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Wednesday, August 12, 2026
Sravana 21, 1948 (Saka)

LOK SABHA DEBATES

(Original Version)

Eighth Session

(Eighteenth Lok Sabha)



(Vol. XVII contains Nos. 11 to 19)

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LOK SABHA DEBATES

LOK SABHA

Wednesday, August 12, 2026/ Sravana 21, 1948 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

OBSERVATION BY THE SPEAKER

Maintaining Decorum and Dignity of the House

… (*Interruptions*)

माननीय अध्यक्ष : माननीय सदस्यगण, मेरा आप सबसे अनुरोध रहता है कि सदन चले। हमारे बीच मतभेद हो सकते हैं, नीतियों में मतभेद हो सकते हैं, विचारों में मतभेद हो सकते हैं, लेकिन देश सदन को चलते हुए देखना चाहता है।

… (व्यवधान)

माननीय अध्यक्ष : देश के लोगों का मत है कि नीतियों, विचारों में मतभेद हों, गम्भीर मतभेद भी हो सकते हैं, लेकिन यह विचारों में अभिव्यक्त होना चाहिए, इसलिए समय-समय पर मैंने सभी दलों के नेताओं से चर्चा की, उनके साथ विचार-विमर्श किया, व्यक्तिगत रूप से किया, सामूहिक रूप से भी किया।

… (व्यवधान)

माननीय अध्यक्ष : मेरा आज फिर आपसे आग्रह है कि आज अन्तर्राष्ट्रीय युवा दिवस भी है और विश्व स्तर पर भारत के युवाओं ने शिक्षा, अंतरिक्ष, विज्ञान, टेक्नोलॉजी, उद्यमिता जैसे कई क्षेत्रों में अपनी विशेष पहचान बनाई है। उनके सामर्थ्य के कारण ही आज दुनिया में भारत का नाम हो रहा है।

… (व्यवधान)

माननीय अध्यक्ष : देश का युवा भी चाहता है कि उनसे संबंधित विषयों पर चर्चा हो, छात्रों पर चर्चा हो। सरकार ने भी इसके लिए सहमति दे दी है। गृह मंत्री जी भी अपना वक्तव्य देने को तैयार हैं, इसलिए चर्चा हो। अन्य मुद्दों पर भी चर्चा होगी। सत्ता पक्ष और प्रतिपक्ष, दोनों आपसी सहमति बनाएं, विचार-विमर्श करें। लोकतंत्र में आपस में सहमति बनती है।

… (व्यवधान)

माननीय अध्यक्ष : मेरा आप सबसे पुन: आग्रह है, निवेदन है। देश की भावनाओं को समझना

चाहिए। देश चाहता है कि संसद की कार्यवाही चले, संवाद हो, चर्चा हो और इसकी प्रतिष्ठा को बनाए रखने की जिम्मेदारी भी सामूहिक रूप से सबकी है।

… (व्यवधान)

माननीय अध्यक्ष : मेरा हमेशा आपसे आग्रह रहता है कि संसद की प्रतिष्ठा को गिरने न दें। मतभेद हो सकते हैं, लेकिन संसद की प्रतिष्ठा को इस तरह से तख्तियां लाकर और नारेबाजी करके गिराना उचित नहीं है। आप सब वरिष्ठ नेता हैं। आप देश का नेतृत्व करते हैं।

… (व्यवधान)

माननीय अध्यक्ष : बालू जी, आप सीनियर लीडर हैं। मैं आपको अपने विचारों को व्यक्त करने का अवसर दूंगा।

… (व्यवधान)

माननीय अध्यक्ष : मेरा मत है कि प्रश्न काल चलने दें। प्रश्न काल के बाद मैं आपको अपने विचारों को अभिव्यक्त करने का पर्याप्त अवसर दूंगा।

… (व्यवधान)

माननीय अध्यक्ष : प्रश्न काल को चलने दें। आप तख्तियां लेकर सदन में न आएं। आप अपनी-अपनी सीट्स पर विराजें।

… (व्यवधान)

माननीय अध्यक्ष : क्या आप सदन नहीं चलाना चाहते हैं? मेरे बार-बार आग्रह करने के बाद भी आप सदन में गतिरोध पैदा कर रहे हैं। यह लोकतंत्र के लिए उचित नहीं है।

… (व्यवधान)

———

WRITTEN ANSWERS TO QUESTIONS

(i) Starred Question Nos. 341 to 360*

महाराष्ट्र में बदलापुर रेलवे स्टेशन पर यात्रियों के लिए सुविधाएं

***341. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:**

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

(क) क्या महाराष्ट्र के बदलापुर रेलवे स्टेशन पर यात्रियों के लिए सुविधाओं में वृद्धि और उपनगरीय लोकल रेलगाड़ी सेवाओं में सुधार किए जाने की आवश्यकता है; और

(ख) यदि हां, तो सरकार द्वारा उक्त रेलवे स्टेशन पर यात्रियों के लिए सुविधाओं में वृद्धि करने और उपनगरीय लोकल रेलगाड़ी सेवाओं में सुधार करने के लिए उठाए गए/उठाए जा रहे कदमों का ब्यौरा क्या है?

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

(क) और (ख): बदलापुर रेलवे स्टेशन पर उपलब्ध मौजूदा अवसंरचनात्मक सुविधाएं तथा यात्री सुविधाएं निम्नानुसार हैं:

क्र. सं.	यात्री सुविधाएं	विवरण
1	प्लेटफॉर्म	सभी 3 प्लेटफॉर्म अधिक ऊंचाई वाले हैं, प्रत्येक की लंबाई 330 मीटर है।
2	प्लेटफॉर्म पर कवर	सभी 3 प्लेटफॉर्मों पर उपलब्ध।
3	ऊपरी पैदल पुल	12 मीटर चौड़ाई के दो ऊपरी पैदल पुल तथा 6 मीटर चौड़ाई का एक ऊपरी पैदल पुल।
4	डेक	ऊपरी पैदल पुल के मध्य भाग को कल्याण छोर वाले ऊपरी पैदल पुल से जोड़ने वाला 152 मीटर लंबा डेक।
5	एस्केलेटर	5 एस्केलेटर।
6	लिफ्ट	1 लिफ्ट।

* 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.

7	स्काईवॉक	स्टेशन के पश्चिमी छोर पर ऊपरी पैदल पुलों से जुड़ा हुआ 120 मीटर स्काईवॉक।

इसके अतिरिक्त, बदलापुर रेलवे स्टेशन पर निम्नलिखित कार्य भी शुरू किए गए हैं:

क्र. सं.	मद
1	प्लेटफॉर्म सं. 2 पर 100 मीटर लंबे प्लेटफॉर्म शेड का निर्माण।
2	कल्याण छोर के ऊपरी पैदल पुल को पूर्वी दिशा में नगरपालिका स्काईवॉक से जोड़ने वाले स्काईवॉक का निर्माण।
3	3 अतिरिक्त एस्केलेटरों की संस्थापना।
4	3 अतिरिक्त एलिवेटरों की संस्थापना।
5	प्लेटफॉर्म सं. 1 के बाहर एक नए शौचालय ब्लॉक का निर्माण।
6	कल्याण छोर पर 6 मीटर चौड़े एक अतिरिक्त ऊपरी पैदल पुल का निर्माण।

संपर्कता

बदलापुर स्टेशन भारतीय रेल नेटवर्क पर विद्यमान एक स्टेशन है। बदलापुर में संपर्कता को और बेहतर बनाने तथा क्षमता में वृद्धि करने हेतु निम्नलिखित कार्यों को स्वीकृति प्रदान की गई है:-

क्र. सं.	परियोजना	लागत (₹ करोड़ में)	स्थिति
1.	कल्याण–बदलापुर तीसरी एवं चौथी लाइन (14 किमी)	1,510	2 बड़े पुलों में से 1 पुल का कार्य पूर्ण।। 4 ऊपरी सड़क पुलों में से 2 पुलों का कार्य पूर्ण। 40 छोटे पुलों में से 30 पुलों का कार्य पूर्ण।
2.	बदलापुर–कर्जत तीसरी एवं चौथी लाइन (32 किमी)	1,324	इस परियोजना को हाल ही में ₹1,324 करोड़ की लागत पर स्वीकृति प्रदान की गई है। डिजाइन एवं ड्राइंग का कार्य शुरू किया गया है।
3.	कल्याण–मुरबाड नई लाइन (28 किमी)	836	भूमि अधिग्रहण का कार्य शुरू किया गया है।

बदलापुर स्टेशन पर रेलगाड़ी सेवाएं

उपनगरीय यात्रियों को सेवा प्रदान करने हेतु, वर्तमान में, पश्चिम रेलवे एवं मध्य रेलवे द्वारा अवातानुकूलित तथा वातानुकूलित ईएमयू सेवाओं सहित कुल 3234 ईएमयू उपनगरीय सेवाएं

परिचालित की जाती हैं। पश्चिम रेलवे 145 वातानुकूलित ईएमयू सेवाओं सहित 1414 सेवाएं परिचालित करती है, जबकि मध्य रेलवे 120 वातानुकूलित ईएमयू सेवाओं सहित 1820 सेवाएं परिचालित करती है। मध्य रेलवे के अधिकार क्षेत्र में आने वाला बदलापुर स्टेशन वर्तमान में 148 ईएमयू सेवाओं द्वारा सेवित किया जाता है, जिनमें बदलापुर से शुरू होने वाली/बदलापुर में समाप्त होने वाली 78 ईएमयू सेवाएं शामिल हैं।

बदलापुर को सेवित करने वाली रेलगाड़ियों की सूची निम्नानुसार है:

क्र. सं.	रेलगाड़ी सं. और नाम	क्र. सं.	रेलगाड़ी सं. और नाम
1	95001 कल्याण-पलासधारी ईएमयू	21	95107 कल्याण-कर्जत ईएमयू
2	95002 पलासधारी-कल्याण ईएमयू	22	95108 कर्जत-कल्याण ईएमयू
3	95003 कल्याण-पलासधारी ईएमयू	23	95109 कल्याण-कर्जत ईएमयू
4	95004 पलासधारी-कल्याण ईएमयू	24	95110 कर्जत-कल्याण ईएमयू
5	95005 कल्याण-पलासधारी ईएमयू	25	95111 कल्याण-कर्जत ईएमयू
6	95006 पलासधारी-कल्याण ईएमयू	26	95112 कर्जत-कल्याण ईएमयू
7	95007 कल्याण-पलासधारी ईएमयू	27	95113 कल्याण-कर्जत ईएमयू
8	95008 पलासधारी-कल्याण ईएमयू	28	95114 कर्जत-कल्याण ईएमयू
9	95009 कल्याण-पलासधारी ईएमयू	29	95115 कल्याण-कर्जत ईएमयू
10	95010 पलासधारी-कल्याण ईएमयू	30	95116 कर्जत-कल्याण ईएमयू
11	95011 कल्याण-पलासधारी ईएमयू	31	95117 कल्याण-कर्जत ईएमयू
12	95012 पलासधारी-कल्याण ईएमयू	32	95118 कर्जत-कल्याण ईएमयू
13	95013 कल्याण-पलासधारी ईएमयू	33	95119 कल्याण-कर्जत ईएमयू
14	95015 कल्याण-पलासधारी ईएमयू	34	95120 कर्जत-कल्याण ईएमयू
15	95101 कल्याण-कर्जत ईएमयू	35	95121 कल्याण-कर्जत ईएमयू
16	95102 कर्जत-कल्याण ईएमयू	36	95122 कर्जत-कल्याण ईएमयू
17	95103 कल्याण-कर्जत ईएमयू	37	95123 कल्याण-कर्जत ईएमयू
18	95104 कर्जत-कल्याण ईएमयू	38	95124 कर्जत-कल्याण ईएमयू

19	95105 कल्याण-कर्जत ईएमयू	39	95125 कल्याण-कर्जत ईएमयू
20	95106 कर्जत-कल्याण ईएमयू	40	95126 कर्जत-कल्याण ईएमयू
41	95127 कल्याण-कर्जत ईएमयू	63	95208 बदलापुर-कल्याण ईएमयू
42	95128 कर्जत-कल्याण ईएमयू	64	95209 कल्याण-बदलापुर ईएमयू
43	95129 कल्याण-कर्जत ईएमयू	65	95210 बदलापुर-कल्याण ईएमयू
44	95130 कर्जत-कल्याण ईएमयू	66	95211 कल्याण-बदलापुर ईएमयू
45	95131 कल्याण-कर्जत ईएमयू	67	95212 बदलापुर-कल्याण ईएमयू
46	95132 कर्जत-कल्याण ईएमयू	68	95213 कल्याण-बदलापुर ईएमयू
47	95133 कल्याण-कर्जत ईएमयू	69	95214 बदलापुर-कल्याण ईएमयू
48	95134 कर्जत-कल्याण ईएमयू	70	95215 कल्याण-बदलापुर ईएमयू
49	95135 कल्याण-कर्जत ईएमयू	71	95216 बदलापुर-कल्याण ईएमयू
50	95136 कर्जत-कल्याण ईएमयू	72	95217 कल्याण-बदलापुर ईएमयू
51	95138 कर्जत-कल्याण ईएमयू	73	95218 बदलापुर-कल्याण ईएमयू
52	95140 कर्जत-कल्याण ईएमयू	74	95219 कल्याण-बदलापुर ईएमयू
53	95142 कर्जत-कल्याण ईएमयू	75	95220 बदलापुर-कल्याण ईएमयू
54	95144 कर्जत-कल्याण ईएमयू	76	95221 कल्याण-बदलापुर ईएमयू
55	95146 कर्जत-कल्याण ईएमयू	77	95222 बदलापुर-कल्याण ईएमयू
56	95201 कल्याण-बदलापुर ईएमयू	78	95223 कल्याण-बदलापुर ईएमयू
57	95202 बदलापुर-कल्याण ईएमयू	79	95224 बदलापुर-कल्याण ईएमयू
58	95203 कल्याण-बदलापुर ईएमयू	80	95225 कल्याण-बदलापुर ईएमयू
59	95204 बदलापुर-कल्याण ईएमयू	81	95226 बदलापुर-कल्याण ईएमयू
60	95205 कल्याण-बदलापुर ईएमयू	82	95227 कल्याण-बदलापुर ईएमयू
61	95206 बदलापुर-कल्याण ईएमयू	83	95228 बदलापुर-कल्याण ईएमयू
62	95207 कल्याण-बदलापुर ईएमयू	84	95229 कल्याण-बदलापुर ईएमयू

85	95230 बदलापुर-कल्याण ईएमयू	107	96102 कर्जत-कल्याण ईएमयू
86	95231 कल्याण-बदलापुर ईएमयू	108	96103 कल्याण-कर्जत ईएमयू
87	95232 बदलापुर-कल्याण ईएमयू	109	96104 कर्जत-कल्याण ईएमयू
88	95233 कल्याण-बदलापुर ईएमयू	110	96105 कल्याण-कर्जत ईएमयू
89	95234 बदलापुर-कल्याण ईएमयू	111	96106 कर्जत-कल्याण ईएमयू
90	95235 कल्याण-बदलापुर ईएमयू	112	96107 कल्याण-कर्जत ईएमयू
91	95236 बदलापुर-कल्याण ईएमयू	113	96108 कर्जत-कल्याण ईएमयू
92	95237 कल्याण-बदलापुर ईएमयू	114	96109 कल्याण-कर्जत ईएमयू
93	95238 बदलापुर-कल्याण ईएमयू	115	96110 कर्जत-कल्याण ईएमयू
94	95239 कल्याण-बदलापुर ईएमयू	116	96111 कल्याण-कर्जत ईएमयू
95	95240 बदलापुर-कल्याण ईएमयू	117	96113 कल्याण-कर्जत ईएमयू
96	95241 कल्याण-बदलापुर ईएमयू	118	96115 कल्याण-कर्जत ईएमयू
97	95242 बदलापुर-कल्याण ईएमयू	119	96201 कल्याण-बदलापुर ईएमयू
98	95243 कल्याण-बदलापुर ईएमयू	120	96202 बदलापुर-कल्याण ईएमयू
99	95244 बदलापुर-कल्याण ईएमयू	121	96203 कल्याण-बदलापुर ईएमयू
100	95245 कल्याण-बदलापुर ईएमयू	122	96204 बदलापुर-कल्याण ईएमयू
101	95246 बदलापुर-कल्याण ईएमयू	123	96205 कल्याण-बदलापुर ईएमयू
102	95247 कल्याण-बदलापुर ईएमयू	124	96206 बदलापुर-कल्याण ईएमयू
103	95248 बदलापुर-कल्याण ईएमयू	125	96207 कल्याण-बदलापुर ईएमयू
104	96019 कल्याण-पलासधारी ईएमयू	126	96208 बदलापुर-कल्याण ईएमयू
105	96020 पलासधारी-कल्याण ईएमयू	127	96209 कल्याण-बदलापुर ईएमयू
106	96101 कल्याण-कर्जत ईएमयू	128	96210 बदलापुर-कल्याण ईएमयू

129	96211 कल्याण-बदलापुर ईएमयू	139	96221 कल्याण-बदलापुर ईएमयू
130	96212 बदलापुर-कल्याण ईएमयू	140	96222 बदलापुर-कल्याण ईएमयू
131	96213 कल्याण-बदलापुर ईएमयू	141	96223 कल्याण-बदलापुर ईएमयू

132	96214 बदलापुर-कल्याण ईएमयू	142	96224 बदलापुर-कल्याण ईएमयू
133	96215 कल्याण-बदलापुर ईएमयू	143	96225 कल्याण-बदलापुर ईएमयू
134	96216 बदलापुर-कल्याण ईएमयू	144	96226 बदलापुर-कल्याण ईएमयू
135	96217 कल्याण-बदलापुर ईएमयू	145	96227 कल्याण-बदलापुर ईएमयू
136	96218 बदलापुर-कल्याण ईएमयू	146	96228 बदलापुर-कल्याण ईएमयू
137	96219 कल्याण-बदलापुर ईएमयू	147	96229 कल्याण-बदलापुर ईएमयू
138	96220 बदलापुर-कल्याण ईएमयू	148	96230 बदलापुर-कल्याण ईएमयू

इसके अतिरिक्त, यात्रियों को अतिरिक्त बैठक क्षमता प्रदान करने हेतु, मध्य रेलवे द्वारा दिनांक 20.07.2026 से 10 ईएमयू सेवाओं में डिब्बों की संख्या बढ़ाकर 12 से 15 कर दी गई है। इन 10 ईएमयू सेवाओं में से 4 सेवाएं, बदलापुर के यात्रियों को भी सेवित करती हैं।

इसके अलावा, विभिन्न मार्गों/खंडों पर उपनगरीय सेवाओं सहित नई रेलगाड़ी सेवाओं की शुरुआत करना एक सतत प्रक्रिया है, जो निम्नलिखित सहित विभिन्न कारकों पर निर्भर करती है:

- संबंधित खंड की क्षमता
- पथ की उपलब्धता
- अपेक्षित चल स्टॉक की उपलब्धता
- चल स्टॉक हेतु समरूप अवसंरचना की उपलब्धता
- रेल पटरियों तथा अन्य परिसंपत्तियों की अनुरक्षण संबंधी आवश्यकता
- खंड की अधिभोगिता तथा यातायात संबंधी आवश्यकता

अमृत भारत स्टेशन:

रेल मंत्रालय द्वारा दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास हेतु अमृत भारत स्टेशन योजना का शुभारंभ किया गया है।

इस योजना में भारतीय रेल के स्टेशनों में सुधार हेतु मास्टर प्लान तैयार करना तथा उन्हें चरणबद्ध ढंग से क्रियान्वित करना शामिल हैं। प्रत्येक स्टेशन की आवश्यकता को ध्यान में रखते हुए, मास्टर प्लानिंग की जाती है, जिसमें निम्नलिखित कार्य शामिल हैं:

- रेलवे स्टेशन और परिचलन क्षेत्रों तक पहुँच में सुधार
- रेलवे स्टेशन का शहर के दोनों भागों के साथ एकीकरण
- रेलवे स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठक व्यवस्था, वाटर-बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/सबवे की व्यवस्था
- लिफ्ट/स्वचालित सीढ़ियों/रैम्प की व्यवस्था
- प्लेटफ़ॉर्म की सतह में सुधार तथा प्लेटफ़ॉर्म शेल्टर की व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क की व्यवस्था
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएँ
- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एक्ज़ीक्यूटिव लाउंज, यातायात के विभिन्न साधनों के साथ एकीकरण, भूसुदर्शनीकरण आदि।

इस योजना में आवश्यकतानुसार, चरणबद्ध रूप से तथा व्यवहार्यतानुसार संवहनीय और पर्यावरण अनुकूल समाधानों आदि तथा दीर्घावधि में रेलवे स्टेशन पर सिटी सेन्टर के निर्माण की संकल्पना भी की गई है।

अब तक, इस योजना के अंतर्गत विकास हेतु 1,340 स्टेशन चिह्नित किए गए हैं, जिनमें से 132 स्टेशन महाराष्ट्र में स्थित हैं। महाराष्ट्र में अमृत भारत स्टेशन योजना के अंतर्गत विकास हेतु चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
महाराष्ट्र	132	अहमदनगर, अजनी (नागपुर), अकलकोट रोड, अकोला, आकुर्डी, अमलनेर, अमगांव, अमरावती, अंधेरी, बडनेरा, बल्लारशाह, बांद्रा टर्मिनस, बारामती, बेलापुर, भंडारा रोड, भोकर, भुसावल, बोरीवली, भायखला, चालीसगांव, चांदा फोर्ट, चंद्रपुर, चर्नी रोड, छत्रपति संभाजीनगर, छत्रपति शिवाजी महाराज टर्मिनस, चिंचपोकली, चिंचवड, दादर (मध्य रेलवे), दादर (पश्चिम रेलवे), दहिसर, दौंड, देहू रोड, देवलाली, धामणगांव, धरणगांव, धाराशिव, धर्माबाद, धुले, दिवा, दुधानी, गंगाखेड, गोधनी, गोंदिया, ग्रांट रोड, हडपसर, हातकणंगले, हजूर साहिब नांदेड, हिमायतनगर, हिंगणघाट, हिंगोली डेक्कन, इगतपुरी, जलगांव, जालना, जेऊर, जोगेश्वरी, कल्याण जंक्शन, कामठी, कांदिवली, कांजुरमार्ग, कराड, काटोल, केडगांव, किनवट, कोपरगांव, कुर्डुवाडी जंक्शन, कुर्ला जंक्शन, लासलगांव, लातूर, लोकमान्य तिलक टर्मिनस, लोणंद जंक्शन, लोणावळा, लोअर परेल, मलाड, मलकापुर, मनमाड जंक्शन, मानवत रोड, मरीन लाइन्स, माटुंगा, मिरज जंक्शन, मुदखेड जंक्शन, मुंबई सेंट्रल, मुंब्रा, मुर्तिजापुर जंक्शन, नागरसोल, नागपुर जंक्शन, नांदगांव, नांदुरा, नंदुरबार, नरखेड जंक्शन, नासिक रोड, नेताजी सुभाष चंद्र बोस इतवारी जंक्शन, पाचोरा जंक्शन, पालघर, पंढरपुर, पनवेल जंक्शन, परभणी जंक्शन, परेल, परली वैजनाथ, परतूर, फलटण, प्रभादेवी, पुलगांव जंक्शन, पुणे जंक्शन, पूर्णा जंक्शन, रावेर, रोटेगांव, साईनगर शिर्डी, सैंडहर्स्ट रोड, सांगली, सातारा, सावदा, सेलू, सेवाग्राम, शहाड, शेगांव, शिवाजी नगर पुणे, श्री छत्रपति शाहू महाराज टर्मिनस कोल्हापुर, सोलापुर, तलेगांव, ठाकुर्ली, ठाणे, टिटवाला, तुमसर रोड, उमरी, उरुली, वडाला रोड, विद्याविहार, विक्रोली, वडसा, वर्धा, वाशिम, वाठार

महाराष्ट्र के स्टेशन जहां कार्य पूर्ण कर लिया गया है:

महाराष्ट्र में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तीव्र गति से शुरू किए गए हैं। महाराष्ट्र में पूर्ण किए गए स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
महाराष्ट्र	20	आमगांव, बारामती, भायखला, चांदा फोर्ट, चिंचपोकली, देवलाली, धुले, हिमायतनगर, केडगांव, लासलगांव, लोणंद जंक्शन, मलकापुर, माटुंगा, मुर्तिजापुर जंक्शन, नांदुरा, नेताजी सुभाष चंद्र बोस इतवारी जंक्शन, परेल, सावदा, शहाड, वडाला रोड

अन्य स्टेशनों पर भी विकास संबंधी कार्य तीव्र गति से शुरू किए गए हैं तथा कुछ स्टेशनों की प्रगति नीचे दी गई है:

दिवा स्टेशन: मौजूदा स्टेशन भवन में सुधार, ऊपरी पैदल पुल, प्लेटफॉर्म सतह में सुधार, पार्किंग, प्रवेश द्वार, प्लेटफॉर्म शेड, नए शौचालय ब्लॉक तथा प्लेटफॉर्म की ऊंचाई बढ़ाने के कार्य पूर्ण कर लिए गए हैं। नए ऊपरी पैदल पुल का कार्य शुरू किया गया है।

मुंब्रा स्टेशन: स्टेशन भवन में सुधार, प्लेटफॉर्म सतह में सुधार, परिचलन क्षेत्र में सुधार, पार्किंग, ऊपरी पैदल पुल तथा नए शौचालय ब्लॉक के कार्य पूर्ण कर लिए गए हैं। एस्केलेटरों का कार्य शुरू किया गया है।

टिटवाला स्टेशन: स्टेशन भवन में सुधार, प्लेटफॉर्म सतह में सुधार, पार्किंग, पहुंच मार्ग, नए शौचालय ब्लॉक तथा प्रवेश द्वार के कार्य पूर्ण कर लिए गए हैं। नए ऊपरी पैदल पुल का कार्य शुरू किया गया है।

विक्रोली स्टेशन: मौजूदा स्टेशन भवन के अग्रभाग (एलिवेशन) में सुधार, प्लेटफॉर्म सतह में सुधार, प्लेटफॉर्म शेड, नए स्टेशन भवन का निर्माण तथा नए शौचालय ब्लॉकों के कार्य पूर्ण कर लिए गए हैं। बुकिंग कार्यालय, परिचलन क्षेत्र एवं पूर्वी दिशा में पार्किंग में सुधार के कार्य शुरू किए गए हैं।

कुर्ला स्टेशन: बुकिंग कार्यालय, शौचालयों, पार्किंग तथा प्लेटफॉर्म शेल्टर में सुधार के कार्य पूर्ण कर लिए गए हैं। एस्केलेटर का कार्य शुरू किया गया है।

इसके अतिरिक्त, भारतीय रेल में यात्री सुविधाओं के प्रावधान सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण, एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों की परस्पर प्राथमिकता और निधि की उपलब्धता के अध्यधीन,

आवश्यकतानुसार निर्माण कार्य शुरू किए जाते हैं। स्टेशन का विकास/पुनर्विकास/ उन्नयन/आधुनिकीकरण उस स्टेशन की कोटि/दशा/संभाले गए यातायात आदि के आधार पर किया जाता है।

महाराष्ट्र

रेल बजट

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं तथा संरक्षा कार्यों हेतु बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	₹1,171 करोड़ प्रतिवर्ष
2026-27	₹23,926 करोड़ (20 गुना से अधिक)

रेलपथ निर्माण:

2009-14 तथा 2014-26 के दौरान महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ निर्माण का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	292 किमी	58.4 किमी प्रतिवर्ष
2014-26	2,585 किमी	215.4 किमी प्रतिवर्ष (लगभग 4 गुना)

स्वीकृत परियोजनाएं:

01.04.2026 की स्थिति के अनुसार, महाराष्ट्र में पूर्णतः/अंशतः पड़ने वाली कुल 5,956 किमी लंबाई तथा ₹1,42,635 करोड़ लागत वाली 52 परियोजनाएं (13 नई लाइनें, 02 आमान परिवर्तन तथा 37 दोहरीकरण) स्वीकृत हैं। इसका सारांश निम्नानुसार है:-

कोटि	**स्वीकृत परियोजनाओं की संख्या**	**कुल लंबाई (किमी में)**	**मार्च 2026 तक कमीशन की गई लंबाई (किमी में)**	**मार्च 2026 तक व्यय (₹ करोड़ में)**

नई लाइन	13	1,399	266	13,065
आमान परिवर्तन	02	609	334	5,013
दोहरीकरण/बहुपथन	37	3,948	998	16,704
कुल	52	5,956	1,598	34,782

हाल ही में पूर्ण की गई परियोजनाएं:

महाराष्ट्र में पूर्णतः/अंशतः पड़ने वाली हाल ही में पूर्ण की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र. सं.	**परियोजना**	**लागत (₹ करोड़ में)**
1	पुणे-मिरज-लोंडा दोहरीकरण (467 किमी)	6,463
2	होटगी-कुडगी-गदग दोहरीकरण (284 किमी)	2,459
3	मनमाड-जलगांव तीसरी लाइन (160 किमी)	1,677
4	जबलपुर-गोंदिया आमान परिवर्तन (300 किमी)	2,005
5	छिंदवाड़ा-नागपुर आमान परिवर्तन (150 किमी)	1,512
6	पनवेल-पेन दोहरीकरण (35 किमी)	263
7	पेन-रोहा दोहरीकरण (40 किमी)	330
8	उधना-जलगांव दोहरीकरण (307 किमी)	2,448
9	मुदखेड-परभणी दोहरीकरण (81 किमी)	673
10	भुसावल-जलगांव तीसरी लाइन (24 किमी)	325
11	जलगांव-भुसावल चौथी लाइन (24 किमी)	261
12	दौंड-गुलबर्गा दोहरीकरण (225 किमी)	3,182
13	दौंड-मनमाड दोहरीकरण (236 किमी)	3,426

चालू परियोजनाएं:

जनजातीय एवं आकांक्षी जिलों सहित महाराष्ट्र राज्य में रेल अवसंरचना को और बेहतर बनाने हेतु, निम्नलिखित कार्य शुरू किए गए हैं:-

क्र. सं.	परियोजना का नाम	लागत (₹ करोड़ में)
1	अहिल्यानगर-परली वैजनाथ नई लाइन (261 किमी)	5,800
2	बारामती-लोणंद नई लाइन (64 किमी)	1,844
3	वर्धा-नांदेड नई लाइन (284 किमी)	5,248
4	इंदौर-मनमाड नई लाइन (360 किमी)	18,529
5	वडसा-गडचिरोली नई लाइन (52 किमी)	1,886
6	जालना-जलगांव नई लाइन (174 किमी)	5,804
7	वर्धा-नागपुर तीसरी लाइन (76 किमी)	917
8	वर्धा-बल्लारशाह तीसरी लाइन (132 किमी)	1,755
9	इटारसी-नागपुर तीसरी लाइन (280 किमी)	2,607
10	राजनांदगांव-नागपुर तीसरी लाइन (228 किमी)	3,545
11	वर्धा-नागपुर चौथी लाइन (79 किमी)	1,215
12	जलगांव-मनमाड चौथी लाइन (160 किमी)	2,574
13	भुसावल-खंडवा तीसरी एवं चौथी लाइन (131 किमी)	3,285
14	सोलापुर-तुलजापुर (उस्मानाबाद) नई लाइन (84 किमी)	3,296
15	पनवेल-चौक दोहरी लाइन (17 किमी)	491
16	वर्धा-बल्लारशाह चौथी लाइन (135 किमी)	2,226
17	इटारसी-नागपुर चौथी लाइन (297 किमी)	5,010
18	वर्धा-भुसावल तीसरी एवं चौथी लाइन (314 किमी)	9,197
19	गोंदिया-डोंगरगढ़ चौथी लाइन (84 किमी)	2,223
20	गोंदिया-बल्लारशाह दोहरीकरण (240 किमी)	4,819
21	कल्याण-कसारा तीसरी लाइन (68 किमी)	1,433
22	नायगांव-जूचंद्र दोहरी कॉर्ड लाइन (5 किमी)	176
23	निलजे-कोपर दोहरी कॉर्ड लाइन (5 किमी)	338
24	बदलापुर-कर्जत तीसरी एवं चौथी लाइन (32 किमी)	1,324
25	आसनगांव-कसारा चौथी लाइन (35 किमी)	794
26	कसारा-मनमाड तीसरी एवं चौथी लाइन (131 किमी)	10,154
27	गोंदिया-जबलपुर दोहरीकरण (231 किमी)	5,236
28	चालीसगांव रेल ओवर रेल फ्लाईओवर (11 किमी)	264
29	चिखली एवं सोमटणे के मध्य कॉर्ड लाइन (4 किमी)	172
30	पुणतांबा-साईनगर शिर्डी दोहरीकरण (17 किमी)	227

रेल परियोजना/परियोजनाओं का पूरा होना कई कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वानिकी स्वीकृति
- अतिलंघनकारी जनोपयोगी सेवाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियाँ
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- परियोजना स्थल विशेष के लिए वर्ष में कार्य करने के महीनों की संख्या आदि।

ये सभी कारक परियोजना/परियोजनाओं के समापन समय और लागत को प्रभावित करते हैं।

मुंबई उपनगरीय क्षेत्र के लिए क्षमता संवर्धन कार्य:

वर्तमान में, मुंबई क्षेत्र में प्रतिदिन लगभग 120 मेल/एक्सप्रेस रेलगाड़ियां तथा 3200 उपनगरीय रेलगाड़ियों की सम्हलाई की जाती हैं।

मुंबई क्षेत्र के विभिन्न स्टेशनों पर गाड़ी सम्हलाई क्षमता बढ़ाने के लिए, विभिन्न स्टेशनों पर निम्नलिखित निर्माण कार्य पूरे किए गए/शुरू किए गए हैं/नियोजित किए गए हैं:

क्र. सं.	स्थान	विवरण
1	बांद्रा टर्मिनस	3 पिट लाइनों को पूरा किया गया।
2	मुंबई सेंट्रल	24 एलएचबी सवारी डिब्बों के लिए प्लेटफॉर्मों का विस्तार
3	जोगेश्वरी	5 अतिरिक्त प्लेटफॉर्म, 2 पिट लाइनें
4	दादर	1 अतिरिक्त प्लेटफॉर्म
5	पनवेल-कलंबोली	5 प्लेटफॉर्म, 4 पिट लाइनें और 2 सिक लाइनें
6	कल्याण	6 प्लेटफॉर्म तथा 4 पिट लाइनें
7	लोकमान्य तिलक टर्मिनस	4 प्लेटफॉर्म तथा 2 पिट लाइनें
8	परेल	6 प्लेटफॉर्म, 5 पिट लाइनें, 6 स्टेबलिंग लाइनें

9	वसई-विरार क्षेत्र	वसई रोड: 6 प्लेटफॉर्म 3 पिट लाइनें तथा 5 स्टेबलिंग लाइनें नायगाँव-30 स्टेबलिंग लाइनें विरार-2 स्टेबलिंग लाइनें
10	दहाणू क्षेत्र	दहाणू : 5 स्टेबलिंग लाइनें न्यू वानगाँव: 30 स्टेबलिंग लाइनें

उपरोक्त के अलावा, 15 कार वाली ईएमयू को समायोजित करने के लिए 34 स्टेशनों पर प्लेटफार्म विस्तार संबंधी कार्य शुरू किए गए हैं।

क्षमता संवर्धन के लिए नई परियोजनाएं:

मुंबई उपनगरीय क्षेत्र में रेल नेटवर्क की सम्पर्कता तथा क्षमता बढ़ाने के लिए मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-I जिसकी लागत 4,502 करोड़ रु. है, एमयूटीपी-II जिसकी लागत 8,087 करोड़ रु. है एमयूटीपी-III जिसकी लागत 10,947 करोड़ रु. है और एमयूटीपी-IIIए जिसकी लागत 33,690 करोड़ रु. है, को स्वीकृति दी गई है। इन कार्यों की प्रगति निम्नानुसार है:

क्र.सं	परियोजना का नाम	लागत (करोड़ रु. में)	कार्य की स्थिति
1	विरार-दहाणू रोड तीसरी और चौथी लाइन (64 कि.मी.)	3,578	• संपूर्ण 39 हेक्टेयर भूमि का अधिग्रहण किया। • संपूर्ण 3 लाख घन मीटर भूमि संबंधी कार्य पूरा किया गया। • 16 बड़े पुलों में से 13 पुलों के कार्य पूरे किए गए हैं। • 68 छोटे पुलों में से 53 पुलों के कार्य पूरे किए गए। • सभी 4 निचले सड़क पुलों के कार्य पूरे किए गए। • 181 स्टेशनों/सेवा भवनों में से 60 के कार्य पूरे किए गए। • 128 कि.मी. रेलपथ बिछाने के कार्यों में से 31 कि.मी. के कार्य पूरे किए जा चुके हैं।

2	बोरीवली-विरार पांचवी और छठी लाइन (26 कि.मी.)	2,184	• 17 हेक्टेयर भूमि में से 16 हेक्टेयर भूमि का अधिग्रहण किया गया। • पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय से वन संबंधी मंजूरी प्राप्त कर ली गई है। • ज्वारीय वनों की कटाई के लिए माननीय उच्च न्यायालय से अनुमति प्राप्त कर ली गई है। • 6.7 लाख घन मीटर में से 3.3 लाख घन मीटर भूमि संबंधी कार्य पूरा किया गया। • 23 ऊपरी पैदल पुलों के विस्तार कार्यों में से 5 के कार्य पूरे किए गए। • 12 छोटे पुलों के कार्यों में से 2 पुलों के कार्य पूरे किए गए। • 3 बड़े पुलों के कार्य प्रगति पर हैं। स्टेशन भवनों और अन्य मदों के कार्य प्रगति पर हैं।
3	नाइगांव-जुचंद्र दोहरी कॉर्ड लाइन (6 कि.मी.)	176	• भूमि अधिग्रहण का कार्य शुरू कर दिया गया है।
4	गोरेगांव-बोरीवली से हार्बर लाइन का विस्तार (7 कि.मी.)	826	• भूमि अधिग्रहण का कार्य शुरू कर दिया गया है।
5	मुंबई सेंट्रल-बोरीवली छठी लाइन (30 कि.मी.)	919	• चरण-I (बोरीवली-खार रोड, 17 कि.मी.): कमीशन किया गया। • चरण-II (खार रोड-मुंबई सेंट्रल): भूमि अधिग्रहण का कार्य शुरू कर दिया गया है।
6	चौथी लाइन आसनगांव-कसारा (35 कि.मी.)	794	• डिज़ाइन और आरेखण का कार्य शुरू कर दिया गया है।

7	कल्याण-आसनगांव चौथी लाइन (32 कि.मी.)	1,759	• 92 छोटे पुलों में से 8 के कार्य पूरे किए गए। • 28 हेक्टेयर में से 17 हेक्टेयर का भूमि अधिग्रहण का कार्य पूरा किया जा चुका है। • 7 बड़े पुलों पर कार्य प्रगति पर है।
8	कल्याण-कसारा तीसरी लाइन (68 कि.मी.)	1,433	• 54 हेक्टेयर में से 48 हेक्टेयर का भूमि अधिग्रहण कार्य पूरा कर लिया गया है। • 9 बड़े पुलों में से 4 पुलों के कार्य पूरे कर लिए गए हैं। • सभी 5 स्टेशन भवनों के कार्य पूरे कर लिए गए हैं। • 68 कि.मी. रेलपथ बिछाने के कार्यों में से 23 कि.मी. के कार्य पूरे किए जा चुके हैं।
9	कल्याण-बदलापुर तीसरी और चौथी लाइन (14 कि.मी.)	1,510	• 2 बड़े पुलों में से 1 पुल का कार्य पूरा किया गया। • 4 ऊपरी सड़क पुलों में से 2 पुलों के कार्य पूरे किए गए। • 40 छोटे पुलों में से 30 पुलों के कार्य पूरे किए गए हैं।
10	तीसरी और चौथी लाइन बदलापुर-कर्जत (32 कि.मी.)	1,324	• डिज़ाइन और आरेखण का कार्य शुरू कर दिया गया है।
11	पनवेल-कर्जत उपनगरीय कॉरिडोर (30 कि.मी.)	2,782	• सभी 3 सुरंगों (3 कि.मी.) को कार्य पूरे कर लिए गए हैं। • 5 ऊपरी सड़क पुलों, 16 निचले सड़क पुलों के कार्य पूरे कर लिए गए हैं। • 9 बड़े पुलों, 35 छोटे पुलों के कार्य पूरे किए गए। • 70 कि.मी. रेलपथ बिछाने के कार्यों में से 67 कि.मी. के कार्य पूरे किए जा चुके हैं।

12	ऐरोली - कलवा (एलिवेटेड) उपनगरीय कॉरिडोर लिंक (3 कि.मी.)	476	• चरण-I (दीघा में हॉल्ट स्टेशन): कमीशन किया गया। • चरण-II (ऐरोली-कलवा एलिवेटेड रेलपथ, 3.3 कि.मी.): भूमि अधिग्रहण और पुनर्स्थापन और पुनर्वास के कार्य शुरू कर दिए गए हैं।
13	निलजे-कोपर दोहरी कॉर्ड लाइन (5 कि.मी.)	338	• भूमि अधिग्रहण का कार्य शुरू कर दिया गया है। • 15 छोटे पुलों में से 6 पुलों के कार्य पूरे कर लिए गए हैं। • 1 लाख घन मीटर में से से 0.85 लाख घन मीटर में भूमि संबंधी कार्य पूरा किया गया।
14	सीएसएमटी-कुर्ला पांचवी और छठी लाइन (18 कि.मी.)	891	चरण-I (कुर्ला-परेल, 10.1 कि.मी.): • 12 छोटे पुलों में से 1 पुल का कार्य पूरा किया गया। • 4 स्टेशन भवनों में से 2 भवनों के कार्य पूरे किए गए। • सायन ऊपरी सड़क पुल का पुनर्निर्माण कार्य प्रगति पर है। • चरण-II (परेल-सीएसएमटी, 7.4 कि.मी.): • भूमि अधिग्रहण का कार्य शुरू कर दिया गया है।

नई पीढ़ी की गाड़ियां:

यात्री वहन क्षमता बढ़ाने के लिए, ₹19,293 करोड़ की लागत से मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-III और IIIए के तहत दरवाजों सहित 12 कारों के 238 रेक स्वीकृत किए गए हैं। इन रेकों की प्रापण प्रक्रिया शुरू कर दी गई है।

बुलेट ट्रेन परियोजनाः

वर्तमान में, मुंबई-अहमदाबाद उच्च गति रेल (एमएएचएसआर) परियोजना (508 कि.मी.) निष्पादन के अधीन है। मुंबई, ठाणे, विरार, बोईसर, वापी, बिलिमोरा, सूरत, भरुच, वडोदरा,

आणंद, अहमदाबाद और साबरमती में निर्मित किए जाने वाले 12 स्टेशनों सहित यह परियोजना गुजरात, महाराष्ट्र राज्यों और केंद्र शासित प्रदेश दादरा और नगर हवेली से होकर गुजर रही है।

एमएएचएसआर परियोजना के लिए संपूर्ण भूमि (1389.5 हेक्टेयर) का अधिग्रहण कर लिया गया है। सभी सांविधिक स्वीकृतियाँ प्राप्त कर ली गई हैं। सभी 1651 जनोपयोगिताओं को स्थानांतरित कर दिया गया है। महाराष्ट्र राज्य में भूमि अधिग्रहण में देरी के कारण परियोजना 2021 तक प्रभावित रही है। महाराष्ट्र में 2022 से भूमि अधिग्रहण में तेजी आई है।

अब तक विभिन्न प्रमुख मदों की प्रगति निम्नानुसार है:

मद	प्रगति
पियर्स	452 किलोमीटर
गर्डर	356 किलोमीटर
ट्रैक बेड	209 किलोमीटर
ओएचई मास्ट	190 किलोमीटर

स्टेशनों की प्रगति नीचे दी गई है:-

क्र. सं.	स्टेशन	स्थिति
1	साबरमती	नींव संबंधी कार्य पूरा किया जा चुका है, प्लेटफॉर्म स्लैब और छत का संरचना संबंधी कार्य और फिनिशिंग कार्य प्रगति पर हैं।
2	अहमदाबाद	संरचना संबंधी कार्य पूरा कर लिया गया है व फिनिशिंग कार्य शुरू कर दिया गया है।
3	आणंद/नडियाद	
4	वडोदरा	नींव संबंधी कार्य पूरा कर लिया गया है, संरचना संबंधी और फिनिशिंग कार्य शुरू कर दिया गया है।
5	भरुच	संरचनात्मक कार्य पूरा कर लिया गया है और फिनिशिंग कार्य शुरू कर दिया गया है।
6	सूरत	
7	बिलीमोरा	
8	वापी	
9	बोईसर	नींव संबंधी कार्य शुरू किया गया है और अंतिम चरण में है। संरचना संबंधी कार्य शुरू किए जा चुके हैं।
10	विरार	
11	ठाणे	

12	बीकेसी (मुंबई)	यह एक भूमिगत स्टेशन है। नींव संबंधी कार्य लगभग पूरा किया जा चुका है और बेस स्लैब का कार्य शुरू कर दिया गया है।

नदी पुलों की प्रगति निम्नानुसार है:-

क्र. सं.	नदी का नाम	स्थिति
1	साबरमती नदी (480 मीटर)	उप-संरचना का कार्य पूरा हो गया है, अधिसंरचना का कार्य शुरू कर दिया गया है।
2	मेशवा नदी (120 मीटर)	पुल निर्माण कार्य पूरा कर लिया गया है।
3	वत्रक नदी (280 मीटर)	
4	मोहर (शेढ़ी) नदी (160 मीटर)	
5	माही नदी (720 मीटर)	12 कुओं में से 11 कुओं के कार्य पूरे कर लिए गए हैं, 5 स्पैन संस्थापित कर दिए गए हैं।
6	विश्वामित्री नदी (80 मीटर)	पुल निर्माण का कार्य पूरा किया जा चुका है।
7	धादर नदी (120 मीटर)	
8	नर्मदा नदी (1366 मीटर)	25 में से 21 कुओं का निर्माण कार्य पूरा कर लिया गया है; 4 स्पैन लाँच किए गए हैं।
9	किम नदी (120 मीटर)	पुल निर्माण कार्य पूरा कर लिया गया है।
10	तापी नदी (720 मीटर)	नींव संबंधी कार्य शुरू कर दिया गया है, 12 में से 10 कुओं का कार्य पूरा किया जा चुका है।
11	मिंडहोला नदी (240 मीटर)	पुल निर्माण कार्य पूरा किया जा चुका है।
12	पूर्णा नदी (360 मीटर)	
13	अंबिका नदी (200 मीटर)	
14	वेंगनिया नदी (200 मीटर)	
15	कावेरी नदी (120 मीटर)	
16	खरेरा नदी (120 मीटर)	
17	औरंगा नदी (320 मीटर)	
18	पार नदी (320 मीटर)	
19	कोलक नदी (160 मीटर)	
20	दमन गंगा नदी (360 मीटर)	
21	डारोथा नदी (80 मीटर)	

22	जगनी नदी (360 मीटर)	नींव संबंधी कार्य पूरा कर लिया गया है।
23	वैतरणा नदी (2320 मीटर)	12 पाइल कैप और 11 पियर (58 में से) का कार्य पूरा कर लिया गया है।
24	उल्हास नदी शाखा (120 मीटर)	नींव संबंधी कार्य शुरू करने के लिए अस्थायी पहुंच पुल (टैब) का कार्य पूरा कर लिया गया है।
25	देसाई खाड़ी नदी पुल (400 मीटर)	भू-तकनीकी जांच (जीटीआई) का कार्य पूरा किया जा चुका है और डिजाइन का कार्य शुरू कर दिया गया है।

समुद्र के नीचे सुरंग (लगभग 21 कि.मी.) का कार्य शुरू किया गया है, जिसमें से महाराष्ट्र में घनसोली और शिलफाटा के बीच 4.8 किलोमीटर सुरंग का कार्य पूरा किया जा चुका है।

सूरत-वापी रेलखंड (97 कि.मी.) पर नदी पुल निर्माण सहित सभी सिविल निर्माण कार्य पूरे किए जा चुके हैं और 87% ट्रैक बेड बिछा दिया गया है।

बहरहाल, बुलेट ट्रेन परियोजना काफी जटिल और प्रौद्योगिकी प्रधान परियोजना है। सिविल संरचनाओं, रेलपथ, इलैक्ट्रिकल, सिगनल प्रणाली और दूरसंचार के सभी संबंधित कार्यों और गाड़ीसेटों की आपूर्ति के पूरा होने के बाद ही संपूर्ण परियोजना के समापन की सटीक समय-सीमा का उचित रूप से निर्धारण किया जा सकता है।

इसके अलावा, राष्ट्रीय परिवहन अवसंरचना को सुदृढ़ बनाने, क्षेत्रीय संपर्कता, आर्थिक विकास, पर्यटन, निवेश और रोजगार सृजन को बढ़ावा देने तथा सड़क और हवाई परिवहन से रेल में मोडल शिफ्ट को प्रोत्साहित करने हेतु सरकार ने केंद्रीय बजट 2026-27 में निम्नलिखित सात नए उच्च गति रेल (एचएसआर) गलियारों के विकास की घोषणा की है:-

(i) मुंबई-पुणे
(ii) पुणे-हैदराबाद
(iii) हैदराबाद-बेंगलूरु
(iv) हैदराबाद-चेन्नै
(v) चेन्नै-बेंगलूरु
(vi) दिल्ली-वाराणसी
(vii) वाराणसी-सिलीगुड़ी

अत्यधिक पूंजी प्रधान होने के कारण, किसी भी हाई स्पीड रेल गलियारे/परियोजना को स्वीकृति देने का निर्णय कई कारकों जैसे विस्तृत परियोजना रिपोर्ट का परिणाम, तकनीकी-आर्थिक व्यवहार्यता अध्ययन और वित्तपोषण विकल्पों आदि जैसे संसाधनों की उपलब्धता पर निर्भर करता है।

समर्पित माल यातायात गलियारे:

रेल मंत्रालय ने दो समर्पित माल यातायात गलियारों यथा लुधियाना से सोननगर तक ईस्टर्न डेडिकेटेड फ्रेट कॉरिडोर (1337 कि.मी.) और जवाहरलाल नेहरू पोर्ट टर्मिनल (जेएनपीटी) से दादरी तक वेस्टर्न डेडिकेटेड फ्रेट कॉरिडोर (1506 कि.मी.) का निर्माण कार्य शुरू किया है।

ईडीएफसी और डब्ल्यूडीएफसी का कार्य पूरा कर लिया गया है और इसे कमीशन कर दिया गया है। औसतन डीएफसी पर प्रतिदिन 443 से अधिक गाड़ियां परिचालित की जाती हैं। पूर्वी और पश्चिमी समर्पित माल यातायात गलियारों (ईडीएफसी और डब्ल्यूडीएफसी) के पूरी तरह से चालू खंडों ने मजबूत परिचालन निष्पादन का प्रदर्शन किया है। माल ढुलाई की मात्रा में लगातार वृद्धि हुई है, जिसमें औसत गति अधिक है, टर्नअराउंड तेज़ हुए हैं और विश्वसनीयता में वृद्धि हुई है। कॉरिडोर में कंटेनर, कोयला और थोक कार्गो की आवाजाही में लगातार वृद्धि हो रही हैं, जो माल ढुलाई परिवहन में क्षमता वृद्धि में महत्वपूर्ण योगदान दे रहे हैं।

समर्पित माल गलियारों द्वारा माल यातायात को पूर्वी समर्पित माल गलियारे और पश्चिमी समर्पित माल गलियारे की ओर मोड़कर पारंपरिक नेटवर्क पर अतिरिक्त मार्ग सृजित करने में योगदान दिया है। इसके परिणामस्वरूप, रेलवे को अपने नेटवर्क पर अतिरिक्त माल और कोचिंग सेवाओं के परिचालन में सफलता मिली है। डीएफसी ने तेजी से पारगमन समय, उच्च थ्रूपुट और डबल-स्टैक कंटेनर संचालन (विशेष रूप से पश्चिमी डीएफसी पर) को सक्षम किया है। इन सुधारों ने समग्र लॉजिस्टिक्स लागत को कम करने, आपूर्ति श्रृंखला दक्षता में सुधार करने और भारतीय उद्योगों की प्रतिस्पर्धात्मकता बढ़ाने में योगदान दिया है।

केंद्रीय बजट 2026 में पूर्व में डानकुनि को पश्चिम में सूरत से जोड़ने वाले एक नए समर्पित माल गलियारे की घोषणा की गई है। इस गलियारे के लिए विस्तृत परियोजना रिपोर्ट तैयार करने/अद्यतन करने का कार्य शुरू कर दिया गया है।

IMPLEMENTATION OF FUTURESKILLS PRIME PROGRAMME

***342. DR. INDRA HANG SUBBA:**

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

(a) the details of the implementation of the FutureSkills PRIME programme since its inception including the total number of candidates enrolled, trained and certified, State-wise;

(b) the total funds allocated and utilised under the programme during the last five years, year and State-wise;

(c) whether the Government has taken any steps to ensure the participation of youth from North Eastern and Himalayan States including Sikkim under the programme and if so, the details thereof;

(d) the number of beneficiaries from Sikkim who have enrolled, completed training and received certifications under the programme since its launch; and

(e) whether the Government proposes establishing dedicated training centres or partnering with higher educational institutions in Sikkim and other North Eastern States and if so, the details thereof?

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

(a) to (e)**:** Under the visionary leadership of Hon'ble Prime Minister, the Government of India is preparing a future-ready workforce. These skills are required in an ecosystem of cutting-edge technologies such as Artificial Intelligence (AI), Big Data Analytics, Cyber Security, Internet of Things (IoT), Semiconductors, Cloud Computing, etc across key sectors.

India is a skills capital in IT and known for its strong talent pipeline and skilled workforce, with its IT sector globally recognised for high-quality talent. As per global assessments such as the Stanford AI Index, India ranks among the leading nations in AI adoption, preparedness and ecosystem vibrancy. India also accounts for around 20% of the global semiconductor design workforce, reflecting its emphasis on skilling and talent development. With the rapid adoption of digital technologies across sectors, developing a digitally skilled workforce has become critical for sustaining this growth.

The Government accords priority to digital skilling and capacity building of youth across the country, including those from North Eastern and Himalayan region. Towards this objective, various Ministries and Departments in partnership with industry and with active contribution from academia and R&D institutions are implementing flagship programmes to promote digital literacy, employability and skills in emerging technologies such as Artificial Intelligence

(AI), Cyber Security, Data Analytics, Drone Technology, Cloud Computing and Semiconductor Design.

Digital India Programme:

As part of the same strategy, the Government of India launched the Digital India Programme in July, 2015 and has been taking steps to ensure that we continue to retain our advantage in IT skills and is promoting skilling in emerging technologies through various initiatives including FutureSkills PRIME programme, so that digital technologies improve the life of every citizen, expand India's digital economy and create investment and employment opportunities in India. These programmes have enabled large-scale participation of youth and professionals across the country. The outreach model is not only implemented through the FutureSkills PRIME portal but is also supported by the resource centres of C-DAC and NIELIT.

FutureSkills PRIME Programme:

Ministry of Electronics & Information Technology has initiated a programme titled "FutureSkills PRIME" (FSP), jointly with NASSCOM (National Association of Software and Services Companies.) for skilling/ re-skilling/ up-skilling of candidates in new/emerging technologies, aimed at making India a cutting-edge digital talent nation. The FutureSkills PRIME offers industry aligned courses. The platform is an agile model that allows continuous updation of skilling courses in sync with the skill demand.

Key features are:

- Skilling, reskilling, and upskilling in emerging technologies such as Artificial Intelligence, Big Data Analytics, IoTs, Cyber Security, Blockchain, AR/VR, etc.
- Courses are developed in the consultation with industry to align with actual employment needs.
- The Portal can be accessible online anytime-anywhere to earn skill certificates in line with their aptitude and aspirations at https://futureskillsprime.in/
- Currently, the FSP portal hosts more than 500 courses which are industry aligned and various Global OEM partners are collaborating as part of the FSP ecosystem.
- So far, more than 34 lakh candidates have registered on the portal, out of which there have been 23 lakh+ candidates enrolled/trained in various courses, out of which 13 lakh+ candidates have been completed/certified. This includes 41% women and over 86% candidates are from Tier 2 and Tier 3 cities.
- In addition, 22 CDAC/NIELIT Centres have been grouped as Lead and Co-Lead Resource Centres (RCs) for the 10 emerging technologies, and they are mandated to train the Government officials and conduct the bootcamps.

- In total, the Resource Centres (RCs) have trained 32,700+ Government officials, 2,367 trainers and 40,400+ candidates under more than 420+ bootcamps.

The Details of State wise Enrolled/Trained and Completion/Certified candidates under FutureSkills PRIME Programme are as under:

State	Enrolled/Trained	Completion/Certified
Andaman and Nicobar	230	108
Andhra Pradesh	4,34,489	2,44,096
Arunachal Pradesh	150	52
Assam	6,074	2,874
Bihar	45,402	23,740
Chandigarh	1,702	742
Chhattisgarh	11,853	5,767
Dadra & Nagar Haveli & Daman & Diu	146	71
Goa	1,065	302
Gujarat	26,555	11,505
Haryana	36,033	19,173
Himachal Pradesh	4,258	1,791
Jammu and Kashmir	6,339	3,630
Jharkhand	15,750	6,986
Karnataka	2,10,043	1,51,701
Kerala	1,42,732	94,920
Ladakh	149	31
Lakshadweep	38	23
Madhya Pradesh	71,396	31,826
Maharashtra	2,23,044	1,15,703
Manipur	653	232
Meghalaya	556	295
Mizoram	91	40
Nagaland	250	118
NCT of Delhi	38,562	17,691

Odisha	80,386	58,142
Puducherry	7,298	6,133
Punjab	23,158	12,504
Rajasthan	23,562	10,716
Sikkim	753	371
Tamil Nadu	5,89,429	3,61,336
Telangana	1,52,207	84,147
Tripura	1,663	1,146
Uttar Pradesh	1,24,752	72,892
Uttarakhand	12,439	6,359
West Bengal	46,650	23,357
Others	45,557	19,625

Year-wise funds allocation/utilization details:

FutureSkills PRIME programme is implemented as a Central Sector Scheme so, the funds are allocated Centrally and are not apportioned State-wise. The year-wise allocated/utilized funds during the last 5 years are as under:

Year-Wise	Funds Allocated	Funds Utilized
FY 2022-23	Rs. 26.59 Cr.	Rs. 25.72 Cr.
FY 2023-24	Rs. 23.58 Cr.	Rs. 23.55 Cr.
FY 2024-25	Rs. 55.97 Cr.	Rs. 51.94 Cr.
FY 2025-26	Rs. 98.479 Cr.	Rs. 80.81 Cr.
FY 2026-27	Rs. 137.17 Cr.	--

Coverage of FSP in North Eastern and Himalayan Region including Sikkim:

- A total of 33,000+ candidates are enrolled/trained and more than 16,000 candidates have been completed/certified through the FSP portal. This includes 700+ candidates enrolled/trained in Sikkim.
- In addition, through NIELIT centres, so far, 4,000+ Government officials (including 500+ from Sikkim), and 5,400+candidates (including 800+ from Sikkim) under bootcamps have been trained.
- Further, SSC-NASSCOM has signed MoUs with 17 State Governments (including Assam, Tripura, Meghalaya, Uttarakhand and Himachal Pradesh) and 2000+ academic institutions/universities (including 14 from North Eastern & Himalayan region) for adoption of FSP courses into academic curricula under the provisions of the National Credit Framework (NCrF).

Other Initiatives in North Eastern Region including Sikkim:

IndiaAI Mission:

The Government of India approved the IndiaAI Mission for the development of the overall AI ecosystem in the country.

- Under the FutureSkills pillar of the India AI Mission, IndiaAI Data and AI Labs are being established to create AI-ready talent by providing hands-on training in Artificial Intelligence, Data Science and related emerging technologies, particularly in Tier-2 and Tier-3 cities.

- The primary objective of these Data and AI Labs is capacity building and skill development. Accordingly, the Labs are focusing on training and certification activities.
- So far, 27 IndiaAI Data and AI Labs are established through NIELIT Centres, this includes 10 institutions from the States of North Eastern region and 5 from the Himalayan region.

National Institute of Electronics and Information Technology (NIELIT):

- NIELIT conducts education, skilling and digital competency programmes in Information, Electronics and Communications Technology (IECT), including Drone operation, Data Analytics and Cyber Security, through Degree/Diploma programmes and skill-based long-term and short-term courses.
- NIELIT has a wide network of 56 own centres and 9000+ partner institutes spread across the country for delivering the training even to the rural and backward areas of the country.
- Out of the 56 centres, 22 are located in the North Eastern Region, including Gangtok Centre in the State of Sikkim.
- Through this network, 31 Lakh+ candidates have been trained by NIELIT under various categories of programmes, including those in emerging technologies in the last 03 years.
- This includes 3.05 Lakh + candidates from the North Eastern Region comprising 20,000+ candidates from the State of Sikkim.

NATIONAL TRAIN ENQUIRY SYSTEM

***343. DR. SHRIKANT EKNATH SHINDE:**

SHRI NARESH GANPAT MHASKE:

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

(a) the details of the Integrated Enquiry System that provides real-time train running information to passengers along with the user satisfaction rating;

(b) the details of the reasons for the reduction in waiting time at railway enquiry counters after the deployment of interactive voice response systems in multiple languages;

(c) the details of the automatic refund mechanism linked to train cancellation alerts along with the number of passengers who received instant credit to their bank accounts;

(d) the extent to which the integration of the reservation system with the "Where is my Train" mobile app has empowered passengers with self-service capabilities; and

(e) the details of the future roadmap for eliminating all manual counters through universal e-ticketing and unreserved mobile ticketing?

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

(a) to (e): The National Train Enquiry System (NTES), implemented in the year 2000, provides passengers with near real-time train running information, including arrival/departure status and train schedules through multiple

interfaces such as enquiry counters, the NTES website, mobile applications (Android & iOS) and the nationwide Rail Enquiry Number 139. Its key features include Spot Your Train, Live Station, Train Schedule, and Trains between Stations, enabling passengers to access authentic and reliable information conveniently. The NTES mobile application, launched in October 2014 (Android) and October 2015 (iOS), has recorded more than 4.5 crore downloads on Android and 16 lakh downloads on iOS as on 01.08.2026. At present, NTES handles about 80,000 concurrent users and processes over 6 crore enquiries daily. It has been generally appreciated by the passengers.

The deployment of the National Train Enquiry System (NTES), which provides passengers with easy access to authentic and near real-time train running information through multiple digital platforms including the website, mobile applications and Rail Enquiry Number 139, has significantly reduced the need for passengers to visit railway enquiry counters. Consequently, this has helped in reducing queues and waiting time at enquiry counters.

In cases of train cancellation, the online e-ticketing system NGeT(Next Generation E-ticketing) automatically initiates the process of refund immediately after the scheduled time of departure of the train and the applicable refund is credited to the passenger's bank account. Automatic refunds linked to train cancellation are presently available only for e-Tickets booked online and are not available for counter tickets in which case the passenger holding counter ticket is required to visit nearest PRS counter.

'Where is My Train' application is not an official app of Indian Railways. RailOne is the Official App of Indian Railways which provides integrated platform for all public facing services of IR. It offers reserved, unreserved and platform ticketing, journey plan, train information, passenger support and allied railway services through a single, seamless mobile application.

Presently approximately 89% of the reserved tickets are booked online as compared to about 49% in 2013-14. Unreserved tickets booked through various non-counter modes has increased to nearly 39%.

With a view to expand digital mode of procurement of reserved as well as unreserved tickets Railways has launched RailOne App on 01.07.2025. This App enables passengers to book reserved as well as unreserved tickets on mobile phone. This App combines all the public facing services of Indian Railways like reserved ticketing, unreserved ticketing and platform ticketing, train enquiry, PNR enquiry, Railmadad, etc. into a single platform. This, in effect, brings the Passenger reservation system facility to passenger's palm. The App facilitates users to access multiple services through Single-Sign-On (SSO) facility eliminating the necessity of downloading multiple Applications of Railways and remembering several passwords.

The details of transactions through Railone app as on 02.08.2026 are as under: -

Daily Average tickets	10 lakhs
Reserved tickets	2.79 lakhs
Unreserved tickets	7.24 lakhs
Downloads	4.76 crores

Further, Indian Railways endeavours to provide passengers with multiple options to procure reserved as well as unreserved tickets so that they can procure ticket from the mode of their choice as per their need. In addition to reserved as well as unreserved counters of Indian Railways, other modes provided to passengers for procuring tickets are:-.

- Automatic Ticket Vending Machines (ATVMs)
- Mobile- Unreserved Ticketing System (M – UTS)
- Authorized Ticketing Agents like Halt agents, Jansadharan Ticket Booking Sevaks (JTBS), Station Ticket Booking Agents (STBA), M-UTS Sahayak and Yatri Ticket Suvidha Kendra Licencees (YTSKs)
- Online Ticketing facility for reserved as well as unreserved ticketing through RailOne App.
- Reserved ticketing through the website of Indian Railways Catering and Tourism Corporation (IRCTC) and Rail Connect App of IRCTC

SOFTWARE TECHNOLOGY PARKS SCHEME

***344. SHRI B. K. PARTHASARATHI:**

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

(a) the details of Software Technology Parks (STPs) Scheme implemented across the country during each of the last three years, State-wise;

(b) the details of the amount of investment made in STP units during each of the last three years, State-wise;

(c) the details of the volume and value of exports and imports carried out through STP units during each of the last three years, State-wise;

(d) the details of the average time taken to grant approvals under the Single Window Clearance System for STP proposals along with any service-level timelines prescribed; and

(e) the details of measures taken by the Government to further streamline approvals and improve ease of doing business for STP units?

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

(a) to (e): The Government of India has launched several initiatives and programs to support the expansion of the IT sector and is constantly working to promote the sector throughout the country. The Software Technology Park (STP) is one such important scheme in this effort.

STP Scheme is a 100% export-oriented scheme to promote software and IT-enabled services (IT/ITeS) exports from India and STPI has been providing Statutory Services on a single-window Clearance System under STP Scheme.

Details regarding STP units for the last three years are tabled below:

	FY 2023-24	**FY 2024-25**	**FY 2025-26**
Total No of STP Units	2059	2042	2125
Total Investment reported by STP uni	10,709.92	8,870.78	7,362.86*

(In Rs. Crore)			
Total Imports by STP Units (In Crore)	9,947.47	9,482.27	9,960.26*
Total Exports by STP Units (In Crore)	6,36,619.87	6,88,194.11	7,73,898.97*

*Estimated

State-wise details of STP units registered under the STP Scheme, the investment reported by these units, and their exports and imports over the last three years are given below.

