसिनों में गैर-मूल्यांकित क्षेत्रों का मूल्यांकन;

viii. तेल और गैस के लिए उन्नत वसूली विधियों को बढ़ावा देने और प्रोत्साहित करने के लिए नीति, 2018;

ix. मौजूदा क्षेत्रों के तहत अपारंपरिक हाइड्रोकार्बन के अन्वेषण और दोहन के लिए नीति, 2018;

x. बोलीदाताओं को आकर्षित करने के लिए श्रेणी II और III बेसिन के तहत ओएएलपी ब्लॉकों के चरण-I में कम रॉयल्टी दरें, शून्य राजस्व हिस्सेदारी (अप्रत्याशित लाभ तक) और न कोई वेधन प्रतिबद्धता, 2019;

xi. प्राकृतिक गैस विपणन सुधार, 2020;

xii. अपतटीय क्षेत्र में लगभग 1 मिलियन वर्ग किलोमीटर (एसकेएम) "नो-गो" क्षेत्र को मुक्त करना, जो दशकों से अन्वेषण के लिए अवरुद्ध था;

xiii. 2023 में जारी किए गए संशोधित घरेलू मूल्य दिशानिर्देश;

xiv. व्यापार में सुगमता, संविदात्मक स्थिरता, प्रचालन दक्षता और विवाद समाधान, 2025 में गति लाने के लिए तेल क्षेत्र (विनियमन और विकास) अधिनियम, 1948 में संशोधन;

xv. पेट्रोलियम और प्राकृतिक गैस नियम, 2025 की अधिसूचना;

xvi. हाइड्रोकार्बन संसाधनों और भंडार को बढ़ाने तथा उनका समय पर उत्पादन के रूप में रूपांतरण सक्षम बनाने के उद्देश्य से समुद्र मंथन के तहत राष्ट्रीय गहरे समुद्र समुद्री अन्वेषण मिशन की घोषणा की गई है।

xvii. राष्ट्रीय भूकंपीय कार्यक्रम, 2017 के तहत तलछटी बेसिन में गैर-मूल्यांकित क्षेत्रों का मूल्यांकन।

xviii. अपतटीय क्षेत्र में लगभग 1 मिलियन वर्ग किलोमीटर (एसकेएम) "नो-गो" क्षेत्र को मुक्त करना, जो दशकों से अन्वेषण के लिए अवरुद्ध था;

xix. सरकार ने भारत के विशिष्ट आर्थिक क्षेत्र (ईईजेड) के बाहर 20,000 एलकेएम और अपतटीय क्षेत्र में 30,000 एलकेएम के अतिरिक्त, 2 डी भूकंपीय डेटा के अधिग्रहण को मंजूरी प्रदान की है।

xx. सभी भारतीय तलछटी बेसिन में संसाधन के मूल्यांकन के लिए दिनांक 17.07.2025 को हाइड्रोकार्बन संसाधन मूल्यांकन अध्ययन (एचआरएएस 2025) शुरू किया गया है।

xxi. कच्चे तेल और केसिंग हेड कंडेनसेट के उत्पादन के लिए रॉयल्टी दरों को दिनांक 08.05.2026 और 04.06.2026 की अधिसूचना के माध्यम से अधिसूचित किया गया है।

xxii. केंद्रीय मंत्रिमंडल ने वर्ष 2030-31 तक 84084 करोड़ रुपए के चरण-1 के परिव्यय सहित राष्ट्रीय अपतटीय अन्वेषण योजना हेतु 31 जुलाई 2026 को 'समुद्र मंथन' को मंजूरी प्रदान की है।

माननीय अध्यक्ष : सदन की कार्यवाही आज दो बजे तक के लिए स्थगित की जाती है।

… (व्यवधान)

11.03 hrs

The Lok Sabha then adjourned till Fourteen of the Clock.

———

14.00 hrs

The Lok Sabha re-assembled at Fourteen of the Clock.

(Shrimati Sandhya Ray *in the Chair*)

... (*interruptions*)

माननीय सभापति : माननीय सदस्यगण, कई माननीय सदस्यों द्वारा विभिन्न विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। माननीय अध्यक्ष जी ने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

14.0½ hrs

At this stage, Dr. T. Sumathy alias Thamizhachi Thangapandian, Shri Gurjeet Singh Aujla, Sushri Mahua Moitra and some other hon. Members came and stood on the floor near the Table.

... (*interruptions*)

14.01 hrs

PAPERS LAID ON THE TABLE

माननीय सभापति : अब पत्र सभा पटल पर रखे जाएंगे।

आइटम नंबर 2, माननीय मंत्री श्री अजय टम्टा जी।

… (व्यवधान)

सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री अजय टम्टा) : महोदया, मैं सड़क परिवहन और राजमार्ग मंत्रालय से संबंधित निम्नलिखित पत्र सभा पटल पर रखता हूं:-

(1) राष्ट्रीय राजमार्ग अधिनियम, 1956 की धारा 9 की उप-धारा (3) के अन्तर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) :-

(एक) राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) (दूसरा संशोधन) नियम, 2026, जो दिनांक 17 मार्च, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 191(अ) में प्रकाशित हुए थे।

[Placed in Library, See No. LT 7564/18/26]

(दो) राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) (तीसरा संशोधन) नियम, 2026, जो दिनांक 2 अप्रैल, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 251(अ) में प्रकाशित हुए थे।

[Placed in Library, See No. LT 7565/18/26]

(तीन) राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) (चौथा संशोधन) नियम, 2026, जो दिनांक 13 अप्रैल, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 279(अ) में प्रकाशित हुए थे।

[Placed in Library, See No. LT 7566/18/26]

(2) राष्ट्रीय राजमार्ग अधिनियम, 1956 की धारा 10 के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) :-

(एक) का.आ.1434, जो दिनांक 19 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा उत्तर प्रदेश राज्य में राष्ट्रीय राजमार्ग संख्या 731ए के मोहनगंज से औतारपुर खंड के डिजाइन किमी 35.000 तक पेव्ड शोल्डर सहित दो लेन परियोजना के लिए ईपीसी मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7567/18/26]

(दो) का.आ.1435, जो दिनांक 19 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा हिमाचल प्रदेश राज्य में एनएच-21 (अब एनएच 205 और एनएच-154) के कीरतपुर-नेरचौक-मनाली खंड के किमी 119.965 से किमी 178.795 और किमी 0.000 से किमी 2.003 तक 2/4 एलपीएस परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7568/18/26]

(तीन) का.आ.1528(अ), जो दिनांक 24 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा ओडिशा राज्य में राष्ट्रीय राजमार्ग संख्या 16 (पुराना एनएच-5) के छह लेन वाले चांदीखोल-भद्रक खंड (किमी 62.000 से किमी 136.500 तक) पर टोल लगाने, संचालन, अनुरक्षण और हस्तांतरण (टीओटी मोड) की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7569/18/26]

(चार) का.आ.1568(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा बिहार राज्य में एनएच-31 के औंटा-सिमरिया (संपर्क मार्ग सहित गंगा पुल) के डिज़ाइन किमी 202.790 से 206.050 तक और सिमरिया-खगड़िया खंड के डिज़ाइन किमी 206.050 से किमी 266.282 तक चार/छह लेन की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7570/18/26]

(पांच) का.आ.1569(अ), जो दिनांक 25 मार्च, 2026 को भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा बिहार राज्य में एनएच-31 के बख्तियारपुर-मोकामा खंड के डिज़ाइन किमी 153.300 से किमी 197.900 तक और औंटा-सिमरिया खंड के डिज़ाइन किमी 197.900 से किमी 202.790 तक की फोर लेनिंग परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7571/18/26]

(छह) का.आ.1594(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 22 मई, 2025 की अधिसूचना संख्या का.आ. 2313(अ) में कतिपय संशोधन किए गए हैं।

[Placed in Library, See No. LT 7572/18/26]

(सात) का.आ.1596(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा झारखंड राज्य में एनएच-19 (पुराना एनएच-2) के गोरहर-बरवा अड्डा खंड़ के किमी 320.810 से किमी 401.332 तक 4/6 लेन की परियोजना के लिए इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7573/18/26]

(आठ) का.आ.1597(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा महाराष्ट्र राज्य में एनएच-53 (पुराना एनएच-6) के अमरावती से तरसोड़ खंड के किमी 166.725 से किमी 422.700 तक फोर लेन परियोजना के लिए इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7574/18/26]

(नौ) का.आ.1598(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा आंध्र प्रदेश राज्य में एनएच-16 के मौजूदा किमी 1023.496 पर गुंडुगोलानु से मौजूदा किमी 1076.280 पर चिन्ना अवुतापल्ली तक छह लेन परियोजना के लिए इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7575/18/26]

(दस) का.आ.1599(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा उत्तर प्रदेश राज्य में राष्ट्रीय राजमार्ग संख्या एनएच-91ए (नया एनएच-234) के भरथना चौक से कुदरकोट खंड के डिजाइन किमी 0.000 से किमी 40.000 (मौजूदा किमी 0.000 से किमी 40.000) तक 2/4 लेन की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7576/18/26]

(ग्यारह) का.आ.1600(अ), जो दिनांक 25 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा उत्तर प्रदेश और उत्तराखंड राज्यों में एनएच-09 के रामपुर-रुद्रपुर खंड की चार लेन की परियोजना के किमी 449.050 से किमी 490.550 (डिज़ाइन चैनेज़ 00.000 से चैनेज़ 41.500) और किमी 13.450 से किमी 55.876 (डिज़ाइन चैनेज़ 50.800 से चैनेज़ 93.226) सहित रुद्रपुर बाईपास के साथ किमी 00.000 से किमी 20.640 तक के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7577/18/26]

(बारह) का.आ.1610(अ), जो दिनांक 27 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा कर्नाटक राज्य में नीलमंगला से डिजाइन किमी 29.500 से तुमकुर बाईपास पर डिजाइन किमी 74.168 पर चार/छह लेन की परियोजना और एनएच-48 के लिए इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7578/18/26]

(तेरह) का.आ.1611(अ), जो दिनांक 27 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तमिलनाडु राज्य में एनएच-32 और 48 के किमी 0.000 से किमी 32.600 तक चेन्नई बाईपास के छह लेन वाले खंड की परियोजना के लिए इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7579/18/26]

(चौदह) का.आ.1620(अ), जो दिनांक 27 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तमिलनाडु राज्य में एनएच-16 के डिजाइन किमी 21.400 पर चेन्नई से डिजाइन किमी 54.400 तक टाडा के चार/छह लेन की परियोजना और इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7580/18/26]

(पन्द्रह) का.आ.1621(अ), जो दिनांक 27 मार्च, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा आंध्र प्रदेश राज्य में एनएच-16 पर चिलकलुरिपेट में डिज़ाइन किमी 355.000 से विजयवाड़ा डिज़ाइन में किमी 422.616 पर चार/छह लेन की परियोजना के लिए इनविट मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7581/18/26]

(सोलह) का.आ.1772(अ), जो दिनांक 8 अप्रैल, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 13 दिसंबर, 2019 की अधिसूचना संख्या का.आ.4457(अ) में कतिपय संशोधन किए गए हैं।

[Placed in Library, See No. LT 7582/18/26]

(सत्रह) का.आ.1773(अ), जो दिनांक 8 अप्रैल, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तेलंगाना राज्य में राष्ट्रीय राजमार्ग संख्या 563 के करीमनगर-वारंगल खंड़ के डिजाइन किमी 58.866 से किमी 126.881 (एसएच 1 पर मौजूदा किमी 170.400 से एनएच 163 पर किमी 144.050 तक) तक एनएच 563 के चार या उससे ज़्यादा लेन की परियोजना के लिए हाइब्रिड वार्षिकी मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7583/18/26]

(अठारह) का.आ.1774(अ), जो दिनांक 8 अप्रैल, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा आंध्र प्रदेश राज्य में राष्ट्रीय राजमार्ग संख्या 565 के दावुलापल्ली से मरकापुरम खंड के 1.200 किमी लंबाई (किमी 194.000 से किमी 195.200 तक) जिसे एनएच 565 से पृथक किया गया है, को छोड़कर इसके डिजाइन किमी 133.922 से 197.595 किमी तक (मौजूदा चेनेज 133.922 से किमी 198.698 तक) पेव्ड शोल्डर सहित दो लेन की परियोजना के लिए ईपीसी मोड़ पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7584/18/26]

(उन्नीस) का.आ.1917(अ), जो दिनांक 15 अप्रैल, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 1 मार्च, 2023 की अधिसूचना संख्या का.आ.953(अ) में कतिपय संशोधन किए गए हैं।

[Placed in Library, See No. LT 7585/18/26]

(बीस) का.आ.2326(अ), जो दिनांक 8 मई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा कर्नाटक, आंध्र प्रदेश और तमिलनाडु राज्यों में फेज़-I, फेज़-II और फेज़-III में किमी (-)00.700 से किमी 262.794 (लंबाई 262.794 किमी) तक चार या अधिक लेन वाले खंड़ की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7586/18/26]

(इक्कीस) का.आ.2339(अ), जो दिनांक 8 मई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा मध्य प्रदेश राज्य में राष्ट्रीय राजमार्ग संख्या 543 के बालाघाट-गोंदिया खंड़ के डिजाइन किमी 0.000 से किमी 41.210 तक चार लेन की परियोजना के लिए ईपीसी मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7587/18/26]

(बाईस) का.आ.2547(अ), जो दिनांक 18 मई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा गुजरात राज्य में एनई-8 के किमी 0.000 से किमी 84.709 तक सरदार पटेल रिंग रोड से अधेलाई गाँव तक फोरलेन एक्सप्रेसवे परियोजना के लिए ईपीसी मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7588/18/26]

(तेईस) का.आ.2622(अ), जो दिनांक 25 मई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा राजस्थान राज्य में दिल्ली-वडोदरा राष्ट्रीय एक्सप्रेसवे संख्या एनई-4 के राष्ट्रीय राजमार्ग संख्या 12 खंड सहित जंक्शन से शुरू होने वाले आठ लेन के प्रवेश नियंत्रित एक्सप्रेसवे की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7589/18/26]

(चौबीस) का.आ.2842(अ), जो दिनांक 3 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तमिलनाडु राज्य में राष्ट्रीय राजमार्ग संख्या 532 के डिज़ाइन किमी. 0.800 से किमी. 57.800 (मौजूदा किमी. 0.800 से किमी. 51.00) तक कुड्डालोर से वृद्धाचलम खंड़ के 2/4 लेन की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7590/18/26]

(पच्चीस) का.आ.2973(अ), जो दिनांक 10 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा उत्तर प्रदेश राज्य में राष्ट्रीय राजमार्ग संख्या 35 (पुराना एनएच-76) (मऊ जारसा खंड़) के 2/4 लेन खंड़ के डिज़ाइन किमी 148.400 से किमी 206.774 की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7591/18/26]

(छब्बीस) का.आ.2974(अ), जो दिनांक 10 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तमिलनाडु राज्य और पुदुचेरी संघ राज्यक्षेत्र में राष्ट्रीय राजमार्ग संख्या 45ए (नया एनएच-32) के सत्तनाथपुरम से नागपट्टिनम खंड डिजाइन किमी 123.800 से किमी 179.555 (किमी 136.90 से किमी 194.00 तक मौजूदा चेनेज) की चारलेन की परियोजना के लिए एचएएम पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7592/18/26]

(सत्ताईस) का.आ.3002(अ), जो दिनांक 11 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा हिमाचल प्रदेश राज्य में राष्ट्रीय राजमार्ग संख्या 88 (नया एनएच-103) के हमीरपुर बाईपास की कोहली से प्रारम्भ होकर चिलबाहल तक डिजाइन किमी 121.175 से किमी 138.295 तक, राष्ट्रीय राजमार्ग संख्या 88 (नया एनएच-3,303) के चिलबाहल से प्रारंभ होकर भंगबार (रानीताल के निकट) के डिजाइन किमी 138.295 से किमी 175.270 तक और राष्ट्रीय राजमार्ग संख्या 88 (नया एनएच-303, 503) के डिजाइन किमी 175.270 से किमी 193.400 तक भंगबार (रानीताल के निकट) से कांगड़ा बाईपास तक एनएच-154 के साथ इंटरसेक्शन तक की 2/4 लेन की परियोजना के लिए एचएएम पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7593/18/26]

(अट्ठाईस) का.आ.3003(अ), जो दिनांक 11 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा आंध्र प्रदेश राज्य में कोंडीकोंडा चेक पोस्ट (कोडुर गांव) के पास एनएच-44 के जंक्शन से शुरू होकर आंध्र प्रदेश राज्य में मुप्पावरम गांव के पास एनएच-16 के साथ अपने जंक्शन पर समाप्त होने वाले राष्ट्रीय राजमार्ग की 6 लेन की राष्ट्रीय राजमार्ग संख्या एनएच-544जी के किमी 0.000 से किमी 343.240 तक पूरे एनएच-544जी पर परियोजना के लिए एचएएम मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7594/18/26]

(उनतीस) का.आ.3340(अ), जो दिनांक 22 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा महाराष्ट्र राज्य में राष्ट्रीय राजमार्ग संख्या पुराना एनएच-03/नया एनएच-848 के गोंडे–वाडापे खंड़ के डिजाइन किमी 440.000 से किमी 536.640 (मौजूदा किमी 440.000 से किमी 536.640) तक के लिए 2-लेन कैरिजवे से 4/6-लेन विभाजित कैरिजवे कॉन्फ़िगरेशन की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है ।

[Placed in Library, See No. LT 7595/18/26]

(तीस) का.आ.3570(अ), जो दिनांक 1 जुलाई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 2 अगस्त, 2023 की अधिसूचना संख्या का.आ.3502(अ) में कतिपय संशोधन किए गए हैं ।

[Placed in Library, See No. LT 7596/18/26]

(इकतीस) का.आ.3571(अ), जो दिनांक 1 जुलाई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तमिलनाडु राज्य में राष्ट्रीय राजमार्ग संख्या 338, 36, 383 के मेलूर–कराईकुडी खंड किमी 0.000 से किमी 45.855 तक (मौजूदा किमी एनएच-38 के 99.920 से एनएच-383 विस्तारित के किमी 12.900 तक) की चार या अधिक लेन की परियोजना के लिए ईपीसी मोड पर प्रयोक्ता शुल्क अधिसूचित किया गया है ।

[Placed in Library, See No. LT 7597/18/26]

(बत्तीस) का.आ.3572(अ), जो दिनांक 1 जुलाई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा तेलंगाना और आंध्र प्रदेश राज्यों में राष्ट्रीय राजमार्ग संख्या 150 पर एनएच-40 (डिजाइन चैनेज़ किमी 202.059) से कर्नाटक/तेलंगाना सीमा से आरंभ होकर (रायचूर गड़वाल रोड से शुरू) एनएच-40 (डिजाइन किमी 280.300) पर समाप्त होकर कुरनूल शहर तक चार या अधिक लेन वाले खंड की परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7598/18/26]

(तैंतीस) का.आ.3618(अ), जो दिनांक 30 जून, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा दिनांक 29 जनवरी, 2021 की अधिसूचना संख्या का.आ.543(अ) में कतिपय संशोधन किए गए हैं।

[Placed in Library, See No. LT 7599/18/26]

(चौंतीस) का.आ.3619(अ), जो दिनांक 3 जुलाई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा भारतमाला परियोजना के अंतर्गत पंजाब राज्य में एनएच-205के का ग्रीन फील्ड लुधियाना–रूपनगर खंड़ की चैनेज़/किमी 66.440 से किमी 90.500 [चैनेज़/किमी 0.000 से किमी 19.200 (स्पर)] तक 4/6 लेन की परियोजना के लिए प्रयोक्ता शुल्क को एचएएम मोड पर अधिसूचित किया गया है।

[Placed in Library, See No. LT 7600/18/26]

(पैंतीस) का.आ.3887(अ), जो दिनांक 15 जुलाई, 2026 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा, गुजरात राज्य में राष्ट्रीय राजमार्ग संख्या 58 के डिजाइन किमी 92.320 से किमी 115.320 तक सतलासना–खेरालू खंड की चार लेन परियोजना के लिए प्रयोक्ता शुल्क अधिसूचित किया गया है।

[Placed in Library, See No. LT 7601/18/26]

... (व्यवधान)

माननीय सभापति: माननीय सदस्यगण, प्लीज आप सभी अपने-अपने स्थान पर विराजिए।

… (व्यवधान)

माननीय सभापति: माननीय सदस्यगण, चर्चा में एक महत्वपूर्ण विषय आ रहा है। प्लीज आप सब बैठ जाइए।

आइटम नम्बर-3, माननीय मंत्री डॉ. राज भूषण चौधरी जी।

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY): I rise to lay on the Table:-

(1) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:-

(a) (i) Review by the Government of the working of the National Projects Construction Corporation Limited, New Delhi, for the year 2024-2025.

(ii) Annual Report of the National Projects Construction Corporation Limited, New Delhi, for the year 2024-2025 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 7602/18/26]

(b) (i) Review by the Government of the working of the WAPCOS Limited, New Delhi, for the year 2024-2025.

(ii) Annual Report of the WAPCOS Limited, New Delhi, for the year 2024-2025, alongwith Audited Accounts and comments of the

Comptroller and Auditor General thereon.

(2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 7603/18/26]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Hydrology, Roorkee, for the year 2024-2025.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Hydrology, Roorkee, for the year 2024-2025.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 7604/18/26]

… (*Interruptions*)

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल) : महोदया, मैं नागर विमानन मंत्रालय से संबंधित निम्नलिखित पत्र सभा पटल पर रखता हूं :-

(1) कंपनी अधिनियम, 2013 की धारा 394 की उप-धारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(क) (एक) एआई इंजीनियरिंग सर्विसेज लिमिटेड, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) एआई इंजीनियरिंग सर्विसेज लिमिटेड, नई दिल्ली का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 7605/18/26]

(ख) (एक) एआई एयरपोर्ट सर्विसेज लिमिटेड, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) एआई एयरपोर्ट सर्विसेज लिमिटेड, नई दिल्ली का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 7606/18/26]

(ग) (एक) होटल कॉर्पोरेशन ऑफ इंडिया लिमिटेड, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) होटल कॉर्पोरेशन ऑफ इंडिया लिमिटेड, नई दिल्ली का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

[Placed in Library, See No. LT 7607/18/26]

(घ) (एक) एलायंस एयर एविएशन लिमिटेड, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) एलायंस एयर एविएशन लिमिटेड, नई दिल्ली का वर्ष 2024-2025 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियाँ।

(2) उपर्युक्त (1) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाले चार विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7608/18/26]

(3) विमानवहन अधिनियम, 1972 की धारा 4क की उप-धारा (6) के अंतर्गत जारी अधिसूचना संख्या का.आ. 1694(अ), जो दिनांक 1 अप्रैल, 2026 के भारत के राजपत्र में प्रकाशित हुई

थी तथा जिसके द्वारा, उसमें उल्लिखित, उक्त अधिनियम की तीसरी अनुसूची में दिनांक 28 दिसंबर 2024 से प्रभावी उपबंध किए गए हैं, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा एक व्याख्यात्मक ज्ञापन।

(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. LT 7609/18/26]

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... (व्यवधान)

14.02 hrs

MESSAGE FROM RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report the following message received from the Secretary General of Rajya Sabha:

"In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Supreme Court (Number of Judges) Amendment Bill, 2026 which was passed by the Lok Sabha at its sitting held on the 3rd August, 2026 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

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… (*Interruptions*)

14.03 hrs

COMMITTEE ON PUBLIC UNDERTAKINGS

31st to 36th Reports

PROF. SOUGATA RAY (DUM DUM): I rise to present the following Reports (Hindi and English versions) of the Committee on Public Undertakings (2026-27) (18th Lok Sabha):-

(1) Thirty-first Report of the Committee on 'National Hydroelectric Power

Corporation Limited (NHPC)' relating to the Ministry of Power.