State-wise numbers of STP units registered with STPI in last three years

Sl. No.	Name of State/UT	2023-24	2024-25	2025-26
1	Andhra Pradesh	33	30	31
2	Assam	1	2	2
3	Bihar	1	-	-
4	Chandigarh	20	13	13
5	Chhattisgarh	11	11	10
6	Goa	5	5	5
7	Gujarat	38	37	37
8	Haryana	78	83	87
9	Himachal Pradesh	1	1	-
10	Jammu & Kashmir	4	4	4
11	Jharkhand	10	9	9
12	Karnataka	393	381	391
13	Kerala	73	68	69
14	Madhya Pradesh	21	23	24
15	Maharashtra	347	352	367
16	Meghalaya	4	4	4
17	Odisha	112	117	132

18	Puducherry	5	5	5
19	Punjab	36	37	39
20	Rajasthan	21	23	23
21	Tamil Nadu	366	371	391
22	Telangana	288	274	280
23	The Govt of NCT of Delhi	17	21	22
24	Uttar Pradesh	104	99	107
25	Uttarakhand	5	5	5
26	West Bengal	65	67	68
		2059	**2042**	**2125**

State-wise exports and imports done by STP units registered with STPI during last three years

(Rs. In Cr)

Sl. No.	**Name of State/UT**	**2023-24**		**2024-25**		**2025-26***	
		Import	**Export**	**Import**	**Export**	**Import**	**Export**
1	Andhra Pradesh	4.56	2325.7	5.53	4743.61	3.29	5057.15
2	Assam	-	-	-	1.01	-	0.65
3	Chandigarh	0.02	519.15	1.74	491.66	0.3	414.34
4	Chhattisgarh	-	64.29	-	71.66	-	75.93
5	Goa	0.02	141.73	-	49.43	-	81.21
6	Gujarat	4.54	2,242.10	7.70	2,584.11	0.35	3,150.69
7	Haryana	184.59	24,409.54	153.11	24,938.34	132.33	26,885.28
8	Jammu & Kashmir	-	15.14	-	16.07	-	19.55
9	Jharkhand	-	33.77	-	26.03	-	30.41
10	Karnataka	6,553.02	2,86,411.68	6,559.73	3,08,909.11	8,145.30	3,50,184.78
11	Kerala	15.02	4,019.85	21.60	4,299.83	26.69	3,447.61
12	Madhya	0.2	468.51	-	464.44	-	681.63

	Pradesh						
13	Maharashtra	1,111.66	1,26,560.73	1,109.27	1,42,088.85	40.44	1,62,594.11
14	Meghalaya	0.87	123.78	-	148.99	-	147.54
15	Odisha	9.02	3,183.43	12.64	3227.13	5.36	3,492.42
16	Puducherry	1.67	169.29	-	195.17	1.6	207.78
17	Punjab	3.36	1267.34	0.03	1522.43	-	1623.02
18	Rajasthan	2.71	1798.65	2.16	1910.9	2.34	2072.05
19	Tamil Nadu	476.14	50,496.25	617.93	51,536.55	529.39	60,591.28
20	Telangana	922.16	96,269.05	746.43	1,01,570.02	887.81	1,13,101.83
21	The Govt of NCT of Delhi	-	894.18	-	810.88	1.12	652.08
22	Uttar Pradesh	148.87	25,823.88	218.82	28,901.73	159.84	28,442.69
23	Uttarakhand	-	48.82	-	58.07	-	56.68
24	West Bengal	49.04	9,333.01	25.58	9,628.09	24.10	10,888.26
		9,487.47	**6,36,619.87**	**9,482.27**	**6,88,194.11**	**9,960.26**	**7,73,898.97**

**Estimated*

STPI adheres to the prescribed timelines for approvals and delivery of services under the STP Scheme, as outlined in its Citizen's Charter available at https://stpi.in/en/citizens-charter.

Measures taken by the Software technology Parks of India (STPI) to streamline approvals and improve ease of doing business for STP units are as follows:

- **Automation of Statutory Services:** For providing seamless services to the IT exporters, statutory services including SOFTEX filling, its approval

and final intimation to them has been automated. This has ensured speedy delivery of services to the satisfaction of the IT industry.

- **Integration with RBI's Export Data Processing and Monitoring System (EDPMS) System for IT exporters:** STPI's online system for IT exporters has been integrated with the Reserve Bank of India's EDPMS for sharing of export data. This integration has enabled seamless electronic transmission of export declaration data to RBI in near real time. This has facilitated faster exchange of export data, enhanced accuracy and transparency, reduced manual intervention, improved monitoring of export transactions, and streamlined regulatory compliance for IT/ITeS exporters.
- **Simplification of Import Procedures:** The earlier practice of case-to-case import permissions has been replaced with blanket import permissions for the financial year concerned.
- **Self-Declaration for Domestic Tariff Area (DTA) Sales:** The requirement for prior DTA permissions for STPI-registered units has been replaced with a submission of self-declaration (except for advance DTA sales in first year of operation).

पश्चिम रेलवे के रेलवे स्टेशनों पर बंद लिफ्ट, एस्केलेटर और पैदल पार पथ

***345. श्री उमेषभाई बाबूभाई पटेल:**

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

(क) क्या पश्चिम रेलवे के कई रेलवे स्टेशनों पर लिफ्टों, एस्केलेटरों और पैदल पार पथ (एफओबी) को कागजों पर कार्यशील दर्शाया गया था जबकि वे लंबे समय से बंद हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या पश्चिम रेलवे ने उक्त कार्यों का वास्तविक रूप से सत्यापन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) इस संबंध में रिपोर्ट कब तक सभा पटल पर रखे जाने की संभावना है;

(घ) क्या सरकार द्वारा विगत तीन वर्षों के दौरान रेलवे कर्मचारियों के विरुद्ध कोई कार्रवाई की गई है क्योंकि पश्चिम रेलवे में तत्काल टिकट से जुड़े दलालों के विरुद्ध नियमित रूप से शिकायतें प्राप्त हो रही हैं और यदि हां, तो तत्संबंधी वर्ष-वार ब्यौरा क्या है;

(ङ) क्या ऐसी गतिविधियां आंतरिक मिलीभगत के बिना संभव नहीं हैं; और

(च) यदि हां, तो क्या उक्त प्रणाली की स्वतंत्र जांच किए जाने की संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (च): इस समय, पश्चिम रेलवे में 46 रेलवे स्टेशनों पर 191 एस्केलेटर और 86 रेलवे स्टेशनों पर 240 लिफ्टें मुहैया कराई गई हैं।

इसके अलावा, रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है, जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए पेड़ों की कटाई, धरोहर, दमकल विभाग से मंजूरी, विमानपत्तन मंजूरी इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। ये स्टेशन लंबे समय से परिचालन में हैं जिनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करना (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, रेलपथ व उच्च वोल्टेज बिजली लाइनों के निकट किए जाने वाले कार्यों

के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य की प्रगति और समापन समय को प्रभावित करते हैं।

भारतीय रेल ने ब्राउनफील्ड स्टेशन परियोजनाओं में स्थान की कमी, जनोपयोगी सुविधाओं के स्थानांतरण और सतत परिचालन में सुधार लाने के लिए चरणबद्ध रूप से यात्रियों की सुविधाओं पर केंद्रित पुनर्विकास कार्यनीति अपनाई है। स्टेशन संपदा की मास्टर प्लानिंग प्रक्रिया समग्र रूप से कार्यात्मक क्षेत्र निर्माण सुनिश्चित करते हुए, रेल भूमि का कुशलतापूर्वक उपयोग करके की गई है। गाड़ी सेवाओं से संबंधित व्यवधानों को हटाने के लिए स्थानीय एजेंसियों के समन्वयन में जनोपयोगी सुविधाओं का विस्तृत चिह्नांकन और उन्नत मार्ग परिवर्तन योजना बनाई जाती है। कार्यों के निष्पादन को चरणबद्ध रूप में सावधानीपूर्वक क्रमबद्ध किया जाता है, ताकि गाड़ी संचालन और आवश्यक यात्री सुविधाएं कार्यात्मक बनी रहें। पुनर्विकास अवधि के दौरान यात्रियों की असुविधा कम करने के लिए अस्थायी सुविधाएं, स्पष्ट संकेतक और भीड़ प्रबंधन उपाय, जहां कहीं आवश्यक हो, भी किए जाते हैं।

स्टेशन पुनर्विकास:

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास हेतु अमृत भारत स्टेशन योजना शुरू की है। इस योजना में रेलवे स्टेशनों को बेहतर बनाने के लिए मास्टर योजना तैयार करना और चरणबद्ध रूप में उनका कार्यान्वयन करना शामिल हैं।

मास्टर योजना बनाने में प्रत्येक स्टेशन की आवश्यकता को ध्यान में रखते हुए निम्नलिखित कार्य शामिल किए गए हैं:

- रेलवे स्टेशन और परिचलन क्षेत्रों तक पहुँच में सुधार कार्य
- शहर के दोनों भागों के साथ रेलवे स्टेशन का एकीकरण
- रेलवे स्टेशन भवन में सुधार कार्य
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, वाटर-बूथों में सुधार कार्य

- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/सबवे का प्रावधान
- लिफ्ट/एस्केलेटर/रैम्प का प्रावधान
- प्लेटफ़ॉर्म की सतह में सुधार/प्लेटफ़ॉर्म शेल्टर का प्रावधान
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएँ
- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एक्ज़ीक्यूटिव लाउंज, मल्टीमॉडल एकीकरण, भूसुदर्शनीकरण आदि की व्यवस्था।

इस योजना में आवश्यकता, चरणबद्धता और व्यवहार्यता के अनुसार संधारणीय और पर्यावरण अनुकूल समाधान आदि तथा रेलवे स्टेशन पर सिटी सेन्टरों के निर्माण की संकल्पना भी की गई है।

अभी तक, अमृत भारत स्टेशन योजना के अंतर्गत विकास हेतु 1,340 स्टेशनों को चिह्नित किया गया है, जिनमें से 123 स्टेशन पश्चिम रेलवे में स्थित हैं। पश्चिम रेलवे में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित किए गए स्टेशनों के नाम निम्नलिखित हैं:

क्षेत्रीय रेलवे	**स्टेशनों की संख्या**	**स्टेशनों के नाम**
पश्चिम रेलवे	123	अहमदाबाद, अकोदिया, अमलनेर, आणंद, अंधेरी, अंकलेश्वर, असर्वा, बांद्रा टर्मिनस, बारडोली, बार्छा, भचाउ, भक्तिनगर, भाणवड, भरूच, भाटीया, भावनगर, भेस्तान, भीलड़ी, बिलिमोरा जं, बोरीवली, बोटाड जं, चंदेरिया, चांदलोडिया, चर्नी रोड, चित्तौड़गढ़ जं, चोरवाड रोड, डभोई जं, दादर (पश्चिम रेलवे), दहिसर, दाहोद, डाकोर, डेरोल, देवास, धारणगांव, ध्रांगध्रा, द्वारका, गांधीधाम, गोधरा जं., गोंडल, ग्रांट रोड, हापा, हिम्मतनगर,

क्षेत्रीय रेलवे	स्टेशनों की संख्या	स्टेशनों के नाम
		इंदौर जं., जाम जोधपुर, जाम वंथाली, जामनगर, जेतलसर जं., जोगेश्वरी, जूनागढ़ जं., कलोल जं., कनालुस जं., कांदिवली, करमसद, केशोद, खाचरोद, खंभालिया, किम, कोसंबा जं., लखतर, लक्ष्मीबाई नगर, लिम्बडी, लिमखेड़ा, लोअर परेल, महेमदाबाद खेड़ा रोड, महेसाणा जं., महुवा, मक्सी जं., मालाड, मंदसौर, मणिनगर, मरीन लाइंस, मेघनगर, मीठापुर, मियागाम कर्जन जं., मोरबी, मुंबई सेंट्रल, नाडियाड जं., नागदा जं., नंदुरबार, नवसारी, न्यू भुज, नीमच, ओखा, पडधारी, पालनपुर जं., पालघर, पालीताणा, पाटन, पोरबंदर, प्रभादेवी, प्रतापनगर, राजकोट जं., राजुला जं., रतलाम, साबरमती बड़ी लाइन, साबरमती मीटर लाइन, सचीन, समखियाली, संजन, सावरकुंडला, सायन, सीहोर, शुजलपुर, सिद्धपुर, सीहोर जंक्शन, सोमनाथ, सोनगढ़, सूरत, सुरेन्द्रनगर, थान, उधना, उदवाड़ा, उज्जैन, उमरगांव रोड, ऊंझा, उत्राण, वडोदरा, वापी, वटवा, वेरावल, वीरमगाम, विश्वामित्री जंक्शन, वांकानेर

पश्चिम रेलवे के स्टेशन जहां कार्य पूरे कर लिए गए हैं:

अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तेज गति से किए जा रहे हैं। पश्चिम रेलवे में स्टेशनों, जहां कार्य पूरे किए गए हैं, का ब्यौरा निम्नानुसार है:

क्षेत्रीय रेलवे	स्टेशनों की संख्या	स्टेशनों के नाम
पश्चिम रेलवे	23	भक्तिनगर, डाकोर, डेरोल, गोधरा जंक्शन, हापा, जाम जोधपुर, जाम वंथाली, कनालूस जंक्शन, करमसद, खंभालिया, कोसंबा जंक्शन, लिंबडी, महुवा, मिठापुर, मोरबी, ओखा, पालीताना, पोरबंदर, प्रतापनगर, राजुला जंक्शन, समखियाली, सीहोर जंक्शन, उत्राण

अन्य स्टेशनों पर भी विकास की गतिविधियां तेज गति से शुरू की गई हैं और कुछ स्टेशनों पर कार्यों की प्रगति नीचे दी गई है:

पश्चिम रेलवे में अमृत भारत स्टेशन:

- न्यू भुज स्टेशन: मुख्य और दूसरे प्रवेश द्वार तथा एयर कॉनकोर्स में नए स्टेशन भवन का संरचना संबंधी कार्य पूरा कर लिया गया है और फिनिशिंग कार्य शुरू कर दिए गए हैं। नए ऊपरी पैदल पुल, थ्रू रूफ, मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर परिचलन क्षेत्र में सुधार कार्य, नए प्लेटफॉर्म शेल्टर, लिफ्टों और एस्केलेटरों के कार्य शुरू किए गए हैं।

- कलोल जंक्शन स्टेशन: मुख्य और दूसरे प्रवेश द्वार पर नए स्टेशन भवन का निर्माण कार्य, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह का सुधार कार्य, परिचलन क्षेत्र और पार्किंग में सुधार के कार्य पूरे किए जा चुके हैं। 12 मीटर चौड़े नए ऊपरी पैदल पुल, पेयजल बूथ और प्रवेश/निकास द्वार के सुधार के कार्य शुरू किए गए हैं।

- महेसाणा जंक्शन स्टेशन: मुख्य प्रवेश द्वार पर स्टेशन भवन का सुधार कार्य, दूसरे प्रवेश द्वार पर नए स्टेशन भवन, परिचलन क्षेत्र के सुधार कार्य, पार्किंग प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह का सुधार कार्य, बाउंड्री वॉल और प्रवेश/निकास द्वार के सुधार के कार्य पूरे किए जा चुके हैं। 12 मीटर चौड़े ऊपरी पैदल पुल का निर्माण कार्य, पेयजल बूथ और शौचालय ब्लॉक के सुधार के कार्य शुरू किए गए हैं।

- अंकलेश्वर स्टेशन: मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर स्टेशन भवन के सुधार कार्य, परिचलन क्षेत्र, पहुंच मार्ग, नए प्लेटफॉर्म शेल्टर और पार्किंग के सुधार के कार्य पूरे किए जा चुके हैं। 12 मीटर चौड़े ऊपरी पैदल पुल का कार्य शुरू कर दिया गया है।

- सुरेंद्रनगर स्टेशन: स्टेशन भवन, परिचलन क्षेत्र के सुधार कार्य, पार्किंग, प्लेटफॉर्म सतह के सुधार कार्य और नए प्लेटफॉर्म शेल्टर के कार्य पूरे किए जा चुके हैं। 12 मीटर चौड़े ऊपरी पैदल पुल और लिफ्टों के कार्य शुरू कर दिए गए हैं।

इसके अलावा, भारतीय रेल में लिफ्ट, एस्केलेटर और ऊपरी पैदल पुल के प्रावधान सहित रेलवे स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य सापेक्ष प्राथमिकता और निधि की उपलब्धता के अध्यधीन आवश्यकतानुसार शुरू किए जाते हैं। रेलवे स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्य स्टेशन की कोटि/दशा/संभाले जाने वाले यातायात आदि के आधार पर निष्पादित किए जाते हैं।

बहरहाल, पश्चिम रेलवे के किसी भी स्टेशन पर किसी भी लिफ्ट, एस्केलेटर अथवा ऊपरी पैदल पुल को स्थाई रूप से बंद नहीं किया गया है। यदि लिफ्ट, एस्केलेटर और ऊपरी पैदल पुल को अस्थायी रूप से अनुरक्षण, मरम्मत अथवा अन्य परिचालनिक कारणों से बंद किया जाता है, तो प्लेटफॉर्म के बीच यात्रियों की आवाजाही को सुविधाजनक बनाने के लिए स्टेशन पर वैकल्पिक साधन खुले रहते हैं। किसी स्टेशन पर एकाधिक ऊपरी पैदल पुल की उपलब्धता परिचालनिक आवश्यकताओं और स्टेशन पर यात्रियों की संख्या के आधार पर नियोजित की जाती है, जिससे यात्रियों का आवागमन निर्बाध रूप से सुनिश्चित किया जाता है।

अनैतिक तत्वों द्वारा आरक्षण प्रणाली के दुरुपयोग को रोकने के लिए, भारतीय रेल द्वारा कई निवारक और दंडात्मक उपाय किए गए हैं। इस संबंध में कुछ महत्वपूर्ण पहलें निम्नानुसार हैं:

- अनधिकृत टिकटिंग कार्यकलापों की रोकथाम के लिए यात्री आरक्षण प्रणाली (पीआरएस) केंद्रों, बुकिंग कार्यालयों, प्लेटफार्मों, गाड़ियों आदि जैसे जनसंपर्क क्षेत्रों में नियमित जांच की जाती है। त्योहारों, छुट्टियों आदि जैसी व्यस्त अवधि के दौरान भी ऐसी जांच गहनतापूर्वक रूप से की जाती है।

- सामान्य जनता को अनैतिक तत्वों से टिकट न खरीदने और इन स्रोतों से टिकट खरीदने के गंभीर परिणामों के संबंध में जन उद्घोषणा प्रणाली और मीडिया के माध्यम से भी जागरूक किया जाता है।

- भारतीय रेल में दलालों के विरुद्ध रेल सुरक्षा बल (आरपीएफ) कर्मियों द्वारा नियमित अभियान चलाए जाते हैं और रेल अधिनियम में निहित उपबंधों के अनुसार इन कृत्यों में शामिल व्यक्तियों के विरुद्ध कार्रवाई की जाती है। व्यापक प्रभाव वाले और अन्य अपराधों से जुड़े मामलों को पुलिस और केंद्रीय जांच ब्यूरो जैसी अन्य विधिक प्रवर्तन एजेंसियों के साथ समन्वयन में निपटाया जाता है।

- रेल सुरक्षा बल के साइबर प्रकोष्ठों के माध्यम से नियमित साइबर पेट्रोलिंग की जाती है ताकि अवैध सॉफ्टवेयर का उपयोग करके जालसाज/दलालों के अनैतिक कार्यकलापों की रोकथाम की जा सके और उनके विरुद्ध मौजूदा कानूनी प्रावधानों के अनुसार कार्रवाई की जा सके।

अपराधियों (रेल कर्मचारियों सहित) के विरुद्ध रेल अधिनियम, 1989 की धारा 143 के तहत कानूनी कार्रवाई की जाती है। पिछले 3 वर्षों के दौरान अर्थात 2023 से 2025 और जून 2026 तक, भारतीय रेल में 65 रेल कर्मचारियों को गिरफ्तार किया गया था, जिनमें से 9 को पश्चिम रेलवे में संबद्ध विधिक प्रावधानों के तहत गिरफ्तार किया गया था। इसके अलावा, 13580 दलालों को गिरफ्तार किया गया है और रेल अधिनियम, 1989 की धारा 143 के तहत अपराधियों के विरुद्ध कानूनी कार्रवाई की गई है।

ABSS FOR MAYILADUTHURAI RAILWAY STATION

***346. KUMARI SUDHA R.:**

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

(a) the current status of the multi crore Amrit Bharat Station Scheme (ABSS) in the country along with the percentage of work completed under the scheme, State/UT-wise;

(b) the details of the list of stations identified for modernisation and restoration under the said scheme along with the number of stations covered so far, State/UT and Division-wise;

(c) whether there are plans to include more number of stations under the said scheme and if so, the details of procedure to apply for inclusion;

(d) the proposed inauguration date for Mayiladuthurai Railway Station and the percentage of work completed at the said station; and

(e) whether any quality audit has been conducted to check the quality of work completed in stations under the said scheme including Mayiladuthurai Railway Station and if so, the details thereof?

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

(a) to (e): Mayiladuthurai Junction station of Mayiladuthurai Lok Sabha Constituency, located in Tamil Nadu has been identified for development under Amrit Bharat Station Scheme. At this station, the following works have been completed:

- Improvement of station building
- Development of new entrance porch
- Improvement of booking counter

- Improvement of concourse
- Improvement of circulating area and landscaping
- Provision of escalator
- Improvement of parking for two and four wheelers
- Improvement of waiting hall
- Improvement of platform surface
- Improvement of parcel office
- Provision of platform shelter
- Provision of water booth
- Provision of new toilet block
- Provision of entry/exit gate
- Installation of signages

Further, the works of 6 m wide foot over bridge and lifts have been taken up.

Kumbakonam station of Mayiladuthurai Lok Sabha Constituency, located in Tamil Nadu has also been identified under Amrit Bharat Station Scheme. At this station, the works for redevelopment have been sanctioned under this scheme. The master plan of redevelopment work envisages following works:

- Provision of new station building
- 06 m wide foot over bridge
- Spacious waiting area
- Provision of platform shelter
- Parcel office
- Improvement of platform surface

- Improvement of circulating area and parking
- Provision of lift and escalators
- Residential building for staff
- Yard remodelling

The works of new station building, extension of platform no. 4, parcel office, residential building, utility shifting, fabrication for new platform shelter and new level crossing gate lodge in connection with yard remodeling work have been taken up.

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme. Out of 1340 stations, 77 stations including Mayiladuthurai Junction station, are located in Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in Tamil Nadu are as following:

State	No. of Stations	Name of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari Terminus, Karaikkudi Jn, Karur Jn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani,

State	No. of Stations	Name of Stations
		Paramakkudi, Perambur, Podanur Jn., Pollachi Jn, Polur, Pudukkottai, Puratchi Thalaivar Dr. M.G. Ramachandran Central, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St. Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.

Stations are selected based on the proposals received from Zonal Railways, stations located in major cities and places of tourist and pilgrimage importance.

Completed Stations of Tamil Nadu:

Development works at railway stations under Amrit Bharat Station Scheme in Tamil Nadu have been taken up at a good pace. Details of stations completed in Tamil Nadu are as following:

State	No. of stations	Name of stations
Tamil Nadu	26	Ambasamudram, Bommidi, Chennai Park, Chidambaram, Chinna Salem, Coonoor, Karaikkudi Junction, Kulitturai, Mambalam, Manaparai, Mannargudi, Morappur, Namakkal, Palani,

		Paramakkudi, Pollachi Junction, Polur, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St. Thomas Mount, Thiruvarur Junction, Tiruvannamalai, Udagamandalam, Vriddhachalam Junction

- **Chinna Salem:** The redevelopment works of Chinna Salem station have been completed which includes improvement of station building, porch, circulating area, new platform shelters, improvement of platform surface, waiting hall, toilets, amenities of Divyangjan, new 6 m wide foot over bridge and lifts.
- **Manaparai station**: The redevelopment works of Manaparai station have been completed which includes improvement of station building, improvement of circulating area with parking, improvement of platform shelters, platform surface, amenities of Divyangjan, new waiting hall, new 6 m wide foot over bridge and lifts.
- **Bommidi station:** The redevelopment works of Bommidi station have been completed which includes improvement of station building, improvement of circulating area, parking, improvement of platform surface, amenities of Divyangjan, provision of additional platform shelters, new waiting hall, improvement of toilet, new 6 m wide foot over bridge and lifts.

The work at balance stations of Tamil Nadu are at different stages of execution/ tendering/ master planning. The progress of some of the stations is as given below:

Other stations of Tamil Nadu:

- **Chennai Egmore station:** The work of parcel building, structural works of Gandhi-Irwin (GI) road side multi-level car parking, Poonamallee High (PH) road side multi-level car parking and sub-station building have been completed. The work of finishing of GI side multi-level car parking, PH side multi-level car parking, substation building, structural work of GI side terminal building, foundation work of PH side terminal building, arrival foot over bridge and air concourse have been taken up.
- **Virudhunagar station:** The works of improvement of circulating area, parking, entry/exit gate, installation of Coach Indication Boards and Train Indication Boards have been completed. The works of improvement of station building, entrance porch and 6 m wide foot over bridge have been taken up.
- **Karur Junction station:** The works of improvement of station building, 12 m wide foot over bridge, improvement of circulating area, parking, main entrance gate, waiting hall, toilets, parcel office building, improvement of platform surface and widening of platform no. 1 have been completed. The works of lifts and escalators have been taken up.
- **Thanjavur Junction station:** The works of entrance porch, improvement of circulating area, concourse, subway, platform shelter, arrival lobby, exit gate, booking office, installation of Coach Indication Board, Train Indication Board and signages have been completed. The works of parking, lift and escalator have been taken up.

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface and provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

Out of 1340 stations, 261 stations have been completed and work at the balance stations are at different stages of execution / tendering / master planning. The names of stations completed are as under:

Aishbagh Junction, Alnavar, Amb Andaura, Ambasamudram, Ambikapur, Amgaon, Anandpur Sahib, Anara, Angamali for Kaladi, Ashoknagar, Ayodhya Dham Junction, Bachhrawan, Badami, Bagalkot, Baheri, Baijnath Paprola, Balaghat, Balangir, Balod, Balrampur, Banmankhi, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhaktinagar, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommidi, Bundi, Byculla, Chaibasa, Chalakudi, Champa, Chanda Fort, Chandil, Changanassery, Chennai Park, Chhindwara, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Chunar Junction, Coonoor, Cumbum, Cuttack, Dakor, Daliganj, Dallirajhara, Dauram Madhepura, Dausa, Deeg, Derol, Deshnoke, Devlali, Dhampur, Dharwad, Dhule, Digha, Dongargarh, Eluru, Fatehabad, Fatehnagar, Fatehpur, Fatehpur Shekhawati, Ferok, Gadag, Gangapur City, Garbeta, Gauriganj, Giridih, Godda, Godhra Junction, Gogameri, Gokak Road, Gola Gokarnath, Gomtinagar, Gotan, Govardhan, Govind Garh, Govindpur Road, Govindpuri, Guruvayur, Hafizpet, Haibargaon, Haldia, Haldibari, Hapa, Harpalpur, Harrawala, Hathras City, Hi-Tech City, Himayatnagar, Hodal, Hosapete, Idgah Agra Junction, Izzatnagar, Jaisalmer, Jalandhar Cantonment Junction, Jalpaiguri Road, Jam Jodhpur, Jam Wanthali, Jangaon, Jind Junction, Joychandi Pahar Junction, Junnor Deo, Kahalgaon, Kakinada Town Junction, Kalka, Kalyani Ghoshpara, Kamakhyaguri, Kanalus

Junction, Karaikkudi Junction, Karamsad, Karimnagar, Katni South, Katrasgarh, Kedgaon, Kesinga, Khairthal, Khalilabad, Khambhaliya, Khariar Road, Koppal, Kosamba Junction, Kotdwar, Kulitturai, Kuttippuram, Lasalgaon, Limbdi, Lohardaga, Lonand Junction, Madhupur Junction, Mahbubabad, Mahe, Mahuva, Mailani Junction, Majbat, Malkapur, Mambalam, Manaparai, Mandal Garh, Mandawar Mahwa Road, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, Mavelikara, MCS Chhatarpur, Mithapur, Modinagar, Mohanlalganj, Morappur, Morbi, Muktsar, Munirabad, Muri Junction, Murtizapur Junction, Nainpur Junction, Namakkal, Nandura, Narmadapuram, Narwana Junction, Netaji Subhash Chandra Bose Itwari Junction, Nidadavolu Junction, Nilambur Road, Okha, Orai, Orchha, Pakur, Palani, Palitana, Panagarh, Panki Dham, Paramakkudi, Parappanangadi, Parel, Parlakhemundi, Phaphamau Junction, Pirpainti, Piska, Pokhrayan, Pollachi Junction, Polur, Porbandar, Pratapnagar, Prayag Junction, Raj Nandgaon, Rajgarh, Rajmahal, Rajula Junction, Ramagundam, Ramgarh Cantonment, Ramghat Halt, Ranibennur, Rayanapadu, Sabaur, Saharanpur Junction, Sahibganj, Salempur, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Sarona, Sahibzada Ajit Singh Nagar Mohali, Savda, Seoni, Shahad, Shajapur, Shamli, Shivanarayanpur, Shivpuri, Sholavandan, Shoranur Juuction, Shridham, Siddharth Nagar, Sihor Junction, Simultala, Siuri, Sojat Road, Somesar, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Subramanya Road, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Tanakpur, Thalassery, Thawe, Thiruvarur Junction, Tikamgarh, Tirur, Tiruvannamalai,

Tripunithura, Tuni, Udagamandalam, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vindhyachal, Vriddhachalam Junction, Wadakancheri, Warangal

Further, development/redevelopment/ upgradation/modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development/redevelopment/ upgradation/modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection and check for quality of works. Works are carried out adhering to the standards and specifications as laid down in various codes and manuals. Inspections and

checks are carried out from time to time by various agencies and officials as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.

IMPLEMENTATION OF NATIONAL FOOD SECURITY ACT

***347 DR. K. SUDHAKAR:**

SHRI ANURAG SINGH THAKUR:

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

(a) the total expenditure incurred by the Union Government under the National Food Security Act (NFSA) in Karnataka and Himachal Pradesh during the last three years;

(b) the details of the number of beneficiaries covered under NFSA in Karnataka and Himachal Pradesh separately indicating the number of Antyodaya Anna Yojana, households and Priority Household beneficiaries during the last three years, district-wise;

(c) the details of the status of digitisation of ration cards, Aadhaar seeding of beneficiaries and automation of Fair Price Shops through electronic Point of Sale devices in Karnataka and Himachal Pradesh; and

(d) the details of the number of duplicate, fake or ineligible ration cards identified and deleted in Karnataka and Himachal Pradesh because of digitisation, Aadhaar seeding and ePoS-based authentication during the last three years?

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

(a): The details of food subsidy released to State Government of Karnataka and Himachal Pradesh under DCP mode for distribution of food grains under National Food Security Act and Other Welfare Schemes during the last three years are as under:

(Rs. in crore)

State	FY 2023-24	FY 2024-25	FY 2025-26
Karnataka	1222.13	1281.18	2180.60
Himachal Pradesh	47.38	0.00	0.00

In addition, under Centrally Sponsored Scheme- “Assistance to State Agencies for intra-state movement of foodgrains and Fair Price Shop (FPS) dealers’ margin under NFSA”, the funds are also released by DFPD to States/UTs for meeting the expenditure towards intra-State movement & handling of foodgrains, FPS dealers’ basic & additional margin. The details of funds released to State govt of Karnataka and Himachal Pradesh during the last 3 years under the scheme are as under:

(Rs. in crore)

State	FY 2023-24	FY 2024-25	FY 2025-26
Karnataka	148.70	112.18	671.32
Himachal Pradesh	29.58	42.74	41.94

(b): The number of beneficiaries covered under NFSA in State of Karnataka and Himachal Pradesh indicating the number of Antyodaya Anna Yojana

Household and Priority Household beneficiaries during the last three years, district-wise are given in the enclosed **Statement-I** and **Statement-II**, respectively.

(c): The status of digitisation of ration cards, Aadhaar seeding of beneficiaries and automation of Fair Price Shops through electronic Point of Sale devices in Karnataka and Himachal Pradesh is as follows:

State	Total Ration Card in Central System	Total Ration Cards Seeded with Aadhaar	Total Beneficiaries in Central System	Total Beneficiaries Seeded with Aadhaar	Total Fair Price Shops	Operational with ePOS devices
Karnataka	**1,09,16,903**	**1,09,16,903**	**4,01,93,000**	**4,01,93,000**	**20,862**	**20,481**
Himachal Pradesh	**7,32,941**	**7,32,887**	**28,41,273**	**28,40,761**	**5,405**	**5,373**

(d): The ration cards deleted in last three years in the States of Karnataka and Himachal Pradesh is as follows:

State	Deleted Ration Cards		
	2023	2024	2025
Karnataka	**74,401**	**27,105**	**50,594**
Himachal Pradesh	**7,551**	**9,673**	**7,400**

STATEMENT-I

Number of beneficiaries covered under NFSA in State of Karnataka

District name	FY 2023-2024		FY 2024-2025		FY 2025-2026	
	AAY	PHH	AAY	PHH	AAY	PHH
Bagalkote	1,88,100	12,04,050	1,89,680	12,13,912	1,86,726	12,83,767
Ballari	2,42,608	17,31,806	2,13,458	15,64,287	2,05,151	15,29,744

Bangalore east	10,167	2,41,112	9,913	2,74,566	8,596	2,41,837
Bangalore north	10,928	3,83,701	10,540	3,94,292	9,607	3,54,944
Bangalore south	22,458	3,69,856	22,421	3,85,240	18,648	3,24,803
Bangalore west	17,850	6,07,025	17,528	6,08,925	15,179	5,26,090
Belagavi	2,66,006	32,77,302	2,66,862	33,12,488	2,64,033	33,72,706
Bengaluru rural	61,945	7,06,557	61,446	7,12,749	59,800	7,09,284
Bengaluru urban	57,214	15,25,835	55,769	15,44,000	48,754	13,85,479
Bidar	1,52,831	10,00,492	1,52,807	9,95,295	1,50,286	10,12,860
Chamarajanagara	1,33,539	6,89,787	1,32,503	6,84,354	1,28,288	6,96,545
Chikkaballapura	1,19,176	7,09,719	1,18,472	7,07,785	1,10,874	6,90,272
Chikkamagaluru	86,645	7,14,881	86,480	7,10,989	84,072	7,16,852
Chitradurga	1,74,215	9,99,346	1,72,937	9,94,545	1,69,608	10,06,331
Dakshina kannada	1,13,854	9,67,834	1,14,955	9,56,212	1,14,929	10,31,428
Davangere	1,89,632	9,88,773	1,89,514	9,84,448	1,85,798	9,96,550
Dharwad	1,16,335	11,47,364	1,16,374	11,41,877	1,15,158	11,52,610
Gadag	1,08,785	6,71,418	1,09,190	6,77,748	1,06,303	7,07,147
Hassan	96,440	13,22,402	96,208	13,12,710	92,987	12,86,213
Haveri	1,96,382	11,38,263	1,94,748	11,37,339	1,91,011	11,78,981
Kalaburagi	2,38,045	14,59,408	2,35,922	14,69,200	2,33,841	15,32,155
Kodagu	31,158	2,66,401	30,649	2,61,657	28,542	2,64,783
Kolar	1,18,223	9,39,945	1,18,662	9,42,604	1,15,347	9,36,588
Koppal	1,47,614	9,55,380	1,49,116	8,88,551	1,45,751	9,09,803
Mandya	1,39,633	13,68,338	1,38,974	13,54,744	1,34,898	13,53,642
Mysuru	2,12,892	19,74,658	2,10,929	19,41,261	2,01,762	18,97,202
Raichur	1,92,353	12,53,582	1,94,292	12,55,285	1,88,756	12,72,001
Ramanagara	76,386	6,17,526	76,169	6,13,944	72,155	6,07,761
Shivamogga	1,65,390	10,37,133	1,65,196	10,32,600	1,57,515	10,03,130

Tumakuru	1,97,341	16,85,759	1,97,857	16,77,636	1,96,321	17,00,742
Udupi	1,47,562	6,35,638	1,47,757	6,11,465	1,45,738	6,42,193
Uttara kannada	66,407	9,68,612	66,341	9,69,356	65,350	9,74,853
Vijayanagar	20,134	99,688	50,490	2,31,482	58,194	3,22,890
Vijayapura	1,58,714	14,50,226	1,58,820	14,66,483	1,53,505	14,88,838
Yadgir	1,13,598	7,69,308	1,15,175	7,74,834	1,13,878	8,05,352
Total	43,90,560	3,58,79,125	43,88,154	3,58,04,863	42,77,361	3,59,16,376

STATEMENT-II

Number of beneficiaries covered under NFSA in State of Himachal Pradesh

District name	FY 2023-2024		FY 2024-2025		FY 2025-2026	
	AAY	PHH	AAY	PHH	AAY	PHH
Bilaspur	45,712	1,39,688	42,087	1,33,360	45,712	1,39,688
Chamba	1,35,486	1,41,064	1,21,458	1,32,768	1,35,486	1,41,064
Hamirpur	36,328	1,39,056	32,987	1,34,860	36,328	1,39,056
Kangra	1,44,455	5,80,016	1,29,546	5,38,684	1,44,455	5,80,016
Kinnaur	4,217	13,989	2,916	9,956	4,217	13,989
Kullu	27,059	1,63,478	23,345	1,46,197	27,059	1,63,478
Lahul and spiti	2,305	3,049	604	1,448	2,305	3,049
Mandi	1,04,219	3,62,726	92,321	3,34,120	1,04,219	3,62,726
Shimla	72,846	1,91,387	61,780	1,71,114	72,846	1,91,387
Sirmaur	42,137	1,98,234	37,079	1,85,898	42,137	1,98,234
Solan	45,358	1,82,385	40,699	1,77,580	45,358	1,82,385
Una	41,058	2,06,495	37,522	1,91,814	41,058	2,06,495
Total	7,01,180	23,21,567	6,22,344	21,57,799	7,01,180	23,21,567

पीएम-एसजीएमबीवाई तथा पीएम-कुसुम के अंतर्गत प्रगति का आकलन

***348. श्री तारिक अनवर:**

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने वर्ष 2023-24 से आज तक प्रधान मंत्री-सूर्य घर मुफ़्त बिजली योजना (पीएमएसजीएमबीवाई), प्रधान मंत्री-किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम) और नवीकरणीय ऊर्जा से संबंधित अन्य प्रमुख कार्यक्रमों के अंतर्गत संस्थापित क्षमता, लाभार्थियों की संख्या, जारी की गई केन्द्रीय सहायता और हासिल हुई प्रगति का राज्य-वार आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने सौर ऊर्जा के विकेन्द्रीकृत उपयोग, रूफटॉप सौर ऊर्जा संयंत्रों के विस्तार और कृषि क्षेत्र में स्वच्छ ऊर्जा को बढ़ावा देने के लिए कार्यान्वित की जा रही योजनाओं की समीक्षा की है और यदि हां, तो इसके प्रमुख परिणामों का ब्यौरा क्या है; और

(ग) क्या सरकार का विचार विशेषकर सीमांचल क्षेत्र में तथा बिहार सहित अपेक्षाकृत कम नवीकरणीय ऊर्जा क्षमता वाले क्षेत्रों में सौर विद्युत परियोजनाओं, रूफटॉप सौर ऊर्जा संयंत्रों और पीएम-कुसुम के लिए विशेष पहल करने या और अधिक केन्द्रीय सहायता प्रदान करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री; नवीन और नवीकरणीय ऊर्जा मंत्री तथा शिक्षा मंत्री (श्री प्रहलाद जोशी):

(क) से (ग): नवीन और नवीकरणीय ऊर्जा मंत्रालय (MNRE) प्रमुख नवीकरणीय ऊर्जा योजनाओं/कार्यक्रमों के अंतर्गत राज्य/संघ राज्य क्षेत्र-वार क्षमता वृद्धि का नियमित आकलन करता है। वर्ष 2023-24 से दिनांक 31.07.2026 तक विभिन्न नवीकरणीय ऊर्जा स्रोतों के अंतर्गत क्षमता वृद्धि का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

MNRE द्वारा कार्यान्वित की जा रही प्रमुख नवीकरणीय ऊर्जा योजनाओं/कार्यक्रमों जैसे पीएम सूर्य घर: मुफ्त बिजली योजना (PMSG: MBY) के अंतर्गत वर्ष 2023-24 से दिनांक 10.08.2026 तक तथा प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (PM-KUSUM)

के अंतर्गत वर्ष 2023-24 से 31.07.2026 तक जारी केंद्रीय वित्तीय सहायता (CFA) का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा संलग्न **विवरण- II** में दिया गया है।

PMSG: MBY और PM KUSUM दोनों योजनाएं मांग-संचालित योजनाएं हैं, जिनमें PMSG: MBY के लाभार्थी मुख्य रूप से व्यक्तिगत घरेलू परिवार हैं और PM KUSUM के लाभार्थी मुख्य रूप से व्यक्तिगत किसान परिवार हैं। इन योजनाओं के शुभारंभ के बाद से, दिनांक 10.08.2026 की स्थिति के अनुसार PMSG: MBY के अंतर्गत 51,27,843 परिवार लाभान्वित हुए हैं और दिनांक 31.7.2026 की स्थिति के अनुसार PM KUSUM योजना के भाग-B और भाग-C के अंतर्गत 28,38,970 सिंचाई पंपों का सौरीकरण किया गया है। राज्य/संघ राज्य क्षेत्र-वार ब्यौरा संलग्न **विवरण-III** में दिया गया है।

सौर ऊर्जा के विकेंद्रीकृत उपयोग के लिए PMSG: MBY, PM-KUSUM आदि जैसी योजनाओं की MNRE द्वारा राज्यों, DISCOMs, बैंकों, अन्य हितधारकों आदि के साथ विभिन्न स्तरों पर योजना की प्रगति की नियमित निगरानी सहित समीक्षा की जा रही है। विभिन्न हितधारकों से प्राप्त फीडबैक भी उपयुक्त उपाय करके कार्यान्वयन प्रक्रिया में सुधार के लिए लिया जा रहा है। इसके अतिरिक्त, समय-समय पर क्षेत्रीय समीक्षा बैठकें आयोजित की जा रही हैं।

मंत्रालय, सौर ऊर्जा के विकेंद्रीकृत उपयोग के लिए योजना को बढ़ावा दे रहा है ताकि अपेक्षाकृत कम नवीकरणीय ऊर्जा संभाव्यता वाले क्षेत्रों, जिनमें बिहार और सीमांचल क्षेत्र भी शामिल हैं, को भी नवीकरणीय ऊर्जा का लाभ मिल सके। PMSG: MBY और PM KUSUM दोनों के अंतर्गत उत्तर-पूर्वी राज्यों, पहाड़ी राज्यों/संघ राज्य क्षेत्रों और द्वीपीय संघ राज्य क्षेत्रों, जिनमें अपेक्षाकृत कम नवीकरणीय ऊर्जा संभाव्यता है, के लिए अधिक CFA का प्रावधान किया गया है।

विवरण-I

नवीन और नवीकरणीय ऊर्जा मंत्रालय (MNRE) द्वारा कार्यान्वित की जा रही प्रमुख नवीकरणीय ऊर्जा योजनाओं/कार्यक्रमों के अंतर्गत वर्ष 2023-24 से अब तक अर्थात दिनांक 31.07.2026 तक क्षमता वृद्धि का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा (MW में)

क्र. सं.	राज्य / संघ राज्य क्षेत्र	सौर विद्युत				पवन विद्युत	जैव- विद्युत				छोटी जल-विद्युत परियोजना	कुल
		ग्राउंड माउंटेड सोलर	RTS (PM-सूर्य घर योजना सहित)	हाइब्रिड सोलर कंपोनेंट	ऑफ-ग्रिड सोलर/ कुसुम कंपोनेंट B		बायोमास पावर/बगास सह-उत्पादन	बायोमास को-जेनरेशन (गैर-बगास)	अपशिष्ट से ऊर्जा	अपशिष्ट से ऊर्जा (ऑफ-ग्रिड)		
1	आंध्र प्रदेश	2283.95	725.62	600.56	0.00	364.93	0.00	29.00	0.00	19.99	1.20	4025.25
2	अरुणाचल प्रदेश	0.00	2.34	0.00	1.74	0.00	0.00	0.00	0.00	0.00	7.51	11.59
3	असम	111.26	473.92	0.00	3.20	0.00	0.00	6.00	0.00	0.00	0.00	594.38
4	बिहार	82.24	218.25	0.00	0.00	0.00	0.00	19.20	0.00	0.00	0.00	319.69
5	छत्तीसगढ	895.00	185.99	0.00	4.00	0.00	0.00	4.50	0.00	10.42	32.90	1132.81
6	गोवा	7.57	60.28	0.00	1.37	0.00	0.00	0.00	1.60	0.00	0.00	70.82
7	गुजरात	17934.24	5025.89	1403.04	146.23	6634.14	0.00	0.00	0.00	19.12	21.66	31184.32
8	हरियाणा	1.96	945.16	0.00	880.18	0.00	0.00	36.20	0.00	35.25	0.00	1898.75
9	हिमाचल प्रदेश	245.90	47.39	0.00	4.50	0.00	0.00	0.00	0.00	0.00	43.75	341.54
10	जम्मू एवं कश्मीर	0.00	104.10	0.00	14.38	0.00	0.00	5.00	0.00	0.00	43.25	166.73
11	झारखंड	1.95	57.47	0.00	152.86	0.00	0.00	14.80	0.00	1.04	0.00	228.12

12	कर्नाटक	2511.79	338.50	359.25	184.58	3620.29	1.81	0.00	0.00	13.09	4.00	7033.31
13	केरल	42.42	1818.91	0.00	3.93	9.02	0.00	0.00	0.00	0.00	10.00	1884.28
14	लद्दाख	0.00	9.60	0.00	1.35	0.00	0.00	0.00	0.00	0.00	4.80	15.75
15	मध्य प्रदेश	2848.04	801.58	0.00	92.34	842.16	0.00	4.00	0.00	20.52	0.00	4608.64
16	महाराष्ट्र	9162.16	4487.04	0.00	1975.56	1403.08	339.30	0.00	0.00	19.98	3.20	17390.32
17	मणिपुर	0.60	4.24	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	5.28
18	मेघालय	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	22.50	22.63
19	मिजोरम	1.90	3.74	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.00	6.41
20	नगालैंड	0.00	0.10	0.00	0.54	0.00	0.00	0.00	0.00	0.00	2.40	3.04
21	ओडिशा	318.40	306.44	0.00	54.42	0.00	0.00	0.00	0.00	5.00	25.00	709.26
22	पंजाब	55.02	344.74	0.00	36.17	0.00	0.00	41.14	0.00	19.18	0.00	496.25
23	राजस्थान	24636.16	1428.60	704.30	310.57	347.82	14.90	0.00	74.50	7.94	0.00	27524.79
24	सिक्किम	0.52	2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.88
25	तमिलनाडु	6124.14	1249.73	0.00	11.16	2282.32	0.00	8.50	0.00	2.92	0.00	9678.77
26	तेलंगाना	0.00	499.07	0.00	0.00	0.00	0.00	21.74	0.00	0.00	0.00	520.81
27	त्रिपुरा	2.75	8.72	0.00	13.97	0.00	0.00	0.00	0.00	0.00	0.00	25.44
28	उत्तर प्रदेश	1083.20	2221.00	0.00	205.01	0.00	28.00	24.00	0.00	61.16	1.50	3623.87
29	उत्तराखंड	242.65	56.20	0.00	17.49	0.00	0.00	14.42	0.00	7.63	15.00	353.39
30	पश्चिम बंगाल	167.43	16.09	0.00	0.00	0.00	0.00	4.90	0.00	3.86	0.00	192.28
31	अंडमान एवं निकोबार द्वीप समूह	0.00	2.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.91

32	चंडीगढ़	0.00	20.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.16
33	डीएनएच और डीडी	1.66	95.27	0.00	0.00	0.00	3.75	0.00	0.00	0.00	0.00	100.68
34	दिल्ली	0.88	242.16	0.00	0.00	0.00	0.00	0.00	0.00	1.17	0.00	244.21
35	लक्षद्वीप	1.70	4.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
36	पुदुचेरी	0.23	56.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56.98
	कुल	**68765.72**	**21864.62**	**3067.15**	**4116.89**	**15503.76**	**387.76**	**233.40**	**76.10**	**248.27**	**238.67**	**114502.34**

विवरण-II

क. 2023-24 से 10.08.2026 तक PMSG: MBY के तहत राज्य/संघ राज्यक्षेत्र-वार जारी की गई निधियां

क्र. सं.	राज्य/संघ राज्य क्षेत्र	जारी की गई निधि (करोड़ रुपये)
1	अंडमान एवं निकोबार द्वीप समूह	2.92
2	आंध्र प्रदेश	1614.51
3	अरुणाचल प्रदेश	0.01
4	असम	1217.86
5	बिहार	171.75
6	चंडीगढ़	8.5
7	छत्तीसगढ	524.71
8	गोवा	23.26
9	गुजरात	5743.87
10	हरियाणा	780.5
11	हिमाचल प्रदेश	91.09
12	जम्मू और कश्मीर	307.63
13	झारखंड	22.44
14	कर्नाटक	169.39
15	केरल	2107.54
16	लद्दाख	15.92
17	लक्षद्वीप	9.94
18	मध्य प्रदेश	1140.19
19	महाराष्ट्र	5177.38
20	मणिपुर	12.05
21	मेघालय	0.33
22	मिजोरम	10.63
23	नगालैंड	3.23
24	राष्ट्रीय राजधानी क्षेत्र दिल्ली	74.33
25	ओडिशा	751.07
26	पुदुचेरी	33.18
27	पंजाब	113.62
28	राजस्थान	1917.65
29	सिक्किम	0.39

30	तमिलनाडु	592.38
31	तेलंगाना	338.2
32	डीएनएच और डीडी	5.59
33	त्रिपुरा	34.24
34	उत्तराखंड	779.59
35	उत्तर प्रदेश	4891.93
36	पश्चिम बंगाल	12.38
	कुल	**28700.2**

ख. PM-KUSUM योजना के तहत 2023-24 से 31.07.2026 तक राज्य/संघ राज्य क्षेत्र -वार जारी की गई निधियां

क्र. सं.	**राज्य/संघ राज्य क्षेत्र**	**जारी की गई निधि (करोड़ रुपये)**
1.	अरुणाचल प्रदेश	5.16
2.	असम	10.67
3.	गोवा	0.43
4.	गुजरात	742.53
5.	हरियाणा	1090.67
6.	हिमाचल प्रदेश	7.43
7.	जम्मू एवं कश्मीर	22.33
8.	झारखंड	208.79
9.	कर्नाटक	248.27
10.	केरल	35.1
11.	लद्दाख	2.34
12.	मध्य प्रदेश	239.08
13.	महाराष्ट्र	5925.19
14.	मणिपुर	1.12
15.	मेघालय	0.31
16.	मिजोरम	2.57
17.	नगालैंड	1.86
18.	ओडिशा	38.46

19.	पंजाब	55.99
20.	राजस्थान	1641.35
21.	तमिलनाडु	21.63
22.	त्रिपुरा	34.6
23.	उत्तर प्रदेश	469.39
24.	उत्तराखंड	45.53
	कुल	**10850.8**

विवरण-III

क. देशभर में PMSG: MBY के तहत लाभान्वित परिवारों का राज्य/संघ राज्यक्षेत्र के अनुसार ब्यौरा (दिनांक 10.08.2026 की स्थिति के अनुसार)

क्र. सं.	राज्य	शामिल किए गए परिवार (संख्या)
1	अंडमान एवं निकोबार द्वीप समूह	441
2	आंध्र प्रदेश	298758
3	अरुणाचल प्रदेश	1
4	असम	169078
5	बिहार	26394
6	चंडीगढ़	1398
7	छत्तीसगढ	91910
8	गोवा	4684
9	गुजरात	1138524
10	हरियाणा	131860
11	हिमाचल प्रदेश	12364
12	जम्मू एवं कश्मीर	40620
13	झारखंड	3670
14	कर्नाटक	36353
15	केरल	326337
16	लद्दाख	2104
17	लक्षद्वीप	1213
18	मध्य प्रदेश	168796
19	महाराष्ट्र	1116445

20	मणिपुर	1631
21	मेघालय	9307
22	मिजोरम	1398
23	नगालैंड	464
24	राष्ट्रीय राजधानी क्षेत्र दिल्ली	16178
25	ओडिशा	167931
26	पुदुचेरी	5124
27	पंजाब	18330
28	राजस्थान	297592
29	सिक्किम	63
30	तमिलनाडु	105629
31	तेलंगाना	73387
32	डीएनएच एवं डीडी	1247
33	त्रिपुरा	4689
34	उत्तराखंड	99821
35	उत्तर प्रदेश	749457
36	पश्चिम बंगाल	4645
	कुल	**51,27,843**

ख. PM KUSUM योजना के तहत भाग-वार हुई प्रगति का राज्य/ संघ राज्य क्षेत्र -वार ब्यौरा (दिनांक 31.07.2026 की स्थिति के अनुसार)

क्र. सं.	**राज्य/संघ राज्य क्षेत्र**	**भाग-B स्थापित (संख्या)**	**भाग-C स्थापित (संख्या)**	**कुल**
1.	अरुणाचल प्रदेश	699	0	699
2.	असम	1695	0	1695
3.	छत्तीसगढ	0	622	622
4.	बिहार	0	6070	6070
5.	गुजरात	22792	304948	327740
6.	गोवा	200	700	900
7.	हरियाणा	195521	0	195521
8.	हिमाचल प्रदेश	1103	0	1103

9.	जम्मू एवं कश्मीर	4873	0	4873
10.	झारखंड	74201	0	74201
11.	कर्नाटक	29513	150490	180003
12.	केरल	8	15872	15880
13.	लद्दाख	315	0	315
14.	मध्य प्रदेश	26478	71934	98412
15.	महाराष्ट्र	559409	875000	1434409
16.	मणिपुर	160	0	160
17.	मेघालय	98	0	98
18.	मिजोरम	613	0	613
19.	नगालैंड	265	0	265
20.	ओडिशा	16052	0	16052
21.	पंजाब	17928	25	17953
22.	राजस्थान	127639	232132	359771
23.	तमिलनाडु	5186	0	5186
24.	त्रिपुरा	9401	1375	10776
25.	उत्तर प्रदेश	71538	11131	82669
26.	उत्तराखंड	2980	0	2980
27.	पश्चिम बंगाल	0	4	4
	कुल	**1168667**	**1670303**	**2838970**

TECHNICAL AND OPERATIONAL DIFFICULTIES IN UMEED PORTAL

***349. SHRI E. T. MOHAMMED BASHEER**

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

(a) whether the Government has taken note of the technical and operational difficulties reported by various State Waqf Boards including the Kerala Waqf Board in uploading Waqf property records to the Central UMEED Portal and if so, the details thereof;

(b) the details of the total number of Waqf properties registered and uploaded on the UMEED Portal, State-wise along with the reasons for the delay in completion of the digitisation process; and

(c) the details of the measures taken or proposed to be taken by the Government to address technical glitches, extend implementation timelines and ensure seamless integration of State Waqf Board records with the UMEED Portal?

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

(a) and (b): As per Section 3(ka) of the Unified Waqf Management, Empowerment, Efficiency and Development (UMEED) Act, 1995, as amended by Waqf (Amendment) Act, 2025, the UMEED Central Portal-2025 has been developed and launched on 06.06.2025 by the Ministry of Minority Affairs for uploading details of waqf, registration of new waqf, and for facilitating the overall management and governance of waqf properties in a transparent manner. The Act mandates that detail of all existing waqf registered prior to the commencement of the Act to be uploaded on the Portal within a period of six months.

Following the launch of the portal, certain intermittent technical and operational issues were reported by some users, particularly during the initial phase and during periods of high concurrent usage. These issues were almost uniform across all States/UTs including the state of Kerala and were largely transitional and operational in nature.

The issues arose primarily due to digitization of large volumes of legacy data, variations in internet connectivity at the user-end, differing levels of digital preparedness among field-level functionaries, and gaps in the availability of records with certain State Waqf Boards. The issues reported included occasional login delays attributable to user-end connectivity and non-submission of certain mandatory documents.

While the number of uploads made on the portal during the initial months was relatively modest, a substantial increase in uploads was observed subsequently, particularly as the six month deadline approached. To cater to such increased user traffic, the Ministry took necessary measures to augment the server capacity for ensuring smooth and uninterrupted functioning of the portal. As on 07.08.2026, a State/UT wise Waqf Progress Report on the UMEED Central Portal-2025 are given in the enclosed **Statement.**

(c): As per Section 3-B(1) of the UMEED Act, 1995, every waqf registered under this Act, prior to the commencement of the Act, shall file the details of the waqf and the property dedicated to the waqf on the portal, within a period of six months, with a provision for further extension of up to six months by the Waqf Tribunal on sufficient cause being shown by the mutawalli. Thus, the Act provides for the seamless integration of State Waqf Board records and the Umeed Central Portal.

Further, as per statutory provisions available under the Act, extensions have been granted to those State/UT Waqf Boards that have sought such extension from the respective Hon’ble Waqf Tribunals/ High Courts after expiry

of initial six months period for uploading details of waqf properties data on the portal.

A monitoring mechanism has also been built into the portal to continuously track the status of waqf properties uploaded, approved, pending or reverted. This mechanism enables early identification of bottlenecks, targeted technical support and focused compliance-oriented interventions.

Besides, the UMEED Helpdesk has been operational since the launch of the Portal, with a toll-free number (1800-11-0150) and an email address (support-umeed@gov.in) to handle UMEED Central Portal-related queries and to provide real-time assistance to users. All issues and queries are examined and addressed with necessary clarifications, remarks, and resolutions as and when received through the Helpdesk mechanism.

STATEMENT

WAQF PROGRESS REPORT (AS ON 07.08.2026)									
Sr. No.	**State Waqf Board**	**No of Waqf Properties Initiated for entry by Maker**	**No of Waqf Properties Submitted by Maker (Pending with Checker)**	**No of Waqf Properties Submitted by Checker (Pending with Approver)**	**No of Waqf Properties Approved by Approver**	**Total No of Waqf Properties Initiated / Completed till Date**	**Total No of Waqf Properties Rejected by Approver**	**Total No of Waqf Properties Rejected by Checker**	**Total No of Waqf Properties Return to Maker**
		(A)	**(B)**	**(C)**	**(D)**	**(A + B + C + D + E + F + G)**	**(E)**	**(F)**	**(G)**
1	Andaman And Nicobar Islands	58	0	1	147	213	2	0	5
2	Andhra Pradesh	318	429	63	14698	15584	17	0	59
3	Assam	72	412	31	190	734	17	0	12
4	Bihar Shia	245	28	5	5955	6312	24	0	55
5	Bihar Sunni	1357	1734	48	6700	11419	152	0	1428
6	Chandigarh	1	0	0	22	23	0	0	0
7	Chhattisgarh	132	38	0	2089	2444	129	0	56
8	Delhi	270	1688	297	352	3233	6	25	595
9	Gujarat	2844	26	9	24508	30789	204	0	3198
10	Haryana	408	0	0	12919	13447	7	0	113
11	Himachal Pradesh	58	16	0	837	915	0	0	4

12	Jammu And Kashmir	223	34	10	25248	25568	5	0	48
13	Jharkhand	221	750	3	135	1109	0	0	0
14	Karnataka	4114	58	2	53509	58846	64	0	1099
15	Kerala	3898	8024	24	63086	79929	78	1	4818
16	Lakshadweep	131	37	0	298	479	5	0	8
17	Madhya Pradesh	1939	6076	566	22362	32375	798	0	634
18	Maharashtra	4486	10402	52	46961	71947	754	0	9292
19	Manipur	17	89	91	374	576	0	0	5
20	Meghalaya	0	0	0	13	13	0	0	0
21	Odisha	471	126	357	4118	6773	1579	1	121
22	Puducherry	24	62	4	507	624	0	0	27
23	Punjab	735	7	1	25374	26339	93	0	129
24	Rajasthan	2342	664	95	17418	32705	3713	150	8323
25	Tamil Nadu	2187	991	2	8014	15120	2903	0	1023
26	Telangana	3797	1	7	54605	63982	1807	0	3765
27	DNH and DD	1	1	0	0	2	0	0	0
28	Tripura	23	0	0	2710	2778	0	0	45
29	Uttarakhand	276	91	146	1605	2385	7	1	259
30	Uttar Pradesh Shia	1001	327	26	4758	8170	184	0	1874
31	Uttar Pradesh Sunni	13866	5720	198	103184	152697	4983	0	24746
32	West Bengal	3676	1515	12	115551	131764	143	0	10867
Total		**49191**	**39346**	**2050**	**618247**	**799294**	**17674**	**178**	**72608**

STOPPAGES OF EXPRESS TRAINS AT KOILAKUNTLA AND PANYAM RAILWAY STATIONS

***350. DR. BYREDDY SHABARI:**

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

(a) whether the Government has received representations seeking stoppages of certain express trains at Koilakuntla and Panyam Railway Stations in Andhra Pradesh and if so, the details thereof;

(b) whether the Railways has reviewed the passenger demand, operational feasibility and revenue potential for providing such stoppages and if so, the details thereof;

(c) whether any proposal for permanent stoppage of Train No. 17261/17262 at Koilakuntla and stoppage of Train No. 17442/17443 at Koilakuntla is under consideration and if so, the present status thereof; and

(d) whether any proposal for providing stoppages of Train Nos. 17251/17252/17253/17254 at Panyam station has been examined and if so, the outcome thereof?

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

(a) to (d): Presently, Koilakuntla, located near Nandyal, is served by 06 train services including 17261/17262 Guntur-Tirupati Express. These services provide connectivity *inter alia* to destinations like Machilipatnam,

Dharmavaram, Guntur, Tirupati, Nandyal, Renigunta. The list of trains serving Koilakuntla is as under:-

SN	Train No. & Name
1	17215 Machilipatnam-Dharmavaram Express
2	17216 Dharmavaram -Machilipatnam Express
3	17261 Guntur -Tirupati Express
4	17262 Tirupati-Guntur Express
5	77211 Nandyal-Renigunta DMU
6	77212 Renigunta -Nandyal DMU

Similarly, Panyam is presently served by 08 train services. These services provide connectivity *inter alia t*o destinations like Dhone, Guntur, Hubballi, Vijayawada, Guntakal, Nandyal. The list of trains serving Panyam is as under:-

SN	Train No. & Name
1	17227 Dhone -Guntur Express
2	17228 Guntur -Dhone Express
3	17329 Hubballi -Vijayawada Express
4	17330 Vijayawada - Hubballi Express
5	57407 Guntakal -Markapur Road Passenger
6	57408 Markapur Road-Guntakal Passenger
7	77209 Kurnool City-Nandyal DMU
8	77210 Nandyal-Kurnool City DMU

17441/17442 Tirupati-Charlapalli Express, 17443/17444 Tirupati-Charlapalli Express, 17251/17252 Guntur-Kacheguda Express and 17253/17254 Guntur-Chhatrapati Sambhaji Nagar Express have scheduled stoppage at Nandyal. Accordingly, the following 36 train services having scheduled stoppage at Nandyal and providing connectivity for important destinations like Kolkata,

Bengaluru, Bhubaneswar, Vijayawada, Guntur, etc. also cater to the needs of Koilakuntla and Panyam.

List of trains serving Nandyal is as under:

SN	Train No. & Name
1	17211 Machilipatnam-Yesvantpur Express
2	17212 Yesvantpur-Machilipatnam Express
3	17215 Machilipatnam-Dharmavaram Express
4	17216 Dharmavaram-Machilipatnam Express
5	17225 Narasapur-Hubballi Express
6	17226 Hubballi-Narasapur Express
7	17227 Dhone-Guntur Express
8	17228 Guntur-Dhone Express
9	17251 Guntur-Kacheguda Express
10	17252 Kacheguda-Guntur Express
11	17253 Guntur-Chhatrapati Sambhajinagar Express
12	17254 Chhatrapati Sambhajinagar-Guntur Express
13	17261 Guntur-Tirupati Express
14	17262 Tirupati-Guntur Express
15	17329 Hubballi-Vijayawada Express
16	17330 Vijayawada- Hubballi Express
17	17441 Tirupati-Charlapalli Express
18	17442 Charlapalli-Tirupati Express
19	17443 Tirupati-Charlapalli Express
20	17444 Charlapalli-Tirupati Express
21	18047 Shalimar-Vasco Da Gama Express
22	18048 Vasco Da Gama-Shalimar Express
23	18063 Santragachi-Yelahanka Express

24	18064 Yelahanka-Santragachi Express
25	18463 Bhubaneswar-KSR Bengaluru Express
26	18464 KSR Bengaluru-Bhubaneswar Express
27	22831 Howrah-Yesvantpur Express
28	22832 Yesvantpur-Howrah Express
29	22883 Puri-Yesvantpur Garib Rath Express
30	22884 Yesvantpur-Puri Garib Rath Express
31	57407 Guntakal-Markapur Road Passenger
32	57408 Markapur Road-Guntakal Passenger
33	77209 Kurnool City-Nandyal DMU
34	77210 Nandyal-Kurnool City DMU
35	77211 Nandyal-Renigunta DMU
36	77212 Renigunta-Nandyal DMU

Proposals/requests/suggestions/representations, both formal and informal *inter alia* for stoppage of train services are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. The receipt of such proposals/requests/suggestions is a continuous and dynamic process. These are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Besides, provision of stoppages, are on-going processes, on Indian Railways, subject to operational feasibility, resource availability, traffic justification etc.

सांख्यिकीय प्रणाली की व्यापक समीक्षा

***351. श्री कंवर सिंह तंवरः**

क्या **सांख्यिकी और कार्यक्रम कार्यान्वयन** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार ने सकल घरेलू उत्पाद (जीडीपी), उपभोक्ता मूल्य सूचकांक (सीपीआई), औद्योगिक उत्पादन सूचकांक (आईआईपी) और थोक मूल्य सूचकांक (डब्ल्यूपीआई) सहित प्रमुख समष्टि आर्थिक संकेतकों के आधार वर्षों और पद्धतियों को संशोधित करने के लिए देश की सांख्यिकीय प्रणाली की व्यापक समीक्षा की है ताकि उन्हें अर्थव्यवस्था की वर्तमान संरचना और उपभोग और उत्पादन के उभरते पैटर्न के अनुरूप बनाया जा सके और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) सर्वोत्तम अंतर्राष्ट्रीय पद्धतियों, आंकड़ों के नवीन स्रोतों और आकलन तकनीकों को अपनाने सहित संशोधित सांख्यिकीय श्रृंखला में किए गए प्रमुख पद्धतिगत सुधारों का ब्यौरा क्या है और साक्ष्य-आधारित नीति निर्माण में उनसे क्या लाभ होने की संभावना है;

(ग) क्या सरकारी आंकड़ों के लिए डिजिटल प्रौद्योगिकी, प्रशासनिक डाटाबेस और आर्टिफिशियल इंटेलिजेंस के अधिक से अधिक उपयोग के माध्यम से राष्ट्रीय सांख्यिकीय प्रणाली की संस्थागत क्षमता को सुदृढ़ करने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार द्वारा सरकारी सांख्यिकीय आंकड़ों की गुणवत्ता और विश्वसनीयता सुनिश्चित करते हुए उनकी पारदर्शिता, नियमितता और सार्वजनिक उपलब्धता बढ़ाने के लिए क्या कदम उठाए गए हैं?