(2) Thirty-second Report of the Committee on 'Review of Performance of Insurance Sector CPSUs' relating to the Department of Financial Services, Ministry of Finance.

(3) Thirty-third Report of the Committee on Action Taken by the Government on the Observations/Recommendations contained in 14th Report of Committee on Public Undertakings (18th Lok Sabha) on 'Bharat Sanchar Nigam Limited (BSNL) setting up of 25,000 WI-FI hotspots in BSNL rural telephone exchanges [Based on C&AG Para No. 4.2 of Report No. 16 of 2023]', relating to the Department of Telecommunications, Ministry of Communications.

(4) Thirty-fourth Report of the Committee on Action Taken by the Government on the Observations/Recommendations contained in 19th Report of Committee on Public Undertakings (18th Lok Sabha) on 'REC Limited', relating to the Ministry of Power.

(5) Thirty-fifth Report of the Committee on Action Taken by the Government on the Observations/Recommendations contained in 20th Report of Committee on Public Undertakings (18th Lok Sabha) on 'Nuclear Power Corporation of India Limited (NPCIL)', relating to Department of Atomic Energy.

(6) Thirty-sixth Report of the Committee on Action Taken by the Government on the Observations/Recommendations contained in 21st Report of Committee on Public Undertakings (18th Lok Sabha) on

'Review of Performance of Petroleum & Natural Gas Sector CPSUs', relating to Ministry of Petroleum & Natural Gas.

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… (*Interruptions*)

14.03½ hrs

STANDING COMMITTEE ON COMMUNICATIONS AND INFORMATION TECHNOLOGY

28th to 34th Reports

SHRI RAJESH VERMA (KHAGARIA): I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Communications and Information Technology (2025-26):-

(1) Twenty-eighth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Twenty-second Report (18th Lok Sabha) on the subject 'Review of mechanism to curb Fake News' relating to the Ministry of Information and Broadcasting.

(2) Twenty-ninth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Twentieth Report (18th Lok Sabha) on the subject 'Real Estate Management in the Department of Posts' relating to the Department of Posts, Ministry of Communications.

(3) Thirtieth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their

Twenty-fifth Report (18th Lok Sabha) on 'Demands for Grants (2026-27)' relating to the Department of Posts, Ministry of Communications.

(4) Thirty-first Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Twenty-fourth Report (18th Lok Sabha) on 'Demands for Grants (2026-27)' relating to the Ministry of Electronics and Information Technology.

(5) Thirty-second Report on the subject 'Review of the performance of schemes/projects under Digital Bharat Nidhi (DBN) implemented by Public and Private Sector' relating to the Department of Telecommunications, Ministry of Communications.

(6) Thirty-third Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Twenty-third Report (18th Lok Sabha) on 'Demands for Grants (2026-27)' relating to the Department of Telecommunications, Ministry of Communications.

(7) Thirty-fourth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Twenty-sixth Report (18th Lok Sabha) on 'Demands for Grants (2026-27)' relating to the Ministry of Information and Broadcasting.

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… (*Interruptions*)

14.04 hrs

STANDING COMMITTEE ON ENERGY

13th Report

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : महोदया, नवीन और नवीकरणीय ऊर्जा मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में ऊर्जा संबंधी स्थायी समिति (18वीं लोक सभा) के 12वें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 13वां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूं।

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... (व्यवधान)

14.04½ hrs

STANDING COMMITTEE ON EXTERNAL AFFAIRS

Statements

SHRI ARUN GOVIL (MEERUT): I rise to lay the following statements (Hindi and English versions) of the Standing Committee on External Affairs:-

(1) Statement showing Action Taken by the Government on the Observations/Recommendations contained in the Tenth Report of the Standing Committee on External Affairs (Eighteenth Lok Sabha) on action taken on the Recommendations contained in the Fifth Report (Eighteenth Lok Sabha) on 'Demands for Grants of the Ministry of External Affairs for the year 2025-26'.

(2) Statement showing Action Taken by the Government on the Observations/Recommendations contained in the Eleventh Report of the

Standing Committee on External Affairs (Eighteenth Lok Sabha) on action taken by the Government on the Observations/Recommendations contained in the Sixth Report (Eighteenth Lok Sabha) on the subject 'Indian Diaspora Overseas including NRIs, PIOs, OCIs and Migrant workers: All Aspects of their Conditions and Welfare, including the Status of the Emigration Bill'.

(3) Statement showing Action Taken by the Government on the Observations/Recommendations contained in the Thirteenth Report of the Standing Committee on External Affairs (Eighteenth Lok Sabha) on action taken by the Government on the Observations/ Recommendations contained in the Eighth Report (Eighteenth Lok Sabha) on the subject 'Evaluation of India's Ocean Strategy'.

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… (*Interruptions*)

14.05 hrs

STANDING COMMITTEE ON CHEMICALS AND FERTILIZERS

28th to 34th Reports

SHRIMATI KRITI DEVI DEBBARMAN (TRIPURA EAST): I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Chemicals and Fertilizers (2025-26):-

(1) Twenty-eighth Report on the subject 'Alignment of logistics for efficient fertilizer movement and availability at affordable prices during peak season and steps taken to curb forced bundling of unnecessary boosters

with essential fertilizers' pertaining to the Department of Fertilizers, Ministry of Chemicals and Fertilizers.

(2) Twenty-ninth Report on the subject 'Evaluation of Implementation of the Fertilizer (Movement Control) Order, 1973' pertaining to the Department of Fertilizers, Ministry of Chemicals and Fertilizers.

(3) Thirtieth Report on Action Taken by the Government on the Observations/Recommendations contained in the Twenty-first Report of the Standing Committee on Chemicals and Fertilizers (Eighteenth Lok Sabha) on 'Demands for Grants 2026-27' pertaining to the Department of Fertilizers, Ministry of Chemicals and Fertilizers.

(4) Thirty-first Report on the subject 'Review of National Policy on Petrochemicals, 2007' pertaining to the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilizers.

(5) Thirty-second Report on Action Taken by the Government on the Observations/Recommendations contained in the Twenty-second Report of the Standing Committee on Chemicals and Fertilizers (Eighteenth Lok Sabha) on 'Demands for Grants 2026-27' pertaining to the Department of Chemicals and Petrochemicals, Ministry of Chemicals and Fertilizers.

(6) Thirty-third Report on the subject 'Review of Role, functions and duties of National Pharmaceutical Pricing Authority (NPPA) with specific reference to increase in prices of medicines in the Country' pertaining to the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers.

(7) Thirty-fourth Report on Action Taken by the Government on the Observations/Recommendations contained in the Twenty-third Report of the Standing Committee on Chemicals and Fertilizers (Eighteenth Lok Sabha) on 'Demands for Grants 2026-27' pertaining to the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers.

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… (*Interruptions*)

14.05½ hrs

STANDING COMMITTEE ON RURAL DEVELOPMENT AND PANCHAYATI RAJ

Statements

श्री जनार्दन मिश्रा (रीवा) : सभापति महोदया, मैं ग्रामीण विकास और पंचायती राज संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदनों पर सरकार द्वारा आगे की-गई-कार्रवाई संबंधी विवरण (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूं:-

(1) पंचायती राज मंत्रालय से संबंधित 'स्वच्छ और हरित गांव: पंचायतों की भूमिका (2024-25)' के बारे में 18वें प्रतिवेदन (अठारहवीं लोक सभा) में अंतर्विष्ट सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 23वां प्रतिवेदन (अठारहवीं लोक सभा)।

(2) ग्रामीण विकास विभाग, ग्रामीण विकास मंत्रालय से संबंधित 'महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी अधिनियम (मनरेगा) (2024-25) के माध्यम से ग्रामीण रोजगार' के बारे में 8वें प्रतिवेदन (अठारहवीं लोक सभा) में अंतर्विष्ट सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 28वां प्रतिवेदन (अठारहवीं लोक सभा)।

(3) पंचायती राज मंत्रालय से संबंधित 'ग्राम ऊर्जा स्वराज: ग्रामीण क्षेत्रों में नवीकरणीय ऊर्जा को बढ़ावा देना (2024-25)' के बारे में 21वें प्रतिवेदन (अठारहवीं लोक सभा) में अंतर्विष्ट सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 29वां प्रतिवेदन (अठारहवीं लोक

सभा)।

(4) पंचायती राज मंत्रालय से संबंधित 'पंचायती राज प्रणाली (2024-25) के अंतर्गत निधियों का अंतरण' के बारे में 15वें प्रतिवेदन (अठारहवीं लोक सभा) में अंतर्विष्ट सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 30वां प्रतिवेदन (अठारहवीं लोक सभा)।

(5) ग्रामीण विकास विभाग, ग्रामीण विकास मंत्रालय से संबंधित 'गांवों में निर्धन और निराश्रित लोगों पर राष्ट्रीय सामाजिक सहायता कार्यक्रम (एनएसएपी) का प्रभाव (2024-25)' के बारे में नौवें प्रतिवेदन (अठारहवीं लोक सभा) में अंतर्विष्ट सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 31वां प्रतिवेदन (अठारहवीं लोक सभा)।

(6) ग्रामीण विकास विभाग, ग्रामीण विकास मंत्रालय से संबंधित 'दिशा समितियोंका प्रभावी कार्यकरण (2024-25)' के बारे में 20वें प्रतिवेदन (अठारहवीं लोक सभा) में अंतर्विष्ट सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 32वां प्रतिवेदन (अठारहवीं लोक सभा)।

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… (व्यवधान)

14.06 hrs

STANDING COMMITTEE ON COMMERCE

198th to 200th Reports

श्री संतोष पांडेय (राजनंदगाँव) : सभापति महोदया, मैं वाणिज्य संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूं:-

(1) 'कुछ कोमोडिटी बोर्डों के कामकाज का मूल्यांकन और समीक्षा' के बारे में समिति के 194वें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 198वां प्रतिवेदन।

(2) वाणिज्य विभाग, वाणिज्य और उद्योग मंत्रालय की अनुदानों की मांगों (2026-27) (मांग संख्या 10) के बारे में समिति के 195वें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई संबंधी 199वां प्रतिवेदन।

(3) 'भारत-अमेरिका व्यापार संबंधों का मूल्यांकन' के बारे में 200वां प्रतिवेदन।

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14.06½ hrs

STANDING COMMITTEE ON INDUSTRY

334th and 335th Reports

SHRI KONDA VISHWESHWAR REDDY (CHEVELLA): Madam, I rise to lay the following Reports (Hindi and English versions) of the Standing Committee on Industry:-

(1) 334th Report on Action taken by the Government on the Observations/ Recommendations contained in the 332nd Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Heavy Industries.

(2) 335th Report on Action taken by the Government on the Observations/ Recommendations contained in the 333rd Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Micro, Small and Medium Enterprises.

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… (*Interruptions*)

14.07 hrs

STATEMENTS BY MINISTERS

(i) Status of implementation of recommendations contained in the 10th Report of the Standing Committee on Water Resources on 'Demands for Grants (2026-27)' pertaining to the Department of Drinking Water and Sanitation, Ministry of Jal Shakti*

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA): Madam, I rise to lay a statement regarding the status of implementation of recommendations contained in the 10th Report of the Standing Committee on Water Resources on 'Demands for Grants (2026-27)' pertaining to the Department of Drinking Water and Sanitation, Ministry of Jal Shakti.

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… (*Interruptions*)

14.07½ hrs

(ii) Status of implementation of recommendations contained in the 15th Report (17th Lok Sabha) of the Standing Committee on Petroleum and Natural Gas on 'National Gas Grid including PNG and CNG' pertaining to the Ministry of Petroleum and Natural Gas*

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND

* Laid on the Table and also placed in Library, See No. LT 7562/18/26 and 7563/18/26 respectively.

NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI): Madam, I rise to lay a statement regarding the status of implementation of recommendations contained in the 15th Report (17th Lok Sabha) of the Standing Committee on Petroleum and Natural Gas on 'National Gas Grid including PNG and CNG' pertaining to the Ministry of Petroleum and Natural Gas.

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… (*Interruptions*)

14.08 hrs

MOTION RE: REPORT OF THE JOINT COMMITTEE ON THE VIKSIT BHARAT SHIKSHA ADHISHTHAN BILL, 2025– EXTENSION OF TIME

श्रीमती दग्गुबाती पुरंदेश्वरी (राजामुन्दरी) : सभापति महोदया, मैं प्रस्ताव करती हूं:-

"कि यह सभा विकसित भारत शिक्षा अधिष्ठान विधेयक, 2025 संबंधी संयुक्त समिति के प्रतिवेदन को प्रस्तुत किए जाने के समय को शीतकालीन सत्र, 2026 के अंतिम सप्ताह तक बढ़ाती है।"

माननीय सभापति : प्रश्न यह है :

"कि यह सभा विकसित भारत शिक्षा अधिष्ठान विधेयक, 2025 संबंधी संयुक्त समिति के प्रतिवेदन को प्रस्तुत किए जाने के समय को शीतकालीन सत्र, 2026 के अंतिम सप्ताह तक बढ़ाती है।"

प्रस्ताव स्वीकृत हुआ।

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… (व्यवधान)

14.09 hrs

MOTION RE: 18th REPORT OF THE BUSINESS ADVISORY COMMITTEE

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू) : सभापति महोदया, मैं प्रस्ताव करता हूं :-

"कि यह सभा 5 अगस्त, 2026 को सभा को प्रस्तुत कार्य मंत्रणा समिति के अठारहवें प्रतिवेदन से सहमत है।"

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प्रस्ताव स्वीकृत हुआ।

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14.10 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : माननीय सदस्यगण, आज नियम 377 के अधीन जिन्हें आज मामले उठाने की अनुमति दी गई है, वे व्यक्तिगत रूप 20 मिनट के भीतर मामले का अनुमोदित पाठ सभा पटल पर प्रस्तुत कर सकते हैं।

(i) Regarding construction and renovation of roads under Central Road and Infrastructure Fund (CRIF) in Durg Parliamentary Constituency, Madhya Pradesh

श्री विजय बघेल (दुर्ग): छत्तीसगढ़ राज्य के मेरे लोकसभा क्षेत्र दुर्ग अंतर्गत केन्द्रीय सड़क एवं अवसंरचना निधि (सी.आर.आई.एफ.) योजना से निम्नलिखित सड़क निर्माण/उन्नयन कार्य

* Treated as laid on the Table.

स्वीकृत किया जाना नितांत आवश्यक है:-

1. अण्डा-मचान्दुर-गाड़ाडीह-फुण्डा-रायपुर (एम.डी.आर. मार्ग) का पेव शोल्डर सहित चार लेन निर्माण, कुल लंबाई 63.90 किलोमीटर;

2. देवकर-घोटा-जालबांधा (एम.डी.आर. मार्ग) का पेव शोल्डर सहित चार लेन निर्माण, कुल लंबाई 26.80 किलो मीटर;

3. दुर्ग-जालबांधा (राज्य मार्ग क्रमांक-22) का पेव शोल्डर सहित चार लेन निर्माण, कुल लंबाई 28.62 किलोमीटर तथा;

4. पाटन से अभनपुर (एम.डी.आर.) का पेव शेल्डर सहित चार लेन निर्माण कार्य कुल लंबाई 20.00 किलो मीटर।

उपरोक्त सड़क मार्गों में आवागमन में दिन प्रतिदिन बढ़ती वाहनों की संख्या तथा आवागमन के सुचारू संचालन व क्षेत्र के विकास के दृष्टिकोण से केन्द्रीय सड़क एवं अवसंरचना निधि (सी.आर.आई.एफ.) योजना से सड़कों का निर्माण/उन्नयन किए जाने की अविलम्ब स्वीकृति प्रदान करने का कष्ट करें।

(ii) Need to fill-up undergraduate and postgraduate medical seats through comprehensive policy measures

SHRI MUKESHKUMAR CHANDRAKAANT DALAL (SURAT): The Government has done tremendous job in the field of education, particularly medical education, which no Government could do in the past. I congratulate the Government for the same. I wish to draw the attention of the Government on the aspects where quick actions are required. UG/PG seats remain vacant every year due to less popular non-clinical specialization. Foundational & non-clinical branches such as Anatomy, Physiology and Biochemistry due to low market demand and low career prospect; higher fee structure in private

colleges (because government quota is limited), ranging from Rs. 25 lakhs to Rs. 1 crore depending upon branch; and mandatory rural service bonds; long state service bonds 5 to 10 years, low stipends, poor rural medical infrastructure The Government data shows that UG vacant seats were 2012 in 2021-22, 4146 in 2022-23, 2849 in 2023-24 and 2849 in 2024-25. MD/MS vacant seats were between 1000 to 3000. In Super Speciality (DM/Mch) category, out of 5000 seats, roughly 1000 seats were vacant after initial NEET-SS rounds with no takers for many super speciality courses across the country despite efforts from MCC. Students have high interest in super speciality branches such as Urology, Nephrology & Cardiology while decline of interest in Cardiovascular Thoracic Surgery (CVTS), Paediatric Surgery and Plastic Surgery.

(iii) Need to expedite construction of railway line from Hardoi to Gursahaiganj via Sandi in Uttar Pradesh

श्री जय प्रकाश (**हरदोई**): मैं माननीय रेल मंत्री जी का ध्यान उत्तर रेलवे मण्डल के मुरादाबाद डिवीजन के अंतर्गत हरदोई रेलवे स्टेशन से गुरसहायगंज वाया सांडी तक कुल 59.30 किलोमीटर लम्बी रेलवे लाइन परियोजना के क्रियान्वयन में हो रहे विलम्ब की ओर आकर्षित करना चाहता हूँ। यह रेल परियोजना वर्ष 2019 में रू. 1302 करोड़ की अनुमानित लागत से स्वीकृत की गयी थी। उत्तर रेलवे ने इसे प्राथमिकता देते हुए अपनी 'पिंक बुक' में दर्ज करने के साथ-साथ वर्ष 2022 में रेलवे मानचित्र में भी इस लाइन को स्थान मिल चुका है। तब से अब तक के प्रत्येक वित्तीय वर्ष में इस परियोजना के लिए आवंटित वित्तीय राशि के सापेक्ष, अलग-अलग मदों में, धनराशि जारी की जाती रही है। परंतु यह महत्वपूर्ण रेल परियोजना रेल मंत्रालय में पिछले चार सालों से फाइलों से बाहर नहीं आ पाई है। स्थानीय जनता इस रेल परियोजना के क्रियान्वयन में हो रहे अप्रत्याशित

विलम्ब के लिए आंदोलित है। अतः, मैं आपके माध्यम से माननीय रेल मंत्री से आग्रह करूंगा कि वे हरदोई की इस महत्वपूर्ण रेल परियोजना को धरातल पर लाने के लिए ठोस प्रयास करने की कृपा करें।

(iv) Need to promote education and public awareness campaigns on Colorectal Cancer

SHRI BHARTRUHARI MAHTAB (CUTTACK): I would like to state that young and working-age population of this country are ignoring early warning signs of colorectal cancer, putting thousands of lives at risk. A recent nationwide survey reveals that awareness remains alarmingly low, even with easy access to healthcare. Over 80% of respondents failed to recognise blood in stool as a serious symptom, while nearly 90% preferred self-medication or home remedies over consulting a doctor. This dangerous tendency to normalise symptoms such as persistent bloating, bowel irregularities, or diarrhoea often leads to late-stage diagnoses, drastically reducing survival chances. Equally concerning is the misconception that colorectal cancer affects only the elderly. A significant proportion of younger individuals admit to ignoring symptoms, attributing them to stress or poor diet. Unhealthy lifestyles, frequent consumption of processed food, lack of exercise, and tobacco use are further increasing the risk. Compounding the issue is the "silent" nature of the disease, many patients do not experience pain until it is too late. I urge the Government to take immediate action by strengthening public health campaigns that raise awareness of early symptoms and encourage timely screening. Workplaces, schools, and community centres should play an active role in promoting

education and awareness. At the same time, affordable and accessible diagnostic services must be expanded to ensure that early detection is within everyone's reach. Early detection can save lives, but only if people are informed and proactive. So, the wake-up call on Colorectal Cancer is: Act Before It's Too Late.