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

(क): जी, हाँ। सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) सांख्यिकीय रूपरेखा की आवधिक पद्धतिगत समीक्षा करता है ताकि यह सुनिश्चित किया जा सके कि आधिकारिक आंकड़े अर्थव्यवस्था की वर्तमान संरचना का प्रतिनिधित्व करते रहें और उभरती हुई डेटा आवश्यकताओं को पूरा करते रहें। इस संबंध में, एमओएसपीआई ने सकल घरेलू उत्पाद

(जीडीपी), उपभोक्ता मूल्य सूचकांक (सीपीआई) और औद्योगिक उत्पादन सूचकांक (आईआईपी) के आधार वर्ष के संशोधन के लिए एक व्यापक कार्य किया है ताकि उन्हें अर्थव्यवस्था की वर्तमान संरचना और उपभोग और उत्पादन के उभरते पैटर्न के अनुरूप किया जा सके। जीडीपी और आईआईपी का आधार वर्ष 2011-12 से संशोधित करके 2022-23 कर दिया गया है, और सीपीआई का आधार वर्ष 2012 से संशोधित करके 2024 कर दिया गया है। संशोधित सीपीआई श्रृंखला 12 फरवरी, 2026 को जारी की गई, इसके बाद संशोधित जीडीपी श्रृंखला 27 फरवरी, 2026 को और संशोधित आईआईपी श्रृंखला 1 जून, 2026 को जारी की गई। थोक मूल्य सूचकांक (डब्ल्यूपीआई) का आधार वर्ष भी उद्योग और आंतरिक व्यापार संवर्धन विभाग (डीपीआईआईटी) द्वारा 2011-12 से संशोधित करके 2022-23 कर दिया गया है और संशोधित डब्ल्यूपीआई श्रृंखला 15 जून, 2026 को जारी की गई थी, जिसने पिछली श्रृंखला का स्थान ले लिया है।

(ख): चारों संशोधित श्रृंखलाओं में किए गए कार्यप्रणालीगत सुधारों का सारांश नीचे संकेतक-वार दिया गया है।

सकल घरेलू उत्पाद (आधार वर्ष 2022-23): नए प्रशासनिक और डिजिटल डेटा का उपयोग करते हुए नई श्रृंखला में कई कार्यप्रणाली और डेटा संबंधी सुधार किए गए हैं। प्रमुख सुधारों में बहु-कार्यकलाप उद्यमों में कार्यकलापों को अलग करके निजी निगम संस्थागत क्षेत्र का बेहतर संकलन, वार्षिक सर्वेक्षण डेटा का उपयोग करके अनिगमित क्षेत्र का बेहतर कवरेज, कृषि और विनिर्माण में दोहरी अपस्फीति को अपनाना और अन्य क्षेत्रों के लिए मात्रा/सिंगल एक्सट्रपलेशन, आनुपातिक विधि के स्थान पर आनुपातिक डेंटन बेंचमार्किंग विधि को अपनाना, एमओएसपीआई द्वारा विभिन्न संस्थानों के साथ किए गए सर्वेक्षणों और कार्यप्रणाली संबंधी अध्ययनों के आधार पर अद्यतन दरों और अनुपातों का प्रयोग, तिमाही राष्ट्रीय लेखों के लिए जीएसटी और अन्य प्रशासनिक डाटा का व्यापक उपयोग, उद्देश्य के अनुसार व्यक्तिगत उपभोग का वर्गीकरण (सीओआईसीओपी) 2018 वर्गीकरण और सर्वेक्षण एवं प्रशासनिक डाटा के माध्यम से निजी अंतिम उपभोग व्यय (पीएफसीई) अनुमान में सुधार, और आपूर्ति और उपयोग तालिका रूपरेखा के साथ वार्षिक संकलन को

एकीकृत करके उत्पादन और व्यय पक्ष के वर्तमान मूल्य पर आधारित अनुमानों के बीच विसंगतियों को दूर करना शामिल है। राष्ट्रीय लेखा सांख्यिकी का संकलन यथासंभव राष्ट्रीय लेखा प्रणाली (एसएनए) के अनुसार किया जाता है, जो संयुक्त राष्ट्र सांख्यिकी आयोग द्वारा अनुमोदित अंतरराष्ट्रीय स्तर पर स्वीकृत संस्तुतियों का एक समूह है। इसके अतिरिक्त, राष्ट्रीय लेखा सांख्यिकी वर्ष 2001 से अंतर्राष्ट्रीय मुद्रा कोष (आईएमएफ) के विशेष डेटा प्रसार (एसडीडीएस) मानकों का भी पालन करती है।

उपभोक्ता मूल्य सूचकांक (सीपीआई) (आधार वर्ष 2024): संशोधित सीपीआई श्रृंखला में वर्तमान उपभोग पैटर्न को बेहतर ढंग से दर्शाने के लिए महत्वपूर्ण कार्यप्रणालीगत सुधार किए गए हैं। सीपीआई 2024 श्रृंखला की मद सूची और अधिमान आरेख को नवीनतम घरेलू उपभोग व्यय सर्वेक्षण (एचसीईएस), 2023-24 के परिणामों के आधार पर संशोधित किया गया है ताकि बदलते उपभोग पैटर्न को बेहतर ढंग से प्रस्तुत किया जा सके। संशोधित श्रृंखला में मूल्य संग्रहण और संकलन के लिए टैबलेट-आधारित कंप्यूटर सहायता प्राप्त व्यक्तिगत साक्षात्कार (सीएपीआई) प्रौद्योगिकी का उपयोग, मूल्य संग्रहण के लिए ऑनलाइन बाजारों और प्रशासनिक डेटा स्रोतों को शामिल करना, संयुक्त राष्ट्र के उद्देश्य के अनुसार व्यक्तिगत उपभोग के वर्गीकरण (सीओआईसीओपी) 2018 को अपनाना और संकलन पद्धति में परिष्करण भी शामिल है।

औद्योगिक उत्पादन सूचकांक (आईआईपी) (आधार वर्ष 2022-23): संशोधित आईआईपी श्रृंखला में कार्यप्रणाली संबंधी सुधार शामिल हैं, जिनमें अद्यतन मद बास्केट और अधिमान, कारखानों का अद्यतन पैनल, मौजूदा दायरे में गैस आपूर्ति, जल आपूर्ति, सीवरेज और अपशिष्ट प्रबंधन जैसे नए कार्यकलापों को शामिल करके विस्तारित कवरेज, कारखाने के प्रतिस्थापन का प्रावधान और संबंधित प्रशासनिक अधिकारियों से प्राप्त डेटा के लिए अतिरिक्त औद्योगिक कार्यकलापों को शामिल करके सूचकांक के संकलन हेतु प्रशासनिक डेटा का अधिक उपयोग शामिल है।

थोक मूल्य सूचकांक (डब्ल्यूपीआई) (आधार वर्ष 2022-23): संशोधित डब्ल्यूपीआई श्रृंखला में सूचकांक की प्रतिनिधित्व क्षमता और मजबूती बढ़ाने के लिए कई महत्वपूर्ण कार्यप्रणालीगत सुधार किए गए हैं। संशोधित श्रृंखला में मदों की संख्या 697 से बढ़ाकर 957 कर दी गई है, निवल व्यापार मूल्य के स्थान पर सकल उत्पाद मूल्य (जीवीओ) का उपयोग करके अधिमान आरेख को अद्यतन किया गया है, और सौर, पवन और नाभिकीय बिजली जैसे नए ऊर्जा स्रोतों को शामिल किया गया है। बेहतर तालमेल के लिए कच्चे पेट्रोलियम और प्राकृतिक गैस को **'प्राथमिक सामग्री'** समूह से **'ईंधन एवं विद्युत'** समूह में स्थानांतरित करके वर्गीकरण को पुनर्गठित किया गया है। संशोधित श्रृंखला में संशोधित राष्ट्रीय लेखा (आधार वर्ष 2022-23) से प्राप्त जीवीओ अनुमानों का उपयोग किया गया है, और आवश्यकतानुसार प्रशासनिक मंत्रालयों/एजेंसियों और वार्षिक औद्योगिक सर्वेक्षण (एएसआई) जैसे सर्वेक्षण स्रोतों से प्राप्त डेटा को भी शामिल किया गया है। इसमें प्राथमिक/मद सूचकांकों के संकलन के लिए श्रृंखला-आधारित जेवन्स पद्धति का उपयोग करते हुए अल्पकालिक सूत्रीकरण को अपनाया गया है। प्रतिक्रिया न मिलने या डेटा उपलब्ध न होने की स्थिति में अंतरराष्ट्रीय स्तर पर अनुशंसित पद्धति, लक्षित माध्य अनुमान विधि को अपनाया गया है। इन पद्धतिगत सुधारों से सूचकांक की सटीकता, सुदृढ़ता और प्रतिनिधित्व क्षमता में वृद्धि होने की आशा है, जिससे साक्ष्य-आधारित नीति निर्माण और आर्थिक विश्लेषण के लिए अधिक विश्वसनीय इनपुट प्राप्त होंगे।

कुल मिलाकर, जीडीपी, सीपीआई, आईआईपी और डब्ल्यूपीआई में किए गए ये कार्यप्रणालीगत सुधार अंतरराष्ट्रीय सर्वोत्तम पद्धतियों के अनुरूप हैं और इनसे संबंधित सूचकांकों की सटीकता, सुदृढ़ता और प्रतिनिधित्व में वृद्धि होने की आशा है, जिससे साक्ष्य-आधारित नीति निर्माण और आर्थिक विश्लेषण के लिए अधिक विश्वसनीय इनपुट प्राप्त होंगे।

(ग): जी हाँ। एमओएसपीआई आधिकारिक आंकड़ों की दक्षता, गुणवत्ता और समयबद्धता में सुधार के लिए डिजिटल प्रौद्योगिकियों, प्रशासनिक डेटाबेस और कृत्रिम बुद्धिमत्ता (एआई) जैसी उभरती प्रौद्योगिकियों का लाभ उठाकर राष्ट्रीय सांख्यिकी प्रणाली की संस्थागत क्षमता को सुदृढ़ कर रहा

है। इस प्रयास के अंतर्गत, अंतर्निहित सत्यापन जाँचों वाले हैंड-हैल्ड से युक्त हस्तनिर्मित उपकरणों का उपयोग करके सर्वेक्षणों में डेटा संग्रहण हेतु कंप्यूटर सहायता प्राप्त व्यक्तिगत साक्षात्कार (सीएपीआई) को अपनाया गया है। सर्वेक्षण कार्यों को केंद्रीकृत सर्वरों, वास्तविक-समय निगरानी डैशबोर्डों, सर्वेक्षण किए गए घरों की ग्लोबल पोजिशनिंग सिस्टम (जीपीएस) टैगिंग और डेटा के सुरक्षित इलेक्ट्रॉनिक प्रसारण के माध्यम से सुगम बनाया जाता है। जिनमें प्रतिदर्श चयन, क्षेत्र निगरानी, सर्वेक्षण प्रशासन, सत्यापन और डेटा प्रसंस्करण सर्वेक्षण प्रक्रिया के विभिन्न चरणों सहित को स्वचालित कर दिया गया है। इसके अतिरिक्त, प्रतिदर्श रूपरेखा तैयार करने और सर्वेक्षण प्रतिदर्शों के चयन के लिए प्रशासनिक डेटासेट को प्रतिदर्श सर्वेक्षणों के साथ तेजी से एकीकृत किया जा रहा है। उदाहरण के लिए, वार्षिक अनिगमित सेवा क्षेत्र उद्यम सर्वेक्षण (एएसआईएसएसई) के लिए गुड्स एंड सर्विसेज टैक्स नेटवर्क (जीएसटीएन) डेटाबेस को प्रतिदर्शकरण रूपरेखा के रूप में उपयोग किया जाता है, जबकि वार्षिक अनिगमित क्षेत्र उद्यम सर्वेक्षण (एएसयूएसई) के अंतर्गत ग्रामीण क्षेत्र के लिए जनगणना 2011 की ग्राम निर्देशिका का उपयोग किया जाता है। वार्षिक औद्योगिक सर्वेक्षण (एएसआई) अपनी सर्वेक्षण रूपरेखा को तैयार करने के लिए कारखाने के मुख्य निरीक्षक और अन्य वैधानिक पंजीकरण प्राधिकरणों द्वारा रखे गए प्रशासनिक अभिलेखों का उपयोग करता है। इसी प्रकार, निजी कॉरपोरेट क्षेत्र के पूंजीगत व्यय निवेश इरादों के भविष्योन्मुखी सर्वेक्षण के लिए सर्वेक्षण ढांचा तैयार करने हेतु कॉरपोरेट कार्य मंत्रालय के डेटाबेस का उपयोग किया जाता है।

एमओएसपीआई ने सरकारी सांख्यिकी के प्रसार के क्षेत्र में आर्टिफिशियल इंटेलिजेंस/ मशीन लर्निंग (एआई/एमएल) के उपयोग हेतु मंत्रालय में डेटा नवाचार लैब की स्थापना की है। डेटा नवाचार लैब के लिए दिशानिर्देश जुलाई 2024 में औपचारिक रूप से अधिसूचित किए गए। सरकारी सांख्यिकी के क्षेत्र में 12 उपयोग मामलों की पहचान की गई थी, जिनमें से 7 वर्तमान में उपयोगकर्ता मैनुअल के साथ सार्वजनिक उपयोग के लिए उपलब्ध हैं।

(घ): आधिकारिक आंकड़ों की पारदर्शिता, नियमितता और सार्वजनिक उपलब्धता को बढ़ाने के लिए, एमओएसपीआई ने कई पहलें शुरू की हैं। इसी उद्देश्य से, एमओएसपीआई की वेबसाइट पर एक अग्रिम प्रकाशन कैलेंडर (एआरसी) प्रकाशित किया जाता है, जिसमें प्रमुख सांख्यिकीय प्रकाशनों के प्रकाशन का कार्यक्रम दर्शाया जाता है, जिससे प्रसार में पारदर्शिता और पूर्वानुमान को बढ़ावा मिलता है। इसके अतिरिक्त, *ई-सांख्यिकी* पोर्टल आधिकारिक आंकड़ों के प्रसार के लिए एक एकल मंच के रूप में कार्य करता है और वर्तमान में इसमें 29 सांख्यिकी उत्पाद, 913 डेटासेट और 137 मिलियन से अधिक रिकॉर्ड उपलब्ध हैं, जो एप्लीकेशन प्रोग्रामिंग इंटरफ़ेस (एपीआई), डेटा विज़ुअलाइज़ेशन और मेटाडेटा द्वारा सहायता प्राप्त हैं। माइक्रोडाटा पोर्टल को भी इसी तरह से नया रूप दिया गया है ताकि 189 से अधिक सामाजिक-आर्थिक सर्वेक्षणों के अनाम इकाई-स्तरीय डेटा तक पहुंच प्रदान की जा सके। मंत्रालय ने एआई-सक्षम सुविधाओं और इंटरैक्टिव डैशबोर्ड के साथ अपनी वेबसाइट का आधुनिकीकरण भी किया है और आधिकारिक आंकड़ों तक आसान पहुंच के लिए जीओआईस्टैट मोबाइल ऐप लॉन्च किया है। इसके अतिरिक्त, मंत्रालय की वेबसाइट के माध्यम से रिपोर्ट, बुलेटिन, फैक्टशीट और इकाई-स्तरीय डेटा प्रसारित किया जाता है। आधिकारिक आँकड़े समाचार पत्रों, टेलीविजन, रेडियो, डिजिटल और सोशल मीडिया, संसद टीवी पर पॉडकास्ट, प्रदर्शनियों, माईगोव के सहयोग और व्याख्यात्मक वीडियो जैसे विभिन्न संचार माध्यमों के माध्यम से भी प्रसारित किए जाते हैं।

मंत्रालय ने आधिकारिक आंकड़ों में गुणवत्ता आश्वासन को सुदृढ़ करने के लिए संयुक्त राष्ट्र राष्ट्रीय गुणवत्ता आश्वासन ढांचा (यूएन एनक्यूएएफ), 2019 पर आधारित सांख्यिकीय गुणवत्ता मूल्यांकन रूपरेखा (एसक्यूएएफ) भी विकसित की है। एसक्यूएएफ संयुक्त राष्ट्र के आधिकारिक सांख्यिकी के मूलभूत सिद्धांतों (यूएनएफपीओएस) के अनुरूप आधिकारिक सांख्यिकीय उत्पादन के सभी पहलुओं को कवर करने वाली एक व्यापक रूपरेखा प्रदान करता है, साथ ही अधिक दक्षता, विश्वसनीयता और जवाबदेही को बढ़ावा देता है।

IMPACT OF ALCM NOTIFICATION ON SOLAR ENERGY PROJECTS

***352. SHRI T. M. SELVAGANAPATHI:**

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

(a) whether it is a fact that solar energy projects that are on the books and waiting for implementation are likely to be impacted by the Approved List of Cell Manufacturers (ALCM) for solar cells notified by the Government and if so, the details thereof;

(b) whether it is also a fact that solar photovoltaic module manufacturers mandatorily use solar PV cells only from those listed under the ALCM and if so, the details thereof;

(c) whether it is also a fact that the introduction of ALCM may create several challenges for the Indian solar industry and if so, the details thereof;

(d) whether the notification of mandatory use of solar PV cells from ALCM has come into force without ensuring adequate domestic cell manufacturing capacity and if so, the details thereof;

(e) whether it is also a fact that India's module manufacturing capacity has reached approximately 190 GW whereas domestic solar cell manufacturing capacity is only around 25 GW and if so, the details thereof; and

(f) whether it is also a fact that India's annual solar installation requirement is estimated at about 50 GW and if so, the details thereof?

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

(a) and (b): On 09.12.2024, Ministry of New & Renewable Energy (MNRE) had issued the framework for implementation of Approved List of Models & Manufacturers (ALMM) List-II for solar photovoltaic (PV) cells and as per various clarifications/ amendments issued thereto, certain specified projects are mandated to use solar PV modules from ALMM List-I (for solar PV modules) and solar PV cells from ALMM List-II (for solar PV cells) as per the terms and conditions specified in this regard by MNRE, which are broadly summarised as follows:

(i) For projects awarded through bidding, if last date of bid submission is on or before the cut-off date of 31.08.2025 (the date falling after one month of the publication of initial ALMM List-II dated 31.07.2025), the projects are exempt from ALMM List-II (for solar cells), else not. The applicability of this provision is to bids which were live as on 28.07.2025. However, if the bid conditions in tenders where the last date of bid submission was between **09.12.2024** *(the date of issuance of MNRE's Office Memorandum No. 283/59/2024-GRID SOLAR dated 09.12.2024 for implementation of ALMM for solar PV cells)* and **28.07.2025** *(the date of amendment to MNRE's aforesaid Office Memorandum dated 09.12.2024, vide MNRE's Office Memorandum No. 283/59/2024-GRID SOLAR dated 28.07.2025),* provided for usage of solar PV cells from ALMM List-II for solar PV cells, such conditions will remain valid.

(ii) For Net-Metering & Open Access Projects, if commissioned by 31.12.2026, the projects are exempt from ALMM List-II for solar cells, else not.

On 18.07.2026, Ministry of New & Renewable Energy has granted additional seven months' time-extension beyond 31.05.2026, till 31.12.2026, to Net-Metering / Open Access renewable power projects, for commissioning with exemption from ALMM List-II for solar PV cells. Further, the projects which are awarded through bidding, were already covered under ALMM List-II for solar PV cells, subject to specified conditions, even much prior to the aforesaid extension and bidders for such projects would have duly taken into account the provisions regarding compliance to ALMM List-II for solar PV cells, while submitting their bids for such projects.

Thus, sufficient advance notice period has been provided in respect of implementation of ALMM List-II for solar PV cells to avoid any challenges to projects under implementation.

Further, the Government has not issued any blanket order mandating that solar photovoltaic module manufacturers mandatorily use solar PV cells only from those listed under ALMM List-II.

(c): Overall policy for implementation of ALMM List-II for solar PV cells has been designed keeping in view the overall interest of the solar sector and after duly taking into consideration the interests of various stakeholders within the solar sector including solar power developers, solar PV module manufacturers, solar cell manufacturers, Net-Metering/Open Access renewable power project developers, etc. and aims at overall long-term benefit of the Indian solar industry, while overcoming short-term challenges, if any.

(d): Projects availing Central Financial Assistance (CFA) under PM Surya Ghar: Muft Bijli Yojana and components B & C of PM-KUSUM Scheme were already mandated to use domestically manufactured solar PV modules and cells. Hence these were already included in the past demand projections. Further, not all projects, which get commissioned after 31.12.2026, are mandated to use solar PV cells from ALMM List-II, with projects having exemption from ALMM List-II for solar PV cells, including the following:

i. Projects with last date of bid submission on or prior to 09.12.2024, are already exempt from ALMM List-II for solar PV cells, thereby creating a market for solar PV modules which are in ALMM List-I (for solar PV modules) but do not use solar PV cells from ALMM List-II (for solar PV cells)

ii. Residential rooftop solar projects under ‘Give-it-U p’ category of PM Surya Ghar: Muft Bijli Yojana, opting for giving up Central Financial Assistance (CFA) under the scheme, have also been exempted from ALMM List-II (for solar PV cells) till the end of the scheme, i.e. 31st March 2027, subject to the condition that such applications are made mandatorily through PMSG:MBY National Portal only.

iii. Private Behind-The-Meter solar power plants solely used for captive consumption by a consumer or group of consumers, subject to specified conditions, are already exempt from both ALMM List-I (for solar PV modules) as well as ALMM List-II (for solar PV cells).

(e): As of 07.08.2026, the installed solar PV module manufacturing capacity in India, as enlisted in ALMM List-I for solar PV modules, is around 213 GW and the installed solar PV cell manufacturing capacity in India, as enlisted in ALMM List-II for solar PV cells, is around 32 GW.

(f): The capacity addition for solar power in India in FY 2025-26 was around 45 GW. The actual requirement / demand may be somewhat higher than this on account of DC overloading undertaken for some utility scale solar power projects.

STRENGTHENING MULTI-HAZARD EARLY WARNING SYSTEMS

***353. SHRI YOGENDER CHANDOLIA:**

SHRI BIBHU PRASAD TARAI:

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

(a) whether the Government has reviewed the implementation of Multi-Hazard Early Warning Systems (MHEWSs) for cyclones, floods, heatwaves, lightning and other extreme weather events and if so, the details thereof, State/UT-wise including Bulandshahr district of Uttar Pradesh and Amalapuram Lok Sabha Constituency of Andhra Pradesh along with the measures taken by the Government to strengthen the said system;

(b) whether the Government has undertaken measures to improve impact-based forecasting and timely dissemination of early warnings to States, disaster management authorities, farmers and vulnerable communities and if so, the details thereof, State/UT-wise including Bulandshahr district

of Uttar Pradesh and Amalapuram Lok Sabha Constituency of Andhra Pradesh;

(c) whether the Government has taken initiatives to strengthen last-mile delivery of weather advisories through mobile applications, SMS alerts, digital platforms and community-based warning systems and if so, the details thereof, State/UT-wise including Bulandshahr district of Uttar Pradesh and Amalapuram Lok Sabha constituency of Andhra Pradesh;

(d) whether the Government has established a roadmap for expanding the coverage, accuracy and effectiveness of MHEWS particularly in disaster-prone regions and has assessed its impact on reducing loss of life and property and if so, the details thereof, State/UT-wise including Bulandshahr district of Uttar Pradesh and Amalapuram Lok Sabha constituency of Andhra Pradesh;

(e) whether the Government proposes to further strengthen MHEWS through advanced forecasting technologies, AI-enabled weather prediction and enhanced coordination with States for improving disaster preparedness and climate resilience and if so, the details thereof; and

(f) the details of financial and technical assistance provided by the Central Government to State Governments for strengthening MHEWS during the last three years particularly to Uttar Pradesh and Andhra Pradesh, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH

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

(a): Yes. The Government of India through MoES institutions and India Meteorological Department (IMD) has undertaken continuous monitoring & rigorous review about implementation and effectiveness of Multi-Hazard Early Warning System (MHEWS) for disaster risk reduction measures for various hydrometeorological hazards e.g. cyclones, floods, heatwaves, coldwaves, thunderstorms, lightning and other extreme weather events in different states of the country including that of Bulandshahr district of Uttar Pradesh and Amalapuram Lok Sabha constituency of Andhra Pradesh. As an initiative towards the modernisation of operational meteorological services, including MHEWS at par with global standards, the IMD is following a seamless forecast strategy, covering all temporal and spatial scales. There has been tremendous progress in modernising the national, regional, and local meteorological early-warning system in the recent past, with the implementation of the Multi-Hazard Early Warning System of IMD with a state-of-the-art suite of GIS-enabled Decision Support System with the objective of 'No Weather should go Undetected and Unpredicted'. In order to cater the needs of the seamless forecasting IMD regularly issues seasonal outlook for rainfall as well as maximum and minimum temperatures heat waves and cold waves at regional scale; followed by monthly outlook, weekly extended range forecast for two

weeks at zonal/sub-divisional scale; followed by daily short to medium range weather forecast for a week at district/sub-district scale and sub-daily nowcasts at hyperlocal level to enable various stakeholders, disaster managers and administrative authorities to enable preparedness, response-mechanism and plan for actions to mitigate multi-hazard risk appropriately.

The Multi-Hazard Early Warning Decision Support System (MHEW-DSS) is a state-of-the-art application developed in-house by IMD under the Mission Mausam initiative. It is a web-GIS-based digital platform designed to generate weather forecasts, handle large volumes of meteorological data, and deliver timely weather alerts. By integrating real-time observations, advanced modeling, GIS-based analysis, and structured dissemination within a single digital framework, the system converts weather and climate information into timely, preventive action. As part of this system, several sector-specific geospatial applications have been developed. One such application, Mausamgram, enables the last-mile dissemination of hyper-local weather forecasts, ensuring that vital weather information effectively reaches citizens and weather-dependent sectors. The MHEW-DSS has strengthened preparedness across the environment, energy, health, agriculture, livelihoods, and governance. It has reduced loss of life, limited economic damage, improved service delivery, and enhanced public trust through consistent and impact-focused warnings. The MHEW-DSS represents a decisive transformation in India's approach to weather forecasting and disaster risk reduction. The system demonstrates how technology-driven early warning

delivers measurable public value at the national scale and positions India as a global leader in multi-hazard early warning systems.

At the national level, MHEW-DSS has significantly enhanced disaster preparedness and response mechanisms. Currently, more than 200 organizations, including the National Disaster Management Authority (NDMA), the National Disaster Response Force (NDRF), and State Disaster Management Authorities (SDMA), are benefiting from this system. The system enables timely forecasts and impact-based warnings, while also supporting sectoral stakeholders—such as urban planning agencies, power utilities, health services, and aviation—with actionable weather intelligence for improved decision-making.

(b): Yes. The Government has significantly improved Impact-Based Forecasting (IBF) by shifting from weather forecasts to impact-based forecasts & risk-based warnings introduced at the district level since 2019 that indicate expected impacts on life, property, agriculture, infrastructure, transport, and essential services, along with recommended response actions. MoES, through IMD, provides these severe weather forecasts and warnings to the Central Government Ministries/Departments such as the Ministry of Home Affairs, Ministry of Agriculture and Farmers Welfare, Power and Health Ministries, etc., State Governments & Disaster Management Authorities at both Central and State Government agencies through e-mail, APIs & digital dissemination channels. At the national level, MHEW-DSS has significantly enhanced disaster preparedness and response mechanisms. Currently, more than 200

organizations, including the NDMA, the National Disaster Response Force (NDRF), and SDMA, are benefiting from this system. The system enables timely forecasts and impact-based warnings, while also supporting sectoral stakeholders, such as urban planning agencies, power utilities, health services, and aviation, with actionable weather intelligence for improved decision-making. MoES regularly participates in meetings conducted by PMO, MHA, and MoAFW, and provides relevant inputs. Under the crop weather watch of MoAFW every week, IMD provides the past rainfall and forecast of rainfall for the next two weeks. IMD also provides observed rainfall at district and block levels to all stakeholders across the country. During heatwaves, dry spells, heavy rainfall, cyclones, and other extreme weather events, IMD issues Impact-Based Forecasts (IBFs) and crop-specific advisories to support timely farm-level decision making and minimise crop losses.

(c): Yes. The Government has taken several initiatives to strengthen the last-mile dissemination of early warnings. IMD implements the Gramin Krishi Mausam Sewa (GKMS) in collaboration with 55 Host Institutes, including the Indian Council of Agricultural Research (ICAR) institutes, State Agricultural Universities (SAUs), Indian Institutes of Technology (IITs), and other institutions. Under the scheme, 130 Agrometeorological Field Units (AMFUs) covering 127 agro-climatic zones issue district-specific agrometeorological advisories twice (Tuesday and Friday) a week and daily weather warnings based on IMD's medium-range weather forecasts and communicate to the farmers. Under the GKMS scheme, all agriculturally important districts are

covered across the country, including Uttar Pradesh and Andhra Pradesh, for providing real-time weather forecasts, agromet advisories, and early warnings directly to farmers. In addition, IMD issues district-level impact-based weather forecast & risk-based warning valid up to 7 days through Regional Meteorological Centres & Meteorological Centres for their concerned States, including Uttar Pradesh and Andhra Pradesh, twice daily. These warnings are issued more frequently in case of severe weather like cyclones. In addition, the block-level forecasts valid up to 5 days are also issued daily. To enhance the dissemination of real-time weather advisories to farmers, fishermen, coastal communities, etc., across the country to improve disaster preparedness and climate resilience, the following steps have been taken by IMD:

- Public Alerts and Information through MAUSAM, Meghdoot, DAMINI, and UMANG mobile apps.
- Digital Dissemination Channels, SMS-based nowcasting/forecasting alerts to registered users
- Common Alerting Protocol (CAP), SACHET App
- Social Media and mass media platforms
- District Collectors — direct e-mail and WhatsApp group notifications
- Broadcast through community radio, public broadcasting systems, and other local communication networks.
- Dissemination through the State Government Mobile app.

- Weather forecasts/warnings and advisories are disseminated through print and electronic media, Doordarshan, All India Radio, SMS through Kisan Portal/mKisan, Meghdoot (available in English and 12 Indian languages), Mausam, YouTube, and social media.
- In collaboration with the Ministry of Panchayati Raj, IMD has developed the Panchayat Mausam Seva Portal, providing Panchayat-level weather forecasts through e-GramSwaraj, Meri Panchayat App, e-Manchitra, and Mausamgram.
- The mobile numbers of Panchayat Members, Ward Members, and Panchayat Secretaries have been integrated with the Panchayat Mausam Seva Portal, enabling the timely dissemination of weather forecasts and agrometeorological advisories through WhatsApp for further dissemination at the Gram Panchayat level.
- IMD also leverages the Krishi Sakhis and Pashu Sakhis network of the Ministry of Rural Development for last-mile dissemination of weather forecasts and agrometeorological advisories.
- Social media like 'WhatsApp' is also used for quicker dissemination of weather forecasts and agromet advisories. WhatsApp groups of farmers have been created by various AMFUs to disseminate agromet services.
- Under Mission Mausam, IMD has developed KALP (Krishi Advisory based on Location-specific Weather Prediction) for the generation of location-, crop- and crop-stage-specific advisories and Mausam SANKALP

(Systematic Agrometeorological aNalytics, Knowledge and Advisory enabLing Platform) to strengthen weather analytics, advisory generation and climate-resilient agricultural planning.

(d) and (e): Yes. The Government has developed a roadmap for continuously enhancing the coverage, accuracy, and effectiveness of MHEWS. Mission Mausam has been conceptualised as a transformative, outcome-oriented national initiative to enhance observational networks, improve weather forecasting, early warning services, and disaster preparedness. The India Meteorological Department monitors long-term changes in meteorological parameters over the country, including Uttar Pradesh and Andhra Pradesh. As a part of weather and climate services, IMD has prepared a Web version of the Climate Hazards and Vulnerability Atlas of India for the most hazardous meteorological events, such as cyclones, extreme rainfall, heatwaves, coldwaves, lightning, etc., that cause loss of life, injury or other health impacts, property damage, loss of livelihoods and services, social and economic disruption or environmental damage. The web atlas is depicted using Geographic Information System (GIS) tools and is available on the IMD, Pune website (https://www.imdpune.gov.in/hazardatlas/index.html). The atlas provides district maps of hazard events and vulnerability for all calendar months and at the annual scale.

The Ministry is in continuous endeavour of augmenting the observational network comprising surface and upper-air systems, satellite monitoring, high-resolution dynamical models, data assimilation techniques, and research and

development infrastructure, towards achieving better accuracy in weather and ocean-state forecasting, and strengthening timely early warning systems. The Ministry of Earth Sciences and its institutions regularly conduct awareness programs for State and Union Territory Governments and community-based initiatives to enhance disaster preparedness for weather- and climate-related hazards. The Ministry regularly engages with the National Disaster Management Authority, local management authorities, and other stakeholders to discuss pre-season disaster preparedness, safety procedures, and action plans in advance of severe weather seasons. These interactions cover tropical cyclone periods (April–June and October–November), the summer season and extreme-temperature conditions (April–June), and monsoonal heavy rainfall preparedness (June–December) each year. Weather forecasts for the country, including Uttar Pradesh and Andhra Pradesh, are issued by the IMD through its operational forecasting centers. The Mausamgram platform (mausamgram.imd.gov.in) is IMD's specialized weather interface at the panchayat level, designed for farmers. It offers hourly, 3-hourly, and 6-hourly forecasts for the upcoming ten days. Users can access real-time data on temperature, wind speed, cloud cover, rainfall, and humidity specific to the Gram Panchayat level.

(f): The Ministry of Earth Sciences implements Central Sector Schemes uniformly across the country; therefore, funds are not allocated on a State/UT-wise basis.

सौर पीवी मॉड्यूल की घरेलू विनिर्माण क्षमता का विस्तार

***354. श्री अनिल फिरोजिया:**

श्री दामोदर अग्रवाल:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत तीन वर्षों के दौरान विशेषकर बिहार, महाराष्ट्र और गुजरात सहित देश में सौर प्रकाशवोल्टीय मॉड्यूलों, सेलों और इनसे संबद्ध अपस्ट्रीम घटकों की घरेलू विनिर्माण क्षमता के विस्तार में कितनी प्रगति हुई है;

(ख) विशेषकर उक्त राज्यों सहित देशभर में घरेलू विनिर्माण को बढ़ावा देने और आयात पर निर्भरता को कम करने के संबंध में उत्पादन-संबद्ध प्रोत्साहन (PLI) योजना तथा मॉडल एवं विनिर्माताओं की अनुमोदित सूची (ALMM) का क्या प्रभाव पड़ा है;

(ग) सरकार द्वारा वेफर्स, इनगोट और पॉलीसिलिकॉन सहित महत्वपूर्ण कच्चे आदानों और मध्यवर्ती आदानों के घरेलू उत्पादन को सुदृढ़ करके एक एकीकृत सौर विनिर्माण मूल्य श्रृंखला विकसित करने के लिए क्या उपाय किए गए हैं;

(घ) घरेलू विनिर्माण के माध्यम से सौर उपकरणों की बढ़ती घरेलू मांग को पूरा करने और विशेषकर बिहार, महाराष्ट्र और गुजरात सहित देश में सौर विनिर्माण पारितंत्र को और अधिक सुदृढ़ करने के लिए सरकार द्वारा क्या भावी कार्य योजना/रूपरेखा तैयार की गई है; और

(ङ) क्या सरकार का विचार बिहार तथा अकोला जिले सहित महाराष्ट्र में सौर पीवी विनिर्माण इकाइयों और सहायक उद्योगों में निवेश को बढ़ावा देने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री; नवीन और नवीकरणीय ऊर्जा मंत्री तथा शिक्षा मंत्री (श्री प्रहलाद जोशी):

(क): स्वदेशी सौर पीवी मैन्युफैक्चरिंग क्षमता में पिछले तीन वर्षों के दौरान व्यापक रूप से वृद्धि हुई है। मॉडलों और विनिर्माताओं की स्वीकृत लिस्ट- I के अंतर्गत मार्च, 2023 में सौर पीवी

मॉड्यूल मैन्युफैक्चरिंग क्षमता लगभग 22 गीगावाट थी, जो वर्तमान में बढ़कर 213 गीगावाट हो गई है। सौर पीवी सेलों के लिए प्रथम ALMM लिस्ट- II दिनांक 31.07.2025 को जारी की गई थी, जिसमें लगभग 13 गीगावाट सेल मैन्युफैक्चरिंग क्षमता थी, जो वर्तमान में बढ़कर 32 गीगावाट हो गई है। स्थापित इनगॉट एवं वेफर विनिर्माण क्षमता लगभग 2 गीगावाट है। वर्तमान में, देश में पॉलिसिलिकॉन का कोई वाणिज्यिक उत्पादन नहीं है। सौर मैन्युफैक्चरिंग क्षमता स्थापित करने वाली कंपनियां, बिहार, महाराष्ट्र और गुजरात सहित भारत में कहीं भी अपनी मैन्युफैक्चरिंग यूनिट स्थापित कर सकती हैं। वर्तमान ALMM के अनुसार, बिहार, महाराष्ट्र और गुजरात में सौर मॉड्यूल और सौर सेलों की स्थापित मैन्युफैक्चरिंग क्षमताएं इस प्रकार हैं:

राज्य	**सौर मॉड्यूल (GW)**	**सौर सेल (GW)**
बिहार	0.08	0
महाराष्ट्र	12.6	0.6
गुजरात	110	12.5

(ख): दिनांक 28.04.2021 को, MNRE ने उच्च दक्षता सौर पीवी मॉड्यूलों के लिए PLI योजना (भाग-I) हेतु योजना दिशानिर्देश जारी किए थे। साथ ही, सौर मॉड्यूलों के लिए ALMM की पहली लिस्ट दिनांक 10.03.2021 को जारी की गई थी। इन उपायों ने स्वदेशी सौर पीवी मैन्युफैक्चरिंग को बढ़ावा देने और आयात निर्भरता को कम करने में योगदान दिया है। वाणिज्य विभाग की निर्यात-आयात डाटा बैंक वेबसाइट के संबंध में, भारत में सौर मॉड्यूलों का आयात वित्त वर्ष 2021-22 में 3,363 मिलियन अमेरिकी डॉलर से घटकर वित्त वर्ष 2025-26 में 994 मिलियन अमेरिकी डॉलर हो गया है।

(ग): सरकार, उच्च दक्षता सौर पीवी मॉड्यूलों के लिए उत्पादन से जुड़ी प्रोत्साहन (PLI) योजना का कार्यान्वयन कर रही है। इस योजना के अंतर्गत, 48,337 मेगावाट पूर्ण/आंशिक रूप से समेकित सौर पीवी मॉड्यूल मैन्युफैक्चरिंग यूनिटों की स्थापना के लिए आवंटन पत्र (Letters of Awards)

जारी किए गए हैं। PLI राशि सौर पीवी मॉड्यूलों में स्थानीय सामग्री से जुड़ी हुई है, जिससे स्वदेशी सौर पीवी मैन्युफैक्चरिंग तंत्र के विकास के लिए नए आयामों का सृजन होता है।

(घ): सरकार ने स्वदेशी सौर मैन्युफैक्चरिंग उपकरणों को बढ़ावा देने के लिए विभिन्न उपाय किए हैं। इन उपायों में उच्च दक्षता वाले सौर पीवी मॉड्यूलों के लिए उत्पादन से जुड़ी प्रोत्साहन (PLI) योजना, नवीन और नवीकरणीय ऊर्जा मंत्रालय (MNRE) की कुछ खास योजनाओं के अंतर्गत स्वदेशी सामग्री की अनिवार्यता (DCR) प्रावधान, सौर सेलों और मॉड्यूलों की मैन्युफैक्चरिंग के लिए आवश्यक विशिष्ट पूंजीगत सामग्री के आयात पर सीमा शुल्क की छूट, तथा आयातित सौर पीवी सेलों और मॉड्यूलों पर सामान्य सीमा शुल्क (BCD) लगाना शामिल है। कंपनियां बिहार, महाराष्ट्र और गुजरात सहित देश में कहीं भी अपनी वाणिज्यिक तथा व्यावसायिक सोच के आधार पर सौर मैन्युफैक्चरिंग सुविधाएं स्थापित करने के लिए स्वतंत्र हैं।

(ङ): उच्च दक्षता सौर पीवी मॉड्यूलों के लिए PLI योजना के अंतर्गत चयनित मैन्युफैक्चरों द्वारा दी गई सूचना के अनुसार, दिनांक 30.06.2026 की स्थिति के अनुसार लगभग 73,400 करोड़ रु. का निवेश किया गया है। योजना के अंतर्गत सौर पीवी मैन्युफैक्चरिंग क्षमता स्थापित कर रहे मैन्युफैक्चरर बिहार और महाराष्ट्र के अकोला जिला सहित साथ-साथ भारत में कहीं भी अपनी मैन्युफैक्चरिंग यूनिट स्थापित कर सकते हैं।

RAILWAY PROJECTS FOR ONGOLE-GUNTUR SECTION IN ANDHRA PRADESH

***355. SHRI MAGUNTA SREENIVASULU REDDY:**

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

(a) the list of new railway line projects sanctioned and under implementation in Andhra Pradesh indicating the year of sanction, project cost, funds sanctioned/released, physical/financial progress and expected date of completion, district-wise particularly for Ongole and Prakasam districts;

(b) whether the Government has received any proposal for new railway lines or railway connectivity projects from the Government of Andhra Pradesh relating to Ongole and adjoining districts and if so, the details thereof, including the status of such proposals;

(c) the present status of the upgradation of the Ongole–Guntur section of South Central Railway including the physical and financial progress thereof; and

(d) the details of the funds sanctioned, released and utilised for the Ongole–Guntur section upgradation along with the timeline for its completion and the expected improvement in passenger and freight capacity?

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

(a) to (d): Ongole (Headquarters of Prakasam district) lies on Howrah – Chennai main line route. To improve connectivity of Ongole, Vijaywada – Gudur 3rd line (287 Km) has been sanctioned. The section from Gudur to Peddavadlapudi (280 Km) has been commissioned. Ongole and Guntur are already connected through Tenali Junction. Guntur – Tenali section has double lines & Tenali – Ongole section has three lines.

To further improve the connectivity in the region, following works / surveys have been taken up:

S.No.	Name of Works / Surveys	Status
1	Ongole-Donakonda New Line (87 Km)	Final Location Survey (FLS) has been sanctioned for preparation of Detailed

		Project Report (DPR).
2	Ballarshah-Tenali-Ongole-Gudur 4th Line (782 Km)	DPR has been prepared.
3	Nadikude-Srikalahasti New Line Project (309 Km)	• The work of Nadikude - Srikalahasti (309 km) New Line project has been sanctioned on cost sharing basis with Govt. of Andhra Pradesh at cost of ₹3,407 Crore and land is to be provided by the State Government free of cost. An expenditure of ₹2,384 crore has been incurred on the project. • Total 2258 Ha land is required for the project, out of which, 1330 Ha has been acquired by the State Government. • New Piduguralla to Savalyapuram (46 Km) and Gundlakamma to Kanigiri (79 Km) sections have been commissioned.

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

ANDHRA PRADESH:

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Andhra Pradesh is as under:

Period	Outlay
2009-2014	₹886 Cr./year
2026-2027	₹10,134 Cr. (more than 11 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Andhra Pradesh during 2009-14 and 2014-26 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	363 Km	73 Km per year
2014-26	1,759 Km	147 Km per year (2 times)

Projects Sanctioned:

As on 01.04.2026, 42 projects (12 New Line and 30 Doubling), covering a total length of 4,768 Km length, costing ₹77,855 crore, falling fully/partly in Andhra Pradesh, have been sanctioned. The summary is as under:

Category	No. of projects	Total Length (Km)	Length Commissioned till March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr.)
New Line	12	1595	235	7,074
Multi-tracking /Doubling	30	3174	1230	20,077
Total	**42**	**4,768**	**1,465**	**27,851**

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the State of Andhra Pradesh are as under:

S.No.	Name of Project	Cost (₹ in cr.)
1	Nandyal-Yerraguntla New line (126 Km)	1,050
2	Jaggayyapeta-Janpahad New line (48 Km)	737
3	Obulavaripalle-Krishnapattnam New line (113 Km)	2,300
4	Vizianagaram-Kottavalsa 3rd Line (35 Km)	285
5	Raichur-Guntakal Doubling (81 Km)	388
6	Guntur-Tenali Doubling (24 Km)	205
7	Guntakal-Kalluru Doubling (41 Km)	410
8	Motumari-Byepass with overhead alignment (2 Km)	39
9	Yelahanka-Penukonda Doubling (123 Km)	1,104
10	Vijaywada-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu Doubling with electrification (221 km)	4,688
11	Gooty-Dharmavaram Doubling (90 Km)	1,800
12	Penukonda-Dharmavaram Doubling (42 Km)	308

Ongoing Projects:

Some of the major projects falling fully/partly in the State of Andhra Pradesh which have been taken up are as under:

S.No.	Name of Project	Cost (₹ in Cr.)
1	Kotipalli-Narsapur New Line (57 Km)	2,120
2	Nadikude-Srikalahasti New Line (309 Km)	3,407
3	Rayadurg-Tumkur New Line (207 Km)	4,565
4	Malugur-Palasamudram New Line (18 Km)	342

S.No.	Name of Project	Cost (₹ in Cr.)
5	Malkangiri-Bhadrachalam-Pandurangapuram New Line (174 Km)	3,592
6	Errupalem-Amravati-Namburu New Line (57 Km)	2,047
7	Vizianagram-Titlagarh 3rd line (265 Km)	6,996
8	Nergundi-Barang, Khurda Road-Vizianagaram 3rd line (385 Km)	4,963
9	Kottavalasa-Koraput Doubling (189 Km)	3,580
10	Kazipet-Vijaywada 3rd line (220 km)	3,315
11	Vijaywada-Gudur 3rd line (287 Km)	6,509
12	Guntakal-Guntur Doubling (401 Km)	4,692
13	Guntur-Bibinagar Doubling (239 Km)	2,853
14	Mudkhed-Medchal, Mahbubnagar-Dhone Doubling (417 Km)	4,686
15	Motumari-Vishnupuram Doubling (89 Km)	1,596
16	Gudur-Renigunta 3rd Line (83 Km)	877
17	Tirupati-Katpadi Doubling (104 Km)	1,216
18	Rajahmundry-Visakhapatnam 3rd & 4th line (198 Km)	9,889
19	Guntakal-Wadi 3rd & 4th line (230 Km)	4,758

In last three years i.e. 2023-24, 2024-25, 2025-26 and current financial year 2026-27, 39 surveys (11 new line and 28 doubling) covering a total length of 5,648 km falling fully/partly in the State of Andhra Pradesh have been sanctioned.

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route

- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

ROADMAP TO ACCELERATE ADOPTION OF RENEWABLE ENERGY PROJECTS

***356. SHRIMATI SUPRIYA SULE:**

SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

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

(a) whether the Government has prepared a roadmap to accelerate the adoption of rooftop solar, floating solar and other renewable energy projects across Maharashtra in line with the country's clean energy goals;

(b) if so, the details of projects sanctioned, installed capacity achieved, beneficiaries covered and financial assistance provided under the Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PMSGBY), Pradhan Mantri-Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM-KUSUM) and other central renewable energy schemes in Maharashtra during the last three years;

(c) whether the Union Government proposes to provide additional support for expanding rooftop solar, energy storage, grid integration and decentralized renewable energy systems in urban and rural areas of the said State; and

(d) the steps taken or proposed by the Union Government in coordination with the State Government of Maharashtra to encourage greater public participation, attract private investment and accelerate Maharashtra's transition towards clean, affordable and sustainable energy?

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

(a): To accelerate adoption of rooftop solar across all the States/UTs in the country including Maharashtra, the Government has launched PM-Surya Ghar: Muft Bijli Yojana (PM-SGMBY) in February, 2024 with the target of rooftop solar installations in one crore households by 2026-27.

Further, to support setting up of Solar Parks in the country, Government has been implementing scheme for 'Development of Solar Parks and Ultra-Mega Solar Power Projects'. To specifically promote setting up floating solar parks in the country, the Union Cabinet has approved the PM Surya Sarovar Yojana (PM-SSY) with a total Central Financial Assistance outlay of Rs.5,070 crore for the period from FY 2026-27 to FY 2030-31, with disbursement of financial support continuing up to FY 2032-33.

Government has also been implementing other renewable energy schemes/programmes to promote and accelerate other renewable energy projects in the country including Maharashtra details of which are given in the enclosed **Statement-I**.

Further, as per the information received form Maharashtra Energy Development Agency (MEDA), Government of Maharashtra has notified the Maharashtra Renewable Energy & Energy Storage Policy 2025–2035 with the objective of accelerating green energy development in the State. The Policy envisages meeting approximately 52% of the State's electricity demand from renewable energy by FY 2030 and around 65% by FY 2035. Maharashtra State Power Generation Co. Ltd. (MAHAGENCO) has targeted renewable energy capacity addition of 8 GW till 2030 across the State of Maharashtra.

(b): During the last three years, a total of 16176.13 MW renewable energy capacity has been installed in the State of Maharashtra which includes 14899.27 MW solar power, 914.38 MW wind power, 359.28 MW bio power and 3.20 MW small hydro power.

Under PM-SGMBY, as per the national portal of the scheme, 10.96 lakh households have been benefitted with rooftop solar installation of aggregate capacity of 2608.12 MW in the State since the launch of the scheme upto 05.08.2026.

Further the details of projects installed under PM-KUSUM Components-A, B and & C during the last three years against the sanctioned capacity in the State of Maharashtra are given below:

Component-A (In MW)		**Component-B (No. of pumps)**		**Component-C (FLS) (No. of pumps)**	
Sanctioned	**Installed**	**Sanctioned**	**Installed**	**Sanctioned**	**Solarized**
260.00	17	5,75,000	4,79,135	8,75,000	8,75,000

The details of funds released for the renewable energy projects in Maharashtra under the major ongoing schemes/programmes of the Ministry of New and Renewable Energy during the last three years are given below:

Scheme/Programme	Funds released (in Rs. Crore)
Rooftop Solar	4793.09
PM-KUSUM	4924.53
National Bioenergy Programme	97.81

(c) and (d): Most of utility-scale renewable energy projects in the country are being set up by developers, selected through a transparent bidding process. Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity including support for expanding rooftop solar, energy storage, grid integration and decentralized renewable energy systems in the country, including the State of Maharashtra, are given in the

enclosed **Statement-II.** Further, Government of Maharashtra has notified the Maharashtra Renewable Energy & Energy Storage Policy 2025–2035 with the objective of accelerating green energy development in the State.

For effective implementation of schemes in States and to encourage greater public participation, the Ministry conducts periodic review and handholding meetings with the States. This also includes capacity building workshops and public awareness programs throughout the country including in Regional workshop in Mumbai. Further, as per the information received from MEDA, apart from CFA provided to the beneficiaries by Central Government, additional support is provided by State Government.

STATEMENT-I

Details of the ongoing major Renewable Energy Schemes / Programmes

1. Scheme for Development of Solar Parks and Ultra-mega Solar Power Projects with a target of setting up 40,000 MW capacity. Under the scheme, the infrastructure such as land, roads, power evacuation system, water facilities are developed with all statutory clearances/approvals. Thus, the scheme helps expeditious development of utility-scale solar projects in the country.
2. PM-KUSUM Scheme for setting up decentralized solar or other renewable energy power plants, installation of stand-alone solar agriculture pumps, and solarization of existing grid-connected agriculture pumps, including feeder-level solarization. The scheme benefits not only farmers but also the States and DISCOMs.

3. Central Public Sector Undertaking (CPSU) Scheme Phase-II (Government Producer Scheme) for setting up 12,000 MW grid-connected Solar Photovoltaic (PV) Power Projects by Government Producers, using domestically manufactured solar PV cells and modules, with Viability Gap Funding (VGF) support, for self-use or use by Government/ Government entities, either directly or through Distribution Companies (DISCOMS).
4. Green Energy Corridors (GEC) to create intra-state transmission system for renewable energy projects. Central Financial Assistance (CFA) is provided to set up transmission infrastructure for evacuation of Power from Renewable Energy projects in total ten States (considering both the phases of GEC).
5. National Bio-Energy Programme (Phase-I):
    - Waste to Energy Programme: Programme on Energy from Urban, Industrial and Agricultural Wastes/Residues
    - Biomass Programme: Scheme to Support Manufacturing of Briquettes & Pellets and Promotion of Biomass (non-bagasse) based cogeneration in Industries.
    - Biogas Programme : for promotion of family type Biogas plants
6. 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) with a provision for providing off-grid Solar Lighting where electricity supply through grid is not techno-economically feasible.

7. Small Hydro Power (SHP) Development Scheme (1MW to 25MW) for the period FY 2026-27 to FY 2030-31. The Scheme targets installation of approximately 1,500MW of new SHP capacity across India.

STATEMENT-II

Steps and initiatives to promote and accelerate renewable energy capacity

The Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity including support for expanding rooftop solar, energy storage, grid integration and decentralized renewable energy systems in the country, including the State of Maharashtra. These include, inter-alia, the following:

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.
- Pilot scheme for Contract for Difference (CfD) for renewable energy projects of 500 MW capacity issued. The CfD mechanism, a globally proven framework, will provide an alternative instrument (in addition to long term Power Purchase Agreements) for sale of renewable energy, through power exchanges.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers

under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.

- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- 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, Small hydro power development scheme have been launched.
- 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.
- Waiver on Inter State Transmission System (ISTS) charges for renewable energy projects including green hydrogen projects, with certain timelines and conditions.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.

- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV Modules, Solar PV Inverters & Storage Battery) and Solar Water Heating systems notified.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- The Revised Guidelines for installation of prototype wind turbine models issued on 12th June 2025.
- Procedure for inclusion/updating Wind Turbine Model in the Revised List of Models and Manufacturers of Wind Turbines (RLMM) issued on 31st July 2025. The amendment renames RLMM as Approved List of Models and Manufacturers [ALMM (Wind)] and mandates usage of listed components such as Blade, Tower, Generator, Gearbox and Special Bearings (Main, Pitch and Yaw Bearing) along with mandatory relocation of data centres within India and prohibition of real-time data transfer outside India.
- The Standard Operating Procedure (SOP) for ALMM-Wind and ALMM –

Wind Turbine Components (ALMM-WTC) issued on 29th October 2025, detailing the end-to-end process for application, verification, factory inspection, component evaluation and model enlistment.

- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.
- The Electricity Rules were amended in December 2022 to explicitly recognise Energy Storage Systems (ESS) as an integral part of the power

system, enabling their participation across generation, transmission and distribution functions.

- In October 2022, ESS were included in the Harmonised Master List of Infrastructure of the Ministry of Finance, facilitating access to long-tenure and lower-cost financing.
- In June 2023, the Government issued Guidelines for Preparation of Resource Adequacy Plans by State utilities, under which energy storage has been incorporated as a key planning resource for meeting peak demand and ensuring system reliability.
- A National Framework for Promotion of Energy Storage Systems was issued in September 2023, providing a comprehensive roadmap for deployment, market integration and regulatory facilitation of storage technologies.
- Waiver of Inter-State Transmission System (ISTS) charges has been provided for co-located BESS projects commissioned and PSPs awarded up to June 2028, to improve project viability. For other BESS projects, 100% waiver of ISTS charges was provided for the BESS commissioned till June, 2025, with 25% annual reduction thereafter.
- In January 2022, CERC allowed storage-based resources to provide ancillary services, including secondary and tertiary reserves, enabling ESS to support real-time grid balancing alongside conventional generators.
- Tariff-Based Competitive Bidding (TBCB) Guidelines for procurement of BESS and Hydro PSP by distribution licensees were notified in March 2022,

and February,2025, respectively, creating a transparent mechanism for large-scale storage procurement.

- Under the Electricity (Rights of Consumers) Rules, 2020, amended in December 2022, consumers using diesel generator sets have been mandated to shift to cleaner backup solutions, including energy storage, within timelines specified by State Commissions.
- Electricity supplied from BESS has been allowed to participate in the High-Price Day-Ahead Market, launched in March 2023, enabling storage to respond to peak price signals similar to gas-based generation.
- The Government is implementing two Viability Gap Funding (VGF) schemes to support development of approximately 43.8 GWh of Battery Energy Storage Systems, to accelerate early-stage deployment.
- The Ministry of Heavy Industries is implementing a ProductionLinked Incentive (PLI) Scheme with an outlay of ₹18,100 crore for establishing 50 GWh of Advanced Chemistry Cell manufacturing capacity, of which 10 GWh is earmarked for grid-scale storage.
- For pumped storage projects, a grant for enabling infrastructure is provided at the rate of ₹1 crore per MW for the first 200 MW and 70.75 crore per MW thereafter.
- CERC has allowed separate grid connectivity during non-solar hours, enabling additional renewable capacity at existing substations and facilitating storage-based shifting of power to evening and night hours.

- Statutory concurrence of the Central Electricity Authority has been dispensed with for closed-loop, off-stream pumped storage projects to expedite project development.
- Through amendment of the Electricity Rules in September 2025, energy storage systems have been permitted to be developed, owned, leased or operated by consumers, expanding the range of ownership and business models.
- In February 2025, CEA issued an advisory on co-location of ESS with solar power projects, recommending storage capacity of at least 10% of installed solar capacity for a minimum duration of two hours, to improve dispatchability of solar power.

RAILWAY SCHOOLS IN TELANGANA

***357. SHRI VAMSI KRISHNA GADDAM:**

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

(a) whether the Railway EPC High School at Bellampalli is functioning only from Classes VI to X while primary classes remain discontinued and if so, the details thereof;

(b) whether Railway employees are compelled to send their children to private schools due to absence of Railway-run primary and English-medium education facilities;

(c) whether the Government proposes to reopen Railway PC School at Ramagundam which is closed since 2002–03 and if so, the details thereof;

(d) whether the Government proposes to establish a full-fledged Railway-run english medium school in the Ramagundam–Peddapalli–Mancherial belt and if so, the details thereof; and

(e) whether welfare-based educational benefits for Railway employees will be restored and if so, the details thereof including the timeline for its implementation?

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

(a) to (e): EPC High School at Bellampalli is an English Medium School operational from Nursery to Class X. This school is not run by Railway, but is administered by Employees' Parents' Committee (EPC).

Railways provide educational facilities in the form of Railway Schools within the available resources, purely as a measure of staff welfare to cater to the needs of children of railway employees at such places where educational facilities provided by other agencies (Government and Private) are inadequate. At Ramagundam, Peddapalli and Mancherial, many government and private schools serve the wards of Railway employees.

Educational benefits related schemes such as Children Education Allowance and Scholarship from Staff Benefit Fund to Non-Gazetted Railway

employees (upto Level 4) for Higher Technical/Professional Education continue to be admissible to Railway Employees.

REVIEW OF CAPACITY ENHANCEMENT ON MANGALURU RAIL CORRIDORS

***358. CAPTAIN BRIJESH CHOWTA:**

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

(a) whether the Government has reviewed capacity enhancement on Mangaluru rail corridors and if so, the details thereof including current projects and operational status thereof, section-wise and station-wise;

(b) the details of the sanctioned cost, physical/financial progress, traffic/passenger data and target dates;

(c) the details of the capacity, safety, staffing, land or inter-zonal bottlenecks and the authority holding each action; and

(d) the details of the approval and completion roadmap of these projects along with firm milestones?

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

(a) to (d): To enhance the capacity and strengthen the railway network in Mangaluru, following surveys have been sanctioned:

S.N	Project	Status
1	Mangaluru - Shoranur 3rd Line (307 Km)	Field Location Survey (FLS) has been sanctioned for preparation of Detailed Project

		Report (DPR). Field Survey work has been completed.
2	Mangaluru – Sringeri - Shivamogga New line (332 Km)	FLS has been sanctioned for preparation of DPR.
3	**Mangaluru - Hassan Doubling (**247 Km)	FLS has been sanctioned for preparation of DPR.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

To augment the yard capacity, the following works have been sanctioned in Mangaluru area:-

SN	**Name of Works**	**Cost (₹ in Crores)**
1	Provision of additional Coaching stabling line with coach watering facility at Bunder near Mangalore Central.	7.58
2	Provision of 02 No. of new full length platform lines at Mangalore Central.	23.46
3	Yard remodeling work at Mangalore Central with provision of 01 No. of new stabling line and extension of 01 No. of Platform.	15.41

Karnataka:-

Railway Budget:-

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Karnataka is as under:

Period	Outlay
2009-14	₹835 crore/year
2026-27	₹7,748 crore (more than 9 times)

Track Construction:-

The details of constructing new track falling fully/partly in the State of Karnataka is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	565 Km	113 Km/year
2014-26	1,769 Km	147.4 Km/year

Projects sanctioned:-

As on 01.04.2026, 25 projects (15 new lines and 10 doubling) of 2,935 km length, costing ₹49,272 crore falling fully/partly in Karnataka are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length (in Km)	Length Commissioned upto Mar'26 (Km)	Exp upto Mar'26 (₹ in cr.)
New Line	15	2,034	445	8,836
Doubling/ Multitracking	10	901	301	4,562
Total	**25**	**2,935**	**746**	**13,398**

Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in Karnataka are as under:

S. No.	Project	Cost (₹ in Crores)
1	Kottur-Harihar new line (65 km)	468
2	Hassan-Bangalore new line (167 km)	1,290
3	Bidar-Gulbarga new line (110 km)	1,543
4	Shivani - Hosadurga Road doubling (10 km)	50
5	Shivani-Birur doubling (29 km)	143
6	Hosadurga-Chikjajur doubling (29 km)	260
7	Ramanagram - Mysore patch doubling (94 km)	998
8	Yelahanka – Chennasadra doubling (13 km)	108
9	Yeshwantpur - Yelahanka doubling (12 km)	95
10	Netrawati - Mangalore Central doubling (2 km)	28
11	Kankanadi - Panambur doubling (19 km)	350
12	Arsikere-Tumkur doubling (96 km)	758
13	Yelahanka - Penukonda doubling (123 km)	1,104
14	Daund-Gulbarga doubling (225 km)	3,182
15	Hubli-Chikjajur doubling (190 km)	1,850
16	Hotgi-Gadag doubling (284 km)	2,459
17	Pune-Miraj-Londa doubling (466 km)	6,464
18	Jokkate-Thokur doubling (2 km)	102

Ongoing Projects:-

Details of some of the projects falling fully/partly in Karnataka which have been taken up are as under:

S No.	Project	Cost (₹ in Crores)
1.	Munirabad-Mahabubnagar new line (247 km)	3,978
2.	Kadur - Sakleshpur new line (68 km)	908
3.	Rayadurg - Tumkur new line (207 km)	4,565
4.	Bagalkot - Kudachi new line (142 km)	1,694
5.	Tumkur - Devangere new line (182 km)	2,142
6.	Marikuppam - Kuppam new line (24 km)	518
7.	Gadag - Wadi new line (257 km)	3,668
8.	Shimoga - Ranebennur new line (96 km)	994
9.	Hassan - Belur new line (32 km)	749
10.	Dharwad -Belgaum new line (73 km)	927
11.	Hospet - Hubli - Londa - Tinaighat - Vasco - de - Gama doubling (312 km)	4,730
12.	Baiyyapanahalli - Hosur doubling (48 km)	1,160
13.	Yeshwanthpur- Channasandra doubling (22 km)	684
14.	Ballari-Chikjajur doubling (185 km)	3,342
15.	Secunderabad - Wadi 3rd & 4th line (173 km)	5,012
16.	Bellary - Hosapete 3rd & 4th line (65 km)	2,372
17.	Guntakal-Wadi 3rd & 4th line (230 km)	4,758

Details of some major projects which are delayed due to land acquisition are as under:-

S No.	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shimoga–Rannebennur new line (96 km)	559	283	276
2	Belgaum–Dharwad new line	581	0	581

	(73 km)			
3	Shimoga– Harihar new line (79 km)	488	0	488
4	Whitefield-Kolar new line (53 km)	337	0	337
5	Hassan-Belur new line (32 km)	206	0	206

Summary of the status of land acquisition in Karnataka is as under:-

Total Land required for Projects in Karnataka	**10,123 ha**
Land Acquired	**6,134 ha (61%)**
Balance Land to be acquired	**3,989 ha (39%)**

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway’s own operational requirements
- Socio-economic considerations
- Overall availability of funds

Railway Infrastructure projects enable socio-economic development of the region including:

- Better integration of the region with other parts of the country
- Faster movement of goods and services

- Improving logistics efficiency
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region
- Reduces operational bottlenecks
- Development of tourism industry and increase in industrial activities in the region.

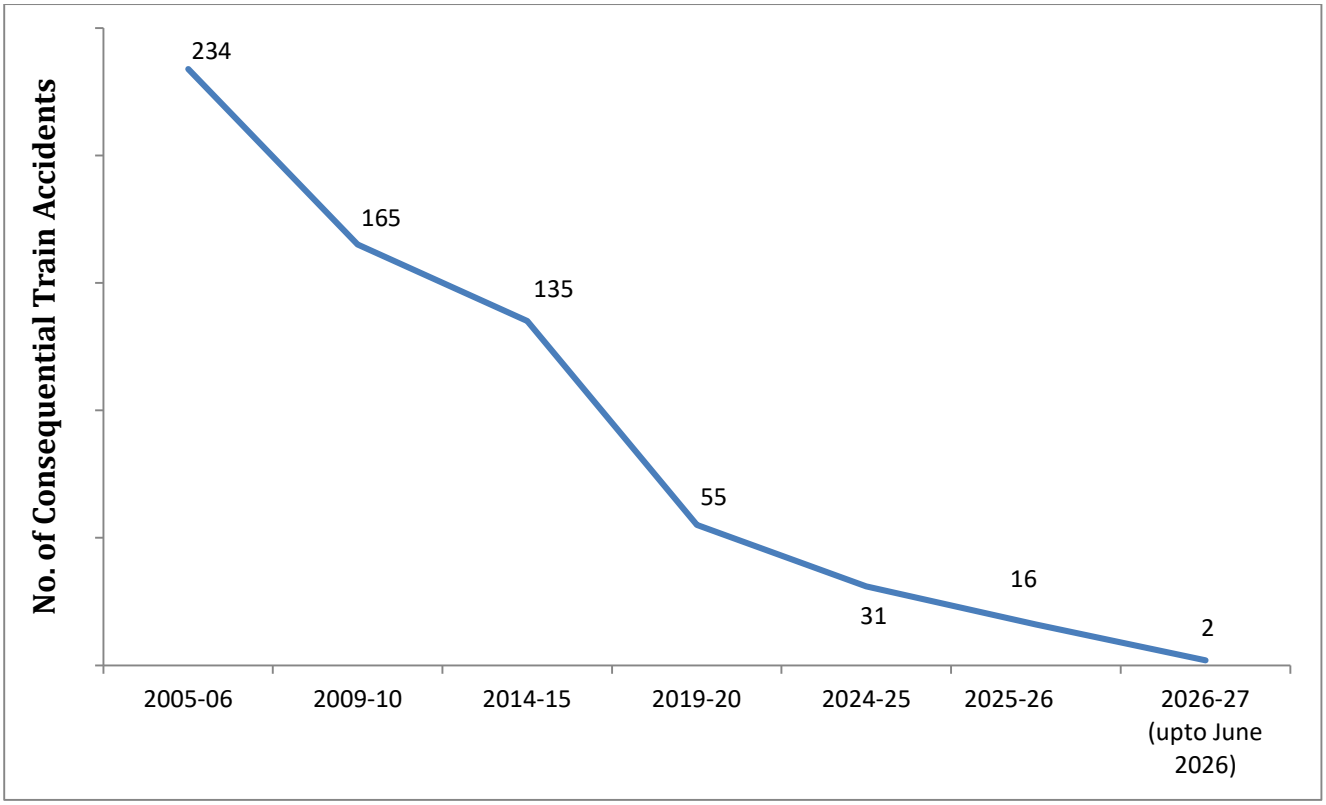
Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

Safety:

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.



Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26	16 (88% lesser)
2026-27 (Up to June 2026)	2

Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2025-26	0.01 (91% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

Accident Index = <u>No. of consequential accidents</u>

No. of trains X million kilometers run

The various safety measures taken to enhance safety in train operations are as under:-

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

Year	Expenditure/Budget on Safety related activities (₹ in Cr.)
2013-14	39,200
2022-23	87,336
2023-24	1,01,662
2024-25	1,14,022
2025-26	1,17,693
2026-27	1,20,389

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.

5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
7. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
8. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
9. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
10. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
11. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
12. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.

13. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
14. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
15. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
16. Patrolling of railway tracks to look out for weld/rail fractures.
17. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
18. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
19. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
20. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
21. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
22. Replacement of conventional ICF design coaches with LHB design coaches is being done.
23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

24. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

25. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

26. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.