(v) Need to establish a Super Speciality Hospital in Sagar Parliamentary Constituency, Madhya Pradesh

डॉ. लता वानखेड़े (सागर): मैं माननीय स्वास्थ्य और परिवार कल्याण मंत्री जी का ध्यान मध्य प्रदेश के सागर संसदीय निर्वाचन क्षेत्र में आधुनिक सुपर स्पेशियलिटी चिकित्सा संस्थान की स्थापना की आवश्यकता की ओर आकर्षित करना चाहती हूँ। माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी के दूरदर्शी नेतृत्व में आयुष्मान भारत, नए एम्स, मेडिकल कॉलेजों के विस्तार तथा स्वास्थ्य अवसंरचना के सुदृढ़ीकरण से देश में स्वास्थ्य सेवाओं की गुणवत्ता और पहुँच में उल्लेखनीय सुधार हुआ है। इसी विकास यात्रा को आगे बढ़ाते हुए बुंदेलखंड क्षेत्र में उन्नत चिकित्सा सुविधाओं का विस्तार अत्यंत आवश्यक है। सागर संभाग बुंदेलखंड का प्रमुख शैक्षणिक, प्रशासनिक एवं स्वास्थ्य केंद्र है। सागर सहित दमोह, छतरपुर, टीकमगढ़, निवाड़ी, पन्ना, विदिशा तथा आसपास के लाखों नागरिक यहाँ की स्वास्थ्य सेवाओं पर निर्भर हैं। सुपर स्पेशियलिटी सुविधाओं के अभाव में गंभीर रोगों के मरीजों को अन्य शहरों की यात्रा करनी पड़ती है। यदि सागर में सुपर स्पेशियलिटी चिकित्सा संस्थान की स्थापना अथवा किसी विद्यमान सरकारी चिकित्सा संस्थान का उन्नयन किया जाता है, तो गुणवत्तापूर्ण उपचार, चिकित्सा शिक्षा, अनुसंधान, रोजगार तथा क्षेत्रीय स्वास्थ्य सेवाओं को नई गति मिलेगी। अतः, मैं माननीय मंत्री जी से विनम्र आग्रह करती हूँ कि सागर में सुपर स्पेशियलिटी चिकित्सा संस्थान की स्थापना की जाए।

(vi) Need to include reconstruction works in flood-affected areas in the list of eligible works under VB-G RAM G Act, 2025

श्री दिलीप शइकीया (**दारंग-उदालगुड़ी**): देश में प्रत्येक वर्ष बाढ़, भू-कटाव और भूस्खलन से लाखों ग्रामीण परिवारों की आजीविका, कृषि भूमि और आधारभूत ढाँचे को भारी नुकसान होता है। ऐसी स्थिति में बाढ़ग्रस्त क्षेत्रों के लिए वीबी-जी राम जी योजना में अलग से विशेष प्रावधान नहीं है । वीबी-जी राम जी योजना में बाढ़ प्रभावित जिलों के लिए विशेष श्रेणी बनाए जाने की आवश्यकता है, ताकि आपदा के बाद तटबंधों की मरम्मत, जल निकासी, सड़क, कृषि बंधो का पुनर्निर्माण, खेतों से गाद हटाने, जल संरक्षण और अतिरिक्त रोजगार उपलब्ध कराने जैसे कार्यों को प्राथमिकता दी जा सके। बाढ़ प्रभावित क्षेत्रों में मजदूरी का भुगतान समयबद्ध हो तथा आवश्यक होने पर अग्रिम भुगतान की व्यवस्था भी की जाए साथ ही आजीविका पुनर्स्थापना के लिए कृषि भूमि सुधार, सामुदायिक परिसंपत्तियों के पुनर्निर्माण और जल संसाधन विकास से जुड़े कार्यों के लिए इस योजना के अंतर्गत विशेष प्रावधान किये जाएं। पूर्वोत्तर राज्यों समेत देश के पहाड़ी क्षेत्रों में 90:10 के अनुपात में वित्त पोषण हेतु मैं केंद्र सरकार को धन्यवाद देता हूँ और आग्रह करता हूँ कि बाढ़ग्रस्त क्षेत्रों और प्रभावित लोगों को अतिरिक्त राहत प्रदान करने हेतु वीबी-जी राम जी योजना के अंतर्गत कुछ नियमों में शिथिलता और विशेष प्रावधान प्रदान करने पर गंभीरता से विचार किया जाए।

(vii) Need to upgrade Malda Medical College and Hospital in Malda, West Bengal to a Super Speciality Hospital on the lines of AIIMS

श्री खगेन मुर्मु (**माल्दहा उत्तर**): मैं भारत सरकार का ध्यान पश्चिम बंगाल के मालदा मेडिकल कॉलेज एवं अस्पताल को एम्स की तर्ज पर सुपर स्पेशलिटी मेडिकल कॉलेज एवं अस्पताल के रूप में विकसित किए जाने की ओर आकर्षित करना चाहता हूँ। मालदा उत्तर बंगाल का एक महत्वपूर्ण जिला है। यहाँ के साथ-साथ उत्तर एवं दक्षिण दिनाजपुर, मुर्शिदाबाद तथा बिहार और झारखंड के सीमावर्ती क्षेत्रों के लाखों मरीज भी उपचार के लिए मालदा मेडिकल कॉलेज पर निर्भर हैं। लेकिन

यहाँ सुपर स्पेशलिटी चिकित्सा सुविधाओं, आधुनिक उपकरणों, विशेषज्ञ चिकित्सकों, पर्याप्त ICU बेड तथा उन्नत चिकित्सा विभागों का अभाव है, जिसके कारण गंभीर मरीजों को कोलकाता या अन्य राज्यों में जाना पड़ता है। अतः, मैं भारत सरकार से आग्रह करता हूँ कि मालदा मेडिकल कॉलेज एवं अस्पताल का विस्तार कर इसे एम्स की तर्ज पर सुपर स्पेशलिटी संस्थान के रूप में विकसित किया जाए, जहाँ आधुनिक चिकित्सा सुविधाएँ, सुपर स्पेशलिटी विभाग, उन्नत शोध केंद्र, पर्याप्त बेड क्षमता तथा विशेषज्ञ डॉक्टरों की व्यवस्था सुनिश्चित की जाए। इससे मालदा सहित पूरे उत्तर बंगाल और आसपास के क्षेत्रों के करोड़ों लोगों को गुणवत्तापूर्ण एवं सुलभ स्वास्थ्य सेवाएँ प्राप्त होंगी।

(viii) Need to establish a PM Mega Integrated Textile Region and Apparel (PM MITRA) Park in Bhilwara Parliamentary Constituency, Rajasthan

श्री दामोदर अग्रवाल (**भीलवाड़ा**): मेरा लोकसभा क्षेत्र भीलवाड़ा एक ख्याति प्राप्त वस्त्र व्यापार का केंद्र होने के कारण मैनचेस्टर ऑफ़ इंडिया कहलाता है। यहां 16 हज़ार अतिआधुनिक लूम्स, आधुनिकतम तकनीक की स्पिनिंग मिल्स एवं हाईटेक प्रोसेसिंग इंडस्ट्रीज कार्यरत है जो कि 10 करोड़ मीटर प्रतिमाह कपड़ा उत्पादन, 60,000 से अधिक रोजगार उपलब्ध कराने वाला, 30 हज़ार करोड़ सालाना टर्नओवर एवं 6,000 करोड़ वार्षिक निर्यात के साथ-साथ भीलवाड़ा एवं आसपास के क्षेत्र का आर्थिक मेरुदंड है। राजस्थान सरकार भी भीलवाड़ा में टेक्सटाइल पार्क स्थापित करने की इच्छुक है और यहाँ भविष्य में स्पिनिंग, वीविंग, प्रोसेसिंग एवं गारमेंट इंडस्ट्री के विकास की प्रबल संभावनाएं हैं जिससे लगभग 20,000 नए रोज़गार सृजित होंगे एवं 10,000 करोड़ रूपए का नया निवेश होगा। अतः मेरा आपके माध्यम से केन्द्र सरकार से आग्रहपूर्वक निवेदन है कि इस वर्ष 2026 के बजट में घोषित नए मेगा टेक्सटाइल पार्क में से भीलवाड़ा को एक प्रधानमंत्री मेगा इंटीग्रेटेड टेक्सटाइल रीजन और अपेरल पार्क की स्थापना की स्वीकृति दे जिससे वस्त्रनगरी भीलवाड़ा की बहुप्रतीक्षित टेक्सटाइल पार्क की महत्वाकांक्षी योजना राज्य सरकार के सहयोग से धरातल पर उतर सकें।

(ix) Need to set up petrol pumps at regular intervals along the Poorvanchal Expressway between Luchnow and Ghazipur

श्री रवीन्द्र शुक्ला उर्फ रवि किशन (गोरखपुर): पूर्वांचल एक्सप्रेसवे लखनऊ से गाजीपुर तक पूर्वी उत्तर प्रदेश को प्रदेश की राजधानी से जोड़ने वाला एक महत्वपूर्ण मार्ग है, जिस पर प्रतिदिन बड़ी संख्या में निजी एवं व्यावसायिक वाहनों का आवागमन होता है। किंतु इस लंबे एक्सप्रेसवे पर पर्याप्त संख्या में पेट्रोल पंप एवं ईंधन सुविधाएँ उपलब्ध न होने के कारण वाहन चालकों एवं यात्रियों को पेट्रोल-डीजल की उपलब्धता में कठिनाइयों का सामना करना पड़ता है। अतः, मैं केंद्र सरकार से आग्रह करता हूँ कि पूर्वांचल एक्सप्रेसवे पर यातायात की आवश्यकता एवं दूरी को ध्यान में रखते हुए उचित अंतराल पर पर्याप्त संख्या में पेट्रोल पंप स्थापित एवं संचालित कराने हेतु संबंधित तेल विपणन कंपनियों के साथ आवश्यक समन्वय एवं कार्रवाई की जाए, ताकि इस मार्ग पर आवागमन करने वाले वाहन चालकों एवं यात्रियों को सुगम एवं निर्बाध ईंधन सुविधा उपलब्ध हो सके।

(x) Need to establish separate Regional Cancer Centres at Government Medical Colleges in Jhalawar and Baran, Rajasthan

SHRI DUSHYANT SINGH (JHALAWAR BARAN): I wish to draw the attention of the Government to the urgent need for establishing separate Regional Cancer Centres at the Government Medical Colleges in Jhalawar and Baran to provide accessible and affordable cancer care to the people of south-eastern Rajasthan. Despite the presence of medical colleges in both districts, specialised oncology services, including advanced diagnostics, chemotherapy, radiotherapy and comprehensive cancer treatment, are not available locally. As a result, cancer patients from Jhalawar, Baran and the surrounding rural and tribal areas are compelled to travel long distances to Jaipur and other

metropolitan cities for treatment. This causes financial hardship, delays in diagnosis and treatment, and considerable physical and emotional distress to patients and their families. The increasing burden of cancer and other non-communicable diseases calls for strengthening regional healthcare infrastructure. Establishing dedicated Regional Cancer Centres at both Government Medical Colleges will ensure timely diagnosis and treatment, reduce out-of-pocket expenditure, decongest existing tertiary cancer hospitals and significantly improve healthcare access for lakhs of people residing in the Hadoti region. I, therefore, urge the Government to accord priority to this important public health requirement.

(xi) Need to include Akola Airport in Maharashtra under the modified UDAN Scheme and expedite commencement of flight services from the Airport

SHRI ANUP SANJAY DHOTRE (AKOLA): I rise to draw the attention of the Government towards the need to include Akola Airport under the Government's ambitious Modified UDAN Scheme, under which 100 airports are proposed to be developed to strengthen regional connectivity and realise the vision of Viksit Bharat 2047. Akola, situated in the heart of Vidarbha, is a major agricultural, commercial and educational hub. Operationalisation of Akola Airport would provide affordable air connectivity to students, patients, entrepreneurs, industrialists and farmers, while boosting investment, trade, tourism and employment. Shegaon, the sacred abode of Sant Gajanan Maharaj, is located just 40 kilometres from Akola Airport. On average, 1.2 lakh devotees visit the

Sant Gajanan Maharaj Sansthan every day. Air connectivity through Akola Airport would provide an ideal gateway for pilgrims and significantly promote religious tourism. Akola perfectly aligns with the objectives of the Modified UDAN Scheme and has the potential to emerge as a major aviation hub for the entire Vidarbha region. I, therefore, urge the Hon'ble Minister of Civil Aviation to kindly include Akola Airport among the 100 airports under the Modified UDAN Scheme and commence scheduled commercial flight operations at the earliest.

(xii) Need for new railway station alongwith augmentation of railway services at Omkareshwar in Madhya Pradesh

श्री ज्ञानेश्वर पाटील (**खण्डवा**): मैं केंद्रीय रेल मंत्री का ध्यान सिंहस्थ 2028 के निमित्त मध्य प्रदेश के प्रसिद्ध ज्योतिर्लिंग क्षेत्र ओंकारेश्वर की रेलवे सुविधाओं से संबंधित अत्यंत महत्वपूर्ण विषय की ओर आकर्षित करना चाहता हूँ। सिंहस्थ 2028 की तैयारी के अंतर्गत ओंकारेश्वर दर्शन के लिए नई रेलगाड़ियों का संचालन करने तथा ओंकारेश्वर ज्योतिर्लिंग के लिए नए रेलवे स्टेशन के निर्माण कार्य को शीघ्र अति शीघ्र पूर्ण करने की अत्यंत आवश्यकता है। साथ ही खंडवा जंक्शन को रतलाम-खंडवा रेल लाइन से जोड़ने के लिए स्विचयार्ड का कार्य अविलंब पूरा किया जाना अत्यावश्यक है। इसके अतिरिक्त सिंहस्थ 2028 के महाकुंभ के दौरान श्रद्धालुओं की सुविधा के लिए भोपाल से ओंकारेश्वर ज्योतिर्लिंग एक्सप्रेस तथा अन्य मार्गों से वाया खंडवा होते हुए ओंकारेश्वर स्टेशन तक नई रेलगाड़ियां शुरू की जाएं जिससे लाखों यात्रियों का आवागमन सुगम हो सके। अतः, मैं आपके माध्यम से केंद्रीय रेल मंत्री जी से अनुरोध करता हूं कि उपरोक्त सभी रेलवे विकास कार्य निर्धारित समयसीमा के भीतर पूर्ण किए जाएं और सिंहस्थ 2028 की दृष्टि से नई रेलगाड़ियों के संचालन की घोषणा यथाशीघ्र की जाए।

(xiii) Regarding transparent management of offerings in temples

श्री मनोज कुमार (**सासाराम**): मैं देश के प्रमुख धार्मिक स्थलों में दान राशि के पारदर्शी प्रबंधन एवं उसकी सुरक्षा की ओर सरकार का ध्यान आकृष्ट करना चाहता हूँ। देश के करोड़ों नागरिक आस्थावश मंदिरों में अपनी गाढ़ी कमाई दान करते हैं। बिहार के बोध गया महाबोधि मंदिर, माँ मुंडेश्वरी मंदिर से लेकर देश के विभिन्न मंदिरों में अरबों का चढ़ावा आता है। परंतु, एक सुदृढ़ प्रशासनिक तंत्र के अभाव में वित्तीय अनियमितताओं की शिकायतें बढ़ रही हैं। अयोध्या स्थित भव्य श्रीराम जन्मभूमि मंदिर परिसर जैसी अति-सुरक्षित जगह पर चढ़ावे में हेरफेर की घटनाएं अत्यंत चिंताजनक हैं। ऐसी घटनाओं पर अंकुश लगाने के लिए कड़े प्रशासनिक व नीतिगत कदम उठाए जाने की तत्काल आवश्यकता है। अतः, मैं केंद्र सरकार से मांग करता हूँ कि धार्मिक ट्रस्टों में दान प्रबंधन को पूर्णतः डिजिटल एवं कैशलेस बनाया जाए तथा नकद दान की पारदर्शी जबाबदेह व्यवस्था बनाई जाए। सभी प्रमुख धार्मिक संस्थाओं का CAG या स्वतंत्र एजेंसी से नियमित ऑडिट अनिवार्य हो। दान का एक निश्चित हिस्सा मुफ्त चिकित्सा, अत्याधुनिक अस्पतालों एवं गरीब बच्चों की उच्च शिक्षा पर व्यय किया जाए। मंदिर प्रबंधन समितियों में सामाजिक समरसता हेतु SC, ST एवं OBC वर्गों को उचित प्रतिनिधित्व दिया जाए।

(xiv) Need to implement the agreements of Government made with National Socialist Council of Nagaland (IM) and Naga National Political Groups in 2015 and 2017 respectively

SHRI S. SUPONGMEREN JAMIR (NAGALAND): Government of India and the Naga National Political Leaders has arrived at two Historic trade Agreements. Framework Agreement in the year 2015 with National Socialist Council of Nagaland (IM) agreed position and in the year 2017 with 7 factions constituting Naga National Political Groups (NNPGs). With the Agreements the Prime Minister as well as the then Governor of Nagaland declared that Naga

political issue was solved. However, after the agreements were made in 2015 and 2017, 9 and 11 years respectively has been elapsed and implementation is still pending. Since the negotiation and peace process is agreed and solved / resolved as declared by GOI it should be upgraded for immediate implementation and Hon'ble Prime Minister, Hon'ble Home Minister should act upon the implementation process without delay. Because delay and no implementation of two Agreements results mushrooming of aggrieved groups in Nagaland. In this regard, whatever is going to implement it should be transparent.

(xv) Need to put in place a comprehensive tourism infrastructure development plan for Kanyakumari, Tamil Nadu

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI): I would like to draw the attention of the Government to the immense tourism potential of Kanyakumari, the southernmost tip of our nation, where the Arabian Sea, the Bay of Bengal, and the Indian Ocean meet. Kanyakumari is a destination of national pride and international significance, attracting millions of pilgrims and tourists every year. To transform Kanyakumari into a world-class tourism destination, I urge the Central Government to implement a comprehensive tourism and infrastructure development plan. This should include modern roads, improved public transport, clean drinking water, sanitation facilities, well-maintained beaches, parking areas, and universal accessibility. A clean, green, and pollution-free environment must be ensured through scientific waste management and coastal conservation. Further, I request the

establishment of Government-owned star-category hotels that meet international standards to provide quality and affordable accommodation for domestic and foreign visitors. The Central Government should also develop sea tourism by introducing modern sea routes, sightseeing cruise ships, and coastal ferry services connecting major tourist destinations. Such initiatives will boost tourism, generate employment, strengthen the local economy, and enhance India's global tourism image. I earnestly request the Union Government to accord special priority to the holistic development of Kanyakumari as a model international tourism destination.

(xvi) Regarding payment of pending arrears and restoration of retirement benefits to retired employees of Air India

प्रो. वर्षा एकनाथ गायकवाड़ (**मुम्बई उत्तर-मध्य**): एयर इंडिया के लगभग 45,000 सेवानिवृत्त कर्मचारी निजीकरण के बाद अपने वैधानिक अधिकारों से वंचित हो रहे हैं। सेवा नियमों के अनुसार उन्हें निःशुल्क चिकित्सा, पासेज सुविधा और पेंशन मिलनी चाहिए थी, लेकिन वर्तमान व्यवस्था में इन सुविधाओं को सीमित या जटिल बना दिया गया है। कर्मचारियों ने जीवनभर के लिए निःशुल्क चिकित्सा हेतु एकमुश्त भुगतान किया था, फिर भी अब उन्हें हर वर्ष नवीनीकरण, अग्रिम भुगतान और जीवन प्रमाण पत्र जैसी प्रक्रियाओं से गुजरना पड़ रहा है। तीन एजेंसी प्रणाली के कारण कैशलेस इलाज में बाधाएँ और बिल भुगतान में देरी हो रही है। एयर कॉरपोरेशन एक्ट, 1953 की धारा 45(2)(b) के तहत ये सुविधाएँ वैधानिक अधिकार थीं। पहले 20 पासेज मिलते थे, जिन्हें घटाकर 4 कर दिया गया है मृत कर्मचारियों के परिजनों के अधिकार भी समाप्त कर दिए हैं। पेंशन व्यवस्था में एकतरफा बदलाव कर परिभाषित लाभ योजना को स्व-योगदान योजना में बदल दिया, जिससे पेंशन ₹500–₹3000 मासिक तक सीमित हो गई। इसके अतिरिक्त, 2009-10 में 25% PLI कटौती का बकाया आज तक नहीं मिला। वृद्ध कर्मचारी आर्थिक और सामाजिक असुरक्षा

झेल रहे हैं। अतः, उनके अधिकारों की बहाली हेतु तत्काल हस्तक्षेप आवश्यक है।

(xvii) Regarding situation arising out of Ethanol-blended petrol in the country

SHRI BENNY BEHANAN (CHALAKUDY): I wish to raise the issue of the pricing and consumer impact of ethanol-blended petrol (E20). While the Government's ethanol blending programme has helped reduce crude oil imports, improve energy security, and support farmers, consumers continue to pay nearly the same price for blended fuel as for conventional petrol. Since E20 contains 20% ethanol, consumers deserve transparency regarding its pricing. Many vehicle owners have also reported reduced mileage and concerns about engine compatibility, particularly in older vehicles, leading to higher fuel consumption and maintenance costs. I urge the Government to place before Parliament the cost structure of E20 petrol, explain why the benefits of lower-cost ethanol are not reflected in retail prices, publish scientific studies on mileage and vehicle performance, and establish an effective grievance redressal mechanism. The economic benefits of ethanol blending should be shared fairly with consumers while ensuring transparency, consumer protection, and public confidence in the programme.

(xviii) Need for registration of Nurses under the National Nurses Registration and Tracking System along with issuance of Nurse Unique Identification Number Cards to them

SHRI ANTO ANTONY (PATHANAMTHITTA): I would like to draw the attention of the Government with regard to the implementation of the National

Nurses Registration and Tracking System (NRTS), the system was introduced to bring uniformity, transparency and efficiency in nursing registration by enabling online registration, renewal, No Objection Certificates (NOC), mutual registration of nursing certificates, elimination of fake certificates and preparation of a comprehensive national database of nurses. However, despite several years having passed since its introduction, the implementation of NRTS remains far from complete. Out of total of 46.02 lakh registered nurses in the country, only 14.24 lakh have been issued Nurse Unique Identification Number (NUID) cards through the NRTS, while 31.78 lakh nurses are yet to be enrolled under the system. The incomplete implementation has resulted in considerable hardship for nurses. Many nurses have to wait for months to obtain No Objection Certificates (NOCs) for changing job locations, while those seeking employment abroad face significant delay in credential verification, adversely affecting their career. Urgent intervention of the Government to direct the concerned authorities to expedite the implementation of the NRTS and complete enrolment of all remaining registered nurses. I also request that NUID cards be issued to all eligible nurses within a time-bound period of six months.