27. Regular counselling and training of staff is undertaken.

28. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S. No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails(60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	₹ 79.43 Lakh	₹ 2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpass	4,148 Nos.	14,362 Nos.	More than 3 times

	es (RUBs) (Nos.)			
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366 Nos.	More than 21 times

Implementation of Kavach:-

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:-
   - **a.** Installation of Station Kavach at each and every station, block section.
   - **b.** Installation of RFID Tags throughout the track length.
   - **c.** Installation of telecom Towers throughout the section.
   - **d.** Laying of Optical Fibre Cable along the track.

e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.2026, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:-

S. No.	Section	Progress (Route Km)
(1)	**Delhi– Mumbai route: 1,423 Rkm**	
I	Tilak Bridge – Junction cabin – Palwal – Mathura – Kota – Nagda – Ratlam – Vadodra – Virar Section	1,327

ii	Vadodara – Ahmedabad Section	96
(2)	**Delhi – Howrah route: 1,210 Rkm**	
i.	Chipyana – Tundla – Kanpur – Subedarganj Section	563
ii.	Kanpur – Lucknow Section	71
iii.	Mirzapur – DDU (Excluding) Section	64
iv.	DDU(FOC) – Bhabua Road Section	50
v.	Sasaram – Pheser Section	43
vi.	Gaya – Sarmatarn – Nimiaghat Section	159
vii	Chota Ambana – Bardhaman – Howrah Section	260

10. In addition, track side Kavach implementation work is being taken up on 21,794 RKM covering all GQ, GD, HDN and identified sections of Indian Railways. Also, Kavach work has been sanctioned in the Shoranpur-Mangaluru Central (308 Rkm) section of Southern Railway. Further, Kavach has been planned in Mangaluru Central- Mangaluru Jn-Padil-Thokur and Jokatte-Panambur (28 Rkm) sections of Southern Railway, passing through Mangaluru area.

11. The total progress of key items of Kavach on Indian Railway sections are as under:-

S. No.	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 Station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.
14. The funds utilized on Kavach works so far up to Jun'26 are ₹3,875 Crore. The allocation of funds during the year 2026-27 is ₹2,066 Crore. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.
15. The cost for provision of Track Side including Station equipment of Kavach is approximately ₹50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately ₹ 80 Lakh/Loco.

Amrit Bharat Stations:-

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building

- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface and provision of platform shelter
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which, 61 stations including Mangalore Junction and Mangalore Central stations, are located in Karnataka. The names of stations identified for development under Amrit Bharat Station Scheme in Karnataka are as following:-

State	No. of Stations	Names of Stations
Karnataka	61	Almatti, Alnavar, Arsikere Junction, Badami, Bagalkot, Ballary, Bangalore Cantt., Bangarpet, Bantawala,

State	No. of Stations	Names of Stations
		Belagavi, Bidar, Chamaraja Nagar, Channapatna, Channasandra, Chikkamagaluru, Chikodi Road, Chitradurga, Davangere, Dharwad, Dodballapur, Gadag, Gangapur Road, Gangavathi, Ghataprabha, Gokak Road, Gubbi, Harihar, Hassan, Hosapete, Kalaburagi Jn., Kengeri, Koppal, Krantivira Sangolli Rayanna (Bengaluru), Krishnarajapuram, Malleswaram, Malur, Mandya, Mangalore Central, Mangalore Jn, Munirabad, Mysuru Jn (Mysore), Raichur Jn, Ramanagaram, Ranibennur, Raybag, Sagar Jambagaru, Sakleshpur, Shahabad, Shivamogga Town, Shravanabelgola, Shree Siddharoodha Swamiji Hubballi Jn, Subramanya Road, Talguppa, Tiptur, Tumakuru, Udupi, Vijayapura, Wadi, Whitefield, Yadgir, Yesvantpur

Completed stations of Karnataka:

Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Details of stations completed in Karnataka are as under:

State	No. of Stations	Name of Stations
Karnataka	12	Alnavar, Badami, Bagalkot, Bantawala, Dharwad, Gadag, Gokak Road, Hosapete, Koppal, Munirabad, Ranibennur, Subramanya Road

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

Stations of Karnataka:

- **Mangalore Junction station**: The works of widening of station approach road, improvement of circulating area including parking, improvement of station building including porch, booking office, platform shelter, new waiting hall with toilet, improvement of platform surface at platform no. 1, lighting, installation of Coach Indication Board and parcel office have been completed. The work for 6 m wide foot over bridge has been taken up.
- **Mangalore Central** is under master planning stage. Master planning is an iterative process requiring optimization and, the timeframe and other details for such optimization cannot be indicated at this stage.
- **Bangalore Cantonment station**: The works of new diversion road at South side, new electrical substation and new 5 m wide foot over bridge have been completed. The works of new station building at South side, new station building at North side, improvement of platform surface, air concourse, 12 m wide foot over bridge, new basement at South side, new overhead tank at North and South side have been taken up.
- **Yesvantpur station**: The works of new elevated road at East side, new arrival and departure plaza at East side, new multilevel car parking at East side, new electrical substation, new overhead tank and new sewage treatment plant at East side have been completed. The works of new station building at West side, new air concourse, platform shelter, lift,

escalator, new elevated road at West side, new arrival and departure plaza at West side have been taken up.

- **Sakleshpur station**: The works of extension of station building at main entry, new entrance porch at main entry, platform shelter, new waiting hall, new toilet, new booking office, improvement of circulating area at main entry and parking at main entry have been completed. The works of improvement of platform surface, signages, amenities for Divyangjan and lift have been taken up.

- **Arsikere Junction station:** The works of new waiting hall, new parcel office, improvement of circulating area and parking at main entry have been completed. The works of new station building at main entry, new entrance porch at main entry, platform shelter, new booking office, new dormitory, new retiring room, lift, escalator and 12 m wide foot over bridge have been taken up.

Further, development/redevelopment/upgradation/modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development/redevelopment/upgradation/modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development/upgradation/modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan

Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Karnataka is covered under the jurisdiction of five railway zones, namely, Central Railway, South Coast Railway Southern Railway, South Central Railway, and South Western Railway. For these zones, an allocation of ₹ 3,244 crore has been made for the current financial year, 2026-27, out of which an expenditure of ₹ 1,588 crore (up to June, 2026) has been incurred so far.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

RARE EARTH ELEMENTS (REE) EXPLORATION IN WEST BENGAL

***359. SHRI JYOTIRMAY SINGH MAHATO:**

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

(a) the current status of mineral exploration at G2 (General Exploration) stage in the blocks at Belma-Malthor, Chirugora, Mednitar and Purdaha in Purulia district, West Bengal, including quantum of drilling, sampling and

geophysical surveys completed and resource estimates established or expected therefrom;

(b) whether GSI has formulated any timeline for upgrading these G2 blocks to G1 (Detailed Exploration) stage and if so, the details thereof;

(c) whether any of these blocks are being considered for auction as Composite Licences or Mining Leases upon completion of G2 exploration and if so, the expected timeline and modalities thereof; and

(d) the details of the specific steps being taken by the Government to enhance the commercial attractiveness of REE blocks in West Bengal for prospective bidders given that the Kalapathar-Raghudih REE block has received no bids under Tranche VI?

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

(a) and (b): The Geological Survey of India (GSI) has completed field work for general exploration for Rare Earth Elements (REE) mineralisation in Belma-Malthor block in Purulia district, West Bengal under which geophysical surveys of 50 Line Kilometers and 2001.95 meters of drilling have been carried out along with collection of 2400 core samples. Further, Chirugora, Mednitar and Purdaha blocks in Purulia district have been successfully upgraded from G3 to G2 stage of exploration during field season 2026-27. So far, any resource of REE has not been established from these blocks.

In accordance with the Mines and Mineral (Development and Regulations) Amendment Act, 2015 and subsequent amendments in Mineral

(Evidence of Minerals and Content) Rules, 2015, GSI has been mandated to carry out exploration upto G2 stage (general exploration).

(c): The auction of a mineral block depends on the quantum and grade of mineral resource established in that block. Blocks are considered for auction based on its mineral resources . As no resource of REE has so far been established for these blocks these have not been considered for auction.

(d): During auction process to enhance commercial attractiveness of blocks including REE blocks in the State of West Bengal, roadshows and outreach programmes are organised by the government with the objective of engaging prospective bidders and other stakeholders from the mining sector. These initiatives are intended to encourage wider participation and provide a comprehensive understanding of the investment opportunities.

NUCLEAR POWER GENERATION UNDER ATOMIC ENERGY PROGRAMME

***360. DR. PRABHA MALLIKARJUN**

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

(a) whether the Government has taken steps to expand nuclear power generation under the Atomic Energy programme to meet the growing energy demand of the country including in States such as Karnataka;

(b) if so, the current installed nuclear power capacity and its share in the country's total energy mix;

(c) the details of nuclear power projects under construction and proposed including those in the Southern Region;

(d) whether the targets under the nuclear power expansion programme have been achieved and if so, the details thereof and if not, the reasons therefor;

(e) the details of safety measures and regulatory mechanisms put in place; and

(f) the details of roadmap for increasing nuclear power capacity to support country's clean energy transition?

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

(a): Yes. The Government has taken steps to expand nuclear power generation in the country, including in the State of Karnataka, where four units Kaiga–1 to 4 (4 X 220 MW) are in operation, while two more units Kaiga–5&6 (2 X 700 MW) are under construction.

(b): The present installed nuclear power capacity in the country is 8,780 MW comprising of 24 nuclear power plants. The share of nuclear energy in the total electricity generation in the country was 3.1% in the year 2025-26.

(c): The details are given in the enclosed **Statement**.

(d): The present nuclear power capacity of 8.78 GW is expected to reach about 22 GW by 2031-32 on progressive completion of projects which are presently

at various stages of construction/ commissioning and under pre-project activities.

(e): Highest priority is accorded to safety in all aspects of nuclear power viz. siting, design, construction, commissioning, and operation. Nuclear power plants are designed adopting safety principles of redundancy, diversity and fail-safe design features following an overlapping defence-in-depth approach, in line with codes and guides of Atomic Energy Regulatory Board (AERB). There is a robust regulatory mechanism of safety reviews at multiple levels. The operations are performed adopting well laid out procedures by highly qualified, trained and licensed personnel. The safety of nuclear power plants is continuously monitored and reviewed internally and by the AERB.

(f): The roadmap for increasing nuclear power capacity comprises: (i) A near-term target of about 22,380 MW by 2031-32, through the 13,600 MW presently under construction/planning; (ii) A long-term target of 100 GW by 2047 under the Nuclear Energy Mission for Viksit Bharat announced in the Union Budget 2025-26, to be pursued through a combination of large-capacity reactors and indigenously developed Small Modular Reactors (SMRs). The SHANTI Act, 2025 additionally enables licensed participation of private Indian companies and joint ventures in the sector in support of this roadmap.

STATEMENT

Nuclear Power Projects under Construction/ Commissioning		
Location & State	**Project**	**Capacity (MW)**
Rawatbhata, Rajasthan	RAPP-8	1 X 700
Gorakhpur, Haryana	GHAVP-1&2	2 X 700

Kudankulam, Tamilnadu	KKNPP-3&4	2 X 1000
	KKNPP-5&6	2 X 1000
Kaiga, Karnataka	KAIGA-5&6	2 X 700
Kalpakkam, Tamilnadu	PFBR	1 X 500
Projects Under Pre-project Activities		
Gorakhpur, Haryana	GHAVP-3&4	2 X 700
Chutka, Madhya Pradesh	CMPAPP-1&2	2 X 700
Mahi Banswara, Rajasthan	MBRAPP-1&2	2 X 700
	MBRAPP -3&4	2 X 700
Kalpakkam, Tamilnadu	FBR - 1 & 2	2 X 500
Proposed Nuclear Power Projects		
Rawatbhata, Rajasthan	RAPP-9&10	2 X 700
Kakrapar, Gujarat	KAPP-5&6	2 X 700
Narora, Uttar Pradesh	NAPP-3&4	2 X 700
In-Principle approved sites		
Jaitapur, Maharashtra	JNPP-1 to 6	6 X 1730
Kovvada, Andhra Pradesh	Kovvada-1 to 6	6 X 1208
Haripur, West Bengal	Haripur-1 to 6	6 X 1000
Mithi Virdi, Gujarat	Mithi Virdi-1 to 6	6 X 1000
Bhimpur, Madhya Pradesh	Bhimpur-1 to 4	4 X 700

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(ii) Unstarred Question Nos. 3911 to 4140

SOLARISATION OF AGRICULTURE FEEDERS UNDER PM-KUSUM

3911. SHRI DILESHWAR KAMAIT:

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

(a) the total number of agricultural feeders solarised under Component-C Feeder Level Solarisation (FLS) of Pradhan Mantri-Kisan Urja Suraksha evam Utthaan Mahabhiyan (PMKUSUM) as of February, 2026 and the resultant increase in the average hours of daytime power supply available to farmers;

(b) the details of status of the transition to PM-KUSUM 2.0 specifically the proposed 45 percent increase in funding to incorporate Battery Energy Storage Systems (BESS) for night-time irrigation support; and

(c) the progress in achieving the target of 34.8 GW of decentralised solar capacity and the measures taken by the Government to address the low uptake in States with high technical losses, State-wise?

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

(a): PM-KUSUM a demand-driven scheme and the capacities are allocated based on proposals received from States/UTs and their implementation progress. As reported by the State Implementing Agencies, total of 14,39,415 agriculture pumps are solarized through installation of 7261 MW across agriculture feeders till February 2026.

Due to the implementation of FLS, the states have reported shifting of their night time supply to day time power supply from 7 to 8 hrs to farmers. As reported by Ministry of Power, total of 5,655 feeders were solarized till Feb 2026.

(b): The Expenditure Finance Committee for PM KUSUM 2.0 was held on 21.04.2026.

(c): The state wise progress under PM KUSUM are given in the enclosed **Statement**.

The Ministry has simplified the procedures and issued comprehensive revised guidelines on 17.01.2024 for ease of implementation of the scheme. To increase the reach of PM KUSUM scheme, extensive outreach and capacity-building workshops are conducted by the Ministry from time to time. This also includes periodic review and handholding meetings with the implementing states.

STATEMENT

Progress under the PM KUSUM scheme till 31.07.2026

S. No.	State Name	Component-A (MW)		Component-B (Nos)		Component-C (Nos)				
		Sanctioned	Installed	Sanctioned	Installed	Sanctioned (IPS)	Installed (IPS)	Sanctioned (FLS)	Installed (FLS)	Installed (Total)
1	Arunachal Pradesh	0	0	700	699	0	0	0	0	0
2	Assam	2	0	4000	1695	0	0	0	0	0
3	Chhattisgarh	366	19	0	0	0	0	10523	622	622
4	Bihar	0	0	0	0	0	0	140300	6070	6070
5	Gujarat	175	0	22792	22792	0	0	467114	304948	304948
6	Goa	24	4	900	200	0	0	11000	700	700
7	Haryana	158	75.21	197655	195521	0	0	2899	0	0
8	Himachal Pradesh	100	100	1270	1103	0	0	0	0	0
9	Jammu & Kashmir	0	0	5000	4873	0	0	0	0	0
10	Jharkhand	0	0	86985	74201	0	0	0	0	0
11	Karnataka	0	0	41365	29513	0	0	763588	150490	150490
12	Kerala	0	0	8	8	9448	4063	22368	11809	15872
13	Ladakh	0	0	1400	315	0	0	0	0	0

14	Madhya Pradesh	1401	230.66	59400	26478	0	0	175000	71934	71934
15	Maharashtra	260	21	575000	559409	0	0	875000	875000	875000
16	Manipur	0	0	450	160	0	0	0	0	0
17	Meghalaya	0	0	2735	98	0	0	0	0	0
18	Mizoram	0	0	1700	613	0	0	0	0	0
19	Nagaland	0	0	265	265	0	0	0	0	0
20	Odisha	90	6	18441	16052	0	0	5223	0	0
21	Puducherry	0	0	72	0	0	0	0	0	0
22	Punjab	0	0	18048	17928	186	25	0	0	25
23	Rajasthan	5618	1442.43	134752	127639	2138	2138	400000	229994	232132
24	Tamil Nadu	3	3	5187	5186	0	0	0	0	0
25	Telangana	1797	84	7000	0	28000	0	0	0	0
26	Tripura	5	0	11114	9401	3600	1375	0	0	1375
27	Uttar Pradesh	1	1	107266	71538	12000	8654	370000	2477	11131
28	Uttarakhand	0	0	3685	2980	0	0	0	0	0
29	West Bengal	0	0	0	0	20	4	0	0	4
30	Andaman & Nicobar Islands	0	0	0	0	0	0	0	0	0
31	Andhra Pradesh	0	0	0	0	0	0	293587	0	0
	Total	**10000**	**1986.30**	**1307190**	**1168667**	**55392**	**16259**	**3536602**	**1654044**	**1670303**

PM-SGMBY IN ODISHA

3912. SHRI PRADEEP PUROHIT:

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

(a) the number of households benefited under the Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY) till date in Odisha, district-wise particularly in Bargarh and Jharsuguda;

(b) the details of Central Financial Assistance (subsidy) released under the scheme in Odisha during the last two years, district-wise;

(c) whether the Government proposes to extend rooftop solar benefits under the scheme to Government residential premises, offices, educational institutions, panchayat buildings, hospitals and other public buildings and if so, the details thereof;

(d) the total electricity generated and the estimated savings in electricity consumption and electricity bills by beneficiary households during the last two years in Odisha including Bargarh and Jharsuguda; and

(e) the steps taken by the Government to accelerate implementation of the scheme in Odisha particularly in rural and aspirational districts including Bargarh and Jharsuguda along with the targets fixed for the next two years?

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): Under PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY), since its launch in February 2024, a total of 3,08,894 applications have been received,

1,63,811 rooftop solar (RTS) systems have been installed, benefitting 1,64,903 households and an amount of Rs. 746.67 crore has been released as Central Financial Assistance (CFA) in the State of Odisha, as on 07.08.2026. The district-wise details including for the Bargarh and Jharsuguda districts are given in the enclosed **Statement.**

(c): Saturation of Government buildings by installation of rooftop solar is one of the components of the PMSG: MBY. Detailed guidelines in this regard providing various implementation models and allocating Central Public Sector Enterprises (CPSEs) with experience in deployment of renewable energy technologies to assist Central Ministries & States/UTs in deploying rooftop solar on their buildings, have been issued.

However, no Central Financial Assistance (CFA) is available for government buildings as installation of rooftop solar plants is financially viable for them even without CFA.

(d): During a normal sunny day a standard 1 kWp rooftop solar plant in the country, is estimated to generate 3 to 4 kWh of electricity. The electricity bills of the consumers in the state of Odisha including Bargarh and Jharsuguda districts with RTS systems installed under the scheme, have been largely reduced and over 37,678 beneficiaries have been reported by DISCOMs of Odisha, to receive zero electricity bill after installation of RTS systems under the scheme during any month/billing period, depending on their self-consumption of electricity.

(e): The PMSG: MBY is a demand-driven scheme and there is no state wise allocation of targets made under the scheme.

To accelerate implementation of the scheme in Odisha particularly in rural and aspirational districts including Bargarh and Jharsuguda the Ministry of New and Renewable Energy (MNRE) has taken several steps including the following:

- Simplified process for registration of vendors to ensure sufficient and qualified vendors are available.
- Simplified the regulatory approval process by waiving technical feasibility requirement and introducing auto load enhancement upto 10 kW.
- Net metering agreement has been made part of application in the National Portal eliminating the need for separate agreement.
- Capacity building and training programmes being conducted including for DISCOM officials.
- Regular monitoring of the progress of the scheme at different levels including with states, DISCOMs and Banks. In addition, regional review meetings are being conducted from time to time.
- Availability of collateral-free loan from nationalized banks at a concessional interest rate of repo-rate plus 50 bps, i.e., 5.75% per annum for the present, with a tenure of 10 years. The loan can be applied on National Portal itself with integration of JanSamarth portal.

- Established grievance redressal mechanism for timely resolution of grievances. A Call Centre with telephone number 15555 is operational in 12 languages.
- Creating awareness about the scheme, through awareness and otreach program such as print advertising in leading newspapers, TV commercials campaigns, Radio campaigns across FM stations including regional channels, etc., in the country.
- Sanctioned installation of 1.50 lakh RTS systems under Utility Led Aggregation Model.

Further, MNRE and REC ltd., as the National Programme Implementing Agency (NPIA), for PMSG: MBY, work in close coordination with all the DISCOMs, for effective implementation of the scheme.

STATEMENT

The district-wise details of progress made under the PMSG: MBY in the state of Odisha (As on 07.08.2026)

S No.	District	Application (Nos)	Installation (Nos.)	Households (Nos.)	Subsidy Released Amt (in cr.)
1	Anugul	7424	3058	3058	15.70
2	Balangir	11665	6012	6020	26.86
3	Baleshwar	26727	15343	15343	56.48
4	Bargarh	12926	8081	8081	38.96
5	Bhadrak	9751	5583	5587	20.32
6	Boudh	2974	1075	1075	5.11

7	Cuttack	22498	12624	13329	64.49
8	Deogarh	1640	811	811	3.85
9	Dhenkanal	10576	4780	4784	24.62
10	Gajapati	5073	1482	1482	4.29
11	Ganjam	24112	13811	13811	55.21
12	Jagatsinghapur	12562	5903	5903	26.28
13	Jajapur	16024	7986	7986	34.32
14	Jharsuguda	4716	2737	2737	14.94
15	Kalahandi	8685	5154	5154	25.04
16	Kandhamal	7890	642	642	2.40
17	Kendrapara	8118	4531	4535	15.00
18	Kendujhar	9524	5009	5025	20.79
19	Khordha	22415	13704	13920	86.32
20	Koraput	3369	1148	1148	6.89
21	Malkangiri	2116	703	703	2.84
22	Mayurbhanj	14212	8961	8961	36.99
23	Nabarangpur	4154	1320	1320	4.20
24	Nayagarh	6792	2915	2915	14.21
25	Nuapada	10584	7689	7689	28.62
26	Puri	11625	5695	5695	20.65
27	Rayagada	3877	1412	1412	7.98
28	Sambalpur	10348	5712	5712	30.98
29	Sonepur	5200	3049	3049	15.76
30	Sundargarh	11317	6881	7016	36.56
	Total	**3,08,894**	**1,63,811**	**1,64,903**	**746.67**

RECYCLING CAPACITY OF SOLAR PANEL WASTE

3913. SHRI UMMEDA RAM BENIWAL:

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

(a) whether any assessment has been undertaken by the Government regarding the generation of end-of-life solar panel waste and the requirement for recycling capacity in the country and if so, the details thereof;

(b) whether any policy, scheme or incentive exists for promotion of manufacturing and recycling activities relating to end-of-life solar panels and associated renewable energy equipment and if so, the details thereof;

(c) whether any locations have been identified for establishment of facilities for recycling of solar panels and related renewable energy equipment and if so, the details thereof; and

(d) the steps taken by the Government to promote investment, employment generation and circular economy practices in the renewable energy manufacturing and recycling sector?

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): With the support of Ministry of New and Renewable Energy (MNRE), the Council on Energy, Environment and Water, a think tank, has estimated that cumulative waste from existing and projected solar capacity installations in India could reach around 600 kilo-tonnes by 2030. It is also estimated that an annual processing capacity of 3,600 tonnes, would be required by 2047 for the environmentally sound management of end-of-life solar PV waste.

(b) to (d): The Government has taken several measures to promote manufacturing, recycling and circular economy practices relating to end-of-life solar panels and associated renewable energy equipment. These include:

a) Government has constituted committees to prepare action plans to expedite transition from linear to circular economy in 11 focus area including solar sector.

b) The Ministry of Environment, Forest and Climate Change, Government of India has notified the E-Waste (Management) Rules, 2022. These rules also cover environmentally sound management of e-waste generated from electrical and electronic equipment, these rules govern the for management of e-Waste including solar photo-voltaic (PV) modules or panels or cells. An online Extended Producer Responsibility (EPR) Portal for E-Waste management has also been made operational by the Central Pollution Control Board (CPCB) wherein all manufacturer, producer, refurbishers and recycler are required to register on this portal.

c) The MNRE had launched an “Innovation Challenge for Circularity in Renewable Energy Technologies – Batteries and Solar Photovoltaic” to support research and innovation in recycling, second-life applications, and circular design of solar modules and batteries under the Renewable Energy Research and Technology Development (RE-RTD) programme.

d) The Department of Science and Technology (DST), issued a Call for proposal on “Recovery and Recycling of End-of-Life Solar PV

Panels/Modules" to develop economically viable recycling processes and equipment through academia–industry partnerships and

e) Ministry of Mines (MoM) launched a recycling incentive scheme with an outlay of Rs. 1500 crore under the National Critical Mineral Mission (NCMM) to develop domestic capabilities for recovering critical minerals from e-waste, lithium-ion battery waste, and components of end-of-life vehicles, supporting circular economy practices in clean-energy supply chains.

No specific locations have been identified by MNRE for establishment of recycling facilities for solar panels and related renewable energy equipment.

गन्ने की उत्पादकता और जैव ईंधन का विस्तार

3914. श्रीमती रूचि वीरा :

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

(क) क्या सरकार यह मानती है कि गन्ना आधारित एथेनॉल उत्पादन के विस्तार से किसानों की आय बढ़ाने, ऊर्जा सुरक्षा को सुदृढ़ करने और देश में सतत कृषि को बढ़ावा देने में सहायता मिलेगी;

(ख) यदि हां, तो खाद्य सुरक्षा को प्रभावित किए बिना एथेनॉल उत्पादन के लिए गन्ने और अन्य अनुमोदित कच्चे माल के सतत उत्पादन में वृद्धि करने के लिए सरकार द्वारा क्या नीतिगत उपाय किए गए हैं;

(ग) गन्ने की उत्पादकता, जल उपयोग दक्षता, जलवायु अनुकूल खेती और गुणवत्तापूर्ण रोपण सामग्री को बढ़ावा देने के लिए सरकार द्वारा की गई पहलों का ब्यौरा क्या है;

(घ) एथेनॉल की बढती मांग को पूरा करने के लिए गन्ना किसानों को वित्तीय सहायता, अनुसंधान सहयोग और तकनीकी सहायता के रूप में सरकार द्वारा प्रदान की गई सहायता का ब्यौरा क्या है; और

(ङ) किसानों की आय, ग्रामीण रोजगार, जैव ईंधन उत्पादन, संसाधन संरक्षण और दीर्घकालिक कृषि स्थिरता पर इन पहलों का क्या प्रभाव पड़ने की संभावना है?

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

(क): सरकार चीनी मिलों को देश में एथेनॉल बनाने के लिए केवल अतिरिक्त चीनी का इस्तेमाल करने के लिए प्रोत्साहित कर रही है, लेकिन ऐसा तभी किया जाता है जब घरेलू खपत के लिए पर्याप्त चीनी की उपलब्धता सुनिश्चित हो जाए। अधिशेष चीनी को एथेनॉल उत्पादन के लिए भेजने से चीनी मिलों की आर्थिक स्थिति बेहतर हुई है। इसके परिणामस्वरूप, चीनी मिलें किसानों को गन्ने का उचित और लाभकारी मूल्य (एफआरपी) समय पर चुका पा रहीं हैं। सरकार द्वारा हर वर्ष एफआरपी में बढ़ोतरी से गन्ना किसानों को लाभ हुआ है।

(ख): सरकार हर चीनी मौसम में गन्ने के उत्पादन के अनुमानों पर नियमित रूप से नज़र रखती है। सरकार की सबसे बड़ी प्राथमिकता यह सुनिश्चित करना है कि घरेलू खपत के लिए उचित कीमतों पर पर्याप्त चीनी उपलब्ध हो। सरकार चीनी मिलों को देश में एथेनॉल बनाने के लिए केवल अतिरिक्त चीनी का इस्तेमाल करने के लिए प्रोत्साहित कर रही है, लेकिन ऐसा तभी किया जाता है जब घरेलू खपत के लिए पर्याप्त चीनी की उपलब्धता सुनिश्चित हो जाए।

सरकार देश में खाद्य सुरक्षा को सर्वोच्च प्राथमिकता देती है। एफसीआई चावल को राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), और अन्य कल्याणकारी योजनाओं (ओडब्ल्यूएस) की ज़रूरतों को पूरा करने और बफ़र स्टॉक बनाए रखने के बाद, केवल अतिरिक्त मात्रा में उपलब्ध होने पर ही, एथेनॉल उत्पादन के लिए उपयोग किया जाता है। सरकार द्वारा मक्का को वैकल्पिक फीडस्टॉक के तौर पर बढ़ावा देने से भारत में एथेनॉल उत्पादन के लिए कच्चे माल का दायरा बढ़ा

है। सम्मिश्रण के उद्देश्य से एथेनॉल की आपूर्ति के लिए मक्का सबसे बड़े फीडस्टॉक के रूप में उभरा है।

देश में खाद्य सुरक्षा को समर्थन देने और सुनिश्चित करने के लिए, कृषि और किसान कल्याण विभाग 28 राज्यों और 2 संघ राज्य क्षेत्रों (जम्मू-कश्मीर और लद्दाख) में राष्ट्रीय खाद्य सुरक्षा और पोषण मिशन (एनएफएसएनएम), (पूर्व में एनएफएसएम) लागू कर रहा है। जिसका उद्देश्य चावल, गेहूं, मक्का, जौ और अन्न श्री जैसे खाद्यान्नों के उत्पादन और उत्पादकता को बढ़ाना है। इस योजना के तहत गन्ना जैसी व्यावसायिक फसलें भी शामिल हैं।

(ग): एनएफएसएनएम के तहत गन्ने घटक से जुड़े कामों के लिए मिश्रित फसल और सिंगल बड चिप प्रणाली के प्रदर्शन, प्रजनक बीज उत्पादन, ऊतक संवर्धन से तैयार पौधों के उत्पादन/आपूर्ति, पौधों की सुरक्षा के लिए रसायन और जैव-एजेंट के वितरण और प्रशिक्षण के लिए मदद दी जा रही है। सरकार राज्यों को 'प्रधानमंत्री – राष्ट्रीय कृषि विकास योजना' (पीएम-आरकेवीवाई) के विस्तृत परियोजना रिपोर्ट (डीपीआर) हिस्से के तहत गन्ने सहित राज्य की खास ज़रूरतों/प्राथमिकताओं के लिए लचीलापन भी देती है।

देश में सतत कृषि के तरीकों को बढ़ावा देने के लिए, किसानों को प्रोत्साहित करने के उद्देश्य से कई योजनाएं लागू की जा रही हैं, जैसे कि परंपरागत कृषि विकास योजना (पीकेवीवाई), राष्ट्रीय प्राकृतिक खेती मिशन (एनएमएनएफ), प्रति बूंद अधिक फसल (पीडीएमसी), और मृदा स्वास्थ्य और उर्वरता योजना। पीडीएमसी योजना सूक्ष्म-सिचाई प्रणाली (जैसे बूंद और छिड़काव सिंचाई) के ज़रिए खेत के स्तर पर पानी के प्रयोग की क्षमता को बढ़ाती है। पीकेवीवाई और एनएमएनएफ को क्रमशः किसानों के बीच जैविक और प्राकृतिक खेती को बढ़ावा देने के लिए लागू किया गया है। मृदा स्वास्थ्य और उर्वरता योजना उर्वरक के सही और संतुलित प्रयोग को बढ़ावा देती है।

भारतीय कृषि अनुसंधान परिषद (आईसीएआर) के तहत दो संस्थान -आईसीएआर - भारतीय गन्ना अनुसंधान संस्थान, लखनऊ और आईसीएआर -गन्ना प्रजनन संस्थान, कोयंबटूर

- गन्ने पर 'अखिल भारतीय समन्वित अनुसंधान परियोजना' (एआईसीपीआर) के साथ मिलकर बुनियादी, व्यावहारिक और रणनीतिक अनुसंधान कर रहे हैं और गन्ने की ज़्यादा पैदावार देने वाली और जलवायु के अनुकूल किस्मों को विकसित करने पर ध्यान केंद्रित कर रहे हैं।

पिछले पांच वर्षों (2021-2025) के दौरान, गन्ने की 47 किस्में जारी और अधिसूचित की गई हैं जिनमें 16 किस्में सूखा/नमी की कमी/पानी की कमी को सहने वाली; 9 किस्में बाढ़/पानी में डूबे रहने/जल-जमाव को सहने वाली; 7 किस्में खारेपन/मध्यम खारेपन/क्षारीयता/सोडिक मिट्टी को सहने वाली और एक किस्म ठंड/पाला/सर्दियों की ठंड को सहने वाली सहित 33 किस्में चरम जलवायु परिस्थितियों को सहने में सक्षम हैं।

(घ): पिछले पांच वर्षों में, 2,51,941.5 क्विंटल गन्ने की बुवाई के लिए सामग्री तैयार करके किसानों को आपूर्ति की गई। इसके अलावा, 855.6 लाख यूनिट बुवाई के लिए सामग्री और 52.3 लाख यूनिट ऊतक-संवर्धन से तैयार पौधे किसानों को आपूर्ति किए गए। साथ ही, सरकारी संस्थान खास जगहों के हिसाब से उत्पादन और सुरक्षा की तकनीकें भी विकसित कर रहे हैं, जिन्हें बड़े पैमाने पर अपनाने के लिए किसानों तक पहुँचाया जाता है।

सरकार ज़्यादा पैदावार देने वाली और जलवायु अनुकूलन गन्ने की किस्मों और बेहतर फसल उत्पादन व सुरक्षा तकनीकों को विकसित और प्रसारित करके किसानों और अन्य हितधारकों की मदद करती है। बेहतर तकनीकों को अपनाने में आसानी के लिए नियमित रूप से क्षमता निर्माण कार्यक्रम, प्रदर्शन, किसानों के लिए प्रशिक्षण, फील्ड दिवस और तकनीकी सलाह जैसे कार्यक्रम आयोजित किए जाते हैं। सरकार तकनीक की जांच-परख, बीज उत्पादन और बेहतर उत्पादन व सुरक्षा तकनीकों के प्रसार के लिए राज्य कृषि विश्वविद्यालयों, राज्य कृषि विभागों, चीनी मिलों और अन्य हितधारकों के साथ भी मिलकर काम करती है।

(ङ): अतिरिक्त गन्ने का इस्तेमाल करके एथेनॉल बनाने से चीनी मिलों को नकदी मिलती है, जिससे वे गन्ना किसानों को समय पर भुगतान कर पाती हैं। पारंपरिक कृषि विकास योजना (पीकेवीवाई), राष्ट्रीय प्राकृतिक खेती मिशन (एनएमएनएफ), पर प्रति बूँद अधिक फसल

(पीडीएमसी), मृदा स्वास्थ्य और उर्वरता योजना जैसी पहल/योजनाएं सतत, संसाधनों का सही इस्तेमाल करने वाली और कम लागत वाली खेती को बढ़ावा देती हैं। साथ ही, जलवायु अनुकूल फसलें फसल खराब होने का जोखिम कम करती हैं। सरकार द्वारा उठाए गए इन सभी कदमों से गन्ने की खेती में लंबे समय तक सततता आती है।

INTEGRATION OF REGIONAL LANGUAGE MODELS TO STRENGTHEN INDIA AI MISSION

3915. SHRI BAJRANG MANOHAR SONWANE:

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

(a) whether the Government has assessed the increasing incidence of digital financial frauds, cyber scams and “digital arrest” frauds affecting rural districts particularly Beed in Maharashtra and if so, the details thereof during the last three years;

(b) whether the Government proposes to establish district-level Cyber Hygiene and Digital Awareness Centres in tier-2 and tier-3 regions for educating farmers, students, women, senior citizens and small traders regarding safe digital practices and if so, the details thereof;

(c) whether the Government has any proposal to strengthen the IndiaAI Mission by integrating regional language models including Marathi, so that digital public services, cyber awareness and technical assistance are easily accessible to rural citizens and if so, the details thereof; and

(d) whether the Government proposes to introduce a dedicated 24×7 multilingual cyber helpline, mobile application, WhatsApp-based support and village-level digital assistance mechanism to enable people in districts like Beed to report cyber frauds immediately and receive timely guidance and if so, the details thereof?

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

(a) to (d): The policies of Government of India are aimed at ensuring open, safe, trusted and accountable cyberspace for users in the country. The Government is cognizant of the risks and harms arising from the misuse of digital technologies including Cyber Frauds. The Barathiya Nyaya Sanhita, 2023, the Information Technology Act, 2000, the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 and other related laws have together established a framework to address cyber frauds.

The Information Technology Act, 2000 ("IT Act"):

- Section 66C prescribes an imprisonment of up-to three years and fine which may extend to rupees one lakh for identity theft.
- Section 66D prescribes an imprisonment of up-to three years and fine which may extend to rupees one lakh for cheating by personation by using computer resources.

- Section 66 prescribes a punishment of up to three years or with fine which may extend to five lakh rupees or both for computer related offences.
- Section 43 prescribes penalty and compensation for damage to computers, computer systems etc.

Bharatiya Nyaya Sanhita (BNS), 2023

The BNS, 2023 addresses the offences involving Organized Crime (Section 111), impersonating a public servant (204), extortion (308), cheating (318), cheating by personation (Section 319), forgery (Section 336) etc., and other cyber-enabled frauds.

Digital awareness initiatives:

Information Security Education and Awareness (ISEA): MeitY is implementing a project on 'Information Security Education and Awareness (ISEA)' for generating human resources in Information Security and creating general awareness on various aspects of cyber hygiene & cyber security among the masses.

- Under the mass awareness component, 6,650 awareness workshops have been conducted nationwide, covering over 11.37 lakh participants, including students, teachers, law enforcement personnel, Government officials, and the general public.
- Of these, 224 awareness workshops were conducted in Maharashtra covering 35,000+ participants.

- Further, multilingual awareness material in the form of handbooks, short videos, posters, brochures, cartoon stories for children, etc. published and disseminated through print, electronics, social media and www.isea.gov.in & https://staysafeonline.in/.

National Institute of Electronics & Information Technology (NIELIT): NIELIT, an autonomous scientific society under MeitY and the national-level capacity-building institution for the IT and Electronics sector, is undertaking various initiatives in emerging technologies such as AI, Cyber Security, Cyber Law, and Cloud Computing to equip youth with future-ready skills.

- NIELIT delivers training through its wide network of 56 Centres and 9,000+ Partner Institutes across the country.
- NIELIT has 01 (one) own Centre in Maharashtra (at Chhatrapati Sambhajinagar) for overall monitoring of skill development activities in the State.
- In the State of Maharashtra, NIELIT has a presence with 700+ Partner institutes including 16 in Beed District for delivering training and awareness.
- In the IT and ITES sector, NIELIT's programmes cover a range of technologies such as Artificial Intelligence, Cyber Security, Cloud Computing, Blockchain, Data Science, Office Automation, Multimedia and other digital technologies.

- In the last 3 years, NIELIT has trained 1.2 lakh + in the State of Maharashtra, under various programmes and courses.

NIELIT Digital University (NDU) Platform: NIELIT has also launched NIELIT Digital University (NDU) Platform to deliver online and blended skill- based courses in emerging technology areas such as Artificial Intelligence, Cybersecurity, Cloud Computing, and other frontier domains.

- This platform also features built-in virtual labs for real-time experimentation in Semiconductor Design, Cyber Security, Cyber Forensics, Industry 4.0 and other emerging domains.
- Through the NDU platform, every learner can have access anytime-anywhere to National Skills Qualifications Framework (NSQF) aligned courses thus aiding to bridge the digital divide.
- So far 2.77 lakh+ candidates have registered under the NIELIT Digital University Platform.

E-SafeHER: It is a Cyber Security Awareness Training initiative anchored under MeitY's Information Security Education and Awareness (ISEA) programme through C-DAC Hyderabad. It aims to strengthen last mile cybersecurity awareness, particularly among women in rural India, who are increasingly engaging with digital platforms for financial transactions, livelihoods and access to essential services.

IndiaAI Mission - Regional language models

The Government, through the IndiaAI Mission and the Digital India BHASHINI is strengthening India's multilingual AI ecosystem to make digital public services accessible in Indian languages, including Marathi, while also expanding AI support for tribal languages such as Bhili.

Marathi is supported on BHASHINI through foundational language technologies including Automatic Speech Recognition (ASR), Text-to-Speech (TTS), Neural Machine Translation (NMT), Optical Character Recognition (OCR), Transliteration and Voice-based Conversational AI. BHASHINI continues to strengthen Marathi language resources through the development of high-quality language datasets, AI-enabled language technologies and ecosystem partnerships, enabling more accurate, inclusive and context-aware AI applications. As India's AI-powered Digital Public Infrastructure (DPI) for Languages, BHASHINI today supports 36 Indian text languages and 23 Indian voice languages, powers over 800 government websites, has enabled more than 9 billion cumulative AI inferences, and processes over 24 million AI inferences daily, enabling seamless language-first access to digital public services.

Under the IndiaAI Mission and the BHASHINI ecosystem, the Government is promoting the development of indigenous multilingual AI applications and high-quality language datasets through collaboration with academia, startups, research institutions, industry and language experts. Similar efforts are being extended to low-resource and tribal languages,

including Bhili, to promote linguistic inclusion and ensure that citizens, particularly in rural and underserved areas, can access AI-enabled government services in their preferred language.

The National Cybercrime Reporting Portal (NCRP)

NCRP was dedicated to the nation by the Hon'ble Home Minister of India on 20th January 2020. (https://cybercrime.gov.in/). The key features of the NCRP Portal include:

- All types of Cybercrime incidents can be reported from anywhere.
- National/State/District-Level monitoring dashboards.
- Online status tracking facility for the complainant.
- A new Module "Citizen Financial Cyber Fraud Reporting and Management System" has been developed, connecting 85 Banks/Payment Intermediaries and Wallets etc. with the Cybercrime Backend Portal. This helps citizens to report cyber financial frauds on National Helpline number 1930.1930 National Helpline number is running in all States/UTs.

"Police" and "Public Order" are State subjects as per the Seventh Schedule of the Constitution of India. The States/UTs are primarily responsible for the prevention, detection, investigation and prosecution of crimes including digital financial frauds, cyber scams, digital arrest frauds and other cybercrimes through their Law Enforcement Agencies (LEAs). The Central Government

supplements the initiatives of the States/UTs through advisories and financial assistance under various schemes for capacity building of their LEAs.

The National Crime Records Bureau (NCRB) compiles and publishes the statistical data on crimes in its publication “Crime in India”. The latest published report may be accessed on: https://www.ncrb.gov.in.

DELAY/LATE ARRIVAL OF TRAINS

3916. SHRI SURESH KUMAR SHETKAR:

SHRI B. MANICKAM TAGORE:

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

(a) whether the Government has identified railway routes and sections with the highest frequency of train delays and if so, the details thereof and the corrective measures taken thereon;

(b) whether any action has been taken by the Government against officials responsible for avoidable delays in train operations and if so, the details thereof and if not, the reasons therefor;

(c) whether the Government proposes to modernise railway infrastructure to reduce delays in train operations and if so, the details thereof and the timeline fixed for implementation;

(d) whether passengers are compensated for excessive delays in train arrivals under any existing policy and if so, the details thereof and if not, the reasons therefor; and

(e) whether the Government proposes to introduce new technologies, including advanced signalling and traffic management systems to improve train punctuality and if so, the details thereof and if not, the reasons therefor?

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

(a) to (e): Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.
- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).
- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.

- IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.
- New generation High capacity Locomotives are being utilised for Right powering of trains.
- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

  (i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on

Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

(ii) Modified Semi-Automatic Stop Signal (MASS) System: MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

- **Modernisation of Signalling infrastructure**: Indian Railways is modernising the signalling infrastructure for enhanced reliability & safety. It is using reliable digital technology by provision of electronic interlocking systems with adequate redundancy (in power supply & transmission media), dual detection systems for train vehicle verification and replacement of electromechanical installations. Several improvement measures have been taken such as:

(a) Provision of Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling. It has been provided at 6671 stations as on 30.06.2026.

(b) Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6671 stations upto 30.06.2026.

(c) Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026.

(d) Signalling assets maintenance are planned & under taken during Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned in advance on rolling basis and executed.

- **Capacity enhancement:** Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	**New track Commissioned**	**Average commissioning of new tracks**
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	**514**	**40,000**	**12,583**	**3,05,253**

- **Track Infrastructure:**

Strengthening, upgradation, modernisation and improvement of track infrastructure is a continuous and ongoing process over Indian Railways. The following measures are being taken by Indian Railways to upgrade railway tracks:

I. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.

II. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.

III. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality.

IV. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.

V. Adoption of better welding technology for rails i.e. Flash Butt Welding.

VI. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.

VII. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.

VIII. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.

IX. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.

X. Use of advanced Phased Array technology of testing of rail and welds.

XI. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.

XII. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.

XIII. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a result of the above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

Results/Outcomes:

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%.

No. of Zones	Punctuality percentage
3	Punctuality of more than 90%
09	Punctuality between 75% and 90%

Full refund of fare is granted without deduction of cancellation or clerkage charge to all passengers holding reserved, RAC and wait listed tickets, if the journey is not undertaken due to late running of train by more than three hours of the scheduled departure of the train from station commencing journey, provided ticket is cancelled/ ticket deposit receipt (TDR) is filed as the case may be as per Railway Passengers (Cancellation of tickets and refund of fare) Rules 2015 within the prescribed time limit.

IMPLEMENTATION OF THE NATIONAL BLOCKCHAIN FRAMEWORK

3917. SHRIMATI SANGEETA KUMARI SINGH DEO:

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

(a) the present status of implementation of the National Blockchain Framework and Blockchain-as-a-Service infrastructure across the country;

(b) the details of services presently hosted through the National Blockchain Framework from the NIC Data Centre at Bhubaneswar along with the role of Odisha in strengthening the national blockchain ecosystem;

(c) the details of Government departments and public service applications presently using blockchain technology including applications relating to land records, document verification and supply chain management; and

(d) whether the Government proposes to expand blockchain infrastructure and citizen-centric applications in Odisha and if so, the details thereof?

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

(a) to (d): National Blockchain Framework (NBF)- Vishvasya, a Blockchain technology stack, is developed and launched to offer Blockchain-as-a-Service. It is hosted on geographically distributed NIC data centres at Bhubaneswar, Pune and Hyderabad. It supports smart contracts, security, privacy, interoperability and development & deployment of permissioned blockchain-

based applications. Various blockchain-based applications hosted on geographically distributed NBF infrastructure including Bhubaneswar are as follows:

- Property chain for Revenue Department, Town Municipal Council, City Corporation, Govt of Karnataka; Department of Revenue and Department of Survey, Govt of Andhra Pradesh; and Department of Revenue, Govt of Jharkhand.
- Certificate chain for Revenue Department, Directorate of Economics and Statistics, Govt of Karnataka; Indira Gandhi Krishi Vishwavidyalaya, Raipur, Chhattisgarh; Maharashtra University of Health Sciences, Nashik, Maharashtra; Revenue Department, Delhi; Council of Higher Secondary Education, Manipur; Department of Civil Supplies and Consumer Affairs, Puducherry; Blockchain-based service level training record solution for Sardar Vallabhbhai Patel National Police Academy (SVPNPA), Hyderabad.
- Supply chain for drug logistics for State Medical Supplies Corporation Limited, Karnataka.

RELEASE OF PENDING MPLADS FUNDS

3918. SHRI VARUN CHAUDHRY:

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

(a) the time frame by which the MPLADS Fund amount of Rs. 5 crores pending since 2022-23 for Ambala Lok Sabha Constituency will be released for utilisation in Eighteenth Lok Sabha;

(b) the details of action taken against the officials who are responsible for not submitting the requisite documents along with the reasons for delay in release of the above mentioned funds; and

(c) the details of any proposal under consideration for fixing such time gaps/delays in future and providing for a strict timeline to be followed for submitting requisite documents for release of MPLADS Funds?

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

(a): The Ministry released the pending MPLADS fund instalments for FY 2022–23 and FY 2023–24, amounting to ₹10.00 crore, along with the uncommitted balance of ₹1,04,54,264 pertaining to the 17th Lok Sabha, Ambala Parliamentary Constituency, to the MPLADS account of the 18th Lok Sabha Member of Parliament for the Ambala Parliamentary Constituency in June 2026.

(b): Does not arise in view of (a) above.

(c): As per para 10.6.1 of the MPLADS Guidelines 2023, the Implementing District Authority shall ensure that all works, which are duly sanctioned, are completed within 18 months from the date of his/ her demitting office, and

thereafter 3 months will be given to complete the formalities for closing the account. Therefore, the Nodal District Authorities shall be responsible to settle and close such accounts of ex-Members of Parliament within a maximum period of 21 months from the date of his/ her demitting office.

Further, the process of transferring uncommitted balances to the account of the sitting Member of Parliament (MP) of the 18th Lok Sabha on the e-SAKSHI portal is governed by the provisions outlined in para 10.5.1 of the MPLADS guidelines. This transfer is subject to the submission of a No Objection Certificate (NOC) from the concerned Nodal District Authority.

The Ministry has also requested all State Nodal Authorities and District Authorities to expedite submission of the requisite documents and completion of the necessary compliances for the redistribution of uncommitted and unutilised funds pertaining to Ex-Members of Parliament.

कृषि एवं खाद्य सुरक्षा के लिए विकिरण प्रौद्योगिकियों का अनुप्रयोग

3919. श्री त्रिवेन्द्र सिंह रावत:

श्रीमती संजना जाटव:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

श्री कोटा श्रीनिवास पूजारी :

श्री जशुभाई भिलुभाई राठवा :

श्री अमर शरदराव काले :

श्री अरुण गोविल :

श्री बिभु प्रसाद तराई:

क्या **प्रधान** मंत्री यह बताने की कृपा करेंगे कि :-

(क) अब तक विकिरण प्रौद्योगिकियों के माध्यम से फसलों की उन्नत किस्मों के विकास और कृषि उपज के संरक्षण के क्षेत्र में हुई प्रगति का ब्यौरा क्या है और क्या उक्त फसलों में आनुवंशिक संशोधनों से भी गेहूं के समान प्रतिकूल प्रभाव पड़ने की संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) जलवायु-अनुकूल और लवण-अनुकूल किस्मों सहित ट्रॉम्बे फसल किस्मों को अपनाने को बढ़ावा देने के लिए सरकार द्वारा उठाए गए कदमों/किए गए कार्यों का ब्यौरा क्या है;

(ग) कटाई-पश्चात नुकसान को कम करने और खाद्य सुरक्षा में सुधार करने के लिए खाद्य विकिरण सुविधाओं को बढ़ाने हेतु सरकार द्वारा की गई पहलों का ब्यौरा क्या है;

(घ) क्या सरकार का उत्तर प्रदेश जैसे प्रमुख कृषि राज्यों में उक्त प्रौद्योगिकी और खाद्य विकिरण सुविधाओं के उपयोग को बढ़ाने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) कृषि और खाद्य प्रसंस्करण में विकिरण प्रौद्योगिकियों के व्यापक उपयोग को बढ़ावा देने के लिए राज्य सरकारों, अनुसंधान संस्थानों और अन्य संबंधित हितधारकों के साथ किए गए सहयोगात्मक प्रयासों का ब्यौरा क्या है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क): परमाणु ऊर्जा विभाग (डीएई) की संघटक इकाई भाभा परमाणु अनुसंधान केंद्र (बीएआरसी) ने संकर प्रजाति के साथ-साथ विकिरण-प्रेरित उत्परिवर्तन का उपयोग करके विभिन्न फसलों में 72 उन्नत किस्मों का विकास किया है। इन किस्मों को भारतीय कृषि अनुसंधान परिषद (आईसीएआर) और राज्य कृषि विश्वविद्यालयों (एसएयू) के सहयोग से देश भर में वाणिज्यिक खेती के लिए जारी और अधिसूचित किया गया है। इनमें मूंगफली की 17 किस्में, चावल की 10 किस्में,

मूंग और सरसों की 9-9 किस्में, उड़द की 8 किस्में, अरहर की 5 किस्में, ज्वार की 3 किस्में, लोबिया, गेहूं और सोयाबीन की 2-2 किस्में, केला, तिल, अलसी, सूरजमुखी और जूट की एक-एक किस्म शामिल हैं। इन फसलों में कुछ वांछनीय लक्षण हैं उच्च उपज, बीज का आकार, शीघ्र परिपक्वता, जलवायु प्रतिरोधी विशेषताएं जैसे सूखा, गर्मी, लवणता सहनशीलता और रोग-प्रतिरोधक क्षमता। इनमें से कई किस्मों को कृषक समुदाय से उच्च संरक्षण प्राप्त है और इनकी देश में बड़े पैमाने पर खेती की जाती है।

विभिन्न फसलों में विकिरण के माध्यम से प्रेरित आनुवंशिक संशोधन प्रतिकूल प्रभाव नहीं डालते हैं। इन्हें जारी किए जाने से पहले, विकसित किस्मों का वर्षों तक कई-स्थानों पर मूल्यांकन करके अच्छी तरह से परीक्षण किया जाता है और मौजूदा किस्मों से बेहतर प्राप्त करने के बाद ही वाणिज्यिक खेती के लिए जारी किया जाता है।

(ख): डीएई ने भारतीय कृषक समुदायों में उन्नत फसल किस्मों को अपनाने को प्रोत्साहित करने के लिए विभिन्न पहलें शुरू की हैं। इन पहलों में कई राज्य कृषि विश्वविद्यालयों (एसएयू) के साथ ट्रॉम्बे किस्मों का बड़े-पैमाने पर गुणवत्ता बीज उत्पादन और निम्नानुसार उनकी आपूर्ति शामिल है:

i. राज्य बीज निगम,
ii. राज्य कृषि विभाग,
iii. राष्ट्रीय संस्थान,
iv. राज्य कृषि विश्वविद्यालय,
v. कृषि विज्ञान केंद्र (केवीके),
vi. कृषक उत्पादक संगठन (एफपीओ),
vii. कृषक सहकारी समितियां,
viii. गैर-सरकारी संगठन (एनजीओ),
ix. बीज कंपनियां और
x. कई राज्यों के किसान

इसके अलावा, डीएई ने किसान मेलों, क्षेत्र दिवस में प्रतिभागिता की है और खेती के तरीकों पर तकनीकी मार्गदर्शन और प्रशिक्षण प्रदान किया है, एसएयू के सहयोग से विभिन्न राज्यों में प्रदर्शनियां आयोजित की हैं। डीएई ने आउटरीच कार्यक्रम, क्षेत्र प्रदर्शन आयोजित किए हैं, ट्रॉम्बे की उन्नत किस्मों के बीज मिनी किट वितरित किए हैं और सैकड़ों किसानों को लाभ पहुंचाने के लिए परमाणु ऊर्जा के शांतिपूर्ण उपयोग पर जन जागरूकता कार्यक्रम आयोजित किए हैं।

(ग) और (घ): डीएई ने कृषि उत्पादों की कटाई उपरांत होने वाले नुकसान को कम करने और उनकी शेल्फ आयु को बढ़ाने के लिए विकिरण-आधारित खाद्य संरक्षण और खाद्य प्रसंस्करण प्रौद्योगिकियां विकसित की हैं। इसके अलावा, सब्जियों, फलों, दालों, मसालों आदि जैसे विभिन्न कृषि उत्पादों के लिए विकिरण-आधारित प्रक्रियाएं भी विकसित की गई हैं। प्रौद्योगिकी को वाणिज्यीकरण के लिए गैर-अनन्य आधार पर निजी उद्यमियों को स्थानांतरित कर दिया गया है और लाइसेंसधारियों के माध्यम से कार्योन्वित किया जा सकता है।

इसके अलावा, सरकार ने राष्ट्रीय स्तर पर खाद्य संरक्षण के लिए विकिरण प्रौद्योगिकी का विस्तार करने के लिए नीतिगत उपाय लागू किए हैं। भारत सरकार ने पूरे देश में वर्ष 2024-25 में प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) योजना के 'एकीकृत शीत श्रृंखला और मूल्य संवर्धन अवसंरचना' के अंतर्गत बहुउत्पाद खाद्य किरणन इकाइयों की स्थापना के लिए प्रोत्साहन की घोषणा की है। इस योजना में इच्छुक हितधारक आवेदन कर सकते हैं।

उत्तर प्रदेश राज्य में, निजी क्षेत्र में अब तक तीन खाद्य किरणन सुविधाएं कमीशन की गई हैं।

(ङ): डीएई कृषि क्षेत्र में, विभिन्न फसलों में अपनी विकसित प्रजनन लाइनों/उत्परिवर्ती और राज्य कृषि विश्वविद्यालयों (एसएयू) और विभिन्न आईसीएआर संस्थानों के सहयोग से संबंधित राज्यों में विभिन्न कृषि-जलवायु क्षेत्रों में उन्हें जारी किए जाने का निरंतर मूल्यांकन कर रहा है। डीएई ने असम, बिहार, छत्तीसगढ़, गुजरात, हिमाचल प्रदेश, झारखंड, जम्मू और कश्मीर, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, ओडिशा, राजस्थान, उत्तर प्रदेश, पश्चिम बंगाल में राज्य कृषि विश्वविद्यालयों और

निम्नलिखित आईसीएआर संस्थानों के साथ अनुसंधान सहयोग और समझौता ज्ञापन (एमओयू) किए हैं:

i) आईसीएआर - भारतीय मूंगफली अनुसंधान संस्थान, जूनागढ़;

ii) आईसीएआर - राष्ट्रीय सोयाबीन अनुसंधान संस्थान, इंदौर;

iii) आईसीएआर - भारतीय रेपसीड सरसों अनुसंधान संस्थान, भरतपुर;

iv) आईसीएआर - भारतीय तिलहन अनुसंधान संस्थान, हैदराबाद;

v) आईसीएआर - भारतीय दलहन अनुसंधान संस्थान, कानपुर; और

vi) आईसीएआर - राष्ट्रीय केला अनुसंधान केंद्र, त्रिची।

विभाग नाभिकीय विज्ञान अनुसंधान बोर्ड (बीआरएनएस) जो डीएई का एक सलाहकार निकाय है, परियोजनाओं के माध्यम से उत्परिवर्तन प्रजनन और खाद्य संरक्षण पर कई अनुसंधान परियोजनाओं को भी आर्थिक सहायता प्रदान करता है।

उदयपुर रेलवे स्टेशन के पुनर्विकास में देरी

3920. श्री राजकुमार रोत:

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

(क) क्या उदयपुर रेलवे स्टेशन पुनर्विकास परियोजना (354 करोड़ रुपये की लागत) के लिए निर्धारित समय-सीमा समाप्त हो गई है, यदि हां, तो इस समय-सीमा को कितनी अवधि के लिए बढ़ाया गया है;

(ख) उस नियम/उपबंध का ब्यौरा क्या है जिसके अंतर्गत विस्तार प्रदान किया गया और परियोजना की वर्तमान प्रगति क्या है और उक्त परियोजना के पूरा होने की संशोधित तिथि क्या है;

(ग) क्या इस परियोजना में पार्किंग, 16 एस्केलेटर और एक दर्जन से अधिक लिफ्टों सहित प्रस्तावित अनेक प्रमुख कार्य अभी भी अधूरे हैं और प्लेटफार्म संख्या 1 से 5 पर पर्याप्त यात्री शेड न होने के कारण गर्मियों और बरसात के मौसम में यात्रियों को भारी असुविधा का सामना करना

पड़ रहा है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है और सरकार द्वारा इस संबंध में क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(घ) उक्त परियोजना में विलंब के लिए संबंधित ठेकेदार के विरुद्ध अब तक की गई कार्रवाई का ब्यौरा क्या है; और

(ङ) क्या सरकार का विचार निर्माण कार्यों की गुणवत्ता के संबंध में एक स्वतंत्र तकनीकी परीक्षा/जांच कराने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ङ): रेल मंत्रालय ने अमृत भारत स्टेशन योजना के तहत पुनर्विकास के लिए उदयपुर सिटी स्टेशन को चिह्नित किया है। इस स्टेशन की स्थिति निम्नानुसार है:

उदयपुर सिटी स्टेशन: उदयपुर सिटी स्टेशन के पुनर्विकास को 354 करोड़ रुपए की लागत से स्वीकृति प्रदान की गई है। उदयपुर सिटी स्टेशन पुनर्विकास की मास्टर योजना में निम्नलिखित कार्यों की परिकल्पना की गई है:

- मुख्य प्रवेश स्टेशन भवन (पश्चिम की ओर) का प्रावधान
- दूसरे प्रवेश स्टेशन भवन (पूर्व की ओर) का प्रावधान
- 72 मीटर चौड़ा एयर कॉनकोर्स
- प्लेटफॉर्म शेल्टर का प्रावधान और प्लेटफॉर्म सतह में सुधार
- लिफ्ट और एस्केलेटर का प्रावधान
- परिचलन क्षेत्र और पार्किंग में सुधार
- ऊपरी पैदल पार पुल को दूसरे प्रवेश स्टेशन भवन से जोड़ने के लिए स्काईवॉक

उदयपुर सिटी स्टेशन पर प्लेटफॉर्म शेल्टर, अधिक ऊंचाई वाले प्लेटफॉर्म, मूत्रालय, शौचालय, प्रतीक्षालय, पेयजल की सुविधा और पैदल पार पुल जैसी यात्री सुविधाएं उपलब्ध हैं।

मुख्य स्टेशन भवन और दूसरे प्रवेश स्टेशन भवन का संरचनात्मक कार्य पूरा हो चुका है। मुख्य प्रवेश स्टेशन भवन और दूसरे प्रवेश स्टेशन भवनों, प्लेटफॉर्म शेल्टर, एयर कॉनकोर्स, लिफ्ट और एस्केलेटर के फिनिशिंग कार्य शुरू कर दिए गए हैं। एजेंसी को कार्य तेजी से बढ़ाने के लिए नियमित रूप से अनुदेश दिए जा रहे हैं।

अमृत भारत स्टेशन योजना में दीर्घकालिक दृष्टिकोण के साथ निरंतर आधार पर स्टेशनों के विकास की परिकल्पना की गई है। इस योजना में भारतीय रेल के स्टेशनों को बेहतर बनाने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। प्रत्येक स्टेशन की आवश्यकता को ध्यान में रखते हुए मास्टर योजना में निम्नलिखित कार्य शामिल किए गए हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल बूथों में सुधार
- यात्री यातायात के अनुरूप अधिक चौड़े ऊपरी पैदल पार पुल/सबवे की व्यवस्था
- लिफ्ट/स्वचालित सीढ़ियों/रैंप की व्यवस्था
- प्लेटफॉर्म की सतह का सुधार/प्लेटफॉर्म शेल्टर की व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क की व्यवस्था
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एक्जीक्यूटिव लाउंज, मल्टी मोडाल एकीकरण, भूसुदर्शनीकरण आदि का प्रावधान

इस योजना में आवश्यकतानुसार, चरणबद्ध रूप से और यथा व्यवहार्य संधारणीय और पर्यावरण अनुकूल समाधान, गिट्टी रहित रेलपथ आदि और दीर्घावधि में स्टेशन पर सिटी सेन्टरों के निर्माण की भी परिकल्पना की गई है।

अब तक, अमृत भारत स्टेशन योजना के तहत विकास के लिए 1340 स्टेशनों को विकास के लिए चिह्नित किया गया है, जिनमें से उदयपुर सिटी स्टेशन सहित 85 स्टेशन राजस्थान में स्थित हैं। राजस्थान में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित किए गए स्टेशनों के नाम निम्नलिखित हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
राजस्थान	85	आबू रोड, अजमेर, अलवर, अनूपगढ़, असलपुर जोबनेर, बालोतरा, बांदीकुई, बारां, बाड़मेर, बयाना, ब्यावर, भरतपुर, भवानी मंडी, भीलवाड़ा, बिजयनगर, बीकानेर, बूंदी, चंदेरिया, छबड़ा गुगोर, चित्तौड़गढ़ जंक्शन, चूरू, डाकनिया तलाव, दौसा, डीग, देगाना, देशनोक, धौलपुर, डीडवाना, डूंगरपुर, फालना, फतेहनगर, फतेहपुर शेखावटी, गांधीनगर जयपुर, गंगापुर सिटी, गोगामेड़ी, गोटन, गोविंदगढ़, हनुमानगढ़, हिंडौन सिटी, जयपुर जं, जैसलमेर, जालौर, जवाई बांध, झालावाड़ सिटी, झुंझुनू, जोधपुर, कपासन, खैरथल, खेरली, कोटा जं, लालगढ़ जं, माण्डल गढ़, मंडावर महवा रोड, मारवाड़ भीनमाल, मारवाड़ जंक्शन, मावली जंक्शन, मेड़ता रोड जं, नागौर, नरैना, नीम का थाना, नोखा, पाली मारवाड़, फलौदी जं, फुलेरा जं, पिंडवाड़ा, रायसिंह नगर, राजगढ़, रामदेवरा, रामगंजमंडी जंक्शन, राणा प्रतापनगर, रानी, रतनगढ़ जं, रेन, रींगस, सादुलपुर, सांगानेर, सवाई माधोपुर, श्री महावीरजी, सीकर, सोजत रोड, सोमेसर, श्रीगंगानगर, सुजानगढ़, सूरतगढ़, उदयपुर सिटी

स्टेशन जहां कार्य पूरा किया जा चुका है:

राजस्थान में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तीव्र गति से किए जा रहे हैं। राजस्थान में पूरे किए गए स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों का नाम
राजस्थान	18	बाड़मेर, बूंदी, दौसा, डीग, देशनोक, फतेहनगर, फतेहपुर शेखावाटी, गंगापुर सिटी, गोगामेडी, गोटन, गोविंद गढ़, जैसलमेर, खैरथल, माण्डल गढ़, मंण्डावर महुवा रोड, राजगढ़, सोजत रोड, सोमेसर

राजस्थान के अन्य स्टेशनों पर पुनर्विकास की गतिविधियां भी तीव्र गति से शुरू की गई हैं और कुछ स्टेशनों की प्रगति निम्नानुसार है:

न्यू कोटा: स्टेशन भवन के आगे और पीछे के भाग, पार्सल भवन, नए पैनल कक्ष, आरपीएफ भवन, परिचलन क्षेत्र के आगे और पीछे के भाग में सुधार, प्लेटफॉर्म सं.1 पर प्लेटफॉर्म शेल्टर और एयर कॉनकोर्स का संरचनात्मक कार्य पूरा हो गया है। लिफ्ट, एस्केलेटर, थ्रूरूफ, स्टेशन भवन के आगे और पीछे के भाग का फिनिशिंग कार्य, प्लेटफॉर्म सं. 2 और 3 पर प्लेटफॉर्म शेल्टर में सुधार, ओवरहेड टैंक और भूमिगत टैंक आदि का कार्य भी शुरू कर दिया गया है।

गांधी नगर जयपुर स्टेशन: मुख्य प्रवेश स्टेशन भवन का निर्माण-कार्य, द्वितीय प्रवेश स्टेशन भवन, दो स्तरीय बेसमेंट, एयर कॉनकोर्स, थ्रू रूफ लॉन्चिंग, प्लेटफॉर्म शेल्टर का प्रावधान, प्लेटफॉर्म की सतह का पुनर्निर्माण और परिचलन क्षेत्र तथा जनोपयोगी साधनों में सुधार कार्य पूरा हो चुका है। फिनिशिंग का कार्य शुरू कर दिया गया है।

जयपुर स्टेशन: दौसा छोर पर 6 मीटर चौड़े पैदल पार पुल, द्वितीय प्रवेश द्वार की ओर बेसमेंट, पहुंच मार्ग, मुख्य प्रवेश द्वार की ओर बेसमेंट का संरचनात्मक कार्य, एयर कॉनकोर्स का संरचनात्मक कार्य और कॉनकोर्स को जोड़ने वाले 8 मीटर चौड़े केन्द्रीय पैदल पार पुल का कार्य पूर्ण हो चुका है। सीकर छोर पर 6 मीटर चौड़े पैदल पार पुल का कार्य, मुख्य प्रवेश स्टेशन भवन का

संरचनात्मक कार्य, रेलपथ के साथ पैदल पार पुल और पैदल पार पुल के मध्य भाग तथा छत एवं फर्श संबंधी कार्य शुरू किया गया है।

चुरू स्टेशन: नए स्टेशन भवन का निर्माण-कार्य, प्लेटफॉर्म सं.1 और 2 पर प्लेटफॉर्म शेल्टर का सुधार, बुकिंग कार्यालय, प्रतीक्षालय, रिटायरिंग रूम, शौचालय, सवारी डिब्बा संकेतन बोर्ड और संकेतक संस्थापन का कार्य पूरा हो चुका है। लिफ्ट और 12 मीटर चौड़े पैदल पार पुल का कार्य शुरू कर दिया गया है।

डूंगरपुर स्टेशन: स्टेशन भवन का सुधार कार्य, प्रांगण, परिचलन क्षेत्र, पार्किंग, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह, शौचालय ब्लॉक, सवारी डिब्बा संकेतन बोर्ड और संकेतक संस्थापन के कार्य पूरे हो चुके हैं। दिव्यांगजनों के लिए पैदल पार पुल और सुविधाओं का कार्य शुरू कर दिया गया है।

इसके अलावा, भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत् और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य सापेक्ष प्राथमिकता और धन की उपलब्धता के अध्यधीन, आवश्यकता के अनुसार शुरू किए जाते हैं। स्टेशन के विकास/पुनर्विकास/उन्नयन/ आधुनिकीकरण का कार्य स्टेशन की कोटि/स्थिति/सम्हाले जाने वाले यातायात आदि के आधार पर किया जाता है।

स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी साधनों को स्थानांतरित करना, (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, रेलपथ एवं उच्च वोल्टेज बिजली लाइनों के निकट सान्निध्य में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य पूरा करने के समय को प्रभावित करते

हैं। तदनुसार, संविदा बढ़ाने का कार्य लागू नियमों और संविदात्मक के प्रावधानों के अनुसार किया जाता है।

भारतीय रेल में परियोजनाओं के कार्यान्वयन की निगरानी के लिए एक सुस्थापित तंत्र है, जिसमें उनकी समीक्षा, निरीक्षण, समय और लागत में वृद्धि की जांच, कार्यों की गुणवत्ता और लेखापरीक्षा शामिल है। परियोजनाओं की विभिन्न स्तरों पर निगरानी की जाती है, जिसमें भारतीय रेल के समर्पित पोर्टल भारतीय रेल परियोजना स्वीकृति एवं प्रबंधन (आईआरपीएसएम) के माध्यम से भी निगरानी की जाती है। निर्माण-कार्य विभिन्न संहिताओं और नियमावलियों में निर्धारित मानकों और विशिष्टताओं का पालन करते हुए शुरु किए जाते हैं। विभिन्न एजेंसियों/अधिकारियों/बहु-विषयक टीमों द्वारा समय-समय पर निर्धारित अनुदेशों के अनुसार निरीक्षण/लेखापरीक्षा/जाँच की जाती है और सुधार हेतु त्वरित कार्रवाई की जाती है। निष्पादन इकाइयों के सामने आने वाली समस्याओं का तदनुसार समाधान किया जाता है। यह एक सतत् और निरंतर चलने वाली प्रकिया है।

INTERNET CONNECTIVITY IN KERALA

3921. SHRI SHAFI PARAMBIL:

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

(a) whether the Government has assessed the quality of mobile and internet connectivity in Kerala particularly in hilly, coastal and rural areas and if so, the details thereof;

(b) the details of villages and habitations in Kerala still lacking adequate 4G/5G coverage;

(c) the details of funds allocated and utilised for improving telecom infrastructure in the State during the last five years; and

(d) the steps taken/being taken to ensure reliable, affordable and high-speed digital connectivity across Kerala?

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

(a): Telecom Regulatory Authority of India (TRAI) monitors the performance of service providers against the benchmark of various Quality of Service (QoS) parameters, as prescribed in QoS Regulation. As per Performance Monitoring Report published by TRAI for the month of June-26, all Telecom Service Providers (TSPs) are meeting all QoS benchmarks for network related parameters in the country including Kerala License Service Area.

(b): 4G/5G mobile connectivity is currently available across all 1438 villages in the State of Kerala.

(c): An amount of Rs. 551.35 crore has been disbursed under various DBN Projects during last five financial years (FY 2021-22 to 2025-26) in Kerala.

(d): Steps taken by the Government to ensure reliable, affordable and high-speed digital connectivity across the country including Kerala:

i. Uncovered villages are being provided mobile connectivity under various Digital Bharat Nidhi (DBN) schemes. In Kerala, 511 villages have been covered with 4G by installation of 328 towers under various DBN funded mobile projects.
ii. To ensure better quality of service by TSPs, TRAI has prescribed more stringent benchmarks for QoS parameters under the revised QoS

Regulations namely “The Standards of Quality of Service of Access (Wirelines and Wireless) and Broadband (Wireline and Wireless) Service Regulations, 2024 (06 of 2024)’ on 02.08.2024.

iii. Notification of Telecommunications Right of Way (RoW) Rules and launch of PM GatiShakti Sanchar portal has resulted in streamlining of RoW permissions and expeditious clearance for installation of telecom infrastructure.

वेतन वृद्धि की विसंगति

3922. श्री भाऊसाहेब राजाराम वाकचौरे:

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

(क) क्या सरकार को इस बात की जानकारी है कि 01-01-2017 से लागू किए गए वेतन संशोधन के बाद भारतीय खाद्य निगम (एफसीआई) में वरिष्ठ और कनिष्ठ कर्मचारियों के बीच वेतन वृद्धि की विसंगति उत्पन्न हो गई है;

(ख) क्या यह सच है कि भारतीय खाद्य निगम बोर्ड और खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी) को 15 प्रतिशत फिटमेंट फैक्टर और लगभग 23 प्रतिशत की वास्तविक वेतनमान वृद्धि के बीच के अंतर के बारे में पहले से ही जानकारी थी;

(ग) क्या व्यय विभाग (डीपीई) ने दिनांक 12-12-2019 के अपने कार्यालय ज्ञापन के माध्यम से यह स्पष्ट किया था कि कार्मिकों/श्रमिकों की श्रेणी से संबन्धित मुद्दों का समाधान प्रबंधन और श्रमिक संघों के बीच वेतन समझौते के माध्यम से किया जाएगा;

(घ) क्या दिनांक 02-03-2026 को इस प्रस्ताव को अस्वीकार करते समय खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी) द्वारा व्यय विभाग (डीपीई) से सहमति और स्पष्टीकरण प्राप्त कर लिया गया था और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो दिनांक 01-10-2019 के समझौता ज्ञापन के उपबंधों के बावजूद इस मामले को व्यय विभाग को वापस न भेजे जाने के क्या कारण हैं?

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

(क): भारतीय खाद्य निगम के श्रेणी-III/IV (यूनियन में शामिल कर्मचारी) कर्मचारियों के संदर्भ में दिनांक 01.01.2017 से प्रभावी वेतन संशोधन का समझौता, दिनांक 01.02.2019 को हस्ताक्षरित समझौता ज्ञापन के अनुसार, एफसीआई प्रबंधन और मान्यता प्राप्त कर्मचारी यूनियन के बीच आपसी बातचीत के माध्यम से हुआ था। समझौता ज्ञापन में बिंदु संख्या 3.1(ख) में उल्लेख किया गया है कि वेतन का समूहन, यदि लागू हो, डीपीई द्वारा दिनांक 03.08.2017 के कार्यालय ज्ञापन संख्या डब्ल्यू-02/0028/2017- डीपीई (डब्ल्यू सी)-जीएल-XIII/17 के विवरण-III (क) के माध्यम से जारी निर्देशों के अनुसार निपटाया जाएगा।

खाद्य एवं सार्वजनिक वितरण विभाग ने दिनांक 7 अगस्त, 2019 के पत्र के माध्यम से वेतन समझौते पर भारत सरकार की स्वीकृति देते हुए कहा है कि समूहन पर विचार नहीं किया जाएगा, क्योंकि खाद्य एवं सार्वजनिक वितरण विभाग के दिनांक 3 अगस्त 2017 के कार्यालय ज्ञापन के विवरण-III(क) के अनुसार, समूहन केवल तभी स्वीकार्य है जब फिटमेंट लाभ 15% से कम हो। लेकिन, अधिकारियों और कर्मचारियों दोनों के मामले में 15% वेतन वृद्धि का प्रस्ताव है।

(ख): श्रेणी-III और श्रेणी-IV के कर्मचारियों के वेतनमानों में संशोधन/पुनर्विचार से संबंधित समझौता ज्ञापन (एमओयू), जिसमें संशोधित वेतनमान और फिटमेंट फॉर्मूला से संबंधित प्रस्ताव शामिल है, की सिफारिश निदेशक मंडल द्वारा की गई थी और उसके बाद खाद्य एवं सार्वजनिक वितरण विभाग (डीएफपीडी) द्वारा इसे अंतिम रूप से अनुमोदित किया गया और दिनांक 07.08.2019 के पत्र के माध्यम से सूचित किया गया।

(ग): जी हां।

(घ) और (ङ): इस विभाग द्वारा दिनांक 07.08.2019 के पत्र के माध्यम से खाद्य एवं सार्वजनिक वितरण विभाग के एकीकृत वित्त प्रभाग (आईएफडी), व्यय विभाग और सार्वजनिक उद्यम विभाग के परामर्श से वेतन समूहन संबंधी निर्देश जारी किए गए थे। अतः, इस विभाग ने दिनांक 02.03.2026 के पत्र के माध्यम से वेतन समूहन संबंधी निर्देश को पुनः दोहराया है।

OPERATIONALISATION OF AUCTIONED MINERAL BLOCKS

3923. SHRI ANANTA NAYAK:

SHRI PRADEEP KUMAR SINGH:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI DAMODAR AGRAWAL:

SHRI YOGENDER CHANDOLIA:

SHRI VISHNU DAYAL RAM:

SHRI KHAGEN MURMU:

DR. SANJAY JAISWAL:

SHRI GODAM NAGESH:

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

(a) the details of the progress made in operationalisation of mineral blocks auctioned across the country, including the number of auctioned blocks that have commenced production, State- wise;

(b) the contribution of these operationalised mineral blocks towards enhancing domestic production of major, critical and strategic minerals;

(c) whether the Union Government has taken any measures to facilitate faster operationalisation of auctioned mineral blocks through regulatory reforms,

statutory clearances and infrastructure support to ensure early operationlisation of the auctioned mineral blocks particularly in mineral-rich States such as Odisha and if so, the details thereof along with the number of auctioned mineral blocks operationalised in Keonjhar Lok Sabha Constituency; and

(d) the expected impact of these initiatives on mineral security, investment, employment generation and socio-economic development in mining sector across the country especially in Odisha and particularly in Keonjhar Lok Sabha Constituency?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) and (b): Since the introduction of the auction regime in 2015, 721 mineral blocks have been successfully auctioned, comprising 459 Mining Lease (ML) blocks and 262 Composite Licence (CL) blocks. In respect of 459 ML blocks, lease deeds have been executed for 117 blocks, of which 105 blocks have commenced mineral production. In respect of 262 CL blocks, licences are executed in 130 blocks and exploration has started in all of them. Further, 1 block upgraded from CL to ML and has commenced mineral production. State-wise details are given in the enclosed **Statement.** The operationalization of these mineral blocks is contributing to enhanced domestic production of major minerals such as iron ore, limestone, manganese ore and bauxite, augmenting

the availability of raw materials for key sectors including steel, cement and aluminium etc.

(c) and (d): The Government has undertaken several measures for facilitating the expeditious operationalization of auctioned mineral blocks to enhance domestic mineral production, strengthening mineral security and employment generation through regulatory reforms, coordinated monitoring, expeditious statutory clearances and digital interventions across the country including Odisha. In Keonjhar Lok Sabha Constituency, out of 20 auctioned major mineral blocks, 14 blocks have been operationalised.

The key measures undertaken to expedite mineral blocks operationalization are as follows:

i. The Mineral (Auction) Rules, 2015 have been amended to introduce intermediary timelines, automatic declaration of preferred bidder and automatic issuance of Letter of Intent (LoI), accountability for delays by bidders and State Governments, and incentives for early operationalisation.
ii. A dedicated Project Management Unit (PMU) has been established at Ministry of Mines for continuous monitoring of auctioned blocks.
iii. Development of Unified Mining Portal (UMP) as a centralized digital platform for end-to-end tracking and monitoring of the mineral block lifecycle from auction to operationalisation.

iv. Monthly review meetings with State Governments are held under the chairmanship of the Secretary (Mines) to monitor the progress of auction and operationalisation of mineral blocks and resolve bottlenecks.

v. State-specific review meetings with concerned officials from mining, forest, environment, revenue departments and concerned bidders are convened under the chairmanship of the Hon'ble Union Minister of Mines and Secretary (Mines).

vi. Pre-Auction Committees have been constituted by major mineral States to resolve land scheduling issues before the auction process, facilitating more participation of bidders and faster operationalisation.

vii. State-level Coordination Committees under Chief Secretary have been constituted by the major mineral states to address the bottlenecks and fast-track the operationalization of auctioned mines.

viii. The State Governments have been incentivized to accelerate the auction of major minerals blocks and expedite operationalization of mines through financial incentives under Scheme for Special Assistance to States for Capital Investment (SASCI) in FY 2025-26.

ix. Legislative and policy reforms have been undertaken, including provision for inclusion of new minerals in existing mining leases, one-time area extension for Mining Lease (ML)/ Composite Licence (CL), and removal of restrictions on sale of minerals from captive mines to increase ease of doing business.

STATEMENT

State-wise details operational mineral blocks

S. No	States	No. of Blocks Operationalised
1	Rajasthan	8
2	Madhya Pradesh	11
3	Odisha	35
4	Karnataka	18
5	Chhattisgarh	5
6	Gujarat	14
7	Andhra Pradesh	5
8	Maharashtra	3
9	Goa	6
10	Assam	1
Total		**106**

एमटीएनएल उपभोक्ताओं की सेवा से संबंधित शिकायतें

3924. श्री संजय उत्तमराव देशमुखः

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

(क) क्या सरकार ने दूरसंचार उपभोक्ताओं को कॉल ड्रॉप की हो रही समस्या को संज्ञान में लिया है और यदि हां, तो इसके क्या कारण हैं;

(ख) उपभोक्ताओं के लिए सेवा की बेहतर गुणवत्ता सुनिश्चित करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं;

(ग) विगत तीन वर्षों के दौरान, वर्ष-बार महानगर टेलीफोन निगम लिमिटेड (एमटीएनएल) के मोबाइल, लैंडलाइन और ब्रॉडबैंड ग्राहकों की संख्या कितनी है;

(घ) उक्त अवधि के दौरान सेवा से संबंधित प्राप्त शिकायतों की संख्या और उनका ब्यौरा क्या है और इनमें से कितनी शिकायतों का समाधान निर्धारित समय-सीमा के भीतर किया गया; और

(ङ) सेवाओं की गुणवत्ता में सुधार करने के लिए क्या कदम उठाए गए हैं और इस संबंध में क्या लक्ष्य निर्धारित किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क): भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) गुणवत्ता सेवा (क्यूओएस) विनियम में यथा निर्धारित विभिन्न सेवा गुणवत्ता (क्यूओएस) पैरामीटर के बेंचमार्क के आधार पर सेवा प्रदाताओं के निष्पादन की निगरानी करता है। ट्राई द्वारा जून-2026 माह के लिए प्रकाशित निष्पादन निगरानी रिपोर्ट के अनुसार सभी सेवा प्रदाता (टीएसपी) देश में नेटवर्क से जुड़े पैरामीटर के लिए सभी क्यूओएस बेंचमार्क को पूरा कर रहे हैं।

(ख) और (ङ): उपभोक्ता के लिए बेहतर सेवा गुणवत्ता सुनिश्चित करने के लिए सरकार द्वारा उठाए गए कदम इस प्रकार हैं:

i. विभिन डिजिटल भारत निधि (डीबीएन) स्कीमों के तहत सेवा से वंचित गाँवों को मोबाइल कनेक्टिविटी प्रदान की गई है।

ii. ट्राई ने टीएसपी द्वारा बेहतर सेवा गुणवत्ता सुनिश्चित करने के लिए दिनांक 02.08.2024 को संशोधित क्यूओएस विनियम नामतः ''एक्सेस (वायरलाइन और वायरलेस) और ब्रॉडबैंड (वायरलाइन और वायरलेस) सेवा गुणवत्ता मानक सेवा विनियम, 2024 (2024 का 06)'' के अंतर्गत क्यूओएस पैरामीटर' के लिए बेंचमार्क को अधिक कड़ा बनाया है जिसमें मोबाइल सेवाओं की त्रैमासिक निगरानी के स्थान पर मासिक निगरानी, पिछले बीटीएस लेवल के स्थान पर सेल स्तर पर निगरानी और 2जी/3जी सेवाओं और 4जी/5जी सेवाओं के लिए कॉल ड्रॉप के अलग-अलग बेंचमार्क शामिल हैं।

(ग): पिछले तीन वर्षों के दौरान महानगर निगम लिमिटेड (एमटीएनएल) के मोबाइल, लैंडलाइन और ब्रॉडबैंड उपभोक्ताओं का वर्ष-वार विवरण निम्नलिखित है:

वर्ष	मोबाइल	वायरलाइन	ब्रॉडबैंड

	उपभोक्ता	उपभोक्ता	उपभोक्ता
मार्च-24 की स्थिति के अनुसार	1925825	2177547	392793
मार्च-25 की स्थिति के अनुसार	998229	2009581	375516
मार्च-26 की स्थिति के अनुसार	214967	1310682	195965

(घ): प्राप्त शिकायतों का राज्य-वार और टीएसपी-वार ब्यौरा संलग्न **विवरण** में दिया गया है। पोर्टल पर सबंधित टीएसपी/दूरसंचार यूनिट द्वारा इन सभी शिकायतों का निपटान कर दिया गया है।

विवरण

सीपीग्राम्स पोर्टल में प्राप्त शिकायतों का राज्य-वार टीएसपी-वार ब्योरा

	वित्त वर्ष 2023-24					वित्त वर्ष 2024-25					वित्त वर्ष 2025-26				
राज्य/संघ राज्य क्षेत्र का नाम	बीएसएनएल	एमटीएनएल	एयरटेल	आरजेआईएल	वीआईएल	बीएसएनएल	एमटीएनएल	एयरटेल	आरजेआईएल	वीआईएल	बीएसएनएल	एमटीएनएल	एयरटेल	आरजेआईएल	वीआईएल
अंडमान और निकोबार द्वीप समूह	8	0	2	0	0	12	0	1	6	1	18	0	6	5	4
आंध्र प्रदेश	73	0	42	83	9	150	0	152	163	7	208	0	201	184	48
अरुणाचल प्रदेश	2	0	2	2	0	3	0	6	10	0	16	1	16	20	0
असम	64	0	61	96	23	173	0	115	142	23	236	0	219	256	39
बिहार	245	0	327	357	36	502	3	324	538	57	571	2	738	1126	115
चंडीगढ़	5	1	28	32	25	19	0	77	290	11	17	0	25	201	5
छत्तीसगढ़	67	0	124	280	18	176	0	66	188	7	154	1	119	347	24
दादरा और नगर हवेली और दमन और दीव	0	0	0	0	0	3	0	4	7	0	1	0	1	3	0
दिल्ली	33	173	209	163	36	47	150	370	199	46	134	237	390	392	116
गोवा	21	0	0	3	0	25	0	1	12	1	40	0	12	15	4
गुजरात	153	0	136	264	109	443	0	172	443	76	511	0	526	911	233
हरियाणा	138	9	102	162	22	356	13	141	175	22	309	19	418	321	62
हिमाचल प्रदेश	95	0	41	74	3	75	0	32	61	5	101	0	68	103	13
जम्मू और कश्मीर	40	0	72	64	1	89	0	62	57	4	138	0	146	189	6
झारखंड	55	0	131	197	3	104	0	45	98	2	201	0	143	378	23
कर्नाटक	216	1	129	151	25	425	0	157	209	26	1315	30	5373	4685	666
केरल	78	0	47	84	16	311	0	100	112	20	326	0	130	179	57
लद्दाख	4	0	2	0	0	6	0	0	0	0	2	0	1	0	0
लक्षद्वीप	0	0	0	0	0	1	0	0	0	0	3	0	0	2	0
मध्य प्रदेश	218	0	147	215	39	424	0	142	280	40	531	1	323	666	105
महाराष्ट्र	301	169	215	317	76	543	110	323	390	93	903	103	779	838	187
मणिपुर	10	0	1	3	0	1	0	22	4	0	1	0	8	4	0
मेघालय	2	0	6	2	0	9	0	2	3	0	11	0	18	26	2
मिजोरम	3	0	0	1	3	0	0	2	0	1	0	0	4	3	0

नागालैंड	2	0	0	8	0	0	0	0	7	0	1	0	1	6	1
ओडिशा	116	0	104	161	3	342	1	241	270	12	398	0	287	450	41
पुडुचेरी	6	0	7	1	0	14	0	7	8	2	17	0	8	14	0
पंजाब	154	0	183	128	49	232	62	267	162	114	254	351	314	347	170
राजस्थान	235	1	183	249	34	322	1	172	277	39	707	3	478	724	142
सिक्किम	0	0	3	3	0	0	0	0	1	0	7	0	4	3	0
तमिलनाडु	220	0	199	199	30	444	1	247	213	23	512	4	432	471	51
तेलंगाना	39	0	57	37	6	86	0	87	94	0	100	0	215	171	11
त्रिपुरा	8	0	45	32	4	92	0	21	24	13	108	0	43	53	44
उत्तर प्रदेश	575	15	771	1131	232	1147	31	981	1268	245	1260	17	1671	3228	419
उत्तराखंड	52	0	35	58	6	111	0	39	77	12	244	4	178	291	23
पश्चिम बंगाल	278	1	297	559	76	773	0	339	659	87	1168	0	781	1374	179

UTILIZATION OF RAILWAY LAND

3925. SHRI MADDILA GURUMOORTHY:

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

(a) the details of the steps taken by the Government to redevelop vacant railway land for commercial and other productive uses with a view to generating non-fare revenue;

(b) the details of the current status of the redevelopment of railway stations across the country, including the number of stations completed, under implementation and proposed for redevelopment;

(c) whether the Government proposes to introduce additional affordable trains in the non-AC and sleeper categories in the country to cater the growing demand for economical rail travel;

(d) if so, the details thereof including the proposed routes, categories of trains and implementation timeline; and

(e) the details of the measures taken by the Government to prevent and remove illegal encroachments on railway land including the extent of railway land retrieved during the last three years and current year?

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

(a) to (e): The surplus vacant railway land which is not required by Railways for its immediate operational needs is entrusted to Rail Land Development Authority for commercial development, wherever feasible. Feasibility study is carried out through a reputed architect, marketing and valuation consultant by RLDA. For commercially viable land parcels, open competitive bids are invited and the highest bidder is awarded the site for commercial development. The vacant railway land is also utilized for infrastructural development viz., Multi Tracking, Railway Workshops, New Passenger Terminals, Cargo Terminals, etc., as per railway's operational needs.

Railways carry out regular surveys and take action for their removal. In case of encroachments of temporary nature (soft encroachments) in the shape of jhuggies, jhopris and squatters, the same are removed in consultation and with the assistance of Railway Protection Force and local civil authorities. For old encroachments which are in the form of pucca structures (hard encroachment), where party is not amenable to persuasion, action is taken under Public Premises (Eviction of Unauthorized Occupants) Act, 1971 (PPE Act, 1971), as amended from time to time. Actual eviction of unauthorized

occupants is carried out with the assistance of State Government and local administration/police. Removal of encroachments by Railways is a continuous process. During the last three years, about 63.79 ha of railway land has been reclaimed from encroachments.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface and provision of platform shelter
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking development
- Amenities for Divyangjans
- Better passenger information systems

- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 261 stations have been completed, work at the balance stations are at different stages of execution/tendering/master planning. The names of stations completed are as under:

Aishbagh Junction, Alnavar, Amb Andaura, Ambasamudram, Ambikapur, Amgaon, Anandpur Sahib, Anara, Angamali for Kaladi, Ashoknagar, Ayodhya Dham Junction, Bachhrawan, Badami, Bagalkot, Baheri, Baijnath Paprola, Balaghat, Balangir Balod, Balrampur, Banmankhi, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhaktinagar, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommidi, Bundi, Byculla, Chaibasa, Chalakudi, Champa, Chanda Fort, Chandil, Changanassery, Chennai Park, Chhindwara, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Chunar Junction, Coonoor, Cumbum, Cuttack, Dakor, Daliganj, Dallirajhara, Dauram Madhepura, Dausa, Deeg, Derol, Deshnoke, Devlali, Dhampur, Dharwad, Dhule, Digha, Dongargarh, Eluru, Fatehabad, Fatehnagar, Fatehpur, Fatehpur Shekhawati, Ferok, Gadag, Gangapur City, Garbeta, Gauriganj Giridih, Godda, Godhra Junction, Gogameri, Gokak Road, Gola Gokarnath, Gomtinagar, Gotan,

Govardhan, Govind Garh, Govindpur Road, Govindpuri, Guruvayur, Hafizpet, Haibargaon, Haldia, Haldibari, Hapa, Harpalpur, Harrawala, Hathras City, Hi-Tech City, Himayatnagar, Hodal, Hosapete, Idgah Agra Junction, Izzatnagar, Jaisalmer, Jalandhar Cantonment Junction, Jalpaiguri Road, Jam Jodhpur, Jam Wanthali, Jangaon, Jind Junction, Joychandi Pahar Junction, Junnor Deo, Kahalgaon, Kakinada Town Junction, Kalka, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Junction, Karaikkudi Junction, Karamsad, Karimnagar, Katni South, Katrasgarh, Kedgaon, Kesinga, Khairthal, Khalilabad, Khambhaliya, Khariar Road, Koppal, Kosamba Junction, Kotdwar, Kulitturai, Kuttippuram, Lasalgaon, Limbdi, Lohardaga, Lonand Junction, Madhupur Junction, Mahbubabad, Mahe, Mahuva, Mailani Junction, Majbat, Malkapur, Mambalam, Manaparal, Mandal Garh, Mandawar Mahwa Road, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, Mavelikara, MCS Chhatarpur, Mithapur, Modinagar, Mohanlalganj, Morappur, Morbi, Muktsar, Munirabad, Muri Junction, Murtizapur Junction, Nainpur Junction, Namakkal, Nandura, Narmadapuram, Narwana Junction, Netaji Subhash Chandra Bose Itwari Junction, Nidadavolu Junction, Nilambur Road, Okha, Orai, Orchha, Pakur, Palani, Palitana, Panagarh, Panki Dham, Paramakkudi, Parappanangadi, Parel, Parlakhemundi, Phaphamau Junction, Pirpainti, Piska, Pokhrayan, Pollachi Junction, Polur, Porbandar, Pratapnagar, Prayag Junction, Raj Nandgaon, Rajgarh, Rajmahal, Rajula Junction, Ramagundam, Ramgarh Cantonment, Ramghat Halt, Ranibennur, Rayanapadu, Sabaur, Saharanpur Junction, Sahibganj, Salempur, Samakhiyali, Samalpatti, Sanchi, Sankarpur,

Sarona, Sahibzada Ajit Singh Nagar Mohali, Savda, Seoni, Shahad, Shajapur, Shamli, Shivanarayanpur, Shivpuri, Sholavandan, Shoranur Junction, Shridham, Siddharth Nagar, Sihor Junction, Simultala, Siuri, Sojat Road, Somesar, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St. Thomas Mount, Subramanya Road, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Tanakpur, Thalassery, Thawe, Thiruvarur Junction, Tikamgarh, Tirur, Tiruvannamalai, Tripunithura, Tuni, Udagamandalam, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vindhyachal, Vriddhachalam Junction, Wadakancheri, Warangal.

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as below:

- **Bhubaneswar station**: The works of new West side and East side station building, air concourse, elevated driveway at West and East side and extension of foot over bridge have been completed. The works of improvement of platform surface, improvement of circulating area, platform shelters, lifts and escalators have been taken up.
- **Chhatrapati Sambhajinagar station**: The works of new post office building and parcel office, new Railway Protection Force and Government Railway Police building at North side have been completed. The works of the new arrival and departure building at South side, new waiting hall, toilet, air concourse, 6 m wide foot over bridge, through roof, new underground tanks at North and South sides, new sewage

treatment plant at North and South side, and new electrical sub station building have been taken up.

- **Gaya station**: The work of the new arrival building at the second entry has been completed. The works of the new departure building at second entry, new arrival and departure building at main entry, new platform no. 8, new platform shelters, air concourse and improvement of circulating area have been taken up.
- **Nagpur Junction station**: The works of relocation of passenger reservation system building and booking offices, and improvement of parking on the main entry side have been completed. The works of the new administrative building, departure building and basement parking on main entry side, departure building and unified basement on second entry side, new air concourse, improvement of platform surface at platform no. 8 and new platform shelters have been taken up.
- **Rameswaram station**: The works of revamping Multi Functional Complex building into retiring rooms, structural works of East and North terminal building, parcel office, departure forecourt, arrival forecourt, substation building and sewage treatment plant have been completed. The finishing works of East terminal building, North terminal building, departure forecourt, sewage treatment plant, arrival forecourt, platform shelter and improvement of waiting hall have been taken up.
- **Tirupati station**: The structural works of new South side station building (G+3+Basement), structural works of new North side station building, air

concourse, underground and overhead water tanks, sewage treatment plant, rainwater harvesting, ramp to foot over bridge, lifts and escalators have been completed. The finishing works of station buildings, connecting bridge, approach road and platform shelters have been taken up.

Further, development/redevelopment/upgradation/modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development/redevelopment/upgradation/modernisation of a station is carried out based on the category of station/condition/traffic handled etc.

Non A/C (General & Sleeper coaches):

With a view to meet the demand of passengers travelling in unreserved coaches, Indian Railways have significantly increased the facilities for passengers demanding general class travel. During the financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains to have at least 4 general class coaches. Similarly, during the year 2025-26 about 870 Coaches including 160 General Class coaches have been utilised for permanent augmentation.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper) over the next 5 years.

On IR, the percentage of non-AC coaches, is about 70% as indicated below:

Table 1: Distribution of coaches:

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	**~89,000**	**100%**

Table 2: Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	**~ 69 lakhs**	**100%**

Table 3: Passengers in general/unreserved coaches:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr
2025-26	681 Cr

Moreover, to provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways (IR) operate unreserved non-AC

passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/Express services.

Special Trains

IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals like Holi, Durga Puja, Diwali, Chhath, Christmas, Sabrimala, Id-ul-fitr etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26	~80,500

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.

- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting & Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

As on 05.08.2026, the following 36 pairs of Amrit Bharat Express services are being operated on the Indian Railways network:

S.N.	Train No. and Name
1	11015/11016 Lokmanya Tilak (T) - Saharsa Amrit Bharat Express
2	13697/13698 Gaya - Delhi Amrit Bharat Express
3	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
4	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
5	15561/15562 Darbhanga - Gomtinagar Amrit Bharat Express
6	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit

	Bharat Express
7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
9	13435/13436 Malda Town - Gomtinagar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
12	14627/14628 Saharsa - Chheharta Amrit Bharat Express
13	19623/19624 Madar - Darbhanga Amrit Bharat Express
14	16601/16602 Erode - Jogbani Amrit Bharat Express
15	19021/19022 Udhna - Brahmapur Amrit Bharat Express
16	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
17	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
19	11031/11032 Panvel - Alipurduar Amrit Bharat Express
20	16107/16108 Tambaram - Santragachi Amrit Bharat Express
21	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
26	16329/16330 Nagercoil - Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express

29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express
30	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras- Hadapsar Amrit Bharat Express
33	22111/22112 Lokmanya Tilak(T)- Ayodhya Amrit Bharat Express
34	14663/14664 Amritsar- New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
36	11431/11432 Pune - Danapur Amrit Bharat Express

Besides, introduction of new train services, including Amrit Bharat services, to cater to various routes/sections, is an on-going process, which depends on various factors including:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

MILLET PROCUREMENT AND DISTRIBUTION UNDER THE PUBLIC DISTRIBUTION SYSTEM

3926. SHRI BHARTRUHARI MAHTAB:

SHRIMATI KAMLESH JANGDE:

SHRI LUMBARAM CHOUDHARY:

SHRI RAMESH AWASTHI:

SHRI DINESHBHAI MAKWANA:

SHRIMATI MALA RAJYALAXMI SHAH:

SHRI PRADEEP KUMAR SINGH:

SHRI MANOJ TIWARI:

DR. MANNA LAL RAWAT:

SHRI BIDYUT BARAN MAHATO:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI P. C. MOHAN:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

SHRI TRIVENDRA SINGH RAWAT:

SHRIMATI SANJNA JATAV:

SHRI BHOJRAJ NAG:

SHRI VINOD LAKHAMSHI CHAVDA:

SHRI GODAM NAGESH:

DR. NISHIKANT DUBEY:

SHRI CHANDRA PRAKASH JOSHI:

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

(a) the details of coarse grains/Shree Anna procured by the Government at the Minimum Support Price (MSP) for distribution under the Targeted Public Distribution System (TPDS) and other welfare schemes across the country including Gujarat during the last five years, year and State-wise;

(b) whether the Government has taken any steps to promote the procurement and distribution of Shree Anna/millets under the Public Distribution System (PDS) across the country particularly Rajasthan, the largest producer of Shree Anna including Jalore-Sirohi districts, Gujarat and Chhattisgarh;

(c) if so, the details thereof;

(d) the details of the measures taken by the Government to promote procurement, storage, distribution and raise awareness among people across the country including Karnataka;

(e) whether minor millets have also been included for procurement of foodgrains under the PDS in various States particularly Karnataka and Gujarat to promote the cultivation thereof; and

(f) if so, the details thereof, State-wise?

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

(a): Details are given in the enclosed **Statement.**

(b) to (d): Government of India has taken following steps to promote procurement and distribution of Shree Anna/millets in the country:

i. Distribution period/Shelf life of millets has been increased from earlier 3 months to 6-10 months.

ii. Provision has been made for inter-state transportation of surplus millets through FCI.

iii. Administrative charges on acquisition stage has been increased from 1% to 2% of MSP.

(e) and (f): Government has expanded scope of procurement of millets by states/UTs by including minor millets: Foxtail Millet (Kangani/Kakun), Proso Millet (Cheena), Kodo Millet (Kodo), little millet (Kutki), Buck-wheat (kuttu) and Ameranthus (Chaulai) under MSP scheme on the MSP of Ragi upto KMS 2028-29.

STATEMENT

PROCUREMENT OF COARSEGRAINS (as on- 05.08.2026)

Qty in Metric Tons

KMS	COMMODITY	Andhra Pradesh	Gujarat	Haryana	Karnataka	Madhya Pradesh	Maharashtra	Uttar Pradesh	Odisha	Uttarakhand	Tamil Nadu	Total Procurement	MSP (Rs./qtl)	MSP Value (in crore)
2020-21	JOWAR	-	-	0	80722	29582	17784	0	-	-	-	128088	2620	335.59
	JOWAR(Rabi)	-	-	0	0	0	18384	0	-	-	-	18384	2620	48.17
	BAJRA	-	11515	150000	0	195351	5005	0	-	-	-	361871	2150	778.02
	MAIZE	-	4133	-	0	0	88283	106413	-	-	-	198829	1850	367.83
	MAIZE(Rabi)	-	-	-	0	0	6486	0	-	-	-	6486	1850	12.00
	RAGI	-	-	-	474098	0	0	0	20252	-	-	494350	3295	1628.88
	Total	-	**15648**	**150000**	**554820**	**224933**	**135942**	**106413**	**20252**	-	-	**1208008**		
2021-22	JOWAR	-	-	-	103920	32393	20262	0	-	-	-	156575	2738	428.70
	JOWAR(Rabi)	-	-	-	0	0	0	0	-	-	-	0	2738	0.00
	BAJRA	-	7284	-	0	5400	567	0	-	-	-	13251	2250	29.81
	MAIZE	-	389	-	0	0	19615	2763	-	-	-	22767	1870	42.57
	MAIZE(Rabi)	-	-	-	0	0	0	0	-	-	-	0	1870	0.00
	RAGI	-	-	-	404784	0	253	0	32302	-	-	437339	3377	1476.89
	Total	-	**7673**	-	**508703**	**37793**	**40697**	**2763**	**32302**	-	-	**629931**		
2022-23	JOWAR	-	0	-	76897	258	1378	0	-	-	-	78533	2970	233.24
	JOWAR(Rabi)	3621	685	-	0	0	2358	0	-	-	-	6664	2970	19.79
	BAJRA	-	766	81147	0	0	10	43437	-	-	-	125360	2350	294.60
	BAJRA(Rabi)	-	56645	-	0	0	0	0	-	-	-	56645	2350	133.12
	MAIZE	-	0	-	0	0	48	0	-	-	-	48	1962	0.10
	MAIZE(Rabi)	-	197	-	0	0	12877	0	-	-	-	13074	1962	25.65
	RAGI	4	0	-	454404	0	636	0	-	1186	515	456745	3578	1634.23
	Total	**3625**	**58293**	**81147**	**531301**	**258**	**17308**	**43437**	-	**1186**	**515**	**737069**		
2023-24	JOWAR	24466			85402		462	13340				123670	3180	393.27
	JOWAR(Rabi)	4903	2946		105019		86624.9					199493	3180	634.39

	BAJRA		33359	231334				355038				619731	2500	1549.33
	BAJRA(Rabi)		76726									76726	2500	191.82
	MAIZE						25	4451				4476	2090	9.35
	MAIZE(Rabi)						56					56	2090	0.12
	RAGI	376	0.75		226576		189	0.7		1889	1889	230920	3846	888.12
	Total	**29745**	**113032**	**231334**	**416997**		**87357**	**372830**		**1889**	**1889**	**1255073**		
2024-25	JOWAR		27		115352	908	937	46942				164166	3371	553.40
	JOWAR(Rabi)	35402	5300		78676		131311					250689	3371	845.07
	BAJRA		3818	156000				101311				261129	2625	685.46
	BAJRA(Rabi)		82223									82223	2625	215.84
	MAIZE						1					1	2225	0.00
	MAIZE(Rabi)		118				51	19312				19481	2225	43.35
	RAGI	205	5		346079		233		40000	3139	4050	393711	4290	1689.02
	RAGI (Rabi)	902										902	4290	3.87
	Total	**36509**	**91491**	**156000**	**540107**	**908**	**132533**	**167565**	**40000**	**3139**	**4050**	**1172302**		
2025-26*	JOWAR				140199	390	5518	43562				189669	3699	701.59
	JOWAR(Rabi)	49852	7525		81620		142297					281294	3699	1040.51
	BAJRA		14472	233				213973				228678	2775	634.58
	BAJRA(Rabi)		113796									113796	2775	315.78
	MAIZE		564				100511	13209				114284	2400	274.28
	MAIZE(Rabi)		11870				42467	22719				77056	2400	184.93
	RAGI		13		569331		462			5386	8000	583192	4886	2849.48
	RAGI (Rabi)	5322										5322	4886	26.00
	Total	**55174**	**148240**	**233**	**791150**	**390**	**291255**	**293463**	**0**	**5386**	**8000**	**1593291**		
*2025-26 procurement is still going on														

PM-SGMBY IN WEST BENGAL

3927. SHRI SAUMITRA KHAN:

SHRI GAJENDRA SINGH PATEL:

SHRI HARIBHAI PATEL:

SHRI RAHUL SINGH LODHI:

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

(a) the details of number of beneficiaries currently enrolled under the Pradhan Mantri- Surya Ghar Muft Bijli Yojana (PM-SBMBY) in the country, State/UT-wise particularly in West Bengal and Madhya Pradesh including Damoh Lok Sabha Constituency;

(b) the details of the total volume of applications received under the said scheme and the total number of rooftop solar installations successfully completed, State-UT-wise, district-wise for West Bengal and Madhya Pradesh;

(c) the details of eligible beneficiaries who have successfully received the financial subsidy till date in the said States; and

(d) the details of the aggregate subsidy amount released to beneficiaries under this solar initiative?

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): Under the PM Surya Ghar: Muft Bijli Yojana (PMSG: MBY), which is a demand-driven scheme, since its launch in February 2024, a total of 78,04,808 applications have been received, 42,29,482 rooftop solar (RTS)

systems have been installed, benefitting 50,84,094 households and an amount of Rs. 28,516.18 crore has been released as Central Financial Assistance (CFA) against 36,70,658 RTS systems installed across the country, as on 07.08.2026. The state/UT-wise details are given in the enclosed **Statement-I.**

The district-wise detail for the state of West Bengal are given in the enclosed **Statement-II** and for the state of Madhya Pradesh including the districts covered under Damoh Lok Sabha Constituency, are given in the enclosed **Statement-III.**

STATEMENT- I

The state/UT wise details of progress made under the PMSG: MBY across the country (As on 07.08.2026)

S No.	State	Applications (Nos)	Installations (Nos.)	Households Covered (Nos.)	Subsidy Released Nos.	Subsidy Released (Rs. Cr.)
1	Gujarat	1182124	784417	1133482	731266	5718.93
2	Maharashtra	1464867	715530	1109942	647193	5153.35
3	Uttar Pradesh	1188998	735199	743054	630862	4852.64
4	Kerala	429041	317273	324196	269234	2101.22
5	Rajasthan	464194	285586	294674	244059	1899.76
6	Andhra Pradesh	917464	284746	289381	218400	1593.47
7	Madhya Pradesh	228323	162107	167503	145657	1134.34
8	Assam	445841	166894	167475	140856	1204.93
9	Odisha	308894	163811	164903	124431	746.67
10	Haryana	196686	120706	130673	104578	774.79
11	Tamil Nadu	106822	88674	104973	77315	589.27
12	Uttarakhand	143961	98963	99201	90258	774.03
13	Chhattisgarh	198009	88327	90821	66875	519.82
14	Telangana	88286	56877	72910	42429	334.70
15	Jammu and Kashmir	87466	40170	40323	35761	306.35
16	Karnataka	56885	23454	36254	20950	168.72
17	Bihar	97694	25476	26118	22061	170.66
18	Punjab	27277	17803	18205	14677	113.62

19	NCT of Delhi	61136	11065	16054	8983	74.30
20	Himachal Pradesh	17758	12248	12281	10635	91.09
21	Meghalaya	1018	61	9307	51	0.33
22	Puducherry	6699	5022	5099	4293	33.18
23	Goa	4593	3430	4671	2922	23.25
24	Tripura	8067	4633	4645	4056	34.25
25	West Bengal	45949	3756	4442	1566	11.73
26	Jharkhand	10569	3416	3646	2829	22.14
27	Ladakh	2712	2084	2084	1829	15.69
28	Manipur	3430	1610	1610	1408	12.04
29	Chandigarh	1642	1395	1395	1105	8.49
30	Mizoram	1530	1392	1395	1251	10.64
31	Lakshadweep	1411	1210	1210	1158	9.94
32	DNH & DD	3604	1201	1201	966	5.59
33	Nagaland	923	464	464	381	3.23
34	A&N Islands	696	418	438	313	2.66
35	Sikkim	160	63	63	49	0.39
36	Arunachal Pradesh	79	1	1	1	0.01
	Total	**78,04,808**	**42,29,482**	**50,84,094**	**36,70,658**	**28,516.18**

STATEMENT- II

The district wise details of progress made under the PMSG: MBY in the state of West Bengal (As on 07.08.2026)

S.No.	District	Applications (Nos)	Installations (Nos.)	Households Covered (Nos.)	Subsidy Released Nos.	Subsidy Released (Rs. Cr.)
1	Alipurduar	432	22	22	4	0.03
2	Bankura	2467	91	91	20	0.14
3	Birbhum	2734	138	138	34	0.24
4	Cooch Behar	448	50	50	10	0.08
5	Dakshin Dinajpur	425	42	42	9	0.07
6	Darjeeling	918	48	48	8	0.06
7	Hooghly	2591	358	358	106	0.79
8	Howrah	1591	121	121	45	0.32
9	Jalpaiguri	559	33	33	6	0.04
10	Jhargram	772	16	16	3	0.02
11	Kalimpong	44	0	0	0	0.00
12	Kolkata	3477	1101	1744	868	6.58

13	Malda	950	33	33	6	0.05
14	Murshidabad	4274	119	134	11	0.09
15	Nadia	3019	183	183	49	0.37
16	North 24 Parganas	3321	367	367	117	0.88
17	Paschim Bardhaman	1558	176	204	50	0.38
18	Paschim Medinipur	2652	175	175	57	0.40
19	Purba Bardhaman	3638	215	215	56	0.42
20	Purba Medinipur	7032	167	167	30	0.21
21	Purulia	319	18	18	8	0.06
22	South 24 Parganas	2125	151	151	42	0.30
23	Uttar Dinajpur	603	132	132	27	0.21
	Total	**45,949**	**3,756**	**4,442**	**1566**	**11.73**

STATEMENT-III

The district wise details of progress made under the PMSG: MBY in the state of Madhya Pradesh (As on 07.08.2026)

S No.	District	Applications (Nos)	Installations (Nos.)	Households Covered (Nos.)	Subsidy Released Nos.	Subsidy Released (Rs. Cr.)
1	Agar Malwa	716	383	383	326	2.54
2	Alirajpur	711	390	390	341	2.66
3	Anuppur	313	169	169	145	1.13
4	Ashoknagar	2064	1362	1362	1168	9.08
5	Balaghat	2158	1417	1417	1223	9.50
6	Barwani	3651	2524	2524	2373	18.49
7	Betul	2982	2247	2359	2031	15.82
8	Bhind	241	96	96	81	0.63
9	Bhopal	32084	26489	29618	24131	188.41
10	Burhanpur	1365	880	880	797	6.21
11	Chhatarpur	2987	2315	2315	2062	16.08
12	Chhindwara	3080	2186	2186	1988	15.42
13	Damoh	2664	1957	1957	1810	14.03
14	Datia	681	464	464	404	3.15

15	Dewas	5526	4052	4054	3770	29.23
16	Dhar	6119	3557	3557	3108	24.18
17	Dindori	134	78	78	67	0.51
18	Guna	2919	2086	2086	1729	13.47
19	Gwalior	11223	8624	8625	7785	60.65
20	Harda	1927	1428	1428	1279	9.97
21	Indore	39744	27676	29339	25280	197.49
22	Jabalpur	14017	11196	11485	10282	79.69
23	Jhabua	1142	644	644	520	4.05
24	Katni	2425	1808	1808	1584	12.29
25	Khandwa (East Nimar)	2029	1081	1081	945	7.35
26	Khargone (West Nimar)	5325	3656	3656	3326	25.85
27	Maihar	75	65	65	63	0.49
28	Mandla	566	388	388	329	2.55
29	Mandsaur	7589	4454	4469	3852	30.02
30	MAUGANJ	11	1	1	1	0.01
31	Morena	423	213	213	172	1.34
32	Narmadapuram	4462	3596	3613	3268	25.47
33	Narsimhapur	1727	1370	1370	1262	9.81
34	Neemuch	5509	3426	3427	3050	23.75
35	Niwari	49	31	31	30	0.23
36	Pandhurna	34	19	19	19	0.14
37	Panna	1013	693	693	564	4.37
38	Raisen	2859	1932	1953	1601	12.47
39	Rajgarh	1322	877	878	726	5.65
40	Ratlam	11650	6337	6338	5453	42.51
41	Rewa	4605	3185	3185	2876	22.30
42	Sagar	5332	3835	3835	3425	26.48
43	Satna	3196	2246	2246	1958	15.21
44	Sehore	3781	2771	2912	2437	18.96
45	Seoni	1092	766	766	654	5.07
46	Shahdol	1493	900	900	792	6.15
47	Shajapur	1348	870	870	812	6.33
48	Sheopur	561	379	379	335	2.61
49	Shivpuri	1884	1287	1289	1076	8.38

50	Sidhi	376	221	221	198	1.53
51	Singrauli	1062	753	753	703	5.47
52	Tikamgarh	1997	1425	1426	1282	9.99
53	Ujjain	9008	5945	5945	5403	42.09
54	Umaria	437	195	195	150	1.17
55	Vidisha	6635	5162	5162	4611	35.92
	Total	**2,28,323**	**1,62,107**	**1,67,503**	**1,45,657**	**1134.34**

ऊर्जा आत्मनिर्भरता हेतु कार्य योजना

3928. श्रीमती संध्या राय:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने विशेषकर भिंड लोक सभा निर्वाचन क्षेत्र सहित प्रत्येक लोक सभा निर्वाचन क्षेत्र को ऊर्जा के मामले में आत्मनिर्भर बनाने के लिए कोई राष्ट्रीय कार्य योजना तैयार की है;

(ख) यदि हां, तो भिंड और दतिया में स्वीकृत सौर ऊर्जा, बायोगैस, सोलर पंप और रूफटॉप सोलर परियोजनाओं का ब्यौरा क्या है; और

(ग) क्या सरकार का जिला-स्तरीय नवीकरणीय ऊर्जा सूचकांक विकसित करने का प्रस्ताव 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): भिंड लोक सभा निर्वाचन क्षेत्र सहित प्रत्येक लोक सभा निर्वाचन क्षेत्र को ऊर्जा के क्षेत्र में आत्मनिर्भर बनाने के लिए कोई विशिष्ट राष्ट्रीय कार्य योजना तैयार नहीं की गई है। तथापि, सरकार ने देश भर में नवीकरणीय ऊर्जा क्षमता को बढ़ावा देने तथा गति प्रदान करने के लिए विभिन्न कदम और पहल किए हैं, जिनका ब्यौरा संलग्न **विवरण** में दिया गया है।

(ख): भिंड तथा दतिया में सौर ऊर्जा, बायोगैस, सौर पंप तथा रूपटॉप सौर परियोजनाओं का विवरण इस प्रकार है:

क) पीएम-सूर्य घर: मुफ्त बिजली योजना के अंतर्गत, दिनांक 07.08.2026 की स्थिति के अनुसार, भिंड एवं दतिया से कुल 922 आवेदन प्राप्त हुए हैं, जिनमें से 560 रूफटॉप सौर प्रणालियां स्थापित की गई हैं।

ख) पीएम-कुसुम के अंतर्गत, दिनांक 29.07.2026 तक भिंड तथा दतिया में कुल 566 ऑफ-ग्रिड सौर पंप स्थापित किए गए हैं।

मध्य प्रदेश राज्य कृषि उद्योग विकास निगम लिमिटेड ने सूचित किया है कि पिछले 12 वर्षों के दौरान भिंड और दतिया में कुल 516 बायोगैस संयंत्र स्थापित किए गए हैं।

(ग): वर्तमान में, जिला-स्तरीय नवीकरणीय ऊर्जा इंडेक्स विकसित करने के लिए कोई प्रस्ताव विचाराधीन नहीं है।

विवरण

देश में नवीकरणीय ऊर्जा क्षमता को बढ़ावा देने तथा गति प्रदान करने के लिए उठाए गए कदमों में अन्य के साथ-साथ निम्नलिखित शामिल है:

- ग्रिड कनेक्टेड सौर, पवन, पवन-सौर हाइब्रिड और सतत एवं प्रेषण योग्य नवीकरणीय ऊर्जा (FDRE) परियोजनाओं से विद्युत की खरीद के लिए टैरिफ आधारित स्पर्धात्मक बोली प्रक्रिया के लिए मानक बोली दिशानिर्देश जारी किए गए हैं।
- नवीकरणीय ऊर्जा खपत को बढ़ाने के लिए, नवीकरणीय ऊर्जा खरीद बाध्यता (आरपीओ) के बाद नवीकरणीय उपभोग बाध्यता (आरसीओ) ट्रैजेक्ट्री को वर्ष 2029-30 तक के लिए अधिसूचित किया गया है। ऊर्जा संरक्षण अधिनियम 2001 के अंतर्गत सभी नामित उपभोक्ताओं पर लागू आरसीओ की अनुपालना न करने पर जुर्माना लगाया जाएगा। आरसीओ में विकेंद्रीकृत नवीकरणीय ऊर्जा स्रोतों से खपत की निर्दिष्ट मात्रा भी शामिल है।
- ऑटोमेटिक रूट के अंतर्गत 100 प्रतिशत तक प्रत्यक्ष विदेशी निवेश (एफडीआई) की अनुमति दी गई है।

- प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम), पीएम सूर्य घर मुफ्त बिजली योजना, राष्ट्रीय उच्च दक्षता सौर पीवी मॉड्यूल कार्यक्रम, प्रधानमंत्री जनजाति आदिवासी न्याय महाअभियान (पीएम जनमन) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीए जेजीयूए) के अंतर्गत नई सौर विद्युत योजना (जनजातीय और पीवीटीजी बसाहटों/गांवों के लिए), राष्ट्रीय ग्रीन हाइड्रोजन मिशन तथा अपतटीय पवन ऊर्जा परियोजनाओं के लिए व्यवहार्यता अंतराल वित्तपोषण (वीजीएफ) जैसी योजनाएं शुरु की गई हैं।
- सौर पार्कों और अल्ट्रा मेगा सौर विद्युत परियोजनाओं की स्थापना के लिए, अक्षय ऊर्जा डेवलपरों को बड़े स्तर पर अक्षय ऊर्जा परियोजनाओं की स्थापना हेतु भूमि एवं ट्रांसमिशन उपलब्ध कराने के लिए योजना का कार्यान्वयन किया जा रहा है।
- दिनांक 30 जून, 2025 तक चालू की गई परियोजनाओं के लिए सौर और पवन विद्युत की इंटर-स्टेट बिक्री के लिए, दिसंबर 2030 तक ग्रीन हाइड्रोजन परियोजनाओं के लिए, तथा दिसंबर 2032 तक अपतटीय पवन परियोजनाओं के लिए इंटर-स्टेट ट्रांसमिशन प्रणाली (ISTS) शुल्कों को माफ कर दिया है।
- नवीकरणीय विद्युत की निकासी के लिए ग्रीन एनर्जी कॉरिडोर योजना के अंतर्गत नई ट्रांसमिशन लाइनें बिछाने और नई सब-स्टेशन क्षमता विकसित करने हेतु वित्तपोषण किया गया है।
- सौर फोटोवोल्टिक उत्पादों (अर्थात, सौर पीवी मॉड्यूलों, सौर पीवी इनवर्टरों और भंडारण बैटरी) तथा सौर जल तापन प्रणालियों के लिए गुणवत्ता नियंत्रण आदेश अधिसूचित किए गए हैं।

- सितंबर 2023 में राष्ट्रीय ऊर्जा भंडारण प्रणाली संवर्धन फ्रेमवर्क जारी किया गया, जो भंडारण प्रौद्योगिकियों की स्थापना, बाजार समेकन और विनियामक सुविधा के लिए विस्तृत रोडमैप प्रदान करता है।
- भारत के लिए संसाधन पर्याप्तता योजना ढांचा।
- पांच सौ किलोवाट तक अथवा स्वीकृत विद्युत लोड तक, जो भी कम हो, नेट-मीटरिंग के लिए विद्युत (उपभोक्ता के अधिकार) नियम, 2020 जारी किए गए हैं।
- "पवन विद्युत परियोजनाओं के लिए राष्ट्रीय पुनः शक्तिकरण और जीवन विस्तार नीति, 2023" जारी की गई है।
- अपतटीय पवन ऊर्जा परियोजनाओं के विकास के लिए अपतटीय क्षेत्रों के पट्टे (लीज) की मंजूरी को विनियमित करने के लिए अपतटीय पवन ऊर्जा पट्टा नियम, 2023 को विदेश मंत्रालय की दिनांक 19 दिसम्बर, 2023 की अधिसूचना द्वारा अधिसूचित किया गया है।
- प्रोटोटाइप पवन टरबाइन की स्थापना के लिए संशोधित दिशानिर्देश दिनांक 12 जून 2025 को जारी किए गए हैं।
- दिनांक 31 जुलाई 2025 को पवन टरबाइन मॉडलों और निर्माताओं (RLMM) की संशोधित सूची में पवन टरबाइन मॉडलों को शामिल करने/अद्यतन करने की प्रक्रिया जारी की गई। यह संशोधन RLMM का नाम बदलकर मॉडलों और निर्माताओं की स्वीकृत सूची [ALMM (पवन)] के रूप में करता है और भारत के भीतर डेटा केंद्रों की अनिवार्य पुनर्स्थापना और भारत के बाहर रियल-टाइम डेटा हस्तांतरण पर प्रतिबंध के साथ-साथ ब्लेड, टॉवर, जनरेटर, गियरबॉक्स और विशेष बीयरिंग (मुख्य, पिच और यॉ बियरिंग) जैसे सूचीबद्ध कंपोनेंटों का उपयोग करना अनिवार्य करता है।
- दिनांक 29 अक्टूबर 2025 को ALMM-पवन और ALMM - पवन टरबाइन कंपोनेंटों (ALMM - WTC) के लिए मानक संचालन प्रक्रिया (SOP) जारी की गई, जिसमें आवेदन,

सत्यापन, कारखाना निरीक्षण, कंपोनेंट मूल्यांकन और मॉडल सूचीबद्धता के लिए संपूर्ण (एंड-टू-एंड) प्रक्रिया का विवरण दिया गया है।

- सौर फोटोवोल्टेक मॉड्यूलों और ग्रिड कनेक्टेड सौर इनवर्टरों के लिए मानक एवं लेबलिंग (एस एंड एल) कार्यक्रम शुरू किए गए हैं।
- तीव्र अक्षय ऊर्जा ट्रैजेक्ट्री के लिए आवश्यक ट्रांसमिशन इन्फ्रास्ट्रक्चर को बढ़ाने के लिए वर्ष 2030 तक की ट्रांसमिशन योजना तैयार की गई है।
- "विद्युत (विलंब भुगतान अधिभार और संबंधित मामले) नियम (एलपीएस नियम)" अधिसूचित किए गए हैं।
- सभी के लिए किफायती, भरोसेमंद और सतत हरित ऊर्जा तक पहुंच सुनिश्चित करने के उद्देश्य से दिनांक 06 जून, 2022 को विद्युत (हरित ऊर्जा खुली पहुंच के माध्यम से नवीकरणीय ऊर्जा को बढ़ावा) नियम, 2022 अधिसूचित किया गए है। वितरण लाइसेंसधारी को उसी विद्युत प्रभाग में स्थित कुल मिलाकर सौ किलोवाट या इससे अधिक के एकल या बहु एकल कनेक्शन के माध्यम से 100 किलोवाट या इससे अधिक की संविदा मांग के साथ किसी भी उपभोक्ता को हरित ऊर्जा खुली पहुंच (ग्रीन एनजी ओपन एक्सेस) की अनुमति है।
- एक्सचेंजों के माध्यम से नवीकरणीय विद्युत की बिक्री को सुविधाजनक बनाने के लिए ग्रीन टर्म अहेड मार्केट (जीटीएएम) तथा ग्रीन डे अहेड मार्केट (जी-डीएएम) की शुरुआत की गई है।
- सरकार ने यह आदेश जारी किए हैं कि विद्युत की आपूर्ति साख पत्र (LC) या अग्रिम भुगतान के माध्यम से की जाएगी ताकि वितरण लाइसेंसधारियों द्वारा नवीकरणीय ऊर्जा उत्पादकों को समय पर भुगतान सुनिश्चित हो सके।

- अक्टूबर 2021 में जारी किए गए विद्युत (अनिवार्य रूप से संचालित विद्युत संयंत्र से विद्युत उत्पादन को बढ़ावा) नियम, 2021 यह सुनिश्चित करता है कि जल के रिसाव के दौरान आरई और हाइड्रो प्लांट सहित अनिवार्य रूप से चलाए जाने वाले बिजली संयंत्रों को मेरिट ऑर्डर डिस्पैच या अन्य वाणिज्यिक कारकों के लिए कम नहीं किया जा सकता है। कटौती की अनुमति केवल तकनीकी बाधाओं या ग्रिड सुरक्षा मुद्दों के लिए है।
- विद्युत प्रणाली के अभिन्न अंग के रूप में ऊर्जा भंडारण प्रणालियों (ईएसएस) को स्पष्ट रूप से मान्यता देने के लिए दिसंबर 2022 में विद्युत नियमों में संशोधन किया गया था, जिससे उत्पादन, पारेषण और वितरण कार्यों में उनकी भागीदारी संभव हो सके।
- राष्ट्रीय ग्रीन हाइड्रोजन मिशन (एनजीएचएम), जिसका उद्देश्य भारत को ग्रीन हाइड्रोजन और उसके डेरिवेटिवों के उत्पादन, उपयोग और निर्यात का वैश्विक हब बनाना है। एनजीएचएम के अंतर्गत, भारत का लक्ष्य वर्ष 2030 तक 5 मिलियन मीट्रिक टन प्रति वर्ष की ग्रीन हाइड्रोजन उत्पादन क्षमता की स्थापना करना है।

दक्षिण पूर्व मध्य रेलवे में कवच 4.0 का कार्यान्वयन

3929. श्री महेश कश्यप:

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

(क) क्या सरकार ने स्वदेशी स्वचालित ट्रेन सुरक्षा प्रणाली 'कवच 4.0' के कार्यान्वयन की समीक्षा की है और यदि हां, तो जोन-वार अब तक कवर किए गए मार्ग और रेलवे जोन किलोमीटर का ब्यौरा क्या है और रेल मार्ग पर लगाई गई उक्त प्रणाली, इस तकनीक से युक्त लोकोमोटिव और हासिल की गई रेलवे प्रगति का ब्यौरा क्या है;

(ख) वर्ष 2026-27 के दौरान रेलवे जोनों, उच्च घनत्व वाले रेल गलियारों, अत्यधिक भीड़भाड़ वाले मार्गों और महत्वपूर्ण रेल खंडों में जोन-वार कवच 4.0 के कार्यान्वयन के लिए निर्धारित लक्ष्यों का ब्यौरा क्या है;

(ग) क्या दक्षिण पूर्व मध्य रेलवे और छत्तीसगढ़, विशेष रूप से बस्तर क्षेत्र से संबंधित रेल मार्ग इसमें शामिल हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार ने पूरे रेलवे नेटवर्क में कवच प्रणाली के चरणबद्ध विस्तार के लिए एक समयबद्ध कार्य योजना तैयार की है और यदि हां, तो चरण-वार तत्संबंधी निर्धारित ब्यौरा क्या है और इसकी समय-सीमा क्या है?

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

(क) से (घ):

1. कवच स्वदेश विकसित स्वचालित रेलगाड़ी संरक्षा प्रणाली (एटीपी) है। कवच अत्यधिक प्रौद्योगिकी गहन प्रणाली है, जिसके लिए उच्चतर क्रम के संरक्षा प्रमाणन (एसआईएल-4) की आवश्यकता होती है।
2. यदि लोको पायलट ब्रेक लगाने में विफल रहता है तो कवच स्वचालित ब्रेक लगाकर लोको पायलट को निर्दिष्ट गति सीमा के भीतर रेलगाड़ी चलाने में सहायता करता है और यह खराब मौसम के दौरान रेलगाड़ी को संरक्षित ढंग से चलाने में भी सहायता करता है।
3. यात्री गाड़ियों पर पहला फील्ड परीक्षण फरवरी, 2016 में शुरू किया गया था। प्राप्त अनुभव और स्वतंत्र संरक्षा मूल्यांकनकर्ता (आईएसए) द्वारा प्रणाली के निष्पक्ष संरक्षा मूल्यांकन के आधार पर, कवच संस्करण 3.2 की आपूर्ति के लिए 2018-19 में तीन फर्मों को अनुमोदित किया गया था।
4. कवच को जुलाई, 2020 में राष्ट्रीय एटीपी प्रणाली के रूप में अपनाया गया।
5. कवच प्रणाली के कार्यान्वयन में निम्नलिखित प्रमुख कार्यकलाप शामिल हैं:
    क. प्रत्येक स्टेशन, ब्लॉक खण्ड पर स्टेशन कवच का संस्थापन।
    ख. पूरे रेलपथ की लंबाई में आरएफआईडी टैग का संस्थापन।
    ग. समग्र खंड में दूरसंचार टावरों का संस्थापन।

घ. रेलपथ के किनारे ऑप्टिकल फाइबर केबल बिछाना।

ङ. भारतीय रेल पर चालित प्रत्येक रेल इंजन पर लोको कवच का प्रावधान।

6. दक्षिण मध्य रेलवे के 1,465 मार्ग किलोमीटर पर कवच संस्करण 3.2 के संस्थापन और प्राप्त अनुभव के आधार पर आगे और सुधार किए गए। अंततः आरडीएसओ द्वारा दिनांक 16.07.2024 को कवच विशिष्टि संस्करण 4.0 को अनुमोदित किया गया।

7. कवच 4.0 संस्करण में विविधतापूर्ण रेल नेटवर्क के लिए आवश्यक सभी प्रमुख विशेषताएं शामिल हैं। यह भारतीय रेल की संरक्षा में एक महत्वपूर्ण उपलब्धि है। अल्प अवधि के भीतर, भारतीय रेल ने स्वचालित रेलगाड़ी संरक्षण प्रणाली विकसित, परीक्षित और संस्थापित की है।

8. कवच संस्करण 4.0 में किए गए प्रमुख सुधारों में अवस्थिति सटीकता में वृद्धि, बड़े यार्डों में सिगनल स्थिति की बेहतर जानकारी, ओएफसी पर स्टेशन-से-स्टेशन कवच इंटरफ़ेस और मौजूदा इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली से सीधा इंटरफ़ेस शामिल है। इन सुधारों के साथ, कवच संस्करण 4.0 को भारतीय रेल पर बड़े पैमाने पर लागू करने की योजना है।

9. 31.07.2026 की स्थिति के अनुसार, व्यापक और विस्तृत परीक्षणों के उपरांत, कवच संस्करण 4.0 को 2,633 मार्ग किलोमीटर पर सफलतापूर्वक चालू किया गया है, जिसमें निम्नानुसार उच्च घनत्व वाले दिल्ली-मुंबई और दिल्ली-हावड़ा मार्ग शामिल हैः

क्र.सं.	**रेल खंड**	**प्रगति (मार्ग कि.मी.)**
(1)	दिल्ली-मुंबई मार्ग: 1,423 मार्ग किलोमीटर	
i	तिलक ब्रिज - जंक्शन केबिन - पलवल – मथुरा - कोटा – नागदा – रतलाम - वडोदरा - विरार खंड	1,327
ii	वडोदरा - अहमदाबाद खंड	96
(2)	दिल्ली-हावड़ा मार्ग: 1,210 मार्ग किलोमीटर	
i	चिपियाना – टूण्डला – कानपुर – सुबेदारगंज खंड	563
ii	कानपुर – लखनऊ खंड	71
iii	मिर्जापुर- पंडित दीन दयाल उपाध्याय (को छोड़कर) खंड	64
iv	पंडित दीन दयाल उपाध्याय (एफओसी) – भभुआ रोड खंड	50
v	सासाराम – फेसर खंड	43

vi	गया – सरमाटांड़ - निमियाघाट खंड	159
vii	छोटा अमबाना - बर्द्धमान - हावड़ा खंड	260

10. इसके अलावा, भारतीय रेल के सभी जीक्यू जीडी, एचडीएन और चिह्नित खंडों को कवर करते हुए 21,794 मार्ग किलोमीटर पर रेलपथ के किनारे कवच कार्यान्वयन कार्य शुरू किया गया है, जिसमें छत्तीसगढ़ के बस्तर जिले (43 मार्ग किलोमीटर) से गुजरने वाले भानुप्रताप्पु-तडोकी खंड को कवर करते हुए दक्षिण पूर्व मध्य रेलवे से गुजरने वाला 2405 मार्ग किलोमीटर शामिल है।

11. भारतीय रेल पर कवच के प्रमुख मदों की कुल प्रगति निम्नानुसार है:

क्र.सं.	मदें	प्रगति
i	ऑप्टिकल फाइबर केबल बिछाना	11,547 कि.मी.
ii	दूरसंचार टावरों का संस्थापन	1,721 अदद
iii	स्टेशन डेटा सेंटर	1,009 स्टेशन
iv	रेलपथ साइड उपकरणों का संस्थापन	7,726 मार्ग कि.मी.
v	रेल इंजनों में कवच का प्रावधान	6,290 अदद

12. इसके अलावा, 7,190 रेल इंजनों और 1200 ईएमयू/एमईएमयू में कवच संस्थापन का कार्य शुरू किया गया है।

13. सभी संबंधित पदधारियों को प्रशिक्षण देने के लिए भारतीय रेल के केंद्रीकृत प्रशिक्षण संस्थानों में कवच पर विशेष प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं। अब तक 94,000 से अधिक तकनीशियनों, ऑपरेटरों और इंजीनियरों को कवच प्रौद्योगिकी के विषय पर प्रशिक्षित किया जा चुका है। इसमें लगभग 57,000 लोको पायलट एवं सहायक लोको पायलट सम्मिलित हैं। ये पाठ्यक्रम इरिसेट के सहयोग से तैयार किया गया है।

14. जून, 2026 तक कवच संबंधी कार्यों पर 3,875 करोड़ रुपए की निधि का उपयोग किया गया है। वर्ष 2026-27 के दौरान 2,066 करोड़ रुपए की निधि आबंटित की गई है। दक्षिण पूर्व मध्य रेलवे सहित पूरे देश भर में कवच संबंधी कार्य तेज गति से चल रहा है। कार्यों की प्रगति के अनुसार आवश्यक निधि उपलब्ध कराई जाती है।

ERNAKULAM–KSR BENGALURU VANDE BHARAT EXPRESS

3930. SHRI HIBI EDEN:

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

(a) whether the Government is aware of the persistent demand to augment the Ernakulam - KSR Bengaluru Vande Bharat Express to 20-coach rake in view of the growing passenger demand on the route and if so, the details thereof;

(b) whether the Government is considering the introduction of an additional overnight Vande Bharat Express between Ernakulam and KSR Bengaluru with departure around 11:00 PM from Ernakulam and morning arrival at Bengaluru and if so, the details thereof;

(c) whether the Government has noticed that shortage of seats on the Ernakulam–KSR Bengaluru Vande Bharat Express is indirectly benefiting the private bus lobby and if so, the details thereof; and

(d) whether the Government has assessed passenger demand at various times for revising the present timings of the Ernakulam–KSR Bengaluru Vande Bharat Express and if so, the details thereof?

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

(a) to (d): To cater to the needs of passengers of Bengaluru-Ernakulam sector, it has been decided to operate 26651/26652 Bengaluru-Ernakulam Vande Bharat Express with 16 Cars instead of 8 Cars at present. Further, Ernakulam-Bengaluru sector is presently served by 10 pairs of trains which cater to the

needs of the passengers. The list of trains serving the Ernakulam-Bengaluru sector is as under:

SN	Train No. and Name
1	26651/26652 KSR Bengaluru-Ernakulam Vande Bharat Express
2	12257/12258 Yesvantpur-Thiruvananthapuram North Garib Rath Express
3	12683/12684 Ernakulam-SMVT Bengaluru Express
4	12777/12778 SSS Hubballi-Thiruvananthapuram North Express
5	16315/16316 Mysore-Thiruvananthapuram North Express
6	16319/16320 Thiruvananthapuram North-SMVT Bengaluru Express
7	16331/16332 Lokmanya Tilak (T)-Thiruvananthapuram Central Express
8	16377/16378 KSR Bengaluru-Ernakulam Express
9	16525/16526 Kanniyakumari-KSR Bengaluru Express
10	16561/16562 Yesvantpur-Thiruvananthapuram North Express

Proposals/ requests/ suggestions/ representations, both formal and informal *inter alia* for augmentation of trains/ rationalisation of timings are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. These proposals are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Further, introduction of train services on any route/section, rationalisation of time-table and augmentation of train services are an on-going processes, which depends on various factors including:

- Capacity of that section
- Availability of path
- Availability of required rolling stock

- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

उत्तर प्रदेश में पीएम-एसजीएमबीवाई की प्रगति

3931. श्री छत्रपाल सिंह गंगवार:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश में विशेषकर बरेली जिले में प्रधान मंत्री सूर्य घर मुफ्त बिजली योजना (पीएम-एसजीएमबीवाई) और अन्य नवीकरणीय ऊर्जा योजनाओं के अंतर्गत हुई प्रगति का ब्यौरा क्या है;

(ख) उत्तर प्रदेश में इन योजनाओं के अंतर्गत कितने परिवार और संस्थान लाभान्वित हुए हैं; और

(ग) क्या सरकार का उत्तर प्रदेश में विशेषकर बरेली जिले में सौर ऊर्जा आधारित सार्वजनिक अवसंरचना और ऊर्जा उत्पादन को बढ़ावा देने के लिए कोई अतिरिक्त पहल किए जाने का विचार 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) और (ख): उत्तर प्रदेश के नवीकरणीय ऊर्जा को बढ़ावा देने के लिए राज्य एजेंसी, उत्तर प्रदेश नवीन और नवीकरणीय ऊर्जा विकास एजेंसी (यूपीएनईडीए) ने बरेली जिला सहित उत्तर प्रदेश राज्य में पीएम सूर्य घर मुफ्त: बिजली योजना (पीएमएसजी: एमबीवाई) और अन्य नवीकरणीय ऊर्जा योजनाओं के तहत निम्नलिखित प्रगति की सूचना दी है:

क्र. सं	योजना	उत्तर प्रदेश में हुई प्रगति	बरेली जिले में हुई प्रगति
1	पीएमएसजी: एमबीवाई (आवासीय रूफटॉप सौर)	737868 (2484 MW)	29468 (98.17 MW)

2	गैर-आवासीय रूफटॉप सौर	10138 (475 MW)	9 (5 MW)
3	पीएम कुसुम (आईपीएस)	8654 (74.32 MW)	154 (1.66 MW)
4	उपयोगिता पैमाने पर सौर परियोजना	3081 MW	-

जबकि पीएमएसजी: एमबीवाई और पीएम कुसुम योजना क्रमशः प्रत्येक घरेलू परिवारों और किसान परिवारों को लाभान्वित करती है, गैर-आवासीय रूफटॉप संस्थानों को लाभान्वित करती है।

(ग): एमएनआरई की मौजूदा योजनाओं जैसे पीएमएसजी: एमबीवाई, पीएम कुसुम आदि के अलावा, उत्तर प्रदेश सरकार ने सौर ऊर्जा नीति-2022 भी घोषित की है। इस नीति में बरेली सहित उत्तर प्रदेश के सभी जिलों में उपयोगिता-पैमाने की सौर परियोजनाओं, रूफटॉप सौर प्रणाली, सौर पार्क, भवनों के सौरीकरण और अन्य पात्र आवेदनों से सौर ऊर्जा उत्पादन को बढ़ावा देने का प्रावधान है।

LACK OF TRAIN SERVICES TO TIRUVANNAMALAI

3932. SHRI C. N. ANNADURAI:

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

(a) whether the Government is aware that even after 15 years since the gauge conversion, Tiruvannamalai (a major pilgrimage and spiritual destination in India and the second-largest district in Tamil Nadu) lacks essential daily train services to Chennai, Coimbatore, Bengaluru and Puducherry and if so, the details thereof;

(b) the details of the measures taken to restore the Chennai-Tiruvannamalai train service via Tambaram, Tindivanam and Villupuram which is urgently required for the people of this region and pilgrims visiting Tiruvannamalai;

(c) whether the Government proposes to extend the existing train services like 66064 Puducherry-Villupuram MEMU up to Tiruvannamalai and a new Vande Bharat Express from Tiruvannamalai to Bengaluru to establish essential daily connectivity with these cities for the very first time;

(d) if so, the details thereof including the present status of these proposals; and

(e) the details of the expected timeline to bridge these long pending connectivity gaps?

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

(a) to (e): Indian Railways, have introduced 17069/17070 Hyderabad - Kanniyakumari Express (w.e.f. 01.04.2026) and 17615/17616 Kacheguda - Tuticorin Express (w.e.f. 06.04.2026) both having scheduled stoppage at Tiruvannamalai station, thereby facilitating the passengers of the said station. Accordingly, Tiruvannamalai station is presently served by the following 28 train services:

S.N.	Train No. and Name
1	11005 Dadar - Puducherry Express
2	11006 Puducherry - Dadar Express
3	12867 Howrah - Puducherry Express
4	12868 Puducherry - Howrah Express

5	16779 Tirupati - Rameswaram Express
6	16780 Rameswaram - Tirupati Express
7	16853 Tirupati - Villupuram Express
8	16854 Villupuram - Tirupati Express
9	16870 Villupuram - Tirupati Express
10	17069 Hyderabad - Kanniyakumari Express
11	17070 Kanniyakumari - Hyderabad Express
12	17077 Charlapalli - Tiruchchirappalli Express
13	17078 Tiruchchirappalli - Charlapalli Express
14	17291 Narasapur - Tiruvannamalai Express
15	17292 Tiruvannamalai - Narasapur Express
16	17407 Tirupati - Mannargudi Express
17	17408 Mannargudi - Tirupati Express
18	17615 Kacheguda - Tuticorin Express
19	17616 Tuticorin - Kacheguda Express
20	22603 Kharagpur - Villupuram Express
21	22604 Villupuram - Kharagpur Express
22	22605 Purulia - Tirunelveli Express
23	22606 Tirunelveli - Purulia Express
24	66025 Katpadi - Villupuram MEMU
25	66026 Villupuram - Katpadi MEMU
26	66027 Katpadi - Villupuram MEMU
27	66033 Chennai Beach - Tiruvannamalai MEMU
28	66034 Tiruvannamalai - Tambaram MEMU

The above train services include 3 pairs of trains connecting Tiruvannamalai with Chennai, 02 pairs providing connectivity to Puducherry and 1 pair of trains providing connectivity to Bengaluru. The sector-wise trains are listed below:

Tiruvannamalai - Chennai sector:

S.N.	Train No. and Name
1	22603/22604 Kharagpur - Villupuram Express
2	22605/22606 Purulia - Tirunelveli Express
3	66033/66034 Chennai Beach - Tiruvannamalai MEMU (daily)

Tiruvannamalai - Puducherry sector:

S.N.	Train No. and Name
1	12867/12868 Howrah - Puducherry Express
2	11005/11006 Dadar - Puducherry Express

Tiruvannamalai - Bengaluru sector:

S.N.	Train No. and Name
1	11005/11006 Dadar - Puducherry Express

Further, Chennai is connected to Villupuram by 53 pair of Mail/Express trains while Villupuram - Tiruvannamalai sector is served by 10 pairs of Mail/Express trains as listed below:

Trains serving Chennai- Villupuram sector:

SN	Train No. and Name
1	11017/11018 Lokmanya Tilak (T) - Karaikal Express
2	12605/12606 Chennai Egmore - Karaikkudi Express
3	12631/12632 Chennai Egmore - Tirunelveli Express
4	12633/12634 Chennai Egmore - Kanniyakumari Express
5	12635/12636 Chennai Egmore - Madurai Express
6	12637/12638 Chennai Egmore - Madurai Express
7	12641/12642 Kanniyakumari - Hazrat Nizamuddin Express
8	12651/12652 Madurai - Hazrat Nizamuddin Express

9	12653/12654 Chennai Egmore - Tiruchchirappalli Express
10	12661/12662 Chennai Egmore - Sengottai Express
11	12663/12664 Howrah - Tiruchchirappalli Express
12	12665/12666 Howrah - Kanniyakumari Express
13	12667/12668 Tambaram - Kanniyakumari Express
14	12693/12694 Chennai Egmore - Tuticorin Express
15	16101/16102 Tambaram - Kollam Express
16	16103/16104 Tambaram - Rameswaram Express
17	16115/16116 Chennai Egmore - Puducherry Express
18	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
19	16127/16128 Chennai Egmore - Guruvayur Express
20	16159/16160 Chennai Egmore - Mangalore Central Express
21	16175/16176 Chennai Egmore - Velankanni Express
22	16179/16180 Chennai Egmore - Mannargudi Express
23	16357/16358 Nagercoil Junction - Charlapalli Amrit Bharat Express
24	16367/16368 Kanniyakumari - Banaras Express
25	16751/16752 Chennai Egmore - Rameswaram Express
26	16807/16808 Tambaram - Tiruchchirappalli Express
27	16865/16866 Chennai Egmore - Thanjavur Express
28	17653/17654 Kacheguda - Puducherry Express
29	17655/17656 Kakinada Port - Puducherry Express
30	20481/20482 Jodhpur - Tiruchchirappalli Express
31	20497/20498 Rameswaram - Firozpur Cantt. Express
32	20605/20606 Chennai Egmore - Tiruchendur Express
33	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express

34	20627/20628 Chennai Egmore - Nagercoil Junction Vande Bharat Express
35	20635/20636 Chennai Egmore - Kollam Express
36	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
37	20681/20682 Tambaram - Sengottai Express
38	20683/20684 Tambaram - Sengottai Express
39	20691/20692 Tambaram - Nagercoil Junction Express
40	20849/20850 Bhubaneswar - Rameswaram Express
41	20851/20852 Bhubaneswar - Puducherry Express
42	22153/22154 Chennai Egmore - Salem Express
43	22403/22404 Puducherry - New Delhi Express
44	22535/22536 Rameswaram - Banaras Express
45	22603/22604 Kharagpur - Villupuram Express
46	22605/22606 Purulia - Tirunelveli Express
47	22613/22614 Rameswaram - Ayodhya Cantt Express
48	22623/22624 Tambaram - Madurai Express
49	22631/22632 Madurai - Bikaner Express
50	22657/22658 Tambaram - Kanniyakumari Express
51	22661/22662 Chennai Egmore - Rameswaram Express
52	22673/22674 Jodhpur - Mannargudi Express
53	22675/22676 Chennai Egmore - Tiruchchirappalli Express

Trains serving Villupuram - Tiruvannamalai sector:

S.N.	Train No. and Name
1	11005/11006 Dadar - Puducherry Express
2	12867/12868 Howrah - Puducherry Express
3	16779/16780 Tirupati - Rameswaram Express
4	16853/16854 Tirupati - Villupuram Express
5	17069/17070 Hyderabad - Kanniyakumari Express

6	17077/17078 Charlapalli - Tiruchchirappalli Express
7	17407/17408 Tirupati - Mannargudi Express
8	17615/17616 Kacheguda - Tuticorin Express
9	22603/22604 Kharagpur - Villupuram Express
10	22605/22606 Purulia - Tirunelveli Express

Besides, introduction/extension of train services including Vande Bharat train services and its variants, on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

Railway Budget:

Budget allocation in recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

Period	Outlay
2009-14	₹879 crore/year
2026-27	₹ 7,611 crore (more than 8 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Tamil Nadu are as under:

Period	New track Commissioned
2009-14	923 Km
2014-26	1,356 Km

Projects sanctioned:

As on 01.04.2026, 19 projects (08 new line, 03 gauge conversion and 08 doubling) of total length of 1,874 km, costing ₹27,282 Crore, falling fully/partly in the State of Tamil Nadu have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned upto March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr.)
New Line	8	811	24	1,514
Gauge Conversion	3	748	631	3,605
Doubling /Multitracking	8	314	54	3,693
Total	**19**	**1,874**	**709**	**8,811**

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the State of Tamil Nadu are as under:-

S.N.	Project	Cost (₹ in Crores)
1	Dindigul- Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon- Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodinayakkanur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Thanjavur-Ponmalai doubling (48 km)	370

10	Villupuram-Dindigul doubling (273 km)	2,000
11	Chennai Beach-Attipattu 4th line (22 km)	293
12	Omalur-Metturdam Patch doubling (29 km)	327
13	Chengalpattu - Villupuram and Tambaram -Chengalpattu-3rd line (133 km)	1,122
14	Salem- Omalur doubling (11 km)	115
15	Madurai- Tuticorin doubling (160 km)	1,891
16	Maniyachi-Nagercoil doubling (102 km)	1,752
17	Chennai Beach-Chennai Egmore doubling (4 km)	272

Ongoing Projects:

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under:

S.N.	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Trivandrum-Kanyakumari doubling (87 km)	4,494
4	Irugur-Podanur doubling (11 km)	277
5	Tambaram-Chengalpattu 4th line (30 km)	757
6	Attipattu-Gummidipundi 3rd & 4th line (23 km)	365
7	Tirupati- Katpadi doubling (105 km)	1,216
8	Tindivanam- Tiruvannamalai new line (71 km)	1,400
9	Atipattu – Puttur new line (88 km)	1,700
10	Baiyapannahalli to Hosur doubling (48 km)	1,160
11	Arakkonam-Chengalpattu doubling (68 km)	993
12	Erode- Karur doubling (67 km)	986

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

Total Land required for Projects in Tamil Nadu	4,612 ha
Land Acquired	1,178 ha (26%)
Balance Land to be acquired	3,434 ha (74%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are as under:-

S.N.	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu - Puttur new line (88 km)	189	0	189
3.	Morappur - Dharmapuri new line (36 km)	93	47	46
4.	Mannargudi - Pattukkottai new line (41 km)	204	0	204
5.	Thanjavur - Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route

- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for a particular project site etc.

All these factors affect the completion time and cost of the project/s.

MAULANA AZAD EDUCATION FOUNDATION

3933. DR. M. P. ABDUSSAMAD SAMADANI:

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

(a) the total funds sanctioned, allocated and disbursed under various schemes of the Maulana Azad Education Foundation (MAEF) including infrastructure

grants, NGO financial assistance and scholarships to institutions and students in the State of Kerala during the last five years, year-wise;

(b) the details of ongoing, pending, or halted educational infrastructure projects particularly in Kerala funded by MAEF prior to its official closure and dissolution process;

(c) whether any outstanding financial liabilities or pending scholarship/grant disbursements exist for institutions and minority students particularly in Kerala following the transfer of MAEF funds and assets and if so, the details thereof; and

(d) the details of alternative Central mechanisms or substitute schemes established to fulfill the pending educational infrastructure support and skill-development requirements previously managed by MAEF particularly in Kerala?

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

(a) to (c): The details of the funds sanctioned, allocated, and disbursed under various schemes of the Maulana Azad Education Foundation (MAEF) in the State of Kerala during the last five financial years are as follows:

Begam Hazrat Mahal National Scholarship:

Financial Year	No. of girls	Scholarship sanctioned (Rs.in crore)
2021-22	54896	31.08

As no grants have been sanctioned in the State of Kerala during the last five years, there are no ongoing, pending, or halted projects. Also, no outstanding liabilities pertaining to the State of Kerala exist during the said period.

As regards the Scholarship Scheme, all 54,896 scholarships sanctioned during the financial year 2021–22 were processed for disbursement. However, 36,612 scholarships could not be credited to the beneficiaries' bank accounts due to discrepancies in the beneficiary details.

(d): Following the decision to dissolve the Maulana Azad Education Foundation (MAEF), its objectives relating to the development of educational infrastructure and skill development are being addressed through various schemes of the Ministry of Minority Affairs, including the Pradhan Mantri Jan Vikas Karyakram (PMJVK) and the Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS). While PMJVK primarily focuses on the development of infrastructure in minority-concentrated areas, including educational and skill-development infrastructure, PM VIKAS is aimed at promoting skill development, entrepreneurship, and livelihood opportunities for persons belonging to minority communities.

पीरपैंती-जसीडीह नई रेललाइन परियोजना

3934. श्री अजय कुमार मंडल:

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

(क) बिहार राज्य में मई, 2026 तक चल रही और लंबित रेल परियोजनाओं की कुल संख्या के साथ उनकी स्वीकृत लागत, पूरे हो चुके रेल खंडों सहित अब तक किए गए व्यय का ब्यौरा क्या है;

(ख) हाल ही के बजट आवंटन के अंतर्गत बिहार में अमृत भारत स्टेशन योजना के अंतर्गत नई रेललाइन के निर्माण, ट्रैक दोहरीकरण/तीसरी लाइन के कार्यों और चुने गए 92 स्टेशनों के पुनर्विकास की वर्तमान प्रगति का ब्यौरा क्या है; और

(ग) पीरपैंती-जसीडीह नई रेललाइन परियोजना को 100 प्रतिशत पूरा करने के लिए स्वीकृत लागत, अब तक किए गए व्यय सहित निर्धारित पटरियों की लंबाई और लक्ष्य तिथि का ब्यौरा क्या है?

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

(क) से (ग): हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। बिहार राज्य में पूर्णत:/अंशत: पड़ने वाली अवसंरचना संबंधी परियोजनाओं के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,132 करोड़ रुपए/वर्ष
2026-27	10,379 करोड़ रुपए (9 गुना से अधिक)

रेलपथ निर्माण:

बिहार राज्य में पूर्णतः/अंशत: पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने के कार्य का ब्यौरा निम्नानुसार हैं:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	318 कि.मी.	63.6 कि.मी./वर्ष
2014-26	2,034 कि.मी.	169.5 कि.मी./वर्ष (2.5 गुना से अधिक)

स्वीकृत परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, बिहार राज्य में पूर्णतः/अंशत: पड़ने वाली 96,651 करोड़ रुपए की लागत से 5,067 किलोमीटर कुल लंबाई की 59 परियोजनाओं (32 नई लाइन, 01 आमान परिवर्तन और 26 दोहरीकरण) को स्वीकृत किया गया है। सार निम्नानुसार है:-

कोटि	स्वीकृत परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	मार्च, 2026 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च, 2026 तक कुल व्यय (करोड़ रु. में)
नई लाइन	32	2,616	533	14,806
आमान परिवर्तन	1	69	52	544
दोहरीकरण/बहुपथन	26	2,382	465	14,509
कुल	59	5,067	1,050	29,860

हाल ही में पूरी हुई परियोजनाएं:

बिहार में पूर्णतः/अंशतः पड़ने वाली हाल ही में पूरी हुई कुछ परियोजनाओं का विवरण निम्नानुसार है:

क्र.सं.	परियोजना	लागत (करोड़ रु. में)
1	पटना पुल (28 कि.मी.)	3,310
2	मुंगेर रेल सह सड़क पुल (15 कि.मी.)	3,040
3	कोसी पुल (22 कि.मी.)	863
4	दनियावां-बिहारशरीफ नई लाइन (38 कि.मी.)	354
5	चांदन -बांका नई लाइन (40 कि.मी.)	496
6	रामपुरहाट-मंदारहिल नई लाइन (130 कि.मी.)	908
7	महाराजगंज-मसरख नई लाइन (35 कि.मी.)	412
8	राजगीर-तिलैया और नटेसर-इस्लामपुर नई लाइन (67 कि.मी.)	726
9	जयनगर-नरकटियागंज आमान परिवर्तन (260 कि.मी.)	967
10	कप्तानगंज-छपरा आमान परिवर्तन (234 कि.मी.)	819
11	सकरी-निर्मली, सहरसा-फारबिसगंज आमान परिवर्तन (206 कि.मी.)	2,113
12	मानसी-सहरसा, सहरसा-पूर्णिया, बनमखी - बिहारीगंज आमान परिवर्तन (169 कि.मी.)	752
13	साहिबगंज-पीरपैंती दोहरीकरण (23 कि.मी.)	129
14	महेशकुंट-थानाबिहपुर दोहरीकरण (32 कि.मी.)	115
15	हाजीपुर-रामदयालु नगर दोहरीकरण (48 कि.मी.)	367
16	पीरपैंती-भागलपुर दोहरीकरण (51 कि.मी.)	493
17	किऊल-गया दोहरीकरण (124 कि.मी.)	2,462
18	हाजीपुर-बछवाड़ा दोहरीकरण (72 कि.मी.)	930

19	अररिया-गलगलिया (ठाकुरगंज) नई लाइन (110 कि.मी.)	2,132
20	समस्तीपुर-दरभंगा दोहरीकरण (38 कि.मी.)	874

चालू परियोजनाएं:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएं जो शुरू की गई हैं, इस प्रकार हैः

क्र.सं.	परियोजना	लागत (करोड़ रु. में)
1	सकरी - हसनपुर नई लाइन (76 कि.मी.)	802
2	फतुहा - इस्लामपुर नई लाइन (167 कि.मी.)	3,158
3	कोडरमा - तिलैया नई लाइन (65 कि.मी.)	2,287
4	हाजीपुर - सगौली नई लाइन (151 कि.मी.)	2,820
5	अररिया - सुपौल नई लाइन (96 कि.मी.)	2,170
6	कुर्सेला - बिहारीगंज नई लाइन (58 कि.मी.)	194
7	पीरपैंती - जसीडीह नई लाइन (97 कि.मी.)	2,700
8	छितौनी - तुमकुही रोड नई लाइन (59 कि.मी.)	1,881
9	जलालगढ़ - किशनगंज नई लाइन (51 कि.मी.)	407
10	सीतामढ़ी - निर्मली नई लाइन (189 कि.मी.)	2,833
11	बिहटा - औरंगाबाद नई लाइन (120 कि.मी.)	3,606
12	गया - चतरा और गया - नटेसर नई लाइन (135 कि.मी.)	4,543
13	सुल्तानगंज - कटुरिया नई लाइन (77 कि.मी.)	291
14	जयनगर - बिजलपुरा आमान परिवर्तन (69 कि.मी.)	900
15	धनबाद - सोननगर तीसरी लाइन (291 कि.मी.)	7,906
16	सगौली - वाल्मीकिनगर दोहरीकरण (110 कि.मी.)	1,456
17	मुजफ्फरपुर - सुगौली दोहरीकरण (101 कि.मी.)	1,745
18	बरौनी - बछवाड़ा तीसरी और चौथी लाइन (32 कि.मी.)	486
19	नरकटियागंज - दरभंगा, सीतामढ़ी - मुजफ्फरपुर दोहरीकरण (256 कि.मी.)	4,080
20	छपरा-बलिया कहीं-कहीं दोहरीकरण (65 कि.मी.)	1,046
21	कटिहार - कुमेदपुर और कटिहार - मुकुरिया दोहरीकरण (65 कि.मी.)	943
22	सोन नगर - अंडाल बहुपथन (749 कि.मी.)	12,334
23	पुनारख - बख्तियारपुर नई चौथी लाइन और शेष तीसरी लाइन (28 कि.मी.)	422

24	अलुआबाड़ी रोड - ठाकुरगंज दोहरीकरण (20 कि.मी.)	327
25	भागलपुर - जमालपुर तीसरी लाइन (53 कि.मी.)	1,156
26	भागलपुर – दुमका - रामपुरहाट दोहरीकरण (177 कि.मी.)	3,169
27	बख्तियारपुर – राजगीर - तिलैया दोहरीकरण (104 कि.मी.)	2,192
28	बख्तियारपुर - फतुहा तीसरी और चौथी लाइन (24 कि.मी.)	931
29	पुनारख किऊल तीसरी और चौथी लाइन (50 कि.मी.)	2,668
30	किऊल - झाझा तीसरी लाइन (54 कि.मी.)	962
31	मानसी - सहरसा दोहरीकरण (44 कि.मी.)	499

रेल परियोजनाओं का क्षेत्रीय रेल-वार विवरण भारतीय रेल की वेबसाइट पर सार्वजनिक डोमेन में उपलब्ध कराया जाता है।

पीरपैंती-जसीडीह नई लाइन (97 कि.मी.)

पीरपैंती-जसीडीह नई लाइन (97 कि.मी.) को ₹2700 करोड़ की लागत से स्वीकृति प्रदान की गई है। इस परियोजना पर अब तक ₹1697 करोड़ का व्यय उपगत किया जा चुका है और वित्त वर्ष 2026-27 में ₹270 करोड़ आवंटित किए गए हैं। 97 कि.मी. में से 38 कि.मी. को चालू कर दिया गया है। शेष खंडों में कार्य शुरू कर दिए गए हैं।

- 613 हेक्टेयर भूमि में से 338 हेक्टेयर भूमि अधिग्रहण का कार्य पूरा हो चुका है तथा शेष भूमि अधिग्रहण की प्रक्रिया जारी है।
- 31 में से 03 बड़े पुलों का निर्माण कार्य पूरा हो चुका है। शेष पुलों पर कार्य शुरू कर दिया गया है।
- 119 में से 45 छोटे पुलों का निर्माण कार्य पूरा हो चुका है। शेष पुलों पर कार्य शुरू कर दिया गया है।
- 37 में से 25 ऊपरी सड़क पुलों का निर्माण कार्य पूरा हो चुका है। शेष ऊपरी सड़क पुलों का कार्य शुरू कर दिया गया है।

- 39 में से 02 निचले सड़क पुलों का निर्माण कार्य पूरा हो चुका है। शेष निचले सड़क पुलों का कार्य शुरू कर दिया गया है।
- 97 कि.मी. में से 38 कि.मी. रेलपथ जोड़ने का कार्य पूरा हो चुका है। शेष रेलपथ पर कार्य शुरू कर दिया गया है।

रेल परियोजना/परियोजनाओं का पूरा होना कई कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वानिकी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियाँ
- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना स्थल विशेष के लिए एक वर्ष में कार्य करने के महीनों की संख्या आदि।

सभी कारक परियोजना/परियोजनाओं के पूरा होने के समय और लागत को प्रभावित करते हैं।

स्टेशन पुनर्विकास:

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना की शुरुआत की है।

इस योजना में भारतीय रेल के स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और उनका चरणबद्ध रूप में कार्यान्वयन करना शामिल है। प्रत्येक स्टेशन की आवश्यकताओं को ध्यान में रखते हुए मास्टर प्लान में निम्नलिखित शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- शहर के दोनों किनारों के साथ स्टेशन का एकीकरण

- स्टेशन भवन का सुधार
- प्रतीक्षालयों, शौचालयों, बैठने की व्यवस्था, पानी के बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/सबवे का प्रावधान
- लिफ्टों/एस्केलेटरों/रैंप का प्रावधान
- प्लेटफॉर्म की सतह में सुधार/प्लेटफॉर्म शेल्टर का प्रावधान
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एग्जीक्यूटिव लाउंज, मल्टीमॉडल एकीकरण, लैंडस्केपिंग आदि का प्रावधान।

इस योजना में आवश्यकता, चरणबद्धता एवं व्यवहार्यता के अनुसार संवहनीय और पर्यावरण अनुकूल समाधानों आदि और दीर्घकालिक आधार पर स्टेशन पर सिटी सेन्टर के निर्माण की भी परिकल्पना की गई है।

अब तक, इस योजना के अंतर्गत 1340 स्टेशनों को विकास के लिए चिह्नित किया गया है, जिनमें से 98 स्टेशन बिहार में स्थित हैं। बिहार में, अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए चिह्नित किए गए स्टेशनों के नाम निम्नानुसार हैं:

राज्य	**स्टेशनों की संख्या**	**स्टेशनों के नाम**
बिहार	98	अनुग्रह नारायण रोड, आरा, अररिया कोर्ट, बख्तियारपुर, बांका, बनमनखी, बापूधाम मोतिहारी, बरहिया, बरौनी, बाढ़, बरसोई जं,

		बेगूसराय, बेतिया, भभुआ रोड, भागलपुर, भगवानपुर, बिहार शरीफ, बिहिया, बिक्रमगंज, बक्सर, चकिया, चौसा, छपरा, दलसिंह सराय, दरभंगा, दौरम मधेपुरा, देहरी ऑन सोन, ढोली, दिघवारा, डुमरांव, दुर्गावती, एकमा, फतुहा, गया, घोड़ासहन, गुरारू, हाजीपुर जं., जमालपुर जं., जमुई, जनकपुर रोड, जयनगर, जेहानाबाद, झांझरपुर, कहलगांव, करहागोला रोड, कटिहार जं., खगड़िया जं., किशनगंज, कुदरा, लाभा, लहेरिया सराय, लखमिनिया, लखीसराय जं., मधुबनी, महेशखुंट, मैरवा, मानसी जं., मशरख, मोकामा, मोतीपुर, मुंगेर, मुजफ्फरपुर जं., नबीनगर रोड, नरकटियागंज जं., नौगछिया, नवादा, पहाड़पुर, पाटलीपुत्र, पटना जं., पीरो, पीरपैंती, रफीगंज, रघुनाथपुर, राजेन्द्र नगर टर्मिनल)पटना(, राजगीर, राम दयालु नगर, रक्सौल, सबौर, सगौली, सहरसा, साहिबपुर कमाल, सकरी, सलौना, सलमारी, समस्तीपुर, सासाराम, शाहपुर पटोरी, शिवनारायणपुर, सिमरी बख्तियारपुर, सिमुलतला, सीतामढ़ी, सीवान, सोनपुर जं, सुल्तानगंज, सुपौल, तारेगना, ठाकुरगंज, थावे

स्टेशन जहां कार्य पूरे किए गए हैं:

बिहार राज्य में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तीव्र गति से शुरू किए गए हैं। बिहार में कार्य संपन्न स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	8	बनमनखी, दौरम मधेपुरा, कहलगांव, पीरपैंती, सबौर, शिवनारायणपुर, सिमुलतला, थावे

अन्य स्टेशनों पर विकास संबंधी कार्यकलाप भी तेज गति से शुरू किए गए हैं और कुछ स्टेशनों पर कार्यों की प्रगति नीचे दी गई है:

- सहरसा स्टेशन: स्टेशन भवन में नया मुख्य प्रवेश द्वार, पार्किंग, परिचलन क्षेत्र में सुधार, प्लेटफॉर्म शेल्टर, प्रवेश द्वार और चहारदीवारी के कार्य पूरे कर लिए गए हैं। 12 मीटर चौड़े ऊपरी पैदल पुल का कार्य शुरू कर दिया गया है।

- सलौना स्टेशन: स्टेशन भवन में नया मुख्य प्रवेश द्वार, प्लेटफॉर्म शेल्टर, परिचलन क्षेत्र में सुधार, प्रवेश द्वार और चहारदीवारी के कार्य पूरे कर लिए गए हैं। 12 मीटर चौड़े ऊपरी पैदल पुल का कार्य शुरू कर दिया गया है।
- सोनपुर स्टेशन: नए एट्रियन बिल्डिंग के कार्य, बुकिंग काउंटर, स्टेशन भवन में सुधार, परिचलन क्षेत्र में सुधार, पार्किंग और प्रवेश प्रांगण के कार्य पूरे कर लिए गए हैं। 12 मीटर चौड़े ऊपरी पैदल पुल का कार्य शुरू कर दिया गया है।
- अनुग्रह नारायण रोड स्टेशन: प्लेटफॉर्म संख्या 1/2 और 3/4 का विस्तार प्लेटफार्म सं. 1/2 और 3/4 पर सतह में सुधार एवं नए शौचालय ब्लॉक के कार्य पूरे किए जा चुके हैं। स्टेशन भवन में सुधार, परिचलन क्षेत्र में सुधार, प्रवेश/निकास द्वार, नए पानी बूथ, प्लेटफॉर्म शेल्टर और नए 6 मीटर चौड़े ऊपरी पैदल पुल के कार्य शुरू किए गए हैं।
- लखीसराय जंक्शन स्टेशन: स्टेशन भवन में नया मुख्य प्रवेश द्वार, ऊपरी पैदल पुल का विस्तार और परिचलन क्षेत्र में सुधार कार्य पूरे कर लिए गए हैं। मौजूदा ऊपरी पैदल पुल के लिए लिफ्ट की संस्थापना का कार्य शुरू कर दिया गया है।

इसके अलावा, भारतीय रेल पर रेलवे स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत् और निरंतर चलने वाली प्रक्रिया है तथा इस संबंध में कार्य सापेक्ष प्राथमिकता और धन की उपलब्धता के अध्यधीन, आवश्यकतानुसार किए जाते हैं। किसी स्टेशन के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्य स्टेशन की कोटि/स्थिति/यातायात सम्हलाई आदि के आधार पर किए जाते हैं।

अमृत भारत स्टेशन योजना के अंतर्गत स्टेशनों के विकास/उन्नयन/आधुनिकीकरण का वित्तपोषण सामान्यत: योजना शीर्ष-53 'ग्राहक सुविधाएँ' के अंतर्गत किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का ब्यौरा क्षेत्रीय रेल-वार रखा जाता हैं, न कि रेलवे स्टेशन-वार या राज्य-वार। बिहार राज्य चार रेलवे जोन अर्थात् पूर्व रेलवे, पूर्व मध्य रेलवे, पूर्वोत्तर रेलवे और

पूर्वोत्तर सीमा रेलवे के क्षेत्राधिकार में आता है। इन जोनों के लिए, चालू वित्त वर्ष के लिए 1,543 करोड़ रुपए का आबंटन किया गया है, जिसमें से अभी तक (जून, 2026 तक) 677 करोड़ रु. का व्यय उपगत किया गया है।

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है, जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए पेड़ों की कटाई, धरोहर, आग संबंधी मंजूरी, विमानपत्तन संबंधी मंजूरी इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। ये स्टेशन अत्यंत लंबे समय से परिचालन में है, अतः ब्राउन फील्ड कार्य संबंधी चुनौतियों का सामना करना पड़ रहा है जैसे जनोपयोगी सेवाओं को स्थानांतरित करना (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, रेलपथ व उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि के कारण भी प्रभावित होती है और ये कारक कार्य की प्रगति और समापन समय को प्रभावित करते हैं।

FOODGRAIN STOCK POSITION AND PROCUREMENT

3935 SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRIMATI HIMADRI SINGH:

SHRIMATI KAMALJEET SEHRAWAT:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI VIJAY BAGHEL:

SHRI BALABHADRA MAJHI:

DR. RAJESH MISHRA:

SHRI RAVINDRA SHUKLA *ALIAS* RAVI KISHAN:

SHRI ALOK SHARMA:

SHRI BHARTRUHARI MAHTAB:

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

(a) whether the Government has taken any steps to strengthen the quality monitoring mechanism for foodgrains distributed under the Public Distribution System (PDS) in the country including in Nabarangpur Lok Sabha Constituency, Odisha;

(b) if so, the details thereof; and

(c) the steps taken by the Government to improve the quality of foodgrains distributed under the PDS including the measures adopted and their impact in Nabarangpur Lok Sabha Constituency, Odisha and Sidhi Lok Sabha Constituency?

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

(a) and (b): The Department has formulated and issued a Quality Control Manual, to uniformly maintain the quality standards of foodgrains from procurement to its distribution to the eligible beneficiaries through various social security programmes of GoI.

(c): With an objective to improve the quality of rice, the Cabinet Committee on Economic Affairs on 01.07.2026 has approved nationwide rollout of supply of improved quality rice with upto 10% broken in case of raw rice and with upto 5% broken in case of parboiled rice under Pradhan Mantra Graib Kalyan Anna

Yojana (PMGKAY) and Other Welfare Scheme (OWS). This will be undertaken in a phased manner over two years (upto KMS 2027-28).

ROLE OF RAILWAYS IN ECONOMIC GROWTH

3936. SHRI BAIJAYANT PANDA:

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

(a) the details of the role played by Indian Railways in supporting economic growth through increased capital expenditure, freight capacity augmentation and logistics efficiency as outlined in PIB statements and official briefings;

(b) the details of the contribution of major Railway projects and manufacturing initiatives including indigenous production of locomotives and coaches towards employment generation and “Make in India”; and

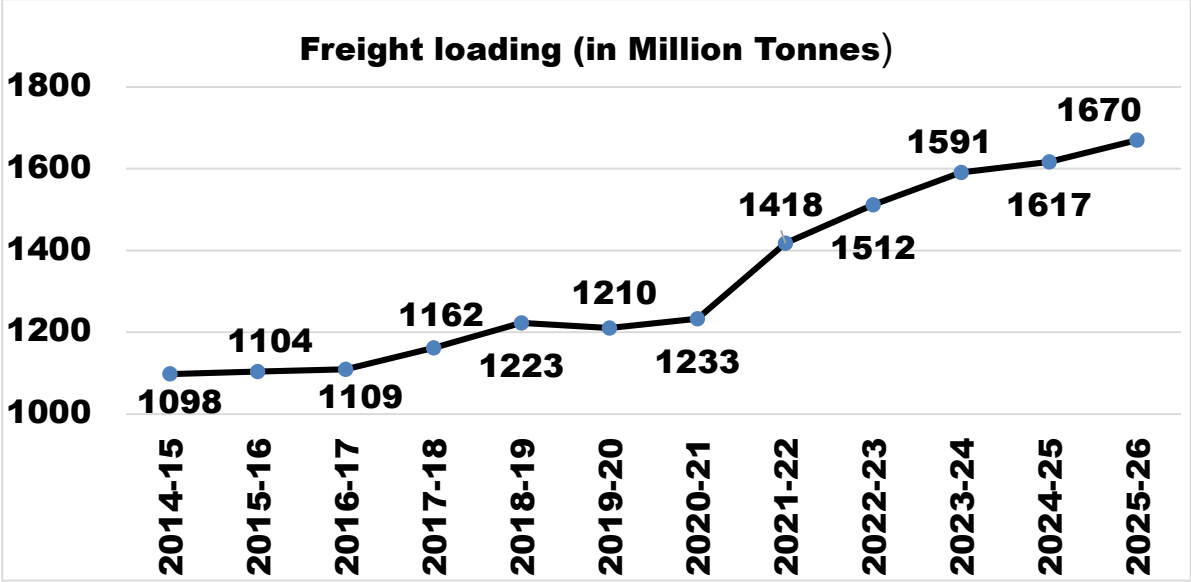
(c) the manner in which ongoing Railway investments are aligned with the Government’s broader objectives of infrastructure-led development and regional connectivity?

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

(a) to (c): Contribution of Indian Railways to India's economy is significant, considering its role as a major mode of transportation of passengers and cargo in the country. Besides, being one of the largest employers in the world, Railway supports a range of industries, specifically manufacturing, construction, and services.

The Indian Railway has taken several measures during the last few years to support economic growth by enhancing freight loading, capital expenditure and logistic efficiency. Freight loading since 2014 is as below:

Year	Freight loading (in Million Tonnes)
2014-15	1098
2015-16	1104
2016-17	1109
2017-18	1162
2018-19	1223
2019-20	1210
2020-21	1233
2021-22	1418
2022-23	1512
2023-24	1591
2024-25	1617
2025-26	1670



The freight loading of Indian Railways has increased to 1,670 MT in 2025-26 thus IR has become the second largest freight carrying Railways in the world.

Budget allocation and Network Expansion: The Budget allocation has been increased from ₹29,055 Cr in 2013-14 to ₹2,78,030 Cr in 2026-27. Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 12 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	**New track Commissioned**	**Average commissioning of new tracks**
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. ₹8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL(km)	Length Commissioned till Mar'26(km)	Total Exp. Upto Mar'26 (₹in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
Total	514	40,000	12,583	3,05,253

Amrit Bharat Station Scheme: Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach. This scheme involves preparation of master plans and their

implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term. So far, 1340 stations have been identified

for development under Amrit Bharat Station Scheme. So far, the redevelopment of 261 stations has been completed.

Dedicated Freight Corridor Project: Ministry of Railways had taken up the construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed and commissioned.

On average, about 443 trains are operated per day on DFCs. The Dedicated Freight Corridors have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network.

The Dedicated Freight Corridor project is expected to strengthen the competitiveness of rail transport by enabling cost-effective, efficient and sustainable freight movement across the country. It is envisaged to facilitate a gradual modal shift of long-haul bulk commodities, container traffic and industrial freight from road to rail, thereby reducing overall logistics costs, improving supply chain efficiency and supporting economic growth.

Dedicated Freight Corridor (DFC) Project has positive impact on transportation and logistics sector as it enabled enhanced movement of

Double Stack Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC mostly caters to mineral traffic from Eastern India. These developments enabled reduction in logistic cost.

A new Dedicated Freight Corridor connecting Dankuni in East to Surat in West has been announced in the Union Budget 2026. The work of preparation/updation of Detailed Project Report (DPR) for this corridor has been completed and presently under process.

Railway Electrification: Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of the Broad Gauge (BG) network has been electrified. The electrification in the remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

Further, all new line/multi-tracking projects are being sanctioned and constructed with electrification.

Freight Capacity Augmentation Initiatives: For strengthening freight logistics, regional connectivity and to increase the freight movement share of Railways, Indian Railways has implemented a multi-pronged strategy to

enhance freight efficiency, ensure seamless regional connectivity, and provide robust first and last-mile solutions. The key initiatives are categorized below –

(i) **Terminal Development** - For encouraging setting up of cargo terminals through private investment, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. Location of the GCTs is decided on the basis of demand from industry, potential of Cargo traffic, availability of railway infrastructure and overall logistics potential of the area.

So far, 142 Gati Shakti Cargo Terminals (GCTs) have been commissioned with an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

(ii) **Wagon Investment Schemes**: Indian Railway has already implemented various schemes for private sector to invest in wagons including the commodity focused specialized wagons such as wagons for cement, oil, steel, fly-ash etc. So far, around 275 rakes of special purpose wagons and 397 rakes of general-purpose wagons are operational, which are expected to improve modal share in commodities like bulk cement, fly-ash, steel products, iron ores and coal etc.

Besides, there is a separate scheme for transportation of automobiles under which around 54 rakes owned by industry are operational.

(iii) **Joint Parcel Product-Rapid Cargo Service (JPP-RCS) scheme**: This scheme offers tailor-made logistics to meet specific needs of the customer and provide door-to-door parcel services. Under the scheme, provision has been

made for online booking of parcel space in these services through Aggregators (in addition to India Post) on 'Virtual Aggregation Platform (VAP).

(iv) **CONCOR**, a PSU under Ministry of Railways is also providing Door-to-Door parcel services by utilizing the JPP-RCS over Delhi-Kolkata and Mumbai-Kolkata sectors. CONCOR is also providing Door-to-Door logistics under a pilot project at Sonik Goods shed.

Mumbai-Amdavad High Speed Rail (MAHSR) Project: Presently, the Mumbai-Amdavad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Amdavad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

Make in India initiatives: The initiatives taken by Indian Railways for ensuring safe, reliable, comfortable & quality rail travel include development & manufacture of new age rolling stock such as Vande Bharat, Amrit Bharat and Namo Bharat trains etc. These modern rolling stock variants are planned for manufacturing as a part of Make in India initiative in the different Production Units of Indian Railways.

Presently, the 81 pairs of Vande Bharat train services (Chair Car) and 01 pairs of Vande Bharat train services (Sleeper Car) are being operated on the Indian Railways network. Presently, 36 pairs of Amrit Bharat Express services are being operated on the Indian Railways network.

In line with the Make in India and Aatmanirbhar Bharat initiatives, Indian Railways is promoting indigenous manufacturing of high-speed rail systems and components to reduce import dependence. Building on the success of Vande Bharat, Integral Coach Factory (ICF) in collaboration with M/s Bharat Earth Movers Limited (BEML) is designing and manufacturing high-speed train sets with a design speed of 280 kmph. Alongside high-speed systems, Indian Railways already possesses strong indigenous manufacturing capabilities, with Electric and Diesel locomotives being produced by its Production Units, namely Chittaranjan Locomotive Works (CLW), Chittaranjan; Banaras Locomotive Works (BLW), Varanasi; and Patiala Locomotive Works (PLW), Patiala which strengthen India's self reliance in advanced rail technologies.

Over the past decade, India has developed a strong and diversified railway manufacturing eco-system comprising of Indian Railways' Production Units and Industry base.

Presently, Industry manufactures almost the entire range of railway rolling stocks such as locomotives, passenger coaches, wagons and critical components such as Traction motors, Gear Boxes, Motorized Bogies, Traction transformers, Metro cars, Propulsion system, Traction and Auxillary converters, Cable harness, Electronic cards, Magnetics etc. in India.

These items are exported to both developed as well as developing countries such as Australia, Canada, United Kingdom, USA, France, Germany, Mozambique, Mexico, Bangladesh, Sri Lanka, Romania, Spain and Italy etc.

With this supportive eco-system in place, during 2016-17 to 2025-26 (upto January 2026), total value of exports in Railway sector from India has reached US$ 3355 Million (~₹26,000 cr.).

Indian Railways is undertaking continuous efforts to strengthen rail connectivity across the country through an unprecedented programme of network expansion, including new line, doubling and multi-tracking projects, under the PM Gati Shakti National Master Plan. These initiatives are aimed at improving connectivity, reducing logistics costs and supporting balanced regional development. As a result of these sustained efforts, the capitals of four North Eastern States, Mizoram (Sairang/Aizwal), Tripura (Agartala), Arunachal Pradesh (Naharlagun/Itanagar) and Assam (Dispur/Guwahati) have been connected to the Broad Gauge rail network. Further, with the commissioning of the Udhampur–Srinagar–Baramulla Rail Link (USBRL), the Kashmir Valley has also been connected to the national rail network and train services are operational.

ELECTRONICS HARDWARE TECHNOLOGY PARK SCHEME

3937. SHRI BASTIPATI NAGARAJU:

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

(a) the details of funds allocated, sanctioned and utilised under the Electronics Hardware Technology Park (EHTP) Scheme during each of the last three years, State-wise;

(b) the details of the number of units established/approved under the EHTP Scheme, State-wise;

(c) the details of the volume and value of electronic products manufactured by EHTP-supported units during each of the last three years, State-wise;

(d) the details of the export value generated by EHTP units during each of the last three years, State-wise;

(e) the details of the incentives and fiscal benefits offered to EHTP units including duty exemptions, tax benefits and other support measures; and

(f) the details of measures taken by the Government to promote investment and expand participation under the EHTP Scheme?

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

(a) to (f): The EHTP Scheme is a 100% export-oriented scheme to promote exports of electronic hardware from India and STPI has been providing Statutory Services on a single-window Clearance System under EHTP Scheme. There is no fund allocation under the EHTP scheme.

Details regarding EHTP units for the last three years are tabled below:

	FY 2023-24	FY 2024-25	FY 2025-26
Total No of EHTP Units	70	73	79
Total Exports by EHTP Units (In Rs. Crore)	9,678	11,443	11,102*

*Estimated

State-wise details of EHTP units established/approved under the EHTP Scheme and their exports over the last three years are given below-

Number of established/approved units under EHTP Scheme and details of Exports in last three years (State-wise)

Sl. No.	Name of State/UT	FY 2023-24		FY 2024-25		FY 2025-26	
		No of EHTP Units	Exports (In Rs. Crore)	No of EHTP Units	Exports (In Rs. Crore)	No of EHTP Units	Exports* (In Rs. Crore)
1	Goa	1	78.41	1	47.3	1	37.19
2	Gujarat	1	5.11	1	6.95	1	6.38
3	Haryana	4	305.91	4	243.57	4	270.88
4	Karnataka	29	6,835.26	32	9,338.93	34	8,328.98
5	Kerala	1	15.92	1	17.47	2	15.75
6	Maharashtra	7	830.24	6	836.30	6	1,165.54
7	Odisha	1	-	1	-	2	-
8	Punjab	2	3.6	2	9.08	2	0.2
9	Rajasthan	1	110.17	1	38.46	1	46.73
10	Tamil Nadu	12	313.96	12	195.10	14	314.62
11	Telangana	2	1.87	2	1.48	2	2.58
12	The Govt of NCT of Delhi	2	11.30	2	10.59	2	12.55
13	Uttar Pradesh	6	1,166.23	7	697.43	7	900.41
14	West Bengal	1	-	1	-	1	-
		70	9,677.98	73	11,442.66	79	11,101.81

*Estimated

The incentives and fiscal benefits available to eligible EHTP units are governed by the provisions of the Foreign Trade Policy 2023. These include:

- Duty-free import/procurement of capital goods, raw materials, components, consumables, spares, and other permitted goods required for export production, subject to the provisions of the Foreign Trade Policy
- Permission for Domestic Tariff Area (DTA) sales in accordance with the provisions of the Foreign Trade Policy
- Other operational and procedural benefits, including simplified customs procedures and single-window statutory clearances

Following measures have been taken to promote investment and expand participation under the EHTP Scheme:

- Automation of Statutory Services: For providing seamless services to the EHTP units, STPI has automated statutory services through digital platform, its approval and final intimation to them. This has ensured speedy delivery of services to the satisfaction of the industry.
- Simplification of Import Procedures: The earlier practice of case-to-case import permissions has been replaced with blanket import permissions for the financial year concerned.
- Promotion and Industry Outreach: Regular stakeholder consultations, awareness programmes, industry interactions, and participation in trade events are organised to create awareness about the EHTP Scheme and encourage new investments.

मुद्रास्फीति की दर

3938. श्री संजय हरिभाऊ जाधवः

क्या **उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या सरकार को देश में मुद्रास्फीति की दर में लगातार हो रही वृद्धि की जानकारी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) विगत दो वर्षों में दालों, चावल, गेहूं/गेहूं का आटा, दूध, खाद्य तेलों और अन्य आवश्यक खाद्य वस्तुओं की खुदरा कीमतों में वर्ष-वार कितने प्रतिशत की वृद्धि हुई है;

(ग) मुद्रास्फीति को नियंत्रित करने के लिए सरकार द्वारा अब तक क्या नीतिगत और प्रशासनिक कदम उठाए गए हैं;

(घ) क्या सरकार इस बात को मानती है कि बढ़ती मुद्रास्फीति का गरीबों, निम्न आय और मध्यम आय वाले परिवारों पर सर्वाधिक प्रतिकूल प्रभाव पड़ा है और यदि हां, तो इस संबंध में सरकार का क्या आकलन है; और

(ङ) दालों, चावल, गेहूं/गेहूं का आटा, दूध और खाद्य तेलों जैसी आवश्यक खाद्य वस्तुओं की कीमतों को नियंत्रित करने और उपभोक्ताओं को राहत प्रदान करने के लिए सरकार की मौजूदा और प्रस्तावित योजनाओं का ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क): उपभोक्ता मामले विभाग देश भर के 579 मूल्य निगरानी केंद्रों द्वारा प्रस्तुत 41 आवश्यक खाद्य वस्तुओं की दैनिक कीमतों की निगरानी करता है। अनाज, दालों और आलू जैसी आवश्यक खाद्य वस्तुओं की खुदरा कीमतें पिछले वर्ष की तुलना में काफी हद तक स्थिर हैं। सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय द्वारा प्रकाशित आंकड़ों के अनुसार, जून 2026 के लिए उपभोक्ता मूल्य सूचकांक (सीपीआई) में वर्ष-दर-वर्ष भिन्नता के आधार पर मापी गई खुदरा मुद्रास्फीति 4.38% थी।

(ख): पिछले दो वर्षों के दौरान दालों, चावल, गेहूं, आटा (गेहूं), दूध, खाद्य तेल और आलू, प्याज व टमाटर जैसी अन्य आवश्यक वस्तुओं की अखिल भारतीय औसत खुदरा कीमतें, वर्ष-वार और प्रतिशत में बदलाव के साथ, संलग्न **विवरण** में दी गई हैं।

(ग) से (ङ): सरकार अंतर-मंत्रालयी समिति (आईएमसी) द्वारा नियमित समीक्षा के माध्यम से आवश्यक वस्तुओं के उत्पादन और उपलब्धता पर कड़ी नजर रखती है। समिति नियमित आधार पर आवश्यक कृषि-बागवानी वस्तुओं की कीमतों की स्थिति और रुझानों की समीक्षा करती है तथा घरेलू उत्पादन में वृद्धि और निर्यात-आयात नीतियों को युक्तिसंगत बनाने के माध्यम से उपलब्धता बढ़ाने के उपाय सुझाती है।

सरकार ने उपभोक्ताओं की सुरक्षा के लिए कृषि और बागवानी उत्पादों की कीमतों में अत्यधिक उतार-चढ़ाव से निपटने हेतु मूल्य स्थिरीकरण कोष (पीएसएफ) की स्थापना की है। पीएसएफ के तहत, उपभोक्ताओं को आवश्यक खाद्य वस्तुएं उचित मूल्य पर सुनिश्चित करने के लिए दालों और प्याज का बफर स्टॉक बनाए रखा जाता है। उपलब्धता बढ़ाने के लिए बफ़र स्टॉक से दालों को नियंत्रित तरीके से जारी करने से बाज़ार की कीमतों को कम करने में मदद मिलती है। बफर स्टॉक के माध्यम से किया गया बाजार हस्तक्षेप भी मार्केट प्लेयर्स को अपनी कीमतें कम करने हेतु प्रेरित करने में सहायक होता है। इसके अलावा, सरकार के पास दालों का बफर स्टॉक होना, मार्केट प्लेयर्स द्वारा की जाने वाली हेरफेरपूर्ण जमाखोरी और बेईमान सट्टेबाजी के विरुद्ध एक निवारक के रूप में कार्य करता है। प्याज के मामले में, बफर स्टॉक कीमतों में मौसमी उतार-चढ़ाव को नियंत्रित करने में महत्वपूर्ण भूमिका निभाता है। रबी और खरीफ प्याज की फसलों की कटाई के बीच की अवधि में, भंडारित रबी प्याज के कम होने के कारण कीमतों में वृद्धि देखने को मिलती है। इस कमी के मौसम के दौरान बाजार में उपलब्धता बढ़ाने और कीमतों को स्थिर रखने के लिए सरकार के बफर स्टॉक से प्याज को विनियमित और लक्षित तरीके से जारी किया जाता है।

उपभोक्ताओं को किफायती कीमतों पर आटा और चावल उपलब्ध कराने के लिए नेशनल एग्रीकल्चरल कोऑपरेटिव मार्केटिंग फेडरेशन ऑफ़ इंडिया (नेफेड), भारतीय राष्ट्रीय सहकारी

उपभोक्ता संघ मर्यादित (एनसीसीएफ) और केंद्रीय भंडार जैसी सहकारी संस्थाओं के माध्यम से आम जनता को भारत आटा और भारत चावल बेचा जाता है। इन तीन केंद्रीय सहकारी संगठनों को गेहूं और चावल आवंटित किए गए हैं, ताकि वे इन्हें पूरे देश में अपने स्टोर/मोबाइल वैन और/या ई-कॉमर्स/बड़ी चेन वाले रिटेलर्स के माध्यम से 'भारत आटा' और 'भारत चावल' के रूप में बेच सकें।

डेयरी क्षेत्र को सुदृढ़ और आधुनिक बनाने के लिए, सरकार गुणवत्ता परीक्षण, प्राथमिक दूध खरीद, प्रशीतन सुविधाओं और सहकारी समितियों के माध्यम से डेयरी विकास हेतु राष्ट्रीय डेयरी विकास कार्यक्रम (एनपीडीडी) और पशुपालन अवसंरचना विकास कोष (एएचआईडीएफ) लागू करती है। इन पहलों का लक्ष्य उत्पादन को बढ़ाना, उत्पादकों को बेहतर मूल्य दिलाना और उपभोक्ताओं को किफायती दामों पर गुणवत्तापूर्ण दुग्ध उत्पाद उपलब्ध कराना है।

विवरण

पिछले दो वर्षों के दौरान अनाज, दालों, खाद्य तेलों, सब्जियों और दूध की अखिल भारतीय औसत खुदरा कीमतें

वस्तु	इकाई	आज (29.07.2026) की खुदरा कीमत (रुपये में)	1 वर्ष पहले (29.09.2025) खुदरा कीमत (रुपये में)	2 वर्ष पहले (29-07-2024) खुदरा कीमत (रुपये में)	पिछले 1 वर्ष में प्रतिशत बदलाव (% में)	पिछले 2 वर्ष में प्रतिशत बदलाव (% में)
चना दाल	1 किग्रा	86.31	86.93	88.64	-0.71%	-2.63%
तूर दाल	1 किग्रा	123.37	119.50	167.63	3.24%	-26.40%
उड़द दाल	1 किग्रा	121.29	114.94	126.49	5.52%	-4.11%
मूंग दाल	1 किग्रा	111.77	110.73	117.48	0.94%	-4.86%
मसूर दाल	1 किग्रा	90.35	88.76	91.85	1.79%	-1.63%
चावल	1 किग्रा	44.90	42.90	43.75	4.66%	2.63%
गेहूँ	1 किग्रा	31.37	31.42	31.06	-0.16%	1.00%
आटा (गेहूँ)	1 किग्रा	37.25	36.79	35.80	1.25%	4.05%
दूध	1 लीटर	60.87	59.11	59.21	2.98%	2.80%
मूंगफली तेल (पैकबंद)	1 किग्रा	206.00	188.91	186.84	9.05%	10.25%

सरसों तेल (पैकबंद)	1 किग्रा	196.67	183.84	140.78	6.98%	39.70%
वनस्पति (पैकबंद)	1 किग्रा	165.57	156.70	124.76	5.66%	32.71%
सोया तेल (पैकबंद)	1 किग्रा	164.25	146.79	121.78	11.89%	34.87%
सूरजमुखी तेल (पैकबंद)	1 किग्रा	189.37	160.51	121.29	17.98%	56.13%
पाम तेल (पैकबंद)	1 किग्रा	148.25	130.25	99.31	13.82%	49.28%
आलू	1 किग्रा	22.72	25.81	37.78	-11.97%	-39.86%
प्याज	1 किग्रा	35.07	28.24	43.80	24.19%	-19.93%
टमाटर	1 किग्रा	39.39	46.58	64.77	-15.44%	-39.18%

छत्तीसगढ़ में हब एंड स्पोक मॉडल के अंतर्गत साइलो

3939. श्रीमती ज्योत्सना चरणदास महंत:

श्री एंटो एन्टोनी:

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

(क) छत्तीसगढ़ में हब एंड स्पोक मॉडल के अंतर्गत देश भर में 249 स्थानों पर बनाए जाने वाले प्रस्तावित साइलो के निर्माण के लिए पूर्ण और निर्माणाधीन साइलो की वर्तमान स्थिति क्या है;

(ख) कुल भंडारण क्षमता और रियायत अवधि सहित इस योजना के चरण-I और चरण-II के अंतर्गत प्राप्त बोलियों और दिए गए ठेकों का कंपनी-वार ब्यौरा क्या है;

(ग) इस कार्यक्रम के अंतर्गत भारतीय खाद्य निगम (एफसीआई) द्वारा किए गए भुगतानों का वर्ष-वार और कंपनी-वार ब्यौरा क्या है;

(घ) क्या सरकार ने भारतीय खाद्य निगम की भंडारण क्षमता पर किसी भी एक निजी संस्था या कारपोरेट समूह का एकाधिकार न होने देने के लिए कोई सुरक्षा उपाय किए हैं; और

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

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

(क): छत्तीसगढ़ राज्य में अब तक हब एंड स्पोक मॉडल के अंतर्गत कोई भी साइलो निर्मित/प्रस्तावित नहीं है।

(ख): हब एवं स्पोक चरण-I और चरण-II के अंतर्गत प्राप्त बोलियां तथा कंपनी-वार प्रदान की गई संविदाओं का ब्यौरा संलग्न **विवरण** में दिया गया है। हब एंड स्पोक के तहत सभी परियोजनाओं में 30 वर्ष की रियायत अवधि है।

(ग): साइलो के निर्माण और रखरखाव के लिए कोई निधि आबंटित नहीं की जाती है। साइलो के लिए पूंजी निवेश का व्यय निजी पक्ष वहन करते हैं। 30 वर्षों के लिए किराये की गारंटी दी जाती है। किराये पर ली गई क्षमता के लिए किराए का भुगतान एफसीआई द्वारा किया जाता है।

(घ) और (ङ): निजी उद्यमी गारंटी (पीईजी) योजना और निजी भंडारण योजना (पीडब्ल्यूएस) के तहत खुली और पारदर्शी प्रतिस्पर्धी निविदा प्रक्रिया के माध्यम से पर्याप्त सुरक्षा उपाय किए गए हैं। प्रतिस्पर्धी बोली प्रणाली पात्र बोलीदाताओं की निष्पक्ष भागीदारी सुनिश्चित करती है और एफसीआई द्वारा किराए पर ली गई भंडारण क्षमता पर किसी एक निजी संस्था या कॉर्पोरेट समूह के एकाधिकार की संभावना को कम करती है।

एफसीआई के साइलो विकास कार्यक्रम की शुरुआत पीपीपी मॉडल के अंतर्गत आधुनिक भंडारण अवसंरचना के निर्माण के माध्यम से वैज्ञानिक भंडारण को बढ़ावा देने तथा खाद्यान्न भंडारण सुविधाओं के विकास और प्रबंधन में निजी क्षेत्र की संस्थाओं की अधिक भागीदारी को प्रोत्साहित करने के उद्देश्य से की गई थी। साइलो क्षेत्र को व्यापक रूप से पर्याप्त विकास क्षमता वाले उभरते हुए क्षेत्र के रूप में मान्यता प्राप्त है। बोली प्रक्रिया में सीमित संस्थाओं को ही भागीदार बनाने से अनजाने में प्रतिस्पर्धा कम हो सकती है, नवाचार हतोत्साहित हो सकता है और इस क्षेत्र में निवेश सीमित हो सकता है। निष्पक्षता और पारदर्शिता सुनिश्चित करने के लिए, चरण-I और चरण-II दोनों साइलो परियोजनाओं के लिए निविदा सूचनाओं को स्थापित खरीद प्रक्रियाओं के अनुसार

कई माध्यमों से व्यापक रूप से प्रचारित किया गया। निविदा की शर्तें सभी बोलीदाताओं पर समान रूप से लागू थीं और किसी विशेष संस्था को कोई विशेष वरीयता या छूट नहीं दी गई। इन उपायों ने जनहित में व्यापक भागीदारी और प्रतिस्पर्धी मूल्य निर्धारण सुनिश्चित किया।

विवरण

हब एंड स्पोक डीबीएफओटी मोड चरण-I के तहत साइलो परियोजनाओं की स्थिति									
परियोजना-I हब एंड स्पोक डीबीएफओटी मॉडल (टेंडर आईडी: 2022_एफसीआई_685761_1)									
क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन में)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**अवार्ड की दर (रु. में प्रति टन/वर्ष)**	**रियायत समझौते पर हस्ताक्षर की तारीख**	**परियोजना की स्थिति**
1	कटिहार	बिहार	डीबीएफओटी	50000	26.04.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	1,440.08	02.12.2022	18.06.2025 को पूरा हुआ
2	एफएसडी गोंडा	उत्तर प्रदेश		100000	26.04.2022		1,555.28	02.12.2022	निर्माणाधीन
3	संडीला			75000	26.04.2022		1,228.56	02.12.2022	10.06.2025 को पूरा हुआ
4	एफएसडी चंदारी			125000	26.04.2022		1,350.97	02.12.2022	मार्च 2026 में पूरा हुआ
परियोजना-II हब एंड स्पोक डीबीएफओटी मॉडल (टेंडर आईडी: 2022 _ एफसीआई _685770_1)									
क्र.सं.	स्थान	राज्य	मोड	क्षमता (टन में)	निविदा की तिथि	बोलीदाता का नाम	अवार्ड की दर (रु. में प्रति टन/वर्ष)	रियायत समझौते पर हस्ताक्षर की तारीख	परियोजना की स्थिति
1	एफएसडी गांधीधाम	गुजरात	डीबीएफओटी	37500	26.04.2022	केसीसी इन्फ्रा प्राइवेट लिमिटेड	1,143.06	13.12.2022	निर्माणाधीन
2	एफएसडी वाधवान			25000	26.04.2022		1,265.53	13.12.2022	07.04.2026 को पूरा हुआ
3	एफएसडी वांकानेर			25000	26.04.2022		1,265.53	13.12.2022	07.04.2026 को पूरा हुआ
4	एफएसडी बोरीवली	महाराष्ट्र		125000	26.04.2022		1,306.35	13.12.2022	निर्माणाधीन

परियोजना-III हब एंड स्पोक डीबीएफओटी मॉडल (टेंडर आईडी: 2022_एफसीआई_685773_1)									
क्र.सं.	स्थान	राज्य	मोड	क्षमता (टन में)	निविदा की तिथि	बोलीदाता का नाम	अवार्ड की दर (रु. में प्रति टन/वर्ष)	रियायत समझौते पर हस्ताक्षर की तारीख	परियोजना की स्थिति
1	एफएसडी रोजा	उत्तर प्रदेश	डीबीएफओटी	50000	26.04.2022	मैराथन रियल्टी प्राइवेट लिमिटेड	1,500.11	05.01.2023	निर्माणाधीन
2	लालपुर			100000	26.04.2022		882.42	05.01.2023	***19.03.2026*** को पूरा हुआ
3	एफएसडी खुर्जा			50000	26.04.2022		1,083.53	05.01.2023	निर्माणाधीन
4	एफएसडी धमोरा			25000	26.04.2022		1,275.06	05.01.2023	***20.08.2025*** को पूरा हुआ
परियोजना-IV हब एंड स्पोक डीबीएफओटी मॉडल (टेंडर आईडी: 2022_एफसीआई_6857743_1)									
क्र.सं.	स्थान	राज्य	मोड	क्षमता (टन में)	निविदा की तिथि	बोलीदाता का नाम	अवार्ड की दर (रु. में प्रति टन/वर्ष)	रियायत समझौते पर हस्ताक्षर की तारीख	परियोजना की स्थिति
1	बीजी मलौट	पंजाब	डीबीएफओटी	150000	26.04.2022	लीप इंडिया फूड एंड लॉजिस्टिक्स लिमिटेड	944.08	23.01.2023	16.06.2025 को पूरा हुआ
2	सीएपी अलवर	राजस्थान		75000	26.04.2022		990.85	23.01.2023	06.05.2025 को पूरा हुआ

क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन में)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**अवार्ड की दर (रु. में प्रति टन/वर्ष)**	**रियायत समझौते पर हस्ताक्षर की तारीख**	**परियोजना की स्थिति**
1.	दिर्बा		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
2.	खनौरी		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
3.	धुरी		डीबीएफओओ	50,000	21.06.2022		1,199.00		निर्माणाधीन
4.	मूनक		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
5.	मेहलकलां		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
6.	सेहना		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
7.	तापा		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
8.	धनौला		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
9.	जैतो		डीबीएफओओ	50,000	21.06.2022		1,199.00		निर्माणाधीन
10	फरीदकोट		डीबीएफओओ	75,000	21.06.2022		1,199.00		निर्माणाधीन

11	सादिक	पंजाब	डीबीएफओओ	25,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	1,199.00	24.03.2023	निर्माणाधीन
12	बरीवाला		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
13	किल्लांवाली		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
14	पन्नीवाला		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
15	मेहराजवाला		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
16	मुक्तसर		डीबीएफओओ	100,000	21.06.2022		1,199.00		निर्माणाधीन
17	भलियाणा		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
18	गिद्दड़बाहा		डीबीएफओओ	50,000	21.06.2022		1,199.00		निर्माणाधीन
19	पातरन		डीबीएफओओ	75,000	21.06.2022		1,199.00		निर्माणाधीन
20	पायल		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
21	मच्छीवाड़ा		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
22	खन्ना		डीबीएफओओ	37,500	21.06.2022		1,199.00		निर्माणाधीन
23	लुधियाना		डीबीएफओओ	25,000	21.06.2022		1,199.00		निर्माणाधीन
24	अबोहर		डीबीएफओओ	50,000	21.06.2022		1,199.00		निर्माणाधीन
25	पटियाला		डीबीएफओओ	50,000	21.06.2022		1,199.00		निर्माणाधीन
26	समाना		डीबीएफओओ	75,000	21.06.2022		1,199.00		निर्माणाधीन

परियोजना-II हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2022_एफसीआई_696258_1)									
क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन में)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**अवार्ड की दर (रु. में प्रति टन/वर्ष)**	**रियायत समझौते पर हस्ताक्षर की तारीख**	**परियोजना की स्थिति**
1.	पूर्णिया	बिहार	डीबीएफओओ	50,000	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	1,111.00	06.04.2023	26.12.2025 को पूरा हुआ
2.	अररिया		डीबीएफओओ	50,000	21.06.2022		1,111.00		निर्माणाधीन
3.	दरभंगा		डीबीएफओओ	50,000	21.06.2022		1,111.00		निर्माणाधीन
4.	समस्तीपुर		डीबीएफओओ	50,000	21.06.2022		1,111.00		निर्माणाधीन
5.	बेगूसराय		डीबीएफओओ	50,000	21.06.2022		1,111.00		12.03.2026 को पूरा हुआ
6.	किशनगंज	उत्तर प्रदेश	डीबीएफओओ	50,000	21.06.2022		1,111.00		निर्माणाधीन
7.	सीतापुर		डीबीएफओओ	25000	21.06.2022		1,111.00		28.04.2026 को पूरा हुआ
8.	लखीमपुर		डीबीएफओओ	50000	21.06.2022		1,111.00		मई 2026 में पूरा हुआ
9.	बहराइच		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
10.	सुल्तानपुर		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
11.	अमेठी		डीबीएफओओ	25000	21.06.2022		1,111.00		09.06.2026 को पूरा हुआ
12.	औरैया		डीबीएफओओ	25000	21.06.2022		1,111.00		30.06.2026 को पूरा हुआ
13.	बलरामपुर		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन

14.	कानपुर देहात		डीबीएफओओ	25000	21.06.2022		1,111.00		30.06.2026 को पूरा हुआ
15.	अंबेडकर नगर		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
16.	फरुक्काबाद		डीबीएफओओ	25000	21.06.2022		1,111.00		मई 2026 में पूरा हुआ
17.	रायबरेली		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
18.	श्रावस्ती		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
19.	संभल		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
20.	बदायूं		डीबीएफओओ	25000	21.06.2022		1,111.00		निर्माणाधीन
21.	उन्नाव		डीबीएफओओ	25000	21.06.2022		1,111.00		09.06.2026 को पूरा हुआ
22.	मालदा	पश्चिम बंगाल	डीबीएफओओ	25,000	21.06.2022		1,111.00		निर्माणाधीन

परियोजना-III हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2022_एफसीआई_696271_1)									
क्र. सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन में)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**अवार्ड की दर (रु. में प्रति टन/वर्ष)**	**रियायत समझौते पर हस्ताक्षर की तारीख**	**परियोजना की स्थिति**
1.	बनासकांठा	गुजरात	डीबीएफओओ	62,500	21.06.2022	अडानी एग्री लॉजिस्टिक्स लिमिटेड	965.00	06.04.2023	निर्माणाधीन
2.	असंध	हरियाणा	डीबीएफओओ	25,000	21.06.2022		965.00		मार्च 2026 में पूरा हुआ
3.	घरौंडा		डीबीएफओओ	25,000	21.06.2022		965.00		मार्च 2026 में पूरा हुआ
4.	समालखां		डीबीएफओओ	25,000	21.06.2022		965.00		मार्च 2026 में पूरा हुआ
5.	गोहाना		डीबीएफओओ	25,000	21.06.2022		965.00		निर्माणाधीन
6.	पीलूखेड़ा		डीबीएफओओ	25,000	21.06.2022		965.00		निर्माणाधीन
7.	उचाना		डीबीएफओओ	25,000	21.06.2022		965.00		निर्माणाधीन
8.	सफीदों		डीबीएफओओ	25,000	21.06.2022		965.00		मार्च 2026 में पूरा हुआ
9.	फतेहाबाद		डीबीएफओओ	25,000	21.06.2022		965.00		मार्च 2026 में पूरा हुआ
10.	रतिया		डीबीएफओओ	25,000	21.06.2022		965.00		निर्माणाधीन
11.	भूना		डीबीएफओओ	25,000	21.06.2022		965.00		मई 2026 में पूरा हुआ
12.	पलवल		डीबीएफओओ	25,000	21.06.2022		965.00		10.04.2026 को पूरा हुआ

13.	होडल		डीबीएफओओ	25,000	21.06.2022		965.00		निर्माणाधीन
14.	कठुआ	जम्मू	डीबीएफओओ	75000	21.06.2022		965.00		निर्माणाधीन
15.	उज्जैन	मध्य प्रदेश	डीबीएफओओ	75000	21.06.2022		965.00		निर्माणाधीन
16.	धार		डीबीएफओओ	50000	21.06.2022		965.00		निर्माणाधीन
17.	गुना		डीबीएफओओ	50000	21.06.2022		965.00		निर्माणाधीन
18.	दामोह		डीबीएफओओ	50000	21.06.2022		965.00		निर्माणाधीन

हब एंड स्पोक डीबीएफओओ मोड (चरण II) के तहत साइलो परियोजनाओं की स्थिति									
हब एंड स्पोक डीबीएफओ मॉडल चरण-II									
क्र.सं.	**स्थान**	**राज्य**	**मोड**	**क्षमता (टन में)**	**निविदा की तिथि**	**बोलीदाता का नाम**	**अवार्ड की दर (रु. में प्रति मीट्रिक टन/वर्ष)**	**रियायत समझौते पर हस्ताक्षर की तारीख**	**परियोजना की स्थिति**
बिहार-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826442_1)									
1	मुजफ्फरपुर	**बिहार**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट लिमिटेड	1437/-	12/8/2025	सीपी फ़ुलफ़िलमेंट चरण
2	वैशाली		डीबीएफओओ	25000	19.09.2025		1437/-	12/9/2025	सीपी फ़ुलफ़िलमेंट चरण
3	सारण		डीबीएफओओ	25000	19.09.2025		1437/-	12/10/2025	सीपी फ़ुलफ़िलमेंट चरण
बिहार-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826484_1)									
4	मोतिहारी	**बिहार**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया फूड	1548/-	12/8/2025	सीपी फ़ुलफ़िलमेंट

						एंड लॉजिस्टिक्स			चरण
5	सिवान		डीबीएफओओ	25000	19.09.2025	प्राइवेट	1548/-	12/9/2025	सीपी फ़ुलफ़िलमेंट चरण
गुजरात-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826513_1)									
6	मेहसाणा	**गुजरात**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया फ़ूड एंड लॉजिस्टिक्स प्राइवेट	873/-	11/27/2025	सीपी फ़ुलफ़िलमेंट चरण
7	भरूच		डीबीएफओओ	37500	19.09.2025		873/-	11/28/2025	सीपी फ़ुलफ़िलमेंट चरण
8	आणंद		डीबीएफओओ	75000	19.09.2025		873/-	11/29/2025	सीपी फ़ुलफ़िलमेंट चरण
9	नर्मदा		डीबीएफओओ	25000	19.09.2025		873/-	11/30/2025	सीपी फ़ुलफ़िलमेंट चरण
गुजरात-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826526_1)									
10	सूरत	**गुजरात**	डीबीएफओओ	100000	19.09.2025	सबिना अरोड़ा	756/	11/17/2025	सीपी फ़ुलफ़िलमेंट चरण
11	वलसाड		डीबीएफओओ	37500	19.09.2025		756/	11/18/2025	सीपी फ़ुलफ़िलमेंट चरण
12	नवसारी		डीबीएफओओ	37500	19.09.2025		756/	11/19/2025	सीपी फ़ुलफ़िलमेंट चरण
महाराष्ट्र-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826535_1)									
13	पुणे	**महाराष्ट्र**	डीबीएफओओ	100000	19.09.2025	एसएआर ट्रांसपोर्ट सिस्टम्स प्राइवेट	797/-	एग्रीमेंट पर साइन करने से पहले ही टर्मिनेट कर दिया गया।	परियोजना समाप्त

14	जलगांव		डीबीएफओओ	75000	19.09.2025	लिमिटेड	797/-	एग्रीमेंट पर साइन करने से पहले ही टर्मिनेट कर दिया गया।	परियोजना समाप्त
15	पालघर		डीबीएफओओ	50000	19.09.2025		797/-	एग्रीमेंट पर साइन करने से पहले ही टर्मिनेट कर दिया गया।	परियोजना समाप्त
महाराष्ट्र-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826550_1)									
16	औरंगाबाद	**महाराष्ट्र**	डीबीएफओओ	75000	19.09.2025	एसएआर ट्रांसपोर्ट सिस्टम्स प्राइवेट लिमिटेड	843/-	एग्रीमेंट पर साइन करने से पहले ही टर्मिनेट कर दिया गया।	परियोजना समाप्त
17	नांदेड़		डीबीएफओओ	50000	19.09.2025		843/-	एग्रीमेंट पर साइन करने से पहले ही टर्मिनेट कर दिया गया।	परियोजना समाप्त
18	जालना		डीबीएफओओ	37500	19.09.2025		843/-	एग्रीमेंट पर साइन करने से पहले ही टर्मिनेट कर दिया गया।	परियोजना समाप्त
पंजाब-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826562_1)									
19	बठिंडा और रामपुरा फूल		डीबीएफओओ	50000	19.09.2025	लीप इंडिया फ़ूड	1184/-		परियोजना समाप्त

	के बीच	**पंजाब**				एंड लॉजिस्टिक्स			
20	भुच्चु		डीबीएफओओ	37500	19.09.2025	प्राइवेट	1184/-		परियोजना समाप्त
21	मौर		डीबीएफओओ	50000	19.09.2025		1184/-		परियोजना समाप्त
22	गोनियाना		डीबीएफओओ	50000	19.09.2025		1184/-		परियोजना समाप्त
पंजाब-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826576_1)									
23	बुढलाडा	**पंजाब**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया फ़ूड	1187/-	12/8/2025	सीपी फ़ुलफ़िलमेंट चरण
24	मानसा		डीबीएफओओ	25000	19.09.2025	एंड लॉजिस्टिक्स प्राइवेट	1187/-	12/9/2025	सीपी फ़ुलफ़िलमेंट चरण
25	भीखी		डीबीएफओओ	50000	19.09.2025		1187/-	12/10/2025	सीपी फ़ुलफ़िलमेंट चरण
26	सरदूलगढ़		डीबीएफओओ	50000	19.09.2025		1187/-	12/11/2025	सीपी फ़ुलफ़िलमेंट चरण
27	बरेटा-*		डीबीएफओओ	25000	19.09.2025		1187/-	12/12/2025	सीपी फ़ुलफ़िलमेंट चरण
पंजाब-3 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826589_1)									
28	फिल्लौर	**पंजाब**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया	1097/-	12/8/2025	सीपी फ़ुलफ़िलमेंट चरण
29	दुधन		डीबीएफओओ	50000	19.09.2025	फ़ूड एंड लॉजिस्टिक्स	1097/-	12/9/2025	सीपी फ़ुलफ़िलमेंट चरण
30	मुक्तसर		डीबीएफओओ	50000	19.09.2025	प्राइवेट	1097/-	12/10/2025	सीपी फ़ुलफ़िलमेंट चरण
पंजाब-4 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826589_1)									
31	मोगा		डीबीएफओओ	50000	19.09.2025		1117/-	12/8/2025	सीपी फ़ुलफ़िलमेंट

		पंजाब				लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट			चरण
32	शाकोट		डीबीएफओओ	25000	19.09.2025		1117/-	12/9/2025	सीपी फुलफ़िलमेंट चरण
33	ज़िरा		डीबीएफओओ	50000	19.09.2025		1117/-	12/10/2025	सीपी फुलफ़िलमेंट चरण
34	धर्मकोट		डीबीएफओओ	50000	19.09.2025		1117/-	12/11/2025	सीपी फुलफ़िलमेंट चरण
राजस्थान-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826621_1)									
35	श्रीगंगानगर	**राजस्थान**	डीबीएफओओ	50000	19.09.2025	सबिना अरोड़ा	756/-	11/17/2025	सीपी फुलफ़िलमेंट चरण
36	श्रीविजयनगर		डीबीएफओओ	25000	19.09.2025		756/-	11/18/2025	सीपी फुलफ़िलमेंट चरण
37	हनुमानगढ़ जं.		डीबीएफओओ	50000	19.09.2025		756/-	11/19/2025	सीपी फुलफ़िलमेंट चरण
38	संगरिया		डीबीएफओओ	25000	19.09.2025		756/-	11/20/2025	सीपी फुलफ़िलमेंट चरण
राजस्थान-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826645_1)									
39	जोधपुर	**राजस्थान**	डीबीएफओओ	25000	19.09.2025	श्री करणी ट्रेडर्स	1062/-	12/2/2025	सीपी फुलफ़िलमेंट चरण
40	उदयपुर		डीबीएफओओ	25000	19.09.2025		1062/-	12/2/2025	सीपी फुलफ़िलमेंट चरण
41	राजसमंद		डीबीएफओओ	25000	19.09.2025		1062/-	12/2/2025	सीपी फुलफ़िलमेंट चरण
उत्तर प्रदेश-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826654_1)									

42	फैजाबाद	**उत्तर प्रदेश**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया फूड एवं रसद	1189/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
43	आजमगढ़		डीबीएफओओ	100000	19.09.2025		1189/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
44	मऊ		डीबीएफओओ	25000	19.09.2025		1189/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
उत्तर प्रदेश-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826660_1)									
45	प्रयागराज	**उत्तर प्रदेश**	डीबीएफओओ	100000	19.09.2025	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट	991/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
46	प्रतापगढ़		डीबीएफओओ	50000	19.09.2025		991/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
पश्चिम बंगाल-1 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826721_1)									
47	अलीपुरद्वार	**पश्चिम बंगाल**	डीबीएफओओ	25000	19.09.2025	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट	1610/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
48	कूचबिहार		डीबीएफओओ	50000	19.09.2025				
पश्चिम बंगाल-2 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826726_1)									
49	जंगीपुर	**पश्चिम बंगाल**	डीबीएफओओ	75000	19.09.2025	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट	1385/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
50	बीरभूम		डीबीएफओओ	25000	19.09.2025		1385/-	12/9/2025	
51	पूर्वी बर्दवान		डीबीएफओओ	25000	19.09.2025		1385/-	12/10/2025	

पश्चिम बंगाल-3 हब एंड स्पोक डीबीएफओओ मॉडल (टेंडर आईडी: 2024_एफसीआई_826736_1)									
52	पश्चिमी मिदनापुर	**पश्चिम बंगाल**	डीबीएफओओ	50000	19.09.2025	लीप इंडिया फूड एंड लॉजिस्टिक्स प्राइवेट	1314/-	12/8/2025	सीपी फुलफ़िलमेंट चरण
53	पूर्वी मिदनापुर		डीबीएफओओ	50000	19.09.2025		1314/-	12/9/2025	
54	झाड़ग्राम		डीबीएफओओ	25000	19.09.2025		1314/-	12/10/2025	

NATIONAL QUANTUM MISSION

3940. SHRI TEJASVI SURYA:

SHRI SATISH KUMAR GAUTAM:

SHRIMATI SMITA UDAY WAGH:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI JUGAL KISHORE:

SHRI AMAR SHARADRAO KALE:

SHRIMATI KAMALJEET SEHRAWAT:

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

(a) whether the Government has reviewed the implementation of the National Quantum Mission during 2025–26 for advancing indigenous quantum technologies and if so, the details thereof;

(b) whether the Government of Quantum Hubs established under the Mission, including their areas of research in quantum computing, communication, sensing, metrology and cybersecurity and if so, the details thereof;

(c) whether the Government has undertaken measures to strengthen industry-academia collaboration, research infrastructure, innovation and skill development in quantum technologies and if so, the details thereof;

(d) whether the Government has assessed the progress made towards development, deployment and commercialisation of indigenous quantum technologies in strategic sectors and if so, the details thereof; and

(e) whether the Government proposes to establish quantum research, innovation and skill development centres in Maharashtra particularly in Jalgaon

Lok Sabha Constituency to promote indigenous quantum technologies and if so, the details thereof?

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

(a), (c) and (d): The Government periodically reviews the implementation of the National Quantum Mission (NQM) through its established governance mechanism, which includes monitoring by Mission Governing Board (MGB), Mission Technology Research Council (MTRC), other expert committees and on-site reviews. In addition, an Annual Quantum Conclave was organized on 10–11 April 2026 to review the progress of the Thematic Hubs, Technical Groups, startups and other Mission activities. During 2025– 26, significant progress was made under the Mission, including:

(i) Operationalization of the four Thematic Hubs (T-Hubs), comprising 14 Technical Groups and 17 Project Teams, with participation from academia, research institutions and industry.

(ii) Research Infrastructure facilities including fabrication and central facilities are being established at IISc Bengaluru, IIT Bombay, IIT Kanpur and IIT

Delhi to enable indigenous development of quantum processors, sensors, materials and devices.

(iii) Establishment of 17 dedicated Project Teams under the Quantum Algorithms Technical Group for the development of indigenous quantum algorithms and software.

(iv) Capacity building through Undergraduate Minor and M.Tech. programmes in Quantum Technologies in collaboration with All India Council for Technical Education (AICTE). Further, 23 Quantum Teaching Laboratories are being established across the country, to strengthen education, skill development and human resource capacity.

(v) Entrepreneurship development through support for 17 quantum technology startups for development and commercialization of indigenous quantum technologies.

(vi) Research and technology development activities have commenced across the domains of quantum computing, quantum communication, quantum sensing & metrology, and quantum materials & devices. The Mission supports the development of indigenous quantum technologies and enabling components with potential applications in strategic sectors including secure communications, cybersecurity, healthcare, finance, navigation and precision manufacturing.

Defence Research and Development Organisation (DRDO) has developed indigenous products in Quantum Technologies, for which Technology Transfer (ToT) has been extended to industry. These include

Quantum Random Number Generators (QRNGs) and RFSoC-based Controller for Quantum Computer Processors (RCQCP). DRDO is also promoting research, innovation and industry-academia collaboration in Quantum Technologies through the following initiatives:

- Technology Development Fund (TDF) Scheme, which provides grant-in-aid support to MSMEs and startups for the development of indigenous defence technologies under the Indian Designed, Developed and Manufactured (IDDM) framework.
- DRDO Industry Academia Centres of Excellence (DIACoEs) established at various IITs, IISc and Central Universities to promote collaborative research in Quantum Technologies.
- Contract for Acquisition of Research Services (CARS), under which DRDO laboratories engage academic and research institutions to undertake research for bridging the gap between basic research and prototype development, leading to technology realization and product development.

Ministry of Electronics and Information Technology (MeitY) has developed Qniverse, a unified quantum computing platform integrated with High Performance Computing (HPC) systems, providing students, researchers and startups access to quantum computing resources for designing, simulating and executing quantum algorithms across multiple quantum hardware platforms.

Indian Space Research Organisation (ISRO), Department of Space, follows structured project review mechanisms, including Baseline Design Review (BDR), Preliminary Design Review (PDR), Critical Design Review (CDR), Standing Peer Review Committee (SPRC) and Expert Review Committee (ERC), for technical review and monitoring of quantum technology projects. ISRO promotes industry-academia collaboration through partnerships with IISc, IITs, NITs, Ahmedabad University and S.N. Bose National Centre for Basic Sciences (SINP). It also conducts Structured Training Programmes (STPs) and workshops on Quantum Technologies for skill development, and has established quantum-ready infrastructure, including quantum and optical laboratories, specialised subsystem laboratories, optical ground stations, and payload and satellite assembly, testing and launch facilities.

(b): Four Thematic Hubs have been established under the National Quantum Mission at leading academic institutions, covering the following domains:

Thematic Hub	Host Institution	Area of Research
Quantum Computing	IISc. Bengaluru (in association with C-DAC), Karnataka	Quantum computing technologies across multiple qubit platforms, including semiconducting, photonic, neutral atom, electron spin and superconducting qubits; quantum algorithms; and enabling technologies.
Quantum Communication	IIT Madras (in association with C-DOT, New Delhi), Tamil Nadu	Quantum communication and cybersecurity technologies, including trusted-node-free hybrid quantum networks, Post-Quantum

Thematic Hub	Host Institution	Area of Research
		Cryptography (PQC), quantum repeaters, terrestrial fibre-based Quantum Key Distribution (QKD) networks, and satellite-based quantum communication.
Quantum Sensing & Metrology	IIT Bombay, Maharashtra	Quantum sensing and metrology technologies, including NV centre-based sensors, magnetometers, gravimeters, quantum-enhanced sensors, quantum-enhanced imaging, and precision measurement systems.
Quantum Materials & Devices	IIT Delhi, New Delhi	Quantum materials and devices, including quantum dots, spintronic materials, photonic devices and technologies supporting quantum systems.

(e): NQM is a pan-India initiative. Under the Mission, the Quantum Sensing & Metrology Thematic Hub has been established at IIT Bombay, Maharashtra, and a Quantum Teaching Laboratory has been established at Visvesvaraya National Institute of Technology (VNIT), Nagpur to strengthen quantum research, education and skill development in Maharashtra.

OFFSHORE WIND ENERGY PROJECTS ALONG COAST OF ANDHRA PRADESH

3941. SHRI P. V. MIDHUN REDDY:

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

(a) whether the Government has carried out any resource assessment, wind measurement studies and seabed surveys for the development of offshore wind energy projects along the coast of Andhra Pradesh and if so, the details and present status thereof;

(b) whether the Government has identified any offshore wind energy zones/sites along the Andhra Pradesh coast for commercial development and if so, the details thereof including their estimated generation potential;

(c) whether the Government proposes to extend financial, technical or policy support for the development of offshore wind energy projects in Andhra Pradesh and if so, the details thereof including the proposed timelines; and

(d) the steps being taken by the Government to promote investment, infrastructure development and public-private partnerships for accelerating offshore wind energy development in Andhra Pradesh?

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 (c): National Institute of Wind Energy (NIWE) has carried out the offshore wind power resource assessments to evaluate offshore wind potential in the country including the coast of Andhra Pradesh.

Based on meso-scale study, potential offshore wind zones off the coast of Gujarat and Tamil Nadu have been identified. As per preliminary studies, it has been estimated that about 70 Giga Watt (GW) offshore wind power potential exists off the coast of Gujarat and Tamil Nadu.

The offshore wind potential estimated based on meso-scale data indicates annual mean wind speeds off the Andhra Pradesh coast is in the range of 7.0–7.3 m/s, which is insufficient to support economically feasible offshore wind energy projects.

Accordingly, the offshore wind implementation efforts are initially concentrated on higher wind potential zones such as Tamil Nadu and Gujarat.

(d): Government has taken several steps for accelerating offshore wind power projects in the country including Andhra Pradesh. These, *inter alia*, include;

- Notification of 'Offshore Wind Energy Policy' in October 2015 to provide framework for the development of offshore wind energy in the country.
- The Offshore Wind Energy Lease Rules, 2023 have been notified to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- Offshore Wind has been included in the list of activities to be considered for trading of Carbon Credits under bilateral/co-operative approaches as per Article 6.2 Mechanism of Paris Agreement.
- Waiver of Inter-State Transmission (ISTS) Charges along with waiver of additional surcharges for open access consumers for offshore wind power projects commissioned on or before 31.12.2032.

NATIONAL MISSION ON INTERDISCIPLINARY CYBER-PHYSICAL SYSTEMS (NM-ICPS)

3942. SHRI VISHNU DAYAL RAM:

SHRI BALABHADRA MAJHI:

SHRI P. C. MOHAN:

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

(a) the progress achieved under the National Mission on Interdisciplinary Cyber-Physical Systems (NM-ICPS) during 2025–26;

(b) the outcomes achieved through the Technology Innovation Hubs established under the Mission including technology development, startup incubation and industry partnerships;

(c) the measures taken to promote the adoption of cyber-physical technologies in strategic sectors such as manufacturing, healthcare, agriculture and smart infrastructure; and

(d) the roadmap for strengthening research, innovation and technology commercialisation under the Mission?

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

(a) and (b): The Department of Science and Technology (DST) is implementing the National Mission on Interdisciplinary Cyber-Physical Systems (NM-ICPS), with a total outlay of Rs 3660 crore for a period of nine years. The Mission,

launched in 2018, aims to strengthen India's capabilities in emerging cyber-physical technologies such as Artificial Intelligence (AI), Machine Learning (ML), Internet of Things (IoT) & Internet of Everything (IoE), Data Analytics, Robotics and Autonomous Systems, Cybersecurity, Quantum Technologies, etc.

Under the Mission, 25 Technology Innovation Hubs (TIHs) have been established in premier academic institutions across the country to undertake activities under the following four broad categories:

- Technology Development;
- Human Resource Development (HRD) and Skill Development;
- Innovation, Entrepreneurship and Start-up Development; and
- International Collaborations.

Further, during 2025–26, four (04) best-performing TIHs have been upgraded as Technology Translation Research Parks (TTRPs) at IIT Kanpur, IISc Bengaluru, IIT (ISM) Dhanbad and IIT Indore, focusing on Cybersecurity, Robotics & AI Systems, Mining Technologies (Exploration to Beneficiation of Minerals) and Digital Healthcare, respectively, to accelerate technology translation and commercialization.

The cumulative outcomes achieved through the TIHs established under the Mission demonstrate significant progress in technology development, startup incubation, and industry partnerships, including development of more than 1100 technologies and 1300 technology products, and incubation of over 1130 start-ups.

A few of the remarkable technologies and initiatives developed/supported under the Mission are as follows:

- 5G-Advanced ORAN Massive MIMO Radio Unit (32TR RU) developed by the TIH at IIIT Bengaluru, enabling high-speed, reliable and cost-effective connectivity, particularly for unconnected and remote areas.
- Smart Mining and Edge-AI Monitoring Solutions developed by the TIH at IIT (ISM) Dhanbad, enabling reliable long-range drone connectivity (up to 50 km) for safe and efficient monitoring of mining operations.
- AI-enabled Smart Monitoring and Advisory Solutions developed by the TIH at IIT Bombay, comprising AI and IoT-based technologies for agricultural monitoring, decision support and productivity enhancement.
- BharatGen: A Suite of Generative AI Technologies for India, supported under Mission, is a strategic initiative led by IIT Bombay in collaboration with a consortium of leading academic institutions for developing indigenous, multimodal AI foundation models tailored to India's linguistic and sectoral requirements. The initiative is building sovereign AI capabilities through India-centric datasets and foundational models across multilingual text, speech and document intelligence. Key technologies developed under the initiative include Param-2, a 17-billion-parameter multilingual foundation model supporting all 22 Scheduled Indian languages, Shrutam speech-to-text and Sooktam text-to-speech models supporting 12 Indian languages, and Patram (DocBodh Framework) for conversational multilingual access to complex Indian

documents. The initiative aims to strengthen India's indigenous AI ecosystem and enable secure, inclusive and locally relevant AI applications across strategic and public-interest sectors.

(c): The Department has taken several measures to promote the adoption of cyber-physical technologies in strategic sectors under the NM-ICPS. As part of these measures, the Mission activities have been reorganized around priority Cyber-Physical Systems (CPS) verticals, each anchored by a Lead TTRP/TIH. These include Healthcare led by IIT Indore, Agriculture & Water Technologies led by IIT Bombay, Mining led by IIT (ISM) Dhanbad, Cybersecurity led by IIT Kanpur and Mobility & Autonomous Systems led by IISc Bengaluru. The identified verticals provide a focused framework for technology development, pilot deployments, industry partnerships, and translation of indigenous cyber-physical technologies to promote their adoption in strategic sectors such as manufacturing, healthcare, agriculture and smart infrastructure.

(d): The roadmap under NM-ICPS focuses on strengthening research, innovation and technology commercialization through enhanced industry partnerships, promotion of translational research, and scaling up validated cyber-physical technologies for wider societal adoption. In this direction, four TTRPs have been established under the Mission to accelerate technology translation, commercialization and industry engagement in strategic sectors such as healthcare, smart manufacturing, mining and cybersecurity. In addition, enhanced funding support has been provided to three Technology Innovation Hubs (TIHs) at IIT Madras, IIT Hyderabad and IIT Bombay to

strengthen translational research and technology commercialization. Through the coordinated efforts of the TTRPs and TIHs, the Mission aims to accelerate the transition of research outcomes and successful pilot deployments into scalable technologies and commercially viable solutions, while promoting innovation, entrepreneurship and skill development.

IMPLEMENTATION OF RULES UNDER DPDP ACT, 2023

3943. SHRIMATI JUNE MALIAH:

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

(a) whether the Government has finalized the implementation rules under the Digital Personal Data Protection Act, 2023;

(b) if so, the timeline for rollout and enforcement; and

(c) the details of safeguards being ensured to protect citizens' data from misuse and cyberattacks?

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

(a) to (c): The policies of the Government of India are aimed at ensuring an open, safe, trusted and accountable cyberspace for users in the country. Government of India has taken major initiatives like the enactment of the Information Technology Act, 2000 (IT Act), the setting up of the Indian

Computer Emergency Response Team (CERT-In), the release of the National Cyber Security Policy 2013, and the enactment of the Digital Personal Data Protection Act 2023 (DPDP Act), thus ensuring security and protecting the privacy of users in India.

Information Technology Act, 2000 (IT Act):

(i) The Information Technology (IT) Act, 2000 provides a technology-neutral legal framework governing electronic transactions, protection of computer resources, cybersecurity, intermediary due diligence and cyber offences.

(ii) The Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 prescribe due diligence obligations for intermediaries, including significant social media intermediaries, with a view to promoting a safe, trusted and accountable online environment.

Digital Personal Data Protection Act 2023 (DPDP Act):

(i) DPDP Act 2023 provides for the processing of digital personal data in a manner that recognises both the rights of the individual to protect their personal data and the need to process such personal data for lawful purposes.

(ii) The Act, and the Digital Personal Data Protection Rules, 2025 (“Rules”) notified on 13 November, 2025 provide a timeline for phased implementation of its provisions over an eighteen- month transition period, including the establishment of the Data Protection Board. The Rules specify the following implementation timelines:

- Phase 1: Establishment and operationalisation of the Data Protection Board of India

- Phase 2 (within one year): Registration and functioning of Consent Managers
- Phase 3 (within eighteen months): Compliance obligations for Data Fiduciaries including data principal rights, security safeguards and breach notification

(iii) The Act requires all Data Fiduciaries to ensure lawful processing of personal data. It lays down clear obligations relating to transparency, purpose limitation, data minimization, accuracy, security safeguards and respect for the rights of Data Principals.

(iv) It requires Data Fiduciaries to implement strong security safeguards, erase personal data upon withdrawal of consent (unless retention is legally required), and comply within the transition period.

(v) The Rules further require Data Fiduciaries to adopt appropriate technical and organizational safeguards, such as encryption or masking, to protect personal data and prevent breaches. The Act envisages the Data Protection Board to address violations of the Act. It can investigate breaches, issue corrective directions, and impose penalties. Penalties are to be determined based on factors like the nature of the breach, harm caused, safeguards in place, severity, and recurrence.

(vi) In the event of a personal data breach, Data Fiduciaries are required to promptly notify the affected Data Principals and the Data Protection Board of India. Upon receipt of breach intimation, the Data Protection Board may conduct an inquiry and impose monetary penalties in accordance with the Act.

(viii) The Board is empowered to investigate breaches, issue corrective directions, and impose penalties up to ₹250 crore, taking into account factors like nature of breach, harm caused, safeguards in place, severity and recurrence.

Public Awareness Activities:

(i) The Government is implementing the Information Security Education and Awareness (ISEA) project to build human resources in information security and promote awareness on cyber hygiene and cyber security among citizens.

(ii) Under the ISEA project, over 6,650 awareness workshops have been conducted across the country, covering more than 11.37 lakh participants, including school and college students, teachers, law enforcement personnel, government officials and the general public.

(iii) Multilingual awareness material, including handbooks, short videos, posters, brochures and cartoon stories for children, has been developed and disseminated through print, electronic and social media, as well as through the ISEA and Stay Safe Online portals i.e. www.isea.gov.in & https://staysafeonline.in/.

(iv) The Government also organises nationwide awareness campaigns such as Cyber Security Awareness Month and Safer Internet Day to promote safe online behaviour, secure digital transactions and responsible use of digital services.

(v) Cyber security advisories are issued regularly on emerging cyber threats, mitigation strategies and best practices. Initiatives such as the Cyber Swachhta

Kendra (Botnet Cleaning and Malware Analysis Centre) and the National Cyber Coordination Centre (NCCC) strengthen cyber resilience by detecting and mitigating malicious activities and enhancing situational awareness.

(vi) Indian Computer Emergency Response Team (CERT-In) regularly disseminates cyber safety and security advisories, awareness posters, infographics and videos through its official website and social media platforms to sensitise internet users about cyber threats, online frauds and safe online practices, including online safety measures for children.

(vii) The Ministry of Education issued the PRAGYATA Guidelines on Digital Education in July 2020, providing a framework for safe and effective online learning, including the promotion of students' well-being and responsible use of social media and digital devices.

(viii) The Central Board of Secondary Education (CBSE) has supplemented these efforts by issuing guidelines on digital etiquette, conducting cyber security training for teachers, publishing the Cyber Security Handbook, and advising schools to establish Cyber Clubs to promote cyber safety awareness.

(ix) The National Council of Educational Research and Training (NCERT) has integrated cyber safety into the school curriculum, including a chapter on "Societal Impacts" for Classes XI and XII. In addition, CIET-NCERT has developed and disseminated educational resource materials on cyber safety.

(x) The Government has taken various measures to promote widespread awareness and adoption of the Digital Personal Data Protection (DPDP) Act by educating citizens on their rights & duties and capacity-building initiatives,

including workshops, conferences, expert sessions, and digital outreach campaigns.

राष्ट्रीय महत्वपूर्ण खनिज मिशन

3944. श्री दर्शन सिंह चौधरीः

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

(क) क्या सरकार द्वारा राष्ट्रीय महत्वपूर्ण खनिज मिशन (एनसीएमएम) के अंतर्गत महत्वपूर्ण खनिजों के पुनर्चक्रण और पुनर्प्राप्ति को बढ़ावा देने के लिए कोई व्यापक कार्ययोजना कार्यान्वित की जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) विगत तीन वर्षों के दौरान मिशन के अंतर्गत महत्वपूर्ण खनिजों के पुनर्चक्रण के संबंध में अनुमोदित परियोजनाओं, अनुसंधान और विकास कार्यकलापों, स्थापित पुनर्चक्रण सुविधाओं, आवंटित और व्यय की गई निधियों और प्रमुख उपलब्धियों का ब्यौरा क्या है;

(ग) क्या सरकार प्रयुक्त बैटरी, ई-अपशिष्ट, सौर प्रकाशवोल्टीय मॉड्यूलों, इलेक्ट्रिक वाहनों और अन्य द्वितीयक स्त्रोतों से लिथियम, कोबाल्ट, निकल, ग्रेफाइट और दुर्लभ मृदा तत्वों की प्राप्ति और पुनर्चक्रण के लिए उद्योगों, स्टार्ट-अप और अनुसंधान संस्थानों को वित्तीय, तकनीकी और नीतिगत प्रोत्साहन प्रदान कर रही है; और

(घ) यदि हां, तो सरकार द्वारा वर्ष 2030 तक घरेलू पुनर्चक्रण क्षमता विकसित करने, आयात पर निर्भरता को कम करने और चक्रीय अर्थव्यवस्था को बढ़ावा देने के लिए क्या कदम उठाए जा रहे हैं?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): राष्ट्रीय महत्वपूर्ण खनिज मिशन के तहत, ई-अपशिष्ट, प्रयुक्त लिथियम-आयन बैटरियों और अन्य महत्वपूर्ण खनिज-युक्त स्क्रैप जैसे द्वितीयक स्रोतों से महत्वपूर्ण खनिजों की पुनर्प्राप्ति के लिए घरेलू पुनर्चक्रण क्षमता को बढ़ावा देने के लिए 1,500 करोड़ रुपये की वित्तीय

प्रोत्साहन स्कीम दिनांक 02.10.2025 को शुरू की गई थी। इस स्कीम के तहत आवेदन करने की अंतिम तिथि 01.04.2026 थी। प्राप्त 71 आवेदनों में से, 270 केटीपीए की लक्ष्य क्षमता की तुलना में लगभग 850 किलो टन प्रति वर्ष (केटीपीए) की प्रतिभूत क्षमता और 5,200 करोड़ रुपये से अधिक के प्रतिभूत निवेश वाली, 58 पुनर्चक्रण इकाइयों को पात्र घोषित किया गया। इस स्कीम के तहत वित्तीय प्रोत्साहन महत्वपूर्ण खनिजों के वाणिज्यिक उत्पादन की शुरुआत करने से संबंधित है। इसके अलावा, ओवरबर्डन, टेलिंग्स/फ्लाई ऐश/रेड मड आदि से महत्वपूर्ण खनिजों की पुनर्प्राप्ति के लिए पायलट परियोजनाओं के वित्तपोषण के लिए दिशानिर्देश दिनांक 14.11.2025 को जारी किए गए थे, और कई फीडस्टॉक से आरईई की पुनर्प्राप्ति के लिए नॉन-फेरस मेटेरियल्स टेक्नोलॉजी डेवलपमेंट सेंटर की एक परियोजना को मंजूरी दी गई है। इसके अलावा, खान मंत्रालय ने 'नई परियोजनाओं में महत्वपूर्ण खनिजों की खोज और मौजूदा खानों के ओवरबर्डन, डंप और टेलिंग से महत्वपूर्ण खनिजों की पुनर्प्राप्ति के लिए नीति, 2025' तैयार की है, जिसका उद्देश्य नई खोज परियोजनाओं के साथ-साथ मौजूदा खानों से महत्वपूर्ण और सामरिक खनिजों की व्यवस्थित पहचान, आकलन और पुनर्प्राप्ति सुनिश्चित करना है।

(ग) और (घ): लिथियम, कोबाल्ट, निकल, ग्रेफाइट और दुर्लभ मृदा तत्वों सहित महत्वपूर्ण खनिजों की पुनर्प्राप्ति और पुनर्चक्रण के माध्यम से घरेलू पुनर्चक्रण क्षमता को बढ़ावा देने और आयात निर्भरता को कम करने के लिए, सरकार ने पुनर्चक्रण के लिए 1,500 करोड़ रुपये की वित्तीय प्रोत्साहन स्कीम शुरू की है, जिसका विवरण ऊपर दिया गया है। इसके अतिरिक्त, खान मंत्रालय विज्ञान और प्रौद्योगिकी कार्यक्रम के अनुसंधान और विकास (आर एंड डी) और एस एंड टी-प्रिज्म (स्टार्ट-अप्स और एमएसएमई में अनुसंधान और नवाचार को बढ़ावा देना) घटकों के तहत पुनर्चक्रण सहित महत्वपूर्ण खनिज मूल्य श्रृंखला में अनुसंधान और प्रौद्योगिकी विकास के लिए वित्तीय सहायता प्रदान करता है। पिछले तीन वर्षों के दौरान, महत्वपूर्ण खनिज पुनर्चक्रण पर 47 अनुसंधान एवं विकास परियोजनाओं को 19.8 करोड़ रुपये की वित्तीय सहायता के साथ मंजूरी दी गई है। इसके अलावा, वित्त वर्ष 2023-24 से, एमएसएमई की 4 परियोजनाओं और

स्टार्ट-अप्स को एस एंड टी-प्रिज्म घटक के तहत 4.62 करोड़ रुपये की वित्तीय सहायता के साथ मंजूरी दी गई है, ताकि प्रयुक्त बैटरियों, ई-अपशिष्ट, सौर फोटोवोल्टिक मॉड्यूल, इलेक्ट्रिक वाहनों और अन्य द्वितीयक स्रोतों से लिथियम, कोबाल्ट, निकल, ग्रेफाइट और दुर्लभ मृदा तत्वों की पुनर्प्राप्ति और पुनर्चक्रण किया जा सके। इसके अलावा, महत्वपूर्ण खनिज-युक्त अपशिष्ट और स्क्रैप की उपलब्धता को सुगम बनाने के लिए, लिथियम-आयन बैटरी के अपशिष्ट और स्क्रैप, और कुछ विशिष्ट महत्वपूर्ण खनिजों के अपशिष्ट और स्क्रैप पर बुनियादी सीमा शुल्क को केंद्रीय बजट 2025-26 के तहत समाप्त कर दिया गया था।

BROADBAND CONNECTIVITY UNDER BHARATNET IN TELANGANA

3945. SHRI RAMASAHAYAM RAGHURAM REDDY:

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

(a) whether all villages and Gram Panchayats in Telangana have been provided broadband connectivity under BharatNet or other Government programmes and if so, the details thereof;

(b) the details of status of mobile network coverage including 4G and 5G services in Telangana, district-wise;

(c) the details of telecom infrastructure established in aspirational and rural areas of the State during the last three years;

(d) whether the Government has received complaints regarding poor telecom connectivity in tribal and remote areas of Telangana and the action taken thereon and if so, the details thereof; and

(e) the steps taken/being taken to improve digital connectivity, postal infrastructure, and telecom services in Telangana to facilitate digital governance, education, healthcare and economic development?

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

(a): The BharatNet Project has been approved for provision of broadband connectivity in a phased manner to all Gram Panchayats (GPs) in the country, including in the State of Telangana. Further, the Government has approved the Amended BharatNet Program (ABP) under a design, built, operate and maintain model to upgrade the existing network created under Phase-I and Phase-II of the BharatNet Project and to create incremental network for new GPs, its operation and maintenance and provision of 1.5 crore fiber-based internet connections. As on 30.6.2026, 10,833 GPs had been connected in Telangana under BharatNet project.

(b): In the State of Telangana 10,022 villages have mobile coverage, out of which 9,929 villages are covered with 4G/5G connectivity. District-wise details are given in the enclosed **Statement**.

(c) to (e): Government of India through Digital Bharat Nidhi (DBN) has undertaken several projects for improvement of telecom connectivity in tribal and remote areas of Telangana, as well as for establishment of telecom infrastructure in aspirational and rural areas in the State of Telangana, such as Left Wing Extremism (LWE) Phase-I Upgradation, LWE Phase-II Project and

4G Saturation Project for provision of mobile connectivity and BharatNet Project for provision of broadband connectivity. Complaints/grievances regarding poor telecom connectivity are addressed in coordination with Telecom Service Providers (TSPs).

As on 30.06.2026, 412 mobile towers have been commissioned in the State of Telangana under DBN funded projects, covering 493 villages. The Government of India has approved the proposal of the Government of Telangana for implementation of ABP in the State and communicated in-principle approval to the State Government.

The Department of Posts has undertaken several measures to improve postal infrastructure in Telangana. Advanced Postal Technology (APT) has been rolled out in all the Post Offices in Telangana Circle. 5,427 Branch Post Offices have been equipped with mobile devices, providing a unified digital platform for postal, banking, insurance and citizen centric services. Post Office Savings Bank has been fully computerized on a Core Banking Solution platform offering modern digital services, including ATM access, DBT payment, internet banking, mobile banking, NEFT/RTGS, e-Passbook and e-KYC. Additionally, UPI services are also being provided through India Post Payments Bank -Post Office Savings Account linkage, in all Post Offices in the State of Telangana. Further, 24/48 Speed Post services have been launched in six metro cities, including Hyderabad.

STATEMENT

District wise details of mobile coverage including 4G/ 5G services in the state of Telangana

S.N.	Name of District	Number of villages Covered with mobile network	Number of villages brought under 4G/5G services
1	Adilabad	488	479
2	Bhadradri Kothagudem	361	357
3	Hyderabad	1	1
4	Jagitial	284	284
5	Jangoan	174	174
6	Jayashankar Bhupalpally	206	201
7	Jogulamba Gadwal	191	189
8	Kamareddy	457	456
9	Karimnagar	195	195
10	Khammam	356	355
11	kumuram Bheem	400	392
12	Mahabubabad	271	269
13	Mahabubnagar	298	298
14	Mancherial	360	352
15	Medak	365	364
16	Medchal-Malkajgiri	68	68
17	Mulugu	299	273
18	Nagarkurnool	338	335
19	Nalgonda	540	539
20	Narayanpet	243	242
21	Nirmal	405	398
22	Nizamabad	424	420
23	Peddapalli	200	200
24	Rajanna Sircilla	162	162
25	Rangareddy	441	440
26	Sangareddy	568	564
27	Siddipet	368	368
28	Suryapet	261	261
29	Vikarabad	480	479

30	Wanaparthy	214	213
31	Warangal (Rural)	217	216
32	Warangal (Urban)	83	83
33	Yadadri Bhuvanagiri	304	302
		10,022	**9,929**

MINING SURVEILLANCE SYSTEM

3946. SHRI G. KUMAR NAIK:

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

(a) the number of suspected illegal mining instances detected through the Mining Surveillance System (MSS) and other remote sensing tools during the last five years, year and State-wise;

(b) the details of districts identified as illegal mining hotspots, the criteria adopted for such identification and the number of MSS alerts generated in each such district, State and UT-wise;

(c) the number of MSS alerts verified, cases in which illegal mining was established, penalties imposed and the value of minerals recovered or compensation realised during the last five years, State-wise; and

(d) whether the Government has reviewed the enforcement performance of States with recurring illegal mining hotspots or low verification rates and if so, the details and findings thereof along with corrective measures taken?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): During the last five years (2021-22 to 2025-26), total 679 triggers have been generated through Mining Surveillance System (MSS) and 42 cases of unauthorized mining has been confirmed. The state wise details of triggers generated during last five years and field verification thereof are given in the enclosed **Statement-I**.

(b): As per Section 23C of the MMDR Act, 1957, State Governments have been empowered to frame rules for prevention of illegal mining, transportation and storage of minerals (both major minerals and minor minerals) and for purposes connected therewith. However, as per the MSS portal, number of triggers state wise, district wise, where unauthorized mining has been confirmed by the state government after field verification of the trigger are given in the enclosed **Statement-II**.

(c) and (d): The Mining Surveillance System (MSS) operates as a supplementary tool, in addition to the systems already established by State Governments for detecting illegal mining. Under Mining Surveillance System (MSS) triggers generated to indicate unauthorized mining are sent to the respective State Governments for field verification. The verification of triggers are done by the district-level officials of the respective State Governments. Further, Illegal mining is under the purview of State Governments as per Section 23C of the MMDR Act, 1957, whereby State Governments are empowered to make rules for preventing illegal mining, transportation and storage of minerals and for the purposes connected therewith. Accordingly State Government take action on detection of illegal

mining through such triggers and hence the details of penalties imposed and recovered or compensation realized in the cases made on the basis of MSS triggers are available with the concerned State Governments.

Statement-I

Status of state wise details of triggers generated during last five years and field verification thereof.

State	2021-22		2022-23		2023-24		2024-25		2025-26		Total	
	No. of MSS Triggers	No. of Unauthorised Mining Cases Identified	No. of MSS Triggers	No. of Unauthorised Mining Cases Identified	No. of MSS Triggers	No. of Unauthorised Mining Cases Identified	No. of MSS Triggers	No. of Unauthorised Mining Cases Identified	No. of MSS Triggers	No. of Unauthorised Mining Cases Identified	No. of MSS Triggers	No. of Unauthorised Mining Cases Identified
Andhra Pradesh	28	4	9	0	10	0	8	0	12	0	67	4
Assam	-	-	-	-	2	0	-	-	-	-	2	0
Bihar	0	0	1	0	1	0	-	-	-	-	2	0
Chhattisgarh	23	0	8	0	29	0	10	0	6	0	76	0
Goa	3	1	15	10	10	6	1	0	-	-	29	17
Gujarat	34	4	15	1	14	0	19	2	3	0	85	7
Himachal Pradesh	-	-	-	-	3	0	5	0	1	0	9	0
Jammu & Kashmir (UT)	4	0	-	-	7	0	13	1	-	-	24	1
Jharkhand	5	0	17	0	7	0	6	0	1	0	36	0

Karnataka	4	0	13	0	5	1	6	1	3	0	31	2
Kerala	-	-	-	-	-	-	-	-	1	0	1	0
Madhya Pradesh	27	1	16	0	24	2	26	3	6	0	99	6
Maharashtra	3	1	12	0	7	0	3	0	0	0	25	1
Meghalaya	10	0	4	0	22	0	12	0	9	0	57	0
Odisha	7	0	4	0	2	0	7	0	7	0	27	0
Rajasthan	14	1	11	0	2	0	10	0	3	0	40	1
Tamil Nadu	13	0	13	2	7	0	8	1	17	0	58	3
Telangana	1	0	-	-	3	0	1	0	-	-	5	0
Uttar Pradesh	1	0	-	-	2	0	3	0	-	-	6	0
Grand Total											679	42

STATEMENT-II

No. of state wise, district wise triggers, where unauthorised mining has been confirmed by the state government

State / District	No. of triggers where unauthorised mining detected by State Govt.
Andhra Pradesh	**4**
Guntur	1
Kurnool	2
Sri Potti Sriramulu Nellore	1
Goa	**17**
North Goa	6
South Goa	11
Gujarat	**7**
Gir Somnath	1
Junagadh	1
Kheda	2
Porbandar	3
JAMMU & KASHMIR (UT)	**1**
Pulwama	1
Karnataka	**2**
Mysore	1
Tumkur	1
Madhya Pradesh	**6**
Jabalpur	2
Katni	1
Satna	3
Maharashtra	**1**
Chandrapur	1
Rajasthan	**1**
Sirohi	1
Tamil Nadu	**3**
Dindigul	1
Karur	2
Grand Total	**42**

HIGH-SPEED TRAINS

3947. SHRI PUSHPENDRA SAROJ:

ADV. PRIYA SAROJ:

SHRI UTKARSH VERMA MADHUR:

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

(a) the details of the total route kilometres of dedicated high-speed rail (200 km/h and above) currently operational in India and the present status of sanctioned projects including the Mumbai– Ahmedabad corridor;

(b) the details of the length of operational high-speed rail networks in the country and the comparative position (in terms of route kilometres of dedicated high-speed corridors) in comparison with countries such as China and major European nations;

(c) the details of the reasons recorded in Ministry reviews for India's limited progress in developing a nationwide high-speed rail network despite repeated announcements;

(d) whether the introduction of semi-high-speed trains such as Vande Bharat on upgraded conventional tracks is being treated as a substitute for dedicated high-speed infrastructure and if so, the details thereof; and

(e) the details of the concrete roadmap, financial outlay and timelines proposed to establish a competitive high-speed rail network in India?

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

(a) to (e): Presently, the Mumbai-Amdavad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Amdavad and Sabarmati. This corridor is a stand-alone line capable of train operations at 350 kmph.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	**Progress**
Piers	452 kms.
Girder	356 kms.
Track Bed	209 kms.
OHE Masts	190 kms.

The progress of stations is given below:-

S.No.	**Station**	**Status**
1	Sabarmati	Foundation & structural works completed. Finishing work have been taken up.
2	Amdavad	Structural works completed. Finishing works and track works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation & structural works completed. Finishing work have been taken up.
5	Bharuch	Structural works completed and finishing works

6	Surat	have been taken up. At Surat, Bilimora and Bharuch Track works have also been taken up.
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S.No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed. Track works completed and OHE works have been taken up at Mohar River. Track works in progress at Vatrak River.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	Foundation completed. Pier works and Girder launching have been taken up.
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 6 out of 24 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	09 out of 13 Pier Cap completed.
11	Mindhola River (240m)	Bridge construction completed. Track and Electrical works have been taken up.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	

15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Substructure works have been completed.
23	Vaitarna River (2320m)	17 Pile Cap and 15 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

On the Surat–Vapi section (97 km) entire civil works including river bridge construction, have been completed and 86% of the track bed has been laid.

To strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27:-

(i) Mumbai–Pune

(ii) Pune–Hyderabad

(iii) Hyderabad–Bengaluru

(iv) Hyderabad–Chennai

(v) Chennai–Bengaluru

(vi) Delhi–Varanasi

(vii) Varanasi–Siliguri

Post Budget announcement, the cost updation, alignment finalization & land survey etc. have been taken up in Detailed Project Report (DPR). The details of the stations/cities covered, investment, route length etc. can be firmed up only after DPR is finalised. High speed railway projects benefit the connecting cities/states to boost economy, tourism trade through better connectivities.

With the development of a national HSR network, Bharat will have its visible presence on the International HSR map like China and European Countries. However, being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno economic feasibility studies and availability of resources such as financing options etc.

Ahmedabad (Sarkhej) - Dholera Semi High Speed Project:

To provide rail connectivity to Dholera Special Investment Region (DSIR), a major Greenfield industrial hub, with the national railway network through a semi-high-speed corridor, Ahmedabad (Sarkhej) - Dholera semi high

speed double line project (134 km) has recently been sanctioned at a cost of ₹20,667 crore. The project is the first of its kind in India, providing semi-high-speed rail connectivity on Indian Broad Gauge using indigenous technology, with a design speed of 220 km/h. The project involves:

- Acquisition of approximately 613 hectares of land.
- Construction of 6 mega bridges.
- Construction of 70 major bridges.
- Construction of 8 station buildings.

Further, this project will also provide rail connectivity to the Lothal National Maritime Heritage Complex and Dholera International Airport. It will enhance accessibility, seamless transportation and act as a catalyst for the socio-economic development of the region.

ENVIRONMENTAL SAFEGUARDS FOR HEAVY MINERAL SAND MINING AND RARE EARTH MINERALS

3948. DR. M. K. VISHNU PRASAD:

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

(a) whether the Department of Atomic Energy (DAE) or Indian Rare Earths Limited (IREL) has conducted geological mapping and radiation safety assessments regarding atomic minerals such as monazite, ilmenite and zircon in the beach sand deposits along the Cuddalore coastline and if so, the details thereof;

(b) the steps taken by the DAE in coordination with State regulatory bodies to prevent illegal beach sand mining, unauthorized export of strategic monazite sands and radiation hazard exposure to local fishing communities; and

(c) whether the Government proposes to establish a high-level monitoring task force under DAE to ensure sustainable mineral extraction while protecting coastal ecology and local livelihoods in Tamil Nadu's coastal belts and if so, the details thereof?

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

(a): Yes, Atomic Minerals Directorate for Exploration and Research (AMD), a constituent unit of Department of Atomic Energy (DAE), has carried out exploration in the coastal tracts of Cuddalore district, Tamil Nadu, for Beach Sand Minerals (BSM) and established a BSM deposit, viz. “Pudupuram-Cuddalore BSM deposit”, containing 1.912 Million tonnes (Mt) of Total Heavy Minerals (THM), including Monazite (0.005 Mt), Ilmenite (0.926 Mt) and Zircon (0.063 Mt).

(b) and (c): The steps adopted by the Government of India to curb illegal beach sand mining & unauthorized export of strategic monazite sands in India are listed below:

1. Ministry of Mines (MoM) has issued Notification No. G.S.R 134(E) dated 20.02.2019 for amending the Threshold value of "Monazite" for BSM occurring in beach sand or placer deposits as "0.00%" in Total Heavy Minerals (THM), which resulted in bringing the overall BSM deposits of the Country under the complete control of the Government companies.
2. Directorate General of Foreign Trade, Department of Commerce, Ministry of Commerce and Industry, Government of India issued Notification No. 26/2015-2020 dated 21.08.2018 on export policy on BSM under which export of BSM have been brought under State Trading Enterprise and shall be canalized through IREL (India) Limited (IREL), a Public Sector Undertaking under DAE.
3. Monazite Test Certification (MTC) by AMD has been reintroduced for every export consignments of beach sand minerals as per the Standard Operating Procedures (SOP) for Canalization.
4. Rule 45 of the Mineral Conservation and Development Rules, (MCDR) 2017 makes it mandatory for all miners, traders, stockiest, exporters and end-users of minerals to register and report on the production, trade and utilization of minerals to the State Government(s) and Indian Bureau of Mines or AMD as the case maybe. It facilitates end-to end national-scale

accounting of all minerals produced in the country from pithead to its end-use, reducing the scope for illegal mining, royalty evasion, etc.

5. State Governments were requested to set up Task Forces at State and District Level to control illegal mining.
6. The MoM through Indian Bureau of Mines, has developed the mining Surveillance System (MSS), a satellite-based monitoring system which aims to establish a regime of responsive mineral administration, through public participation, by curbing instances of illegal mining activity through automatic remote sensing detection technology.

Section 23C of the Mines and Minerals (Development and Regulation) Act, 1957 empowers the State Governments to make rules for preventing illegal mining, transportation and storage of minerals and for the purposes connected therewith. Hence, control of illegal mining comes under the legislative and administrative purview of the State Governments.

As regards, radiation hazard exposure to local fishing communities, adequate environmental safeguards are being taken in India during the planning phase of the projects pertaining to extraction of rare earth bearing minerals from the coastal area. Assessments to evaluate the potential environmental impact of mining rare earth bearing mineral, including effects on land, water, biodiversity, and local communities are conducted. In case of mining of minerals in coastal areas prior to execution of mining lease, a Letter of Intent (LOI) is issued to the Lessee with a condition that the lessee will have to conduct Environmental Impact Assessment (EIA) and submit the

report to Ministry of Environment, Forest and Climate Change (MoEF & CC) including radiological survey of Bhabha Atomic Research Centre (BARC). Only after clearance of MoEF & CC which tantamount that the impact is not detrimental, the lease is executed for mining.

Further, the mining operations for atomic minerals including RE bearing minerals from coastal areas are environment friendly as no drilling and blasting are undertaken unlike bulk minerals. The mined-out land is simultaneously backfilled, free of monazite on account of which background radiation in the deposits reduces to less than 0.5 micro-sievert per hour and subsequently original topography is restored followed by green belt development.

Health Physics Unit (HPU), an independent unit under Environmental Assessment Division (EAD) of BARC, Government of India monitors the radiological aspects in each of the plants of IREL.

राजस्थान में क्वार्ट्ज और फेल्डस्पार खनिज

3949. श्रीमती संजना जाटवः

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

(क) क्या केन्द्र सरकार को राजस्थान राज्य सरकार से कोई पत्र प्राप्त हुआ है जिसमें राज्य में क्वार्ट्ज और फेल्डस्पार खनिजों के लिए खनन पट्टों के आवंटन के लिए ब्लॉक बनाने के लिए अन्वेषण कार्य से छूट देने का अनुरोध किया गया है;

(ख) यदि हां, तो उक्त पत्र कब प्राप्त हुआ था और इस पर अब तक की गई कार्रवाई का ब्यौरा क्या है; और

(ग) सरकार द्वारा इस संबंध में कब तक निर्णय लिए जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): जी हां, खान मंत्रालय को राजस्थान सरकार से दिनांक 16.07.2026 का पत्र प्राप्त हुआ है, जिसमें राज्य में क्वार्ट्ज और फेल्डस्पार खनिजों के लिए खनन पट्टों के आवंटन हेतु ब्लॉक सृजित करने के लिए गवेषण कार्य से छूट देने का अनुरोध किया गया है। इस पत्र की एमएमडीआर अधिनियम, 1957 तथा उसके अधीन बनाए गए नियमों के प्रावधानों के आलोक में जांच की गई और तदनुसार एक उपयुक्त उत्तर दिनांक 07.08.2026 को राज्य सरकार को भेजा गया।

(ग): उपर्युक्त के मद्देनजर कोई प्रश्न नहीं उठता।

सौर ऊर्जा परियोजनाएं

3950. श्री संदिपनराव आसाराम भुमरे:

श्री निलेश ज्ञानदेव लंके:

श्री ज्ञानेश्वर पाटील:

श्रीमती कलाबेन मोहनभाई देलकर:

डॉ. शिवाजी बंडाप्पा कालगे:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) महाराष्ट्र, मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्रों में सौर ऊर्जा उत्पादन की संस्थापित क्षमता का ब्यौरा क्या है;

(ख) विगत तीन वर्षों के दौरान नवीकरणीय ऊर्जा को बढ़ावा देने के लिए उक्त राज्यों/संघ राज्यक्षेत्रों में शुरू की गई परियोजनाओं का ब्यौरा क्या है;

(ग) क्या उक्त राज्यों/संघ राज्य क्षेत्रों में कोई सौर पार्क विकसित किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार का महाराष्ट्र, मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव संघ राज्यक्षेत्रों में और अधिक सौर परियोजनाएं विकसित करने का विचार है; और

(ङ.) यदि हां, तो इन परियोजनाओं को पूरा करने की समय-सीमा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): महाराष्ट्र, मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्रों में दिनांक 30.06.2026 की स्थिति के अनुसार स्थापित सौर ऊर्जा क्षमता क्रमशः 20312.37 MW, 6332.42 MW और 143.40 MW है।

(ख) से (ङ): महाराष्ट्र, मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्रों में सौर पार्कों सहित नवीकरणीय ऊर्जा को बढ़ावा देने के लिए सरकार की विभिन्न योजनाओं के अंतर्गत कार्यान्वित की जा रही परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

<u>विवरण</u>

महाराष्ट्र, मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्रों में सौर पार्कों सहित नवीकरणीय ऊर्जा को बढ़ावा देने के लिए सरकार की विभिन्न योजनाओं के अंतर्गत कार्यान्वित की जा रही परियोजनाओं का ब्यौरा

1. पीएम सूर्य घर: मुफ्त बिजली योजना (PMSG: MBY)

दिनांक 04.08.2026 की स्थिति के अनुसार हुई प्रगति का ब्यौरा निम्नानुसार है:

क्र. सं.	राज्य/ संघ राज्य क्षेत्र	स्थापना (संख्या)	कवर किए गए घर (संख्या)	जारी की गई सब्सिडी (रु. करोड़ में)
1	महाराष्ट्र	7,09,205	10,93,529	5,079.62
2	मध्य प्रदेश	1,60,276	1,65,566	1,117.66
3	दादरा और नगर हवेली और दमन और दीव	1,164	1,164	5.59

2. प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान योजना (पीएम-कुसुम)

महाराष्ट्र और मध्य प्रदेश राज्यों में योजना के सभी घटकों में अब तक स्थापित क्षमता का ब्यौरा इस प्रकार है:

क्र. सं.	राज्य	घटक-A (MW में)		घटक-B (पंपों की संख्या)		घटक-C (FLS) (पंपों की संख्या)	
		स्वीकृत	स्थापित	स्वीकृत	स्थापित	स्वीकृत	सौरीकृत
1	महाराष्ट्र	260.00	21.00	5,75,000	5,51,971	8,75,000	8,75,000
2	मध्य प्रदेश	1,401.00	201.66	59,400	24,682	1,75,000	62,378
कुल		**1,661.00**	**222.66**	**6,34,400**	**5,76,653**	**10,50,000**	**9,37,378**

3. केंद्रीय सार्वजनिक क्षेत्र उपक्रम (CPSU) योजना चरण-II (सरकारी उत्पादक योजना)

CPSU योजना चरण-II के अंतर्गत, इंदौर नगर निगम ने मार्च 2026 में मध्य प्रदेश राज्य में 60 MW की सौर ऊर्जा परियोजना चालू की है।

4. "सौर पार्कों और अल्ट्रा-मेगा सौर ऊर्जा परियोजनाओं का विकास" योजना

महाराष्ट्र में अब तक कुल 1000 MW की क्षमता वाले 3 सौर पार्क स्वीकृत किए गए हैं, जिनमें से एक पार्क में 225 MW की सौर परियोजनाएं चालू की जा चुकी हैं। इसके अलावा, मध्य प्रदेश में अब तक कुल 4208 MW की क्षमता वाले 9 सौर पार्क स्वीकृत किए गए हैं, जिनमें से 6 सौर पार्कों में कुल 2726 MW क्षमता की सौर परियोजनाएं चालू की जा चुकी हैं। दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में कोई सौर पार्क स्वीकृत नहीं किया गया है।

5. प्रधानमंत्री जनजातीय आदिवासी न्याय महाअभियान (PM-JANMAN) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (DAJGUA) के अंतर्गत नई सौर ऊर्जा योजना (PVTG और जनजातीय बस्तियों/गांवों के लिए)

दिनांक 30.06.2026 की स्थिति के अनुसार PM JANMAN के अंतर्गत घरों के विद्युतीकरण की स्थिति निम्नानुसार है:

क्र. सं.	राज्य	स्वीकृत घर	विद्युतीकृत घरों की सूचना
1	मध्य प्रदेश	1370	1193

PM-JANMAN के अंतर्गत महाराष्ट्र राज्य और दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में कोई परियोजना स्वीकृत नहीं की गई है।

DAJGUA के अंतर्गत महाराष्ट्र, मध्य प्रदेश राज्यों और दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में कोई परियोजना स्वीकृत नहीं की गई है।

6. राष्ट्रीय हरित हाइड्रोजन मिशन

मिशन के अंतर्गत दिनांक 31.07.2026 की स्थिति के अनुसार आवंटित हरित हाइड्रोजन (नवीकरणीय ऊर्जा) परियोजनाओं का विवरण निम्नानुसार है:

i. हरित हाइड्रोजन उत्पादन के लिए प्रोत्साहन योजना (मोड 1 ट्रांश I) के अंतर्गत आवंटित क्षमताएं

क्र. सं.	विनिर्माता का नाम	संभावित स्थान	आवंटित क्षमता (टन प्रति वर्ष - TPA)
1	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बायोमास मार्ग)	बीना, मध्य प्रदेश	1,500

ii. रिफाइनरी क्षेत्र के लिए हरित हाइड्रोजन उत्पादन हेतु प्रोत्साहन योजना (मोड 2B) के अंतर्गत आवंटित क्षमताएं

क्र. सं.	विनिर्माता का नाम	संभावित स्थान	आवंटित क्षमता (TPA)
1	ओसियर एनर्जी	बीना रिफाइनरी, मध्य प्रदेश	5,000

कोई भी हरित हाइड्रोजन (नवीकरणीय विद्युत) परियोजना महाराष्ट्र राज्य और दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में आवंटित नहीं की गई है।

7. राष्ट्रीय जैव ऊर्जा कार्यक्रम

i. पिछले तीन वर्षों के दौरान बायोमास कार्यक्रम के अंतर्गत स्वीकृत परियोजनाओं का ब्यौरा

क्र. सं.	राज्य का नाम	परियोजनाओं की संख्या	परियोजनाओं का प्रकार	क्षमता (टन प्रति घंटा)
1	महाराष्ट्र	13	बायोमास आधारित ब्रिकेट/पैलेट	32.4
2	मध्य प्रदेश	48		244.45

दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में कोई परियोजना स्वीकृत नहीं की गई है।

ii. पिछले तीन वर्षों के दौरान Waste-to-Energy (WTE) Programme के अंतर्गत स्वीकृत परियोजनाओं का ब्यौरा

क्र. सं.	राज्य/ संघ राज्य क्षेत्र का नाम	परियोजना के प्रकार	परियोजना की संख्या	स्थापित क्षमता
1	महाराष्ट्र	बायो-CNG	7	73.1 TPD
		बायोगैस पर आधारित बिजली	2	3.12 MW
2	मध्य प्रदेश	बायो-CNG	2	17.3 TPD

दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में कोई परियोजना स्वीकृत नहीं की गई है।

iii. पिछले तीन वर्षों के दौरान बायोगैस कार्यक्रम के अंतर्गत स्वीकृत मध्यम आकार के बायोगैस संयंत्रों का विवरण

क्र. सं.	राज्य/ संघ राज्य क्षेत्र का नाम	परियोजना की संख्या	स्थापित क्षमता (KW में)
1	महाराष्ट्र	16	1317.5

मध्य प्रदेश राज्य और दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में कोई परियोजना स्वीकृत नहीं की गई है।

iv. पिछले तीन वर्षों के दौरान बायोगैस कार्यक्रम के अंतर्गत स्थापित छोटे बायोगैस संयंत्रों का ब्यौरा

क्र. सं.	राज्य/ संघ राज्य क्षेत्र का नाम	परियोजना की संख्या
1	महाराष्ट्र	9288
2	मध्य प्रदेश	4128
3	दादरा और नगर हवेली और दमन और दीव	18

UNREGULATED DIGITAL NEWS PORTAL

3951. SHRI SHAHU SHAHAJI CHHATRAPATI:

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

(a) Whether the Government is aware that unregulated digital news portals and social media Platforms continue to proliferate fake news, hate speech and election misinformation with virtual Impunity;

(b) If so, the number of content takedown orders issued, platforms penalised and fake news Portals blocked under the IT Rules 2021 since their notification; and

(c) the steps being taken by the Government to establish a transparent, legally robust and Editorially independent content regulation framework that protects press freedom while curbing Demonstrable harm?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (c): The Government has notified the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021, under the Information Technology Act, 2000, (dated 25th February, 2021).

Part II of the IT Rules, inter alia, casts an obligation on intermediaries like social media platforms to prevent the dissemination of information that is patently false, untrue, or misleading in nature.

Part-III of these Rules inter alia provides for Code of Ethics to be followed by publishers of news & current affairs. It includes adherence to the Programme Code laid down under the Cable Television Networks Act, 1995, and the Norms of Journalistic Conduct under the Press Council Act, 1978.

A three-tier grievance redressal mechanism is also provided under the IT Rules as under:

a. Level-I- Publisher

b. Level-II- Self –Regulating Body of publishers, and

c. Level-III- Oversight Mechanism of Central Government

A Fact Check Unit (FCU) has been set up to check fake news relating to the Central Government. After verifying the authenticity of news from authorized sources in Ministries/ Departments of Government of India, FCU posts correct information on its social media platforms

INNOVATION IN SCIENCE PURSUIT FOR INSPIRED RESEARCH (INSPIRE) PROGRAMME

3952. SHRI KRIPANATH MALLAH:

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

(a) the progress made under the Innovation in Science Pursuit for Inspired Research (INSPIRE) Programme during the last five years including the number of students and young researchers supported, component-wise;

(b) whether the Government proposes to strengthen the INSPIRE Programme to encourage meritorious students to pursue higher education and research in science;

(c) if so, the details thereof; and

(d) the measures taken to improve outreach and participation under the Programme, particularly in rural, remote and aspirational districts?

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

(a) to (c): Over the last five years, the Innovation in Science Pursuit for Inspired Research (INSPIRE) Programme of the department of science and technology has systematically nurtured scientific talent at different stages of the academic and research pipeline through its four major components. INSPIRE MANAK (Million Minds Augmenting National Aspiration and Knowledge) promotes innovation and scientific creativity among students aged 10-17 years (Classes

VI-XII) by encouraging them to develop and showcase original ideas and innovations. INSPIRE Scholarship for Higher Education (SHE) supports meritorious students aged 17-22 years pursuing undergraduate and postgraduate studies in natural and basic sciences by awarding 12,000 scholarships annually, each valued at ₹80,000 per year. INSPIRE Fellowship encourages outstanding graduates and INSPIRE scholars to pursue research through full-time Ph.D. programme(s) by providing financial support up to five years, including a fellowship of ₹37,000 per month as Junior Research Fellow (JRF), ₹42,000 per month as Senior Research Fellow (SRF), admissible House Rent Allowance (HRA), and an annual contingency grant of ₹20,000. INSPIRE Faculty Fellowship supports outstanding postdoctoral researchers, generally in the 27-32 years age group (with applicable age relaxations for reserved categories), through a five-year fellowship. Fellows receive ₹1,25,000 per month, an annual increment of ₹2,000, and a research grant of ₹35 lakh over the fellowship period.

The Government has been committed to promotion of the Innovation in Science Pursuit for Inspired Research (INSPIRE) Programme to encourage meritorious students to pursue higher education and research in science. The component-wise INSPIRE activities during the last five years, including the number of students and young researchers supported under each component, are provided below:

Program/Financial Year	2021-22	2022-23	2023-24	2024-25	2025-26
INSPIRE-MANAK	52720	43381	46926	50009	49805

INSPIRE-SHE	18039	19771	18236	20354	24276
INSPIRE Fellowship	2768	2872	2811	2448	3364
INSPIRE Faculty Fellowship	474	338	299	225	477

With a goal to enhance innovative research by the young generation in the country, impact of these components is being monitored and analysed to facilitate their strategic planning.

(d): The Government has undertaken a series of targeted interventions to significantly expand the outreach and inclusivity of INSPIRE Programme, with a special focus on rural, remote and aspirational districts across the country. These efforts include extensively deep dissemination of information through State Education Departments, District Education Officers, schools and digital platforms; organization of awareness campaigns, orientation programmes, webinars, and capacity-building workshops for teachers and school authorities to improve the quality and reach of nominations; and the conduct of District, State, and National Level Exhibition and Project Competitions (DLEPCs, SLEPCs, and NLEPCs) to identify, recognize and nurture innovative ideas among school students. To further strengthen the innovation ecosystem, mentorship programmes have been organized in collaboration with premier institutions such as IITs, NITs, IISERs, and other leading scientific organizations, providing selected students with guidance on prototype development, innovation, and scientific research. These sustained efforts have led to inclusive participation in the INSPIRE programmes spanning various regions across the country, sections of our society.

A growing number of students from rural and remote districts have benefited through innovation grants, mentoring support, and opportunities to showcase their scientific talent on national platforms. Collectively, these interventions have strengthened the scientific temper and culture of inquiry, fostered grassroots innovation, expanded equitable access to science education, scholarships and research fellowships and broadened the pipeline of young scientific talent from most regions of the country.

INVOLVEMENT OF PUBLIC REPRESENTATIVES IN REVIEW OF PM-KUSUM

3953. SUSHRI PRANITI SUSHILKUMAR SHINDE:

DR. BACHHAV SHOBHA DINESH:

SHRI VISHALDADA PRAKASHBAPU PATIL:

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

(a) whether the Government is aware that there exists no formal mechanism for involvement of Members of Parliament and other public representatives in the review of Pradhan Mantri-Kisan Urja Suraksha evam Utthaan Mahabhiyaan (PM-KUSUM) and Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY);

(b) if so, the steps taken to institutionalise participation of public representatives in local and State-level review mechanisms to improve last-mile delivery and accountability;

(c) whether the Government has assessed the mismatch between State-wise solar deployment targets and availability of domestically manufactured solar

modules and cells in light of mandatory domestic sourcing requirements especially in Maharashtra;

(d) the measures proposed to expand solar manufacturing capacity particularly in Maharashtra; and

(e) whether the Government plans to create incentives for manufacturers of solar modules and solar cells in the country and if so, the details thereof?

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

(a) and (b): To monitor the effective implementation at the grassroots level, PM KUSUM Scheme and PM Surya Ghar Muft Bijli Yojana have already been incorporated under DISHA Committee of Ministry of Rural Development.

Additionally, to increase the reach of PM KUSUM and PM SGMBY schemes, extensive outreach and capacity-building workshops are conducted by the Ministry from time to time. This includes Regional Workshops on RE with state public representatives across the country.

(c): The domestic solar PV manufacturing capacity has increased significantly during the last three years. The solar PV module manufacturing capacity under Approved List of Models and Manufacturers (ALMM) List-I was around 22 GW in March 2023, which has increased to around 213 GW presently. The first ALMM List-II for solar PV cells was issued on 31.07.2025, having around 13 GW of solar cell manufacturing capacity, which has now increased to around 32 GW presently. Thus, there has been rapid increase in domestic

manufacturing capacities of solar modules and solar cells, resulting in increased availability thereof for projects under PM-KUSUM. Further, under PM-KUSUM projects under Component B and C are mandated to use domestically manufactured solar PV cells and modules. However, for Component C (FLS), waiver for domestically manufactured solar PV cells was given to those projects where Letter of Awards were issued till 31.03.2024.

Under Component A, all projects where last date of bid submission was after 31st August 2025, are mandated to use domestically manufactured solar PV cells and modules.

(d) and (e): The Government has taken several measures to promote domestic solar cell and module manufacturing in the country, including Maharashtra, which inter-alia include, Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules, Domestic Content Requirement (DCR) provisions under certain schemes of the Ministry of New and Renewable Energy (MNRE), exemption of customs duty on import of specified capital goods required for manufacture of solar cells and modules, and imposition of Basic Customs Duty (BCD) on imported solar PV cells and modules.

ठसके वाली रेलवे लेवल क्रॉसिंग पर आरओबी का निर्माण

3954. श्री सतपाल ब्रह्मचारी:

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

(क) क्या सरकार को इस बात की जानकारी है कि सोनीपत लोक सभा निर्वाचन क्षेत्र में गोहाना-मेहम मार्ग पर ठसके वाली रेलवे लेवल क्रॉसिंग के बार-बार बंद होने के कारण गंभीर ट्रैफिक जाम

होता है, दुर्घटनाओं का जोखिम रहता है और एम्बुलेंस, स्कूली छात्रों और किसानों को अत्यधिक असुविधा होती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त स्थान पर रेलवे ओवर ब्रिज (आरओबी) के निर्माण के लिए कोई सर्वेक्षण, विस्तृत परियोजना रिपोर्ट (डीपीआर) अथवा मंजूरी की प्रक्रिया चल रही है और यदि हां तो इसकी वर्तमान स्थिति क्या है;

(ग) क्या सरकार ने जुलाना रेलवे स्टेशन पर ट्रेन संख्या 20423/20424 और 15909/15910 (अवध असम एक्सप्रेस) का ठहराव प्रदान करने की मांग पर विचार किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और

(घ) जनहित तथा यात्रियों की सुविधा के लिए इन दोनों मांगों को शीघ्र स्वीकृति प्रदान करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं/उठाए जाने हैं?

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

(क) से (घ): संरक्षा के साथ-साथ परिचालनिक दक्षता में सुधार लाने के उद्देश्य से, समपार को या तो समपारों के स्थान पर ऊपरी सड़क पुल/निचले सड़क पुल बनाकर या सीधे बंद करके (कम यातायात वाले समपारों के लिए) या स्थान की स्थितियों के आधार पर सड़क यातायात का नजदीकी ऊपरी सड़क पुल/निचले सड़क पुल/समपार की ओर परिवर्तित करके समाप्त किया जाता है।

वर्ष 2004-14 की अवधि कि तुलना में वर्ष 2014-26 (मई 2026 तक) के दौरान भारतीय रेल पर निर्मित ऊपरी/निचले सड़क पुलों की संख्या निम्नानुसार है:

अवधि	निर्मित ऊपरी/निचले सड़क पुल
2004-14	4,148 अदद
2014-26 (मई, 2026 तक)	14,451 अदद (553 अदद हरियाणा राज्य में)

दिनांक 01.06.2026 की स्थिति के अनुसार, भारतीय रेल में लगभग ₹1,17,492 करोड़ की लागत से 4,993 ऊपरी/निचले सड़क पुल के कार्य स्वीकृत हैं, जिनमें हरियाणा राज्य में लगभग ₹2899 करोड़ की लागत पर स्वीकृत 166 ऊपरी सड़क पुल/निचले सड़क पुल के कार्य भी शामिल हैं, जो योजना और निष्पादन के विभिन्न चरणों में हैं।

सोनीपत संसदीय क्षेत्र में 113 ऊपरी सड़क पुल/निचले सड़क पुल स्थित हैं। इसके अलावा, सोनीपत संसदीय क्षेत्र में लगभग ₹ 70 करोड़ की लागत से 07 ऊपरी पुल/सड़क निचले पुल कार्यों को स्वीकृति दी गई है, जो योजना और कार्यान्वयन के विभिन्न चरणों में हैं।

रोहतक जंक्शन-पानीपत जंक्शन खंड के गोहाना यार्ड में किमी 300/3-4 पर स्थित समपार संख्या 29 (ठसके वाली रेलवे क्रॉसिंग) को समाप्त करने के लिए, इसके स्थान पर सड़क ऊपरी पुल/सड़क निचले पुल के निर्माण हेतु तकनीकी व्यवहार्यता रिपोर्ट/विस्तृत परियोजना रिपोर्ट तैयार करने का कार्य शुरू कर दिया गया है।

भारतीय रेल पर समपारों के स्थान पर ऊपरी/निचले सड़क पुलों के निर्माण कार्यों की स्वीकृति सतत् और गतिशील प्रक्रिया है। गाड़ी परिचालन में संरक्षा, गाड़ियों की गतिशीलता एवं सड़क उपयोगकर्ताओं पर पड़ने वाले प्रभाव तथा व्यवहार्यता आदि के आधार पर ऐसे कार्यों की प्राथमिकता निर्धारित करके उन्हें शुरू किया जाता है।

ऊपरी/निचले सड़क पुलों के कार्यों का पूरा होना और चालू होना कई कारकों जैसे समपार को बंद करने के लिए सहमति देने में राज्य सरकारों का सहयोग, पहुंच मार्ग संरेखण का निर्धारण, सामान्य व्यवस्था आरेखण का अनुमोदन, भूमि अधिग्रहण, अतिक्रमण को हटाना, अतिलंघनकारी जनोपयोगी सेवाओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृति, परियोजना/कार्य स्थलों के क्षेत्र में कानून और व्यवस्था की स्थिति, जलवायु परिस्थितियों आदि के कारण परियोजना/क्षेत्र विशेष में एक वर्ष में कार्य करने के मौसम की समयावधि आदि पर निर्भर करता है। ये सभी कारक परियोजनाओं/कार्यों को पूरा करने के समय को प्रभावित करते हैं।

रेलवे ने कार्यों की प्रगति में तेजी लाने के लिए निम्नलिखित उपाय किए हैः

i. सुचारू निष्पादन सुनिश्चित करने के लिए सामान्य व्यवस्था आरेखण (जीएडी) को अंतिम रूप देने से पहले संबंधित राज्य सरकार/सड़क स्वामित्व प्राधिकरण के साथ संयुक्त सर्वेक्षण किया जाता है।

ii. ऊपरी/निचले सड़क पुलों कार्यों से संबंधित विभिन्न मुद्दों को सुलझाने के लिए रेलवे और राज्य सरकार के अधिकारियों के साथ आवधिक बैठकें की जाती हैं।

iii. डिजाइन के अनुमोदन के दौरान विलंब से बचने के लिए रेलवे के हिस्से में स्पैन के विभिन्न संयोजनों, तिर्यकता और सड़क की चौड़ाई के अधिसंरचना और उपसंरचना के आरेखणों का मानकीकरण किया गया है। इसे सार-संग्रह के रूप में जारी किया गया है, जिसे रेल लाइनों पर ऊपरी सड़क पुल निर्माण के लिए त्वरित योजना बनाने हेतु सीधे अपनाया जा सकता है।

वर्तमान में, जुलाना स्टेशन 21 गाड़ी सेवाओं से सेवित हैं, जो अन्य स्थानों के अलावा दिल्ली, श्री माता वैष्णो देवी कटड़ा, चेन्नै, गांधीनगर, कन्याकुमारी जैसे गंतव्यों के लिए सीधी सम्पर्कता प्रदान करता है।

क्र.सं.	**रेलगाड़ी संख्या और नाम**
1	14023 दिल्ली -कुरुक्षेत्र एक्सप्रेस
2	14024 कुरुक्षेत्र-दिल्ली एक्सप्रेस
3	16032 श्री माता वैष्णो देवी कटड़ा-एम. जी. आर चेन्नै सेंट्रल एक्सप्रेस
4	16318 श्री माता वैष्णो देवी कटड़ा-कन्याकुमारी एक्सप्रेस
5	16788 श्री माता वैष्णो देवी कटड़ा-तिरुनेलवेली एक्सप्रेस
6	19411 गांधीनगर कैपिटल-दौलतपुर चौक एक्सप्रेस
7	19412 दौलतपुर चौक-गांधीनगर कैपिटल एक्सप्रेस
8	54023 रोहतक-जींद पैसेंजर
9	54024 जींद-दिल्ली पैसेंजर
10	54031 दिल्ली-जींद पैसेंजर
11	54032 जींद-दिल्ली पैसेंजर

12	54033 शकूरबस्ती-नरवाना पैसेंजर
13	54034 जींद-दिल्ली पैसेंजर
14	54035 दिल्ली-जाखल पैसेंजर
15	54036 जाखल-शकूरबस्ती पैसेंजर
16	64912 जींद-न्यू दिल्ली मेमू
17	64915 न्यू दिल्ली-जींद मेमू
18	64931 दिल्ली-जींद मेमू
19	64932 जींद-दिल्ली मेमू
20	74015 रेवाड़ी-जींद डेमू
21	74016 जींद-रेवाड़ी डेमू

इसके अलावा, 20423/20424 सिवनी-फिरोजपुर कैंट पातालकोट एक्सप्रेस और 15909/15910 डिब्रूगढ़-लालगढ़ अवध असम एक्सप्रेस का जींद (जुलाना के पास) में निर्धारित ठहराव है।

इसके अतिरिक्त, भारतीय रेल पर ठहराव प्रदान करना एक सतत् प्रक्रिया है, जो परिचालनिक व्यवहार्यता, संसाधनों की उपलब्धता, यातायात औचित्य आदि पर निर्भर करती है।

UPGRADATION OF INFRASTRUCTURE AND ADOPTION OF NEW TECHNOLOGY IN POST OFFICES IN KARNATAKA

3955. SHRI M. MALLESH BABU:

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

(a) the details of infrastructure upgradation and modernization works undertaken in post offices across Karnataka including the Kolar Lok Sabha Constituency during the last five years;

(b) the details of funds allocated, released and utilised for infrastructure development, modernization and adoption of new technologies in post offices in Karnataka including the Kolar Lok Sabha Constituency during the last five years, year and district-wise;

(c) the details of new technologies introduced in post offices including digital services, IT infrastructure, core banking, parcel processing, automation and customer service facilities, and the extent of their implementation in Karnataka particularly in the Kolar Lok Sabha Constituency; and

(d) the steps taken/being taken by the Government to further modernize post offices, improve digital connectivity, strengthen infrastructure and enhance the quality, accessibility and efficiency of postal services in Karnataka particularly in the Kolar Lok Sabha Constituency?

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

(a): In Karnataka Postal Circle, during the last 5 years, following infrastructure upgradation and modernization works have been undertaken:

Construction of new Post Office buildings	Renovation and upgradation of Post Office buildings	Facelifting of rented Post Office buildings	Renovation, branding and re-design of Post Office buildings	Preservation and restoration of heritage postal buildings
30	23	77	2	3

In Kolar, during the last 5 years, 6 Post Office buildings have been taken up for various infrastructure upgradation and modernization works.

(b): The year-wise details of fund allocated/released and utilized during the last 5 years for infrastructure development, modernization and adoption of new technologies in Post Offices in Karnataka Postal Circle including Kolar are given in the enclosed **Statement**.

(c): Under the IT Modernization Project 2.0, Department has rolled out Advanced Postal Technology (APT) application across the country, including 1653 Departmental Post Offices (58 Head Post Offices and 1595 Sub Post Offices) of Karnataka Circle including 2 Head Post Offices and 66 Sub Post Offices of Kolar Postal Division, providing an integrated digital platform for booking, processing and delivery. Further, under APT, all kinds of digital payments (QR/Debit Cards/Credit Cards, etc.) have also been enabled for citizens to avail postal services. Besides, 7959 Branch Post Offices of Karnataka Circle, including 359 Branch Post Offices of Kolar Postal Division have been rolled out with Dak MITRA App which provides postal, banking, insurance and citizen centric services.

(d): In addition to steps taken as mentioned in reply to part (a) above, basic amenities such as clean drinking water, waiting areas, clean toilets, enhanced lighting are provided in Post Offices. Rails & ramps and Braille signages are also provided for inclusive access.

Digital Connectivity is ensured through Network Service Provider-1 (NSP-1) and NSP-2 throughout the Circle. In Kolar Postal Division, digital

connectivity is being provided in 2 Head Post Offices and 66 Sub Post Offices. Branch Post Offices are functioning with the mobile devices supplied by India Post Payments Bank. Besides, Department of Posts has incurred expenditure centrally for providing digital connectivity across all its Post Offices in India. In Kolar, digital connectivity is provided in 2 Head Post Offices and 66 Sub Post Offices.

STATEMENT

Details of funds allotted and utilized in Karnataka Postal Circle including Kolar:

(Figure in Rs.)

Year	Infrastructure development		Modernization and adoption of new technologies	
	Fund allotted	Fund utilized	Fund allotted	Fund utilized
2021-22	7,14,54,002	7,40,06,967	1,95,64,100	1,95,64,100
2022-23	6,99,57,347	7,40,69,367	8,44,66,585	8,44,66,457
2023-24	13,56,60,453	13,76,76,420	8,98,00,000	8,97,99,977
2024-25	10,02,66,095	10,09,75,496	2,00,00,000	1,98,39,406
2025-26	13,18,02,175	13,07,81,958	6,08,51,000	6,08,49,940
Total	**50,91,40,072**	**51,75,10,208**	**27,46,81,685**	**27,45,19,880**

SCHOLARSHIPS FOR MINORITY STUDENTS

3956. SHRI ARUN NEHRU:

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

(a) the details of the total number of Pre-Matric, Post-Matric, and Merit-cum-Means scholarships sanctioned for minority students in the Perambalur Lok Sabha constituency during the last three years;

(b) the total financial outlays disbursed directly through Direct Benefit Transfer into the bank accounts of the beneficiary students residing in the Perambalur district during the said period;

(c) whether the Government has received any complaints regarding significant delays in scholarship disbursements or portal verification issues hindering students from Perambalur and if so, the details thereof and the reasons therefore;

(d) the details of the verification mechanism adopted under the National Scholarship Portal to ensure timely and transparent disbursement of scholarships to eligible beneficiaries in Perambalur; and

(e) whether the Government proposes to simplify Aadhaar authentication and online verification procedures for scholarship applicants in Perambalur and if so, the details thereof?

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

(a) and (b): No scholarships have been sanctioned under the Pre-Matric, Post-Matric and Merit-cum-Means Scholarship Schemes and the corresponding financial outlay released through Direct Benefit Transfer (DBT) to eligible beneficiaries in the Perambalur Lok Sabha Constituency during the last three years as the scheme is not operational beyond 2021-22.

(c): The National Scholarship Portal (NSP) has a structured grievance redressal mechanism for addressing complaints relating to scholarship applications, verification and disbursement. No specific issue pertaining to

delays or portal verification in respect of Perambalur has been brought to the notice of the Ministry.

(d): Scholarships under the National Scholarship Portal are processed through a multi-level verification mechanism comprising Aadhaar-based authentication, institution verification, district/state-level verification, and system-based validation before approval and Direct Benefit Transfer (DBT) to the beneficiaries' Aadhaar-seeded bank accounts. The portal also incorporates de-duplication and validation checks to ensure transparency and timely disbursement.

(e): The Ministry continuously reviews and streamlines the implementation of scholarship schemes in coordination with the National Scholarship Portal. Necessary improvements are undertaken from time to time to simplify Aadhaar authentication, online verification and application processing while ensuring transparency, accountability and proper verification of beneficiaries.

सार्वजनिक वितरण प्रणाली में खाद्यान्न की गुणवत्ता

3957. श्री चिन्तामणि महाराज:

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

(क) क्या सरकार ने छत्तीसगढ़ में सरगुजा सहित विशेषकर जनजातीय और दूर-दराज के क्षेत्रों में सार्वजनिक वितरण प्रणाली (पीडीएस) के तहत वितरित खाद्यान्न की गुणवत्ता सुनिश्चित करने के लिए निगरानी तंत्र को मजबूत करने हेतु कोई विशेष कदम उठाए हैं;

(ख) यदि हां, तो सरगुजा जिले में खाद्यान्न के गुणवत्ता परीक्षण, भंडारण, परिवहन और नियमित निरीक्षण के संबंध में उठाए गए कदमों का ब्यौरा क्या है; और

(ग) पात्र लाभार्थियों को गुणवत्तापूर्ण खाद्यान्न की आपूर्ति सुनिश्चित करने और सरणुजा क्षेत्र में सार्वजनिक वितरण प्रणाली को अधिक पारदर्शी और प्रभावी बनाने के लिए इन प्रयासों के माध्यम से सरकार द्वारा आगे क्या कदम उठाए जा रहे हैं?

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

(क): भारत सरकार के विभिन्न सामाजिक सुरक्षा कार्यक्रमों के तहत खाद्यान्नों की खरीद, भंडारण और पात्र लाभार्थियों तक इसके वितरण के दौरान खाद्यान्नों की गुणवत्ता मानकों को एक समान बनाए रखने के लिए विभाग ने एक गुणवत्ता नियंत्रण पुस्तिका तैयार करके जारी की है।

(ख): खाद्यान्नों की गुणवत्ता परीक्षण, भंडारण, परिवहन और नियमित निरीक्षण के संबंध में उठाए गए कदम का विवरण (छत्तीसगढ़ के सरगुजा जिले सहित) निम्नलिखित है:

गुणवत्ता परीक्षण और नियमित निरीक्षण:

खाद्य सुरक्षा एवं मानक अधिनियम, 2006 तथा उसके अधीन बनाए गए विनियमों के तहत निर्धारित गुणवत्ता एवं सुरक्षा मानकों का अनुपालन सुनिश्चित करने के लिए संबंधित राज्यों/संघ राज्य क्षेत्रों के खाद्य सुरक्षा विभागों द्वारा सार्वजनिक वितरण प्रणाली के अंतर्गत खाद्यान्नों सहित विभिन्न खाद्य उत्पादों की नियमित निगरानी, निरीक्षण तथा यादृच्छिक नमूना परीक्षण किया जाता है।

भंडारण:

- स्मार्ट भांडागार परियोजना: स्मार्ट भांडागार सभी डिपुओं में वास्तविक समय की दृश्यता, समय पर हस्तक्षेप, डेटा-आधारित निर्णय लेना और मानकीकृत संचालन सुनिश्चित करता है, जिससे खाद्यान्न का सुरक्षित, संरक्षित और कुशल भंडारण और वितरण सुनिश्चित होता है।

- डिपो दर्पण पोर्टल: डिपो दर्पण पोर्टल, विभाग द्वारा पीडीएस के तहत खाद्यान्न भंडारण डिपुओं और भांडागारों की निगरानी, पारदर्शिता और दक्षता बढ़ाने के लिए शुरू किया गया एक डिजिटल प्लेटफॉर्म है।
- साइलो: साइलो भंडारण थोक खाद्यान्न भंडारण की एक अत्यधिक मशीनीकृत और आधुनिक विधि का प्रतिनिधित्व करता है, जो बेहतर संरक्षण और बढ़ी हुई शेल्फ लाइफ सुनिश्चित करता है।

परिवहन: विभाग ने जीपीएस-सक्षम लाइव ट्रैकिंग समाधान, अर्थात् वाहन लोकेशन ट्रैकिंग प्रणाली (वीएलटीएस) विकसित की है। इस परियोजना का उद्देश्य खाद्यान्नों के परिवहन में प्रयुक्त वाहनों की निरंतर निगरानी हेतु वाहन ट्रैकिंग प्रणाली स्थापित करना है, ताकि परिवहन के दौरान सार्वजनिक वितरण प्रणाली के खाद्यान्नों की चोरी एवं हेराफेरी को रोका जा सके।

(ग): विभाग द्वारा प्रयोगशालाओं की गतिविधियों की वास्तविक समय आधार पर निगरानी के लिए गुणवत्ता प्रबंधन प्रणाली (क्यूएमएस) विकसित की गई है। इस प्रणाली का उद्देश्य प्रचालन योजना को सुदृढ़ बनाना, खाद्यान्नों की गुणवत्ता नियंत्रण व्यवस्था में सुधार करना तथा खाद्यान्नों की खरीद, संरक्षण एवं संपूर्ण आपूर्ति श्रृंखला प्रक्रिया में अधिक विश्वसनीयता एवं सटीकता सुनिश्चित करना है।

इसके अतिरिक्त, सरकार द्वारा देश में (छत्तीसगढ़ के सरगुजा क्षेत्र सहित) सार्वजनिक वितरण प्रणाली को अधिक पारदर्शी और प्रभावी बनाने के लिए निम्नलिखित कदम उठाए जा रहे हैं:

i. डिजिटलीकरण और आधार सीडिंग: सभी राज्यों/संघ राज्यों क्षेत्रों में राशन कार्ड/लाभार्थी डाटाबेस 100% डिजिटाइज़ हो गया है; 99.7% राशन कार्ड आधार से जोड़ दिए गए हैं, जिससे अपात्र/डुप्लिकेट राशन कार्डों को हटाया गया है।
ii. पारदर्शिता और शिकायत निवारण: सभी राज्यों/संघ राज्यों क्षेत्रों में पारदर्शिता पोर्टल और ऑनलाइन शिकायत निवारण/टोल-फ्री हेल्पलाइन संचालित हैं।

iii. ऑनलाइन आबंटन और आपूर्ति श्रृंखला का कंप्यूटरीकरण: सभी राज्यों/संघ राज्यों क्षेत्रों में ऑनलाइन आबंटन लागू किया गया; 31 राज्यों/संघ राज्यों क्षेत्रों में आपूर्ति श्रृंखला का कंप्यूटरीकरण किया गया (चंडीगढ़, पुद्दुचेरी और शहरी दादरा और नगर हवेली को छोड़कर, जिन्होंने डीबीटी नकद अंतरण अपनाया है)।

iv. उचित दर दुकानों स्तर पर ईपीओएस-आधारित आधार प्रमाणीकरण: 5.51 लाख उचित दर दुकानों में से 5.50 लाख (99.8%) दुकानों को ईपीओएस डिवाइस से स्वचालित किया गया है, जिससे वितरण के समय लाभार्थियों का बायोमेट्रिक प्रमाणीकरण सुनिश्चित होता है और राशन की हेराफेरी पर रोक लगती है।

v. एक राष्ट्र एक राशन कार्ड (ओएनओआरसी): सभी 36 राज्यों/संघ राज्यों क्षेत्रों में देशव्यापी पोर्टेबिलिटी लागू की गई, जिसमें पीएमजीकेएवाई के सभी लाभार्थी शामिल हैं; अब तक 221 करोड़ से ज़्यादा पोर्टेबिलिटी लेन-देन दर्ज किए गए हैं, जिससे लाभार्थियों के छूटने और डुप्लिकेट दावे करने की समस्या कम हुई है।

vi. वास्तविक पात्र लाभार्थियों को लक्षित करना: आधार/पीडीएस डाटा विश्लेषण का इस्तेमाल करके एक विशेष डि-डुप्लीकेशन तथा लाभार्थी सत्यापन अभियान चलाया गया, जिसमें अपात्र/डुप्लीकेट लाभार्थियों की पहचान करके उन्हें हटाया गया; इसमें 5.95 करोड़ लाभार्थियों को चिह्नित किया गया (ज़मीन के मालिकाना हक वाले मामलों को छोड़कर) और 2.35 करोड़ लाभार्थियों को हटाया गया।

vii. स्मार्ट-पीडीएस सुधार पहल: इसे राशन कार्ड प्रबंधन, वितरण, आपूर्ति श्रृंखला और शिकायत निवारण के मॉड्यूल के साथ लागू किया जा रहा है, ताकि राज्य-स्तर पर टीपीडीएस के प्रचालन को और अधिक मानकीकृत तथा डिजिटल रूप से एकीकृत किया जा सके।

viii. निर्मल और सक्षम: सार्थक-पीडीएएस व्यापक योजना (2026–31) के तहत नई पहलें की जा रही हैं, जिनका उद्देश्य डाटा संरचना/विश्लेषिकी (निर्मल) को सुदृढ़ करना और खाद्यान्न की

खरीद से लेकर लाभार्थियों तक वितरण की संपूर्ण प्रक्रिया (सक्षम) में वास्तविक समय डाटा एकीकरण (वीएलटीएस सहित) सुनिश्चित करना है।

SKILL DEVELOPMENT IN RENEWABLE ENERGY SECTOR

3958. SHRI SHASHANK MANI:

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

(a) the initiatives taken by the Government to develop skilled manpower for the renewable energy sector during the last five years, State-wise;

(b) the details of persons trained and certified under Government supported programmes, State-wise;

(c) whether specialised training programmes have been organised in eastern Uttar Pradesh and if so, the details thereof; and

(d) the roadmap of the Government for expanding green employment opportunities through renewable energy adoption?

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

(a) : The Ministry of New and Renewable Energy (MNRE) has taken several initiatives to develop skilled manpower through various capacity building and skill developmental programmes in the renewable energy sector in the country, which are given in the enclosed **Statement-I.**

(b) : As per the records available with this office, the state wise number of trained and certified persons under Government supported programmes during the last five years are given in **Table - 1 to 2** of the **Statement-II.**

(c) : The Ministry of New and Renewable Energy (MNRE) is implementing the trainings under Suryamitra Skill Development programme, PM Surya Ghar Muft Bijli Yojana *(PMSGMBY)* and National Green Hydrogen Mission (NGHM) on a pan-India basis including eastern Uttar Pradesh through approved training centres, as given at **Statement-I.**

(d) : The adoption of renewable energy (RE) comprising solar, wind, bioenergy, hydropower, green hydrogen and energy storage generates significant employment opportunities across the manufacturing, installation, operation, and maintenance segments of the sector. Accordingly, to develop trained workforce and facilitate employment generation in the renewable energy sector, the MNRE is implementing various skill development programmes, as detailed in part (a) of this reply.

Additionally, to institutionalise renewable energy education and training and meet the requirement for qualified and trained manpower in the country, the Human Resource Development scheme of the MNRE has been continued for the period from FY 2026-27 to FY 2030-31.

STATEMENT-I

The Ministry of New and Renewable Energy (MNRE) is implementing the following capacity building and skill developmental programmes to develop skilled manpower in the renewable energy sector:

i. Skill development programmes such as Suryamitra (Solar PV Technician), Vayumitra (Wind Power Plant Technician) and Jal-urjamitra (Small Hydro Power Plant Technician) are being implemented under short term training component of Human Resource Development Programme. These programmes are being implemented to equip youth with skills in Solar, Wind and Bio energy through its autonomous research institutions namely National Institute of Solar Energy (NISE) Gurugram, Haryana, National Institute of Wind Energy (NIWE), Chennai, National Institute of Bio Energy (NIBE), Kapurthala, Punjab. The skilling program of the Ministry in hydro power is administered through Hydro and Renewable Energy Department (HRED), IIT Roorkee. The implementing agencies are executing these programmes through empaneled Training centers located throughout the country.

ii. Under PM Surya Ghar Muft Bijli Yojana *(PMSGMBY)*, to build capable local expert workforce for installation/design/ O&M for solar roof top systems throughout the country, trainings for the Technicians/ Electricians/ Installers/ Engineers/ Supervisors / vendors / trainers are being imparted through Directorate General of Training (DGT), National Institute for Entrepreneurship and Small Business Development (NIESBUD), National Institute of Solar Energy (NISE), Skill Council of Green Jobs (SCGJ) and TATA Power Skill Development Institute (TPSDI) etc.

iii. Further, skilling of manpower is done for Green Hydrogen Sector under the National Green Hydrogen Mission (NGHM) through a scheme on skilling, up-skilling and re-skilling.

iv. All the skilling programmes are implemented on Pan-India basis except Vayumitra and Jalurjamitra skill development programmes which are implemented in Wind rich and Small Hydro Power (SHP) rich states respectively, as given in table below:

Name of the Programme	**Implemented States/UTs**
Vayumitra	Rajasthan, Gujarat, Maharashtra, Karnataka, Tamilnadu, Andhra Pradesh, Telangana, Madhya Pradesh & Kerala
Jalurjamitra	J&K, Ladakh, HP, Uttarakhand, Sikkim, Arunachal Pradesh, Kerala, Meghalaya, Jharkhand, Karnataka, Andhra Pradesh, Orissa and NER states.

STATEMENT- II

Table 1: State wise trained and certified candidates under Suryamitra, Jal-urjamitra and Vayumitra skill development programmes during the last five years (FY 2021-22 to 2025-26)

S.No.	**State/UT**	**No. of Trained & Certified candidates**			
		Suryamitras	**Jalurjamitras**	**Vayumitras**	**Total**
1	Andaman and Nicobar Islands	0	0	0	0
2	Andhra Pradesh	460	261	41	762

3	Arunachal Pradesh	120	29	0	149
4	Assam	198	0	0	198
5	Bihar	390	0	4	394
6	Chandigarh	53	0	0	53
7	Chhattisgarh	293	0	0	293
8	Dadra and Nagar Haveli & Daman and Diu	0	0	0	0
9	Delhi	44	0	2	46
10	Goa	0	0	0	0
11	Gujarat	439	0	219	658
12	Haryana	257	0	0	257
13	Himachal Pradesh	90	133	0	223
14	Jammu and Kashmir	1377	0	0	1377
15	Jharkhand	120	0	1	121
16	Karnataka	499	53	254	806
17	Kerala	193	0	18	211
18	Ladakh	46	0	0	46
19	Lakshadweep	0	0	0	0
20	Madhya Pradesh	2692	0	131	2823
21	Maharashtra	1189	239	597	2025
22	Manipur	0	0	0	0
23	Meghalaya	60	0	0	60
24	Mizoram	0	0	0	0
25	Nagaland	0	0	0	0
26	Odisha	642	510	0	1152
27	Pondicherry	87	0	4	91
28	Punjab	549	0	0	549
29	Rajasthan	3062	0	391	3453
30	Sikkim	30	0	0	30
31	Tamil Nadu	957	115	1029	2101
32	Telangana	569	0	6	575
33	Tripura	90	0	0	90

34	Uttar Pradesh	3194	0	1	3195
35	Uttarakhand	503	324	0	827
36	West Bengal	503	0	1	504
Total:		18706	1664	2699	23069

Table 2: State wise trained and certified candidates under PM Surya Ghar Muft Bijli Yojana (PMSGMBY) & National Green Hydrogen Mission (NGHM) during the last five years (FY 2021-22 to 2025-26)

S. No.	State /UT	Trained and certified candidates under							
		PMSGMBY						NGHM	
		Solar Installers/ Engineers/ Technicians	Solar Helpers/ Assistant Technicians	Entrepreneurs as Vendors	Rooftop Solar Supervisors	DISCOM Officials	Total	Trained	Certified
1	Andaman & Nicobar Islands	100	-	-	-	-	100	-	-
2	Andhra Pradesh	8,373	26	1863	4	-	10266	331	320
3	Arunachal Pradesh	15	-	-	-	-	15	-	-
4	Assam	764	944	1162	-	-	2870	131	124
5	Bihar	9098	482	4523	45	-	14148	-	-
6	Chandigarh	91	-	30	-	-	121	-	-
7	Chhattisgarh	874	250	861	-	-	1985	-	-
8	Delhi	450	122	-	214	859	1645	269	253
9	Goa	103	-	-	-	-	103	-	-
10	Gujarat	3283	435	1684	122	897	6421	725	643
11	Haryana	6874	579	1085	-	-	8538	676	639
12	Himachal Pradesh	2,952	169	2407	-	-	5528	-	-
13	Jammu And Kashmir	2694	2703	1138	1	-	6536	-	-
14	Jharkhand	1536	1187	1033	564	44	4364	-	-
15	Karnataka	13324	238	317	6	-	13885	177	165
16	Kerala	4309	38	53	61	-	4461	-	-
17	Ladakh	14	-	149	-	-	163	-	-

18	Lakshadweep	-	-	-	-	-	-	-	-
19	Madhya Pradesh	5091	2542	1842	12	1229	10716	684	613
20	Maharashtra	5804	755	1864	813	296	9532	613	539
21	Manipur	38	-	425	-	-	463	-	-
22	Meghalaya	40	-	-	-	-	40	-	-
23	Mizoram	6	-	-	-	-	6	-	-
24	Nagaland	18	-	-	-	-	18	-	-
25	Odisha	3478	544	3297	506	316	8141	384	278
26	Puducherry	217	-	142	-	-	359	-	-
27	Punjab	2126	1352	3899	1	-	7378	-	-
28	Rajasthan	5700	2294	2042	23	1464	11523	653	582
29	Sikkim	90	85	-	-	-	175	-	-
30	Tamil Nadu	2845	451	951	282	71	4600	217	193
31	Telangana	6095	364	293	1	-	6753	-	-
32	Dadra and Nagar Haveli & Daman and Diu	45	-	-	3	-	48	-	-
33	Tripura	498	-	159	-	-	657	-	-
34	Uttar Pradesh	11917	7757	5904	166	4	25748	2831	2468
35	Uttarakhand	1182	366	1623	-	-	3171	240	233
36	West Bengal	297	702	521	334	-	1854	218	198
Total		**100341**	**24385**	**39267**	**3158**	**5180**	**172331**	**8149**	**7248**

CHIPS TO STARTUP PROGRAMME

3959. SHRI Y. S. AVINASH REDDY:

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

(a) the current status of the Chips to Startup (C2S) Programme in Andhra Pradesh;

(b) the number of engineering institutions and startups from the State participating in the Programme; and

(c) the details of number of semiconductor designs, prototypes or chips developed under the Programme by institutions in Andhra Pradesh?

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

(a) to (c): Guided by the vision of the Hon'ble Prime Minister Shri Narendra Modi to make India a global hub for semiconductor chip design, the Government has undertaken focused policy interventions and sustained investments in semiconductor education, research, and design infrastructure, thereby strengthening the country's semiconductor design ecosystem and talent base.

Chips to Start-ups (C2S) Programme has been initiated for capacity-building across the country and to address the issue of workforce talent gap and chip design infrastructure in the semiconductor design area. C2S Programme aims to generate 85,000 numbers of industry-ready manpower at B.Tech, M.Tech, and PhD levels specialized in semiconductor chip design area.

Under the C2S Programme:

i. More than **68,000 students** have been trained under the programme so far.

ii. Access to advanced Electronic Design Automation (EDA) tools from Synopsys, Cadence, Siemens EDA, Ansys, Keysight, Silvaco, Renesas-Altium, AMD-Xilinx, AsterQuanta, Compcarta, Cadre and

AMD-Xilinx has been provided to 332 academic institutions across the country.

iii. Participating institutions have successfully taped out 254 chip designs, comprising 175 designs at the 180 nm technology node at SCL, Mohali, and 79 designs at overseas semiconductor foundries.

In the State of Andhra Pradesh:

(i) 23 academic institutions have been provided access to advanced EDA tools under the C2S Programme, with cumulative utilization exceeding 4.34 lakh tool-hours as per list given below:

Sr No	Name of Institution
1	Indian Institute of Technology Tirupati
2	Indian Institute of Information Technology Design and Manufacturing Kurnool
3	National Institute of Technology Andhra Pradesh
4	Shri Vishnu Engineering College for Women, Bhimavaram
5	Vignan's Foundation for Science Technology and Research, Guntur
6	Vellore Institute of Technology (VIT-AP) University, Amaravati, AP
7	SRM University, AP
8	Jawaharlal Nehru Technological University (JNTU), Kakinada
9	Jawaharlal Nehru Technological University (JNTU), Anantapur
10	V.R. Siddhartha Engineering College, Vijayawada
11	Anil Neerukonda Institute of Technology & Sciences (ANITS), Visakhapatnam
12	Vishnu Institute of Technology, AP
13	Sagi Rama Krishnam Raju (SRKR) Engineering College, Andhra Pradesh
14	GMR Institute of Technology (GMRIT), Andhra Pradesh
15	G. Pullaiah College of Engineering and Technology, Kurnool
16	Koneru Lakshmaiah Education Foundation, Guntur

17	Vignan's Institute of Information Technology, Visakhapatnam
18	Mohan Babu University, Tirupati, Andhra Pradesh
19	Narayana Engineering College, Gudur, Andhra Pradesh
20	Sri Vasavi Engineering College, Tadepalligudem, Andhra Pradesh
21	Gayatri Vidya Parishad College of Engineering, Visakhapatnam
22	Santhiram Engineering College, Nandyal, Kurnool
23	National Institute of Electronics and Information Technology Tirupati

(ii) The following research projects have been financially supported to promote semiconductor chip design research and strengthen capacity building across four academic institutions:

a) **Development of a secure RISC-V processor for cryptographic applications** – Indian Institute of Technology (IIT) Tirupati.

b) **Development of a hardware accelerator to improve computing performance for high-performance computing and cyber-physical systems** – Indian Institute of Information Technology Design and Manufacturing (IIITDM) Kurnool.

c) **Development of an energy-efficient neuromorphic processor for edge Internet of Things (IoT) applications** – National Institute of Technology (NIT) Andhra Pradesh.

d) **Development of a memory-efficient co-processing unit for edge Artificial Intelligence (AI) applications** – Shri Vishnu Engineering College for Women, Bhimavaram.

The projects are currently at various stages of design and development. Depending on their scope and maturity, they are expected to progress towards

prototype validation, including tape-out at semiconductor foundries, wherever applicable.

APPOINTMENT OF CHAIRPERSON AND MEMBERS OF DATA PROTECTION BOARD OF INDIA

3960. SHRI MANISH TEWARI:

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

(a) whether the Chairperson and Members of the Data Protection Board of India have been appointed, if so, the details thereof and if not, the reasons for the delay considering that the Board was established in November 2025 while applications for the posts of Chairperson and four Members were invited only in May 2026 along with the time by which the appointments are likely to be made;

(b) whether any Consent Managers have been registered under the Act and if so, the details thereof, and if not, the reasons for the delay in operationalising the registration framework and the timeline fixed therefor;

(c) the number of personal data breach intimations and complaints received by the Government since November 2025 along with the action taken thereon; and

(d) the details of steps taken by the Government to create awareness among citizens about their rights as Data Principals particularly among women, senior citizens, rural residents and persons with disabilities?

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

(a) to (d): The Digital Personal Data Protection Act, 2023 ("Act") provides for the processing of digital personal data in a manner that recognises both the rights of the individual to protect their personal data and the need to process such personal data for lawful purposes.

The Act, and the Digital Personal Data Protection Rules, 2025 ("Rules") notified on 13 November, 2025 provide a timeline for phased implementation of its provisions over an eighteen-month transition period, including the establishment of the Data Protection Board ("Board"). The Rules specify the following implementation timelines:

- Phase 1: Establishment and operationalisation of the Data Protection Board of India
- Phase 2: (within one year): Registration and functioning of Consent Managers
- Phase 3: (within eighteen months): Compliance obligations for Data Fiduciaries including data principal rights, security safeguards and breach notification.

The Government has taken various measures to promote widespread awareness and adoption of the Digital Personal Data Protection (DPDP) Act by educating citizens on their rights & duties and capacity-building initiatives,

including workshops, conferences, expert sessions, and digital outreach campaigns.

मध्य प्रदेश में कोयला ब्लॉकों का प्रचालन

3961. श्री सतीश कुमार गौतम:

श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

श्री आशीष दुबे:

श्री जनार्दन मिश्रा:

डॉ. राजेश मिश्रा:

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

(क) वाणिज्यिक कोयला खनन के लिए नीलाम किए गए कोयला ब्लॉकों के प्रचालन के अंतर्गत हुई प्रगति का ब्यौरा क्या है और मध्य प्रदेश में ऐसे कोयला ब्लॉकों की संख्या कितनी है जहां उत्पादन शुरू हो गया है;

(ख) मध्य प्रदेश में वित्तीय वर्ष 2025-26 के दौरान वाणिज्यिक कोयला खदानों से कोयला उत्पादन और देश के कुल घरेलू कोयला उत्पादन में उनके योगदान का ब्यौरा क्या है;

(ग) मध्य प्रदेश में वाणिज्यिक कोयला खदानों के समयबद्ध विकास को सुनिश्चित करने के लिए वैधानिक स्वीकृतियों में तेजी लाने और आवश्यक अवसंरचनात्मक सहायता प्रदान करने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है;

(घ) मध्य प्रदेश के सिंगरौली जिले में विशेषकर धीरौली कोयला खदान में नए संचालित वाणिज्यिक कोयला ब्लॉकों में हरित पट्टी के विकास और वनीकरण के लिए सरकार द्वारा निर्धारित लक्ष्यों के संबंध में हुई प्रगति का ब्यौरा क्या है; और

(ङ) क्या क्षेत्र में इन कोयला खदानों के संचालन के कारण घटते भूजल स्तर और वायु प्रदूषण को रोकने के लिए किसी आधुनिक प्रौद्योगिकी का उपयोग किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क): जून 2020 में वाणिज्यिक कोयला खान नीलामी ढांचे के शुभारंभ के बाद से, कुल 141 वाणिज्यिक कोयला ब्लॉकों की सफलतापूर्वक नीलामी की गई है, जिनमें से 132 ब्लॉक आवंटित (30.06.2026 तक) किए गए हैं। राष्ट्रीय स्तर पर, 23 आवंटित वाणिज्यिक ब्लॉकों ने खान खोलने की अनुमति (एमओपी) प्राप्त कर ली है, और 15 ब्लॉक वर्तमान में कोयले का उत्पादन कर रहे हैं। शेष 8 ब्लॉक खान अवसंरचना विकास के माध्यम से प्रगतिशील हैं, जबकि अन्य 109 ब्लॉक अपने संबंधित कोयला खान विकास और उत्पादन करारों (सीएमडीपीए) के अनुसार अपनी निर्धारित विकास अवधि के भीतर हैं।

मध्य प्रदेश राज्य में 30 वाणिज्यिक कोयला ब्लॉक आबंटित किए गए हैं। इनमें से 9 ब्लॉकों ने एमओपी प्राप्त कर ली है, 4 ब्लॉकों ने कोयला उत्पादन शुरू कर दिया है और शेष 5 ब्लॉकों में खान अवसंरचना विकास के विभिन्न चरणों में अग्रसर हैं।

(ख): देश का समग्र घरेलू कोयला उत्पादन लगातार दो वित्तीय वर्षों के लिए 1 बिलियन टन (बीटी) के लक्ष्य को पार कर गया, जो वित्त वर्ष 2025-26 में 1039.81 मिलियन टन (मि.ट.) तक पहुंच गया। इसी अवधि के दौरान, देश भर में प्रचालनरत वाणिज्यिक खानों से कुल कोयला उत्पादन 26.12 मि.ट. रहा।

वित्त वर्ष 2025-26 के दौरान मध्य प्रदेश राज्य में प्रचालनरत वाणिज्यिक खानों से प्राप्त कोयला उत्पादन 0.30 मि.ट. था, जिसने कुल वाणिज्यिक उत्पादन में 1.15 प्रतिशत और देश के कुल घरेलू कोयला उत्पादन में 0.029 प्रतिशत का योगदान दिया है।

(ग): वाणिज्यिक कोयला खानों के प्रचालन में तेजी लाने और "ईज ऑफ डूइंग बिजनेस" को बढ़ावा देने के लिए, कोयला मंत्रालय ने कई ऐतिहासिक संरचनात्मक और प्रक्रियात्मक सुधार प्रारंभ किए हैं

- प्रत्यायित पूर्वेक्षण एजेंसियां (एपीए): मंत्रालय ने एमएमडीआर अधिनियम, 1957 के तहत 44 निजी कंपनियों को एपीए के रूप में अधिसूचित किया है, जिससे सफल बोलीदाताओं को पूर्व पूर्वेक्षण लाइसेंस की अनिवार्य आवश्यकता के बिना भूवैज्ञानिक अन्वेषण करने की अनुमति प्राप्त होती है।
- सुव्यवस्थित जीआर अनुमोदन: भूवैज्ञानिक रिपोर्ट (जीआर) के मंत्रालय के अनुमोदन की अनिवार्य आवश्यकता को समाप्त कर दिया गया है, और अब एक मान्यता प्राप्त एजेंसी द्वारा एक सहकर्मी-समीक्षा तंत्र को अनुमोदित माना जाता है।
- कोलियरी नियंत्रण नियम, 2004 संशोधन: कोयला नियंत्रक संगठन से अनिवार्य खान खोलने की अनुमति को पूरी तरह से समाप्त करने के लिए नियमों में संशोधन किया गया था, जिससे संबंधित कंपनियों के बोर्डों को खान खोलने की मंजूरी देने का अधिकार प्राप्त हो गया है।
- कोकिंग कोल के लिए महत्वपूर्ण खनिज स्थिति: कोकिंग कोल को एमएमडीआर अधिनियम, 1957 के तहत एक महत्वपूर्ण और कार्यनीतिक खनिज के रूप में विनिर्दिष्ट किया गया है, जिससे पर्यावरण मंजूरी (ईसी) और वन मंजूरी (एफसी) प्राप्त करने में काफी तेजी आई है।
- सिंगल विंडो क्लीयरेंस सिस्टम (एसडब्ल्यूसीएस): एक एकीकृत डिजिटल पोर्टल का प्रचालन किया गया है और इसे एंड-टू-एंड ऑनलाइन क्लीयरेंस प्रोसेसिंग के लिए पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के परिवेश 2.0 पोर्टल के साथ एकीकृत किया गया है।

इसके अलावा, मंत्रालय कोयला ब्लॉकों के प्रचालन के लिए मंजूरी प्राप्त करने को त्वरित करने के लिए पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के साथ सक्रिय रूप से समन्वय कर रहा है। मंत्रालय के आग्रह पर पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने कोयला खान के प्रचालन के लिए अन्वेषण और पर्यावरण मंजूरी (ईसी) और वन मंजूरी (एफसी) के लिए आवश्यक वन अनुमतियों को सुव्यवस्थित करने के लिए कई उपाय किए हैं

(घ): सिंगरौली जिले में केवल एक उत्पादक वाणिज्यिक कोयला खान, अर्थात धिरौली है, जिसे मैसर्स महान एनर्जेन लिमिटेड को आवंटित किया गया है, जिसने मई 2026 में कोयला उत्पादन शुरू किया था। मैसर्स एमईएल द्वारा दी गई सूचना के अनुसार, ईआईए/ईएमपी के अनुसार लगभग 2,500 वृक्ष प्रति हेक्टेयर के रोपण घनत्व के साथ लगभग 2.5 मीटर के अंतराल पर पौधे लगाकर बैकफिल्ड खनन किए गए क्षेत्रों और ओवरबर्डन डंप पर वनीकरण का प्रस्ताव है। स्वीकृत खान योजना में खान के संकल्पनात्मक जीवनकाल के दौरान 2,412.11 हेक्टेयर में लगभग 60.30 लाख पौधों के रोपण की परिकल्पना की गई है, जिसमें 90 प्रतिशत की अपेक्षित उत्तरजीविता दर है।

इसके अलावा, अनुमोदित प्रतिपूरक वनीकरण (सीए) स्कीम के तहत, लगभग 1,400 हेक्टेयर में 16.80 लाख पौधों के रोपण की परिकल्पना की गई है। स्कीम के कार्यान्वयन के लिए आवंटी ने मध्य प्रदेश के आगर मालवा, शिवपुरी, सागर और रायसेन जिलों में 1,398.85 हेक्टेयर भूमि की खरीद की है, जिसे राज्य वन विभाग के पक्ष में स्थानांतरित और परिवर्तित कर दिया गया है। इसके अलावा, प्रतिपूरक वनीकरण स्कीम के कार्यान्वयन के लिए मध्य प्रदेश सीएएमपीए के पास पर्यवेक्षण शुल्क सहित 108.33 करोड़ रुपये की राशि जमा की गई है।

(ङ): जी हां, वायु प्रदूषण को नियंत्रित करने और भूजल स्तर के संरक्षण के लिए सिंगरौली में वाणिज्यिक कोयला खानों में पर्यावरण निगरानी और शमन प्रौद्योगिकियों को संस्थापित किया गया है:

- भूजल संरक्षण: भूजल स्तर और गुणवत्ता की लगातार निगरानी के लिए निर्दिष्ट क्षेत्रीय अवलोकन कुओं पर रियल-टाइम टेलीमेट्री सिस्टम से लैस पीजोमीटर स्थापित किए गए हैं। वर्षा जल संचयन के लिए कृत्रिम पुनर्भरण संरचनाओं का निर्माण किया जा रहा है, और स्थानीय समुदायों द्वारा घरेलू और कृषि पुन: उपयोग के लिए निस्पंदन संयंत्रों के माध्यम से खान के जल का निस्सरण किया जाता है, जिससे ताजा भूजल की निकासी कम हो जाती है।
- वायु प्रदूषण नियंत्रण और धूल दमन: वास्तविक समय में पार्टिकुलेट मैटर (पीएम10, पीएम2.5) और गैसीय उत्सर्जन को ट्रैक करने के लिए निरंतर परिवेशी वायु गुणवत्ता निगरानी स्टेशन (सीएएक्यूएमएस) स्थापित किए गए हैं। फॉग कैनन, धुंध और हॉल सड़कों पर फिक्स्ड स्प्रिंकलर, रोबोटिक नोजल वॉटर स्प्रेयर और भौतिक पवन-अवरोधक दीवारों सहित उच्च दक्षता वाली धूल दमन प्रणालियां चालू हैं।
- मशीनीकृत निकासी (फर्स्ट माइल कनेक्टिविटी): ग्रामीण सड़कों से कोयले की आवाजाही को स्थानांतरित करने के लिए मशीनीकृत लोडिंग सिस्टम और कवर किए गए कन्वेयर विकसित किए जा रहे हैं, जिससे वाहनों से उत्पन्न होने वाली धूल में काफी कमी आई है।
- विस्फोट मुक्त खनन: पारंपरिक ड्रिलिंग और ब्लास्टिंग को प्रतिस्थापित करने के लिए उन्नत सरफेस माइनर्स की संस्थापना को प्राथमिकता दी गई है, जिससे आसपास की बस्तियों में पार्टिकुलेट उत्सर्जन और जमीनी कंपन में काफी कमी आई है।

UTILISATION OF TREATED MINE WATER

3962. SHRIMATI APARAJITA SARANGI:

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

(a) the total volume of mine water generated, treated and subsequently discharged or utilized by Coal India Limited (CIL) and other Public Sector Undertakings (PSUs) during the last two financial years;

(b) the steps taken by the Government to supply treated mine water to rural communities for domestic, drinking and agricultural irrigation purposes in coal-bearing regions;

(c) whether any guidelines or collaborative frameworks (such as Memorandum of Understanding) have been established with State Governments to utilize abandoned mine pits as permanent water reservoirs or for aquaculture; and

(d) if so, the robust monitoring mechanisms in place to guarantee that the treated mine water complies strictly with environmental safety norms before community distribution?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): The total volume of mine water generated, treated and subsequently utilized, or discharged (without treatment) by the Coal and Lignite Public Sector Undertakings (PSUs), namely Coal India Limited (CIL), NLC India Limited (NLCIL) and Singareni Collieries Company Limited (SCCL), during the last two financial years is given below [in Lakh Kilo Litre (LKL)]:

Financial Year	Mine Water Generated (LKL)	Mine Water Treated (LKL)	Mine Water Utilized (LKL)	Mine Water Discharged (LKL)
2024-25	8438.57	7510.33	7510.33	928.24
2025-26	8398.59	8009.87	8009.87	388.72

(b): Coal and Lignite PSUs have undertaken various measures to supply treated mine water to rural communities in coal and lignite bearing regions for domestic, drinking and agricultural irrigation purposes. These include installation of mine water treatment facilities such as Pressure Filters, Reverse Osmosis (RO) plants, Effluent Treatment Plants (ETPs), sedimentation ponds, and storage reservoirs for making treated mine water available for supply to nearby villages for domestic, drinking and irrigation purposes.

(c): Coal and Lignite PSUs undertake utilization of abandoned and reclaimed mine pits as water storage reservoirs or for fisheries/aquaculture, wherever technically feasible and environmentally suitable, in accordance with approved Mine Closure Plans and applicable statutory provisions.

(d): To ensure that treated mine water supplied to communities complies with the prescribed environmental standards, Coal and Lignite PSUs have established a robust monitoring mechanism comprising treatment of mine water through appropriate treatment systems prior to supply, periodic sampling and testing of water quality through laboratories accredited by the National Accreditation Board for Testing and Calibration Laboratories (NABL) in accordance with standards prescribed by the Central Pollution Control Board (CPCB) and State Pollution Control Boards (SPCBs), continuous/online

monitoring of mine discharge water at designated locations, regular inspections and compliance monitoring by the PSUs and regulatory authorities and adherence to the conditions stipulated in Environmental Clearances, Consent to Operate and other applicable environmental regulations before community distribution.

CIL has signed a Memorandum of Understanding (MoU) with the Drinking Water and Sanitation Department, Government of Jharkhand on 30.10.2017 for utilization of surplus mine water, under which Drinking Water and Sanitation Department, Government of Jharkhand is responsible for treatment and distribution of the mine water beyond the mine premises.

MISSION KARMAYOGI

3963. SHRI MADHAVANENI RAGHUNANDAN RAO:

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

(a) the progress made under the mission Karmayogi through the iGOT Karmayogi platform including the number of Ministries, Departments, Organisations, Training institutions and Government employees awarded;

(b) the number of courses and learning hours made available on the platform and the major competency areas covered; and

(c) the measures taken by the Government to strengthen continuous capacity building and digital learning for Government employees?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH

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

(a) to (c): Mission Karmayogi, the National Programme for Civil Services Capacity Building (NPCSCB) was approved by the Government of India in September 2020 with an aim of transitioning from a 'rule- based' to 'role-based' HR system and creating civil servants with a global outlook while being rooted in Indian ethos.

The iGOT Karmayogi digital learning portal, established under the Mission Karmayogi, has continued to expand rapidly in scale and reach. The portal, currently, has more than 1.7 crore registered users. It hosts more than 5,600 courses across domain, functional, and behavioural competencies, covering a total of 6,953 hours of learning. Courses are available in 23 languages, including English and Hindi, enabling wide accessibility and alignment with regional and linguistic needs. There have been more than 14.42 crore course completions on iGOT so far.

To strengthen continuous capacity building and digital learning across all levels of government, employees from Central Government, States/UTs, as well as urban and rural local bodies have been onboarded on iGOT. To ensure role-based training, Capacity Building Plans are being made for all Ministries, Departments, and Organisations (MDOs). The Department of Personnel and

Training (DoPT), along with the Capacity Building Commission (CBC) and SPV Karmayogi Bharat (KB) continuously monitors the progress and provides necessary support to all stakeholders in this regard. Government employees are also nudged and encouraged towards digital learning, and spirit of continuous learning is promoted through special initiatives like the National Learning Week - Karmayogi Saptah (held in October 2024) and the SADHANA Saptah (April 2026).

TWENTY POINT PROGRAMME

3964. SHRIMATI DAGGUBATI PURANDESWARI:

SHRI RAJESH VERMA:

SHRI ATUL GARG:

SHRIMATI SHAMBHAVI:

SHRI ARUN BHARTI:

DR. LATA WANKHEDE:

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

(a) the performance evaluation of the States of Andhra Pradesh, Bihar, Uttar Pradesh and Madhya Pradesh regarding the poverty alleviation and infrastructure targets set under the Twenty Point Programme (TPP) during 2025-26;

(b) the specific parameters, such as rural housing construction, safe drinking water provision and afforestation where Andhra Pradesh, Bihar, Uttar Pradesh

and Madhya Pradesh achieved or exceeded the prescribed national targets during the last one year;

(c) the areas where the physical performance of the implementing agencies in Andhra Pradesh, Bihar, Uttar Pradesh and Madhya Pradesh remained 'Poor' or 'Below Average' according to the Ministry's quarterly reports;

(d) whether the Union Government conducts independent field verifications to validate the progress data submitted by the State Government departments in Andhra Pradesh; and

(e) the administrative measures being taken by the Government to advise the Andhra Pradesh, Bihar, Uttar Pradesh and Madhya Pradesh administration on rectifying the shortfalls in critical welfare indicators?

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

(a) and (b): Twenty Point Programme (TPP) was launched by the Government of India in the year 1975 and was restructured thrice in 1982, 1986 and 2006.

The restructured programme, known as TPP-2006 became operational w.e.f 1st April, 2007. The performance under the Twenty Point Programme (TPP) is monitored on the basis of data furnished by the respective implementing Ministries/Departments and State/UT Governments. The Twenty Point Programme (TPP) is also monitored on the basis of achievements reported by the concerned Ministries/Departments and State/UT Governments

against the targets, wherever such targets are prescribed for the respective programme components. Based on the available information with this Ministry, the performance of Bihar, Uttar Pradesh and Madhya Pradesh are given in the enclosed **Statement- I** and Andhra Pradesh are given in the enclosed **Statement- II** during 2025-26.

The information relating to indicators such as the rural housing, rural roads, rural employment, rural livelihood, afforestation and other indicators with respect to achievements and available targets are enclosed for the State of Bihar, Uttar Pradesh and Madhya Pradesh during 2025-26 are given in the enclosed **Statement- III.**

(c): The Ministry of Statistics and Programme Implementation (MoSPI) does not presently compile or classify the performance of States/UTs under the categories such as 'Poor' or 'Below Average'.

(d) and (e): The data under the Twenty Point Programme are furnished based on information provided by concerned Central Ministries/Departments and State/UT Governments and their available Reports/publications. MoSPI does not ordinarily undertake independent field verification of the collected/submitted data. The concerned Ministries/Departments reviews the progress of programmes covered under the Twenty Point Programme, and take appropriate corrective measures for improving performance