(xix) Need to make available adequate urea to farmers in Jaunpur district, Uttar Pradesh

श्री बाबू सिंह कुशवाहा (**जौनपुर**): मैं नियम 377 के अंतर्गत उत्तर प्रदेश के जौनपुर जिले के लाखों किसानों की अत्यंत गंभीर समस्या सरकार के संज्ञान में लाना चाहता हूँ। धान की फसल की सिंचाई एवं टॉप ड्रेसिंग के इस महत्वपूर्ण समय में जिले की अधिकांश सरकारी सहकारी

समितियों पर यूरिया खाद का स्टॉक समाप्त हो चुका है, जिससे किसान भारी संकट में हैं। मड़ियाहूं तहसील के बासापुर, अढ़नपुर, मुंसीपुर एवं ठाठर समितियों पर यूरिया उपलब्ध नहीं है। गोपालापुर समिति पर भी अत्यधिक भीड़ है। बदलापुर तहसील के पूरा गंभीरशाह तथा महराजगंज क्षेत्र से भी खाद न मिलने की लगातार शिकायतें मिल रही हैं। परिणामस्वरूप किसान निजी दुकानदारों पर निर्भर हैं। स्थिति का लाभ उठाकर निजी विक्रेता 266.50 रुपये प्रति बोरी की सरकारी दर वाली यूरिया 350–400 रुपये तक बेच रहे हैं तथा किसानों को मजबूरन सल्फर, जिंक, कीटनाशक एवं अन्य उत्पाद खरीदने के लिए बाध्य होना पड़ रहा है। कृषि विभाग द्वारा कार्रवाई के दावे के बावजूद स्थिति में सुधार नहीं हुआ है। अतः सरकार से अनुरोध है कि जौनपुर की सभी समितियों में तत्काल पर्याप्त यूरिया उपलब्ध कराया जाए, कालाबाजारी एवं जबरन टैगिंग पर सख्त कार्रवाई हो तथा नियमित निगरानी सुनिश्चित कर किसानों को बिना अतिरिक्त शर्त के खाद उपलब्ध कराई जाए।

(xx) Need to announce an industrial development package for giving impetus to MSME and Manufacturing sector in Machhlishahr Parliamentary Constituency, Uttar Pradesh

एडवोकेट प्रिया सरोज (**मछलीशहर**): मैं सरकार का ध्यान अपने संसदीय निर्वाचन क्षेत्र मछलीशहर (अनुसूचित जाति), उत्तर प्रदेश में औद्योगिक विकास की धीमी गति तथा सीमित रोजगार के अवसरों की ओर आकर्षित करना चाहती हूँ। मछलीशहर संसदीय निर्वाचन क्षेत्र में आज भी बड़े उद्योगों का अभाव है, जिसके कारण स्थानीय युवाओं को रोजगार के लिए अन्य शहरों एवं राज्यों की ओर पलायन करना पड़ता है। निकटवर्ती वाराणसी में करखियां व एग्रो पार्क, बनास डेयरी और अन्य औद्योगिक परियोजनाओं के माध्यम से औद्योगिक निवेश को बढ़ावा मिला है, जबकि मछलीशहर क्षेत्र में ऐसी औद्योगिक प्रगति नहीं हो सकी है। क्षेत्र में स्थित सथरिया औद्योगिक विकास प्राधिकरण (SIDA) भी अपनी पूरी क्षमता के अनुरूप उद्योगों और स्थानीय रोजगार का विस्तार नहीं कर पा रहा है। इसके अतिरिक्त, 'एक जिला एक उत्पाद (ODOP)' के

अंतर्गत ऊनी कालीन एवं दरी उद्योग को आधुनिक तकनीक से सुसज्जित किया जाए। अतः मैं केंद्र सरकार से आग्रह करती हूँ कि: 1. मछलीशहर संसदीय निर्वाचन क्षेत्र के लिए विशेष औद्योगिक विकास पैकेज घोषित कर एमएसएमई एवं विनिर्माण उद्योगों को प्रोत्साहन दिया जाए. 2. सथरिया औद्योगिक विकास प्राधिकरण (SIDA) को सुदृढ़ कर नए उद्योगों की स्थापना एवं स्थानीय रोजगार सृजन को बढ़ावा दिया जाए।

(xxi) Need for approval and implementation of doubling of the Railway Line from Lakshmikantapur to Namkhana in South 24 Parganas, West Bengal

SHRI BAPI HALDAR (MATHURAPUR): I wish to draw the attention of the Government to the long-pending demand for doubling the railway line from Lakshmikantapur to Namkhana in South 24 Parganas, West Bengal. While the railway line from Sealdah to Lakshmikantapur has already been doubled, the Lakshmikantapur–Namkhana section continues to operate as a single line. This section carries heavy passenger traffic throughout the year, especially during the annual Gangasagar Mela, when lakhs of pilgrims travel to Gangasagar, and during the tourist season, when thousands of visitors visit Bakkhali and other coastal destinations. The existing single-line track has become inadequate, resulting in congestion, delays and inconvenience to passengers. Doubling this important stretch would remove a major bottleneck in the suburban railway network, improve operational efficiency and punctuality, strengthen connectivity to the coastal region, promote tourism and facilitate the movement of local residents, students and workers. It would also contribute significantly to the socio-economic development of South 24

Parganas. I, therefore, urge the Government to accord early approval for the doubling of the Lakshmikantapur-Namkhana railway line and initiate its implementation at the earliest in the larger public interest.

(xxii) Need to de-silt the mouth of Bay of Bengal at Ponnapudi in Nellore Parliamentary Constituency, Andhra Pradesh

SHRI PRABHAKAR REDDY VEMIREDDY (NELLORE): Ponnapudi is a rural coastal village in my Nellore Parliamentary Constituency in Andhra Pradesh situated very near to Bay of Bengal and Pennar delta region. The livelihood of people here is mainly fishing. They go to Bay of Bengal, catch fish and sell in local markets. But, of late, it has been observed that mouth of Bay of Bengal has developed huge silt due to continuous accumulation of mud, sand, etc., which severely reduces water flow and also blocking fishermen boats to enter into Bay of Bengal at Ponnapudi. Hence, I appeal the Government of India to immediately de-silt Mouth of Bay of Bengal at Ponnapudi, so that boats of fishermen enter into the sea with ease. Secondly, special financial assistance for modernization of fisheries infrastructure, cold chain and export facilities, fishing harbours and construction of Jettis in Nellore is needed. Hence, I appeal to GOI to consider these at the earliest.

(xxiii) Need to safeguard the interests of Marathi-speaking people residing on Maharashtra-Karnataka border

श्री धैर्यशील संभाजीराव माणे (हातकणंगले): मैं सरकार का ध्यान महाराष्ट्र–कर्नाटक सीमा क्षेत्र में रहने वाले मराठी भाषी नागरिकों के संवैधानिक अधिकारों की ओर आकर्षित करना चाहता हूँ। यह विषय केवल सीमा विवाद तक सीमित नहीं है, बल्कि भारतीय संविधान के अनुच्छेद 29, 30

तथा 350(क) एवं 350(ख) के अंतर्गत भाषायी अल्पसंख्यकों को प्राप्त अधिकारों के संरक्षण से भी जुड़ा हुआ है। भाषायी अल्पसंख्यक आयुक्त द्वारा वर्ष 1989 में की गई महत्वपूर्ण सिफारिशों का आज तक प्रभावी एवं पूर्ण क्रियान्वयन नहीं हो पाया है। मैं केंद्र सरकार से आग्रह करता हूँ कि भाषायी अल्पसंख्यक आयुक्त की वर्ष 1989 से लंबित सभी सिफारिशों को समयबद्ध रूप से लागू कराने हेतु कर्नाटक सरकार को निर्देश दिए जाएं। सीमावर्ती क्षेत्रों की मराठी माध्यम की शालाओं के लिए विशेष आर्थिक सहायता, पर्याप्त शिक्षक एवं आवश्यक शैक्षणिक सुविधाएँ उपलब्ध कराने हेतु विशेष योजना लागू की जाए। भाषायी अल्पसंख्यकों की शिकायतों के त्वरित निवारण हेतु राज्य एवं जिला स्तर पर स्वतंत्र तंत्र स्थापित किया जाए तथा भाषायी अल्पसंख्यक आयुक्त की सिफारिशों के क्रियान्वयन पर वार्षिक रिपोर्ट संसद के समक्ष प्रस्तुत की जाए। साथ ही, महाराष्ट्र–कर्नाटक सीमा क्षेत्र के भाषायी अल्पसंख्यकों के संरक्षण हेतु भाषायी अल्पसंख्यकों के आयुक्त का क्षेत्रीय कार्यालय बेलगावी अथवा कोल्हापुर में स्थापित किया जाए।

(xxiv) Need to establish a specialised Cancer Hospital in Saharsa or Madhepura in Bihar

श्री दिनेश चंद्र यादव (**मधेपुरा**): बिहार राज्य के कोशी क्षेत्र विशेषकर सहरसा, मधेपुरा, सुपौल एवं खगड़िया जिला स्वास्थ्य सुविधाओं की दृष्टि से अत्यंत पिछड़ा क्षेत्र है। यहाँ कैंसर जैसी गंभीर एवं जानलेवा बीमारी के उपचार हेतु किसी भी उच्च स्तरीय, विशेषीकृत संस्थान का अभाव है। परिणामस्वरूप मरीजों को इलाज के लिए दूरस्थ महानगरों जैसे दिल्ली, मुंबई या पटना का रुख करना पड़ता है, जिससे समय, धन एवं मानसिक कष्ट तीनों का भारी बोझ उठाना पड़ता है। कई मामलों में समय पर उपचार न मिलने के कारण मरीजों की जान भी चली जाती है। कोशी क्षेत्र की भौगोलिक स्थिति बार-बार आने वाली बाढ़ एवं सीमित संसाधनों के कारण यहाँ के लोग पहले से ही अनेक कठिनाइयों का सामना कर रहे हैं। ऐसे में कैंसर जैसी गंभीर बीमारी के उपचार हेतु स्थानीय स्तर पर अत्याधुनिक सुविधाओं से युक्त संस्थान की स्थापना अत्यंत आवश्यक है। अतः, मैं माननीय मंत्री, स्वास्थ्य एवं परिवार कल्याण मत्रालय, भारत सरकार से मांग करता हूँ कि

सहरसा या मधेपुरा में विशेषीकृत कैंसर अस्पताल/संस्थान की स्थापना एम्स झज्जर के तर्ज पर की जाए।

(xxv) Need for expeditious implementation of Third Pay Revision Committee recommendations with regard to BSNL employees and pensioners in the country

SHRIMATI SUPRIYA SULE (BARAMATI): I would like to raise the issue concerning the implementation of the 3rd Pay Revision for BSNL employees and the 3rd Pension Revision for BSNL pensioners. Around 60,000 serving BSNL employees and approximately 2.5 lakh BSNL pensioners have been awaiting wage and pension revisions since 1st January 2017. Although the recommendations of the 3rd Pay Revision Committee were to take effect from 1st January 2017, the prospects of BSNL employees and pensioners receiving the revised pay and pension remain uncertain. Therefore, I urge the Government to take immediate steps to implement the long pending wage revision and pension revision for BSNL employees and pensioners. Secondly, affordability clause should be waived for the BSNL employees, considering BSNL's strategic role in providing comprehensive range of telecom services even in commercially non-viable areas. Thus, linking the entire revision to affordability may not be in the interest of BSNL employees. A considerable period has elapsed, yet they continue to be deprived of their rightful wage and pension revisions.

(xxvi) Need to frame a policy for revision and revaluation of circle rate of land in the country

श्री चंदन चौहान (**बिजनौर**): देशभर में राष्ट्रीय राजमार्गों, रेलवे, औद्योगिक परियोजनाओं, विद्युत, सिंचाई तथा अन्य सार्वजनिक अवसंरचना परियोजनाओं के लिए बड़े पैमाने पर भूमि का अधिग्रहण किया जा रहा है। किंतु अनेक क्षेत्रों में वर्तमान सर्किल रेट वास्तविक बाजार मूल्य से काफी कम होने के कारण किसानों एवं भूमि स्वामियों को उचित मुआवजा प्राप्त नहीं हो पाता। कई राज्यों में अधिग्रहण के समय सर्किल रेट से अधिक मुआवजा दिए जाने के बावजूद आधार मूल्य वास्तविक बाजार दर से कम होने के कारण प्रभावित परिवार स्वयं को वंचित महसूस करते हैं। वर्तमान सर्किल रेट कई स्थानों पर वर्षों पुराने हैं, जबकि भूमि के बाजार मूल्य में उल्लेखनीय वृद्धि हो चुकी है। इससे भूमि अधिग्रहण की प्रक्रिया में अनावश्यक विवाद उत्पन्न होते हैं, परियोजनाओं में विलंब होता है तथा किसानों में असंतोष बढ़ता है।

अतः, मेरा केंद्र सरकार से आग्रह है कि राज्यों के साथ समन्वय स्थापित कर देशभर में सर्किल रेट के वैज्ञानिक एवं समयबद्ध पुनर्मूल्यांकन के लिए एक समान नीति तैयार की जाए। साथ ही, सर्किल रेट को समय-समय पर बाजार मूल्य के अनुरूप अद्यतन करने की प्रभावी व्यवस्था विकसित की जाए, ताकि भूमि स्वामियों को न्यायसंगत मुआवजा मिले, विवाद कम हों तथा विकास परियोजनाओं का क्रियान्वयन सुचारु रूप से हो सके।

(xxvii) Need to facilitate mining activities in Manoharpur iron mine in Chiria in West Singhbhum district, Jharkhand

श्रीमती जोबा माझी (**सिंहभूम**): मैं सरकार का ध्यान झारखंड के पश्चिमी सिंहभूम जिले में स्थित सेल (SAIL) की मनोहरपुर लौह अयस्क खदान, चिरिया के पूर्ण संचालन में आ रही बाधाओं की ओर आकर्षित करना चाहती हूँ। इस खदान के अंतर्गत धोबिल, मैकलेलन, अजीताबुरु तथा सुकरी-लुतुरबुरु पट्टों में विशाल लौह अयस्क भंडार उपलब्ध हैं। तथापि, वर्तमान में केवल धोबिल पट्टा ही संचालित है, जबकि अन्य पट्टों में वैधानिक एवं वन स्वीकृतियों के अभाव में खनन कार्य

प्रारम्भ नहीं हो सका है । वर्ष 2018 में प्रकाशित मैनेजमेंट प्लान फॉर सस्टेनेबल माइनिंग (MPSM) के अनुसार धोबिल क्षेत्र को छोड़कर अधिकांश पट्टा क्षेत्र "नो माइनिंग ज़ोन" घोषित है। इस संबंध में इस्पात मंत्रालय तथा पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के मध्य कई स्तरों पर पत्राचार एवं विचार-विमर्श होने के बावजूद आज तक कोई ठोस समाधान नहीं निकल सका है। मनोहरपुर लौह अयस्क खदान का पूर्ण संचालन देश में लौह अयस्क उत्पादन बढ़ाने, इस्पात उद्योग के लिए कच्चे माल की उपलब्धता सुनिश्चित करने, आयात पर निर्भरता कम करने, रसद लागत घटाने, स्थानीय एवं जनजातीय समुदायों के लिए प्रत्यक्ष एवं अप्रत्यक्ष रोजगार सृजित करने तथा क्षेत्रीय आर्थिक विकास को गति देने में अत्यंत महत्वपूर्ण होगा। अतः, मैं सरकार से आग्रह करती हूँ कि MPSM की शीघ्र समीक्षा कर लंबित वैधानिक एवं वन स्वीकृतियों का त्वरित निस्तारण किया जाए, वर्ष 1980 से पूर्व के टूटे हुए क्षेत्रों में वैज्ञानिक खनन की अनुमति प्रदान की जाए, अंतर-मंत्रालयी समिति का गठन कर समयबद्ध कार्ययोजना बनाई जाए तथा मनोहरपुर लौह अयस्क खदान, चिरिया के सभी पट्टों का शीघ्र पूर्ण संचालन सुनिश्चित किया जाए।

(xxviii) Regarding construction of RoBs/RuBs at level crossings on railway lines under Dhanbad Division of East Central Railway

श्री चन्द्र प्रकाश चौधरी (**गिरिडीह**): पूर्व मध्य रेलवे के धनबाद मंडल के निचितपुर रेल गेट संख्या 3SPL/3E एवं सुनाडीह रेल गेट संख्या 7SPL/3T पर फोरलेन सड़क होने के बावजूद रेलवे क्रॉसिंग संकरी होने से प्रतिदिन लंबा जाम लगता है तथा दुर्घटनाओं की आशंका बनी रहती है। पाँच वर्षों से यह मांग लंबित है, यहाँ शीघ्र रेल ओवरब्रिज (ROB) का निर्माण कराया जाना अत्यंत आवश्यक है। दक्षिण पूर्व रेलवे के आद्रा मंडल अंतर्गत महुदा स्टेशन के पूर्वी रेलवे फाटक के लंबे समय तक बंद रहने के कारण उत्तर एवं दक्षिण दिशा के अनेक गांवों का संपर्क बाधित रहता है। इस स्थान पर रेल अंडरब्रिज (RUB) के निर्माण की आवश्यकता है। इसके अतिरिक्त, रामकुंडा–चन्द्रपुरा रेल लाइन को महुदा–खरियो–गोमो रेल लाइन से जोड़ने पर झारखंड के यात्रियों को देश के प्रमुख शहरों तक बेहतर रेल संपर्क उपलब्ध होगा और रामकुंडा अंडरपास में हमेशा पानी जमा

रहता है, इसलिए उस जगह पर रेल ओवरब्रिज (ROB) के निर्माण की आवश्यकता है, साथ ही, BG-26 अंडरपास की दक्षिण दिशा की अधूरी सड़क, अपर्याप्त चौड़ाई एवं प्रकाश व्यवस्था के अभाव से आमजन को कठिनाइयों का सामना करना पड़ता है। वहीं BG-30 रेलवे गेट के बंद होने से घोराठी, तिलैया, दग्धों, नारायणपुर, गोपालपुर, जतरीटांड और आसपास के अनेक गांवों का आवागमन गंभीर रूप से प्रभावित हुआ है। घोराठी में अंडरपास और ऊपरी पुल (ROB) का निर्माण आवश्यक है।

———

… (व्यवधान)

माननीय सभापति : माननीय सदस्यगण, मैं आप सभी से निवेदन करती हूं कि आप सभी अपनी-अपनी सीटों पर बैठें।

… (व्यवधान)

माननीय सभापति : आप पोस्टर्स को लेकर और जिस तरह का व्यवहार कर रहे हैं, यह उचित नहीं है। यह लोक सभा की गरिमा के लिए ठीक नहीं है।

… (व्यवधान)

माननीय सभापति : आप सब चुनकर आए हैं। देश का हर मतदाता हर विषय पर चर्चा सुनना चाहता है।

… (व्यवधान)

माननीय सभापति : प्लीज, आप सब लोग बैठिए। महत्वपूर्ण विषय आने वाले हैं।

… (व्यवधान)

14.13 hrs

STATUTORY RESOLUTION RE: DISAPPROVAL OF INCOME-TAX (AMENDMENT) ORDINANCE, 2026 AND THE TAXATION AND OTHER LAWS (AMENDMENT) BILL, 2026

माननीय सभापति : आइटम नं. 18 से 19 एक साथ लिए जा रहे हैं।

श्री एन. के. प्रेमचन्द्रन जी, सांविधिक संकल्प प्रस्तुत करें।

… (व्यवधान)

SHRI N. K. PREMACHANDRAN (KOLLAM): Madam, I rise to move:

"That this House disapproves of the Income-tax (Amendment) Ordinance, 2026 (No. 2 of 2026) promulgated by the President on 05.06.2026".

… (*Interruptions*)

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): Madam, I rise to move:

"That the Bill further to amend the Payment and Settlement Systems Act, 2007 and the Income-tax Act, 2025, and to amend the Finance Act, 2026, be taken into consideration".

… (*Interruptions*)

माननीय सभापति : प्रश्न यह है:

"कि यह सभा राष्ट्रपति द्वारा 05 जून, 2026 को प्रख्यापित आय-कर (संशोधन) अध्यादेश, 2026 (2026 का संख्यांक 2) का निरनुमोदन करती है।"

प्रस्ताव अस्वीकृत हुआ।

… (व्यवधान)

माननीय सभापति : प्रश्न यह है:

"कि संदाय और निपटान प्रणाली अधिनियम, 2007 और आय-कर अधिनियम, 2025 तथा वित्त अधिनियम, 2026 का और संशोधन करने वाले विधेयक पर विचार किया जाए।"

प्रस्ताव स्वीकृत हुआ।

… (व्यवधान)

माननीय सभापति : अब सभा विधेयक पर खंडवार विचार करेगी।

… (व्यवधान)

माननीय सभापति : माननीय सदस्यों, मुझे इस विधेयक पर संशोधन के लिए निम्नलिखित सदस्यों के नोटिस प्राप्त हुए हैं – माननीय सदस्य श्री के. राधाकृष्णन जी, माननीय सदस्य श्री राजेश रंजन जी, माननीय सदस्य श्री एन. के. प्रेमचन्द्रन जी, माननीय सदस्य श्री मनोज कुमार जी, माननीय सदस्य श्री डी. एम. कथीर आनंद जी।

… (व्यवधान)

माननीय सभापति : माननीय सदस्यों से मेरा अनुरोध है कि सभी सदस्य अपने स्थान पर चले जाएं, ताकि संशोधनों को परिचालित किया जा सके। यदि सदस्य अपने स्थान पर नहीं जाएंगे, तो मैं सभी खण्ड सभा के निर्णय के लिए एक साथ ले रही हूं।

… (व्यवधान)

माननीय सभापति : प्लीज, आप सब लोग अपने-अपने स्थान पर विराजें।

… (व्यवधान)

माननीय सभापति : प्रश्न यह है:

"कि खंड 2 से 7 विधेयक का अंग बने।"

प्रस्ताव स्वीकृत हुआ।

खंड 2 से 7 विधेयक में जोड़ दिए गए।

खंड 1, अधिनियमन सूत्र और विधेयक का पूरा नाम विधेयक में जोड़ दिए गए।

… (व्यवधान)

माननीय सभापति : माननीय मंत्री जी, अब आप प्रस्ताव करें कि विधेयक को पारित किया जाए।

SHRIMATI NIRMALA SITHARAMAN: Madam, I rise to move:

"That the Bill be passed."

माननीय सभापति : प्रश्न यह है :

"कि विधेयक पारित किया जाए।"

प्रस्ताव स्वीकृत हुआ।

… (व्यवधान)

माननीय सभापति : सभा की कार्यवाही कल शुक्रवार, दिनांक 07 अगस्त, 2026 को प्रात: 11 बजे तक के लिए स्थगित की जाती है।

… (व्यवधान)

14.15 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 07, 2026/ Sravana 16,1948 (Saka).

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ANNEXURE-I

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7	Dr. Alok Kumar Suman	3013
8	Dr. Amar Singh	3183
9	Dr. Amol Ramsing Kolhe	3062
10	Dr. Anand Kumar	3141
11	Dr. Bachhav Shobha Dinesh	3043
12	Dr. Bhola Singh	3137
13	Dr. Byreddy Shabari	3020
14	Dr. C N Manjunath	3195
15	Dr. D. Purandeswari	3056, 3114
16	Dr. Gumma Thanuja Rani	3067
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22	Dr. Kirsan Namdeo	3104
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24	Dr. M P Abdussamad Samadani	3107
25	Dr. Manna Lal Rawat	3162, 3133, 3002
26	Dr. Nishikant Dubey	3032, 3022
27	Dr. Prabha Mallikarjun	3103
28	Dr. Pradeep Kumar Panigrahy	3118
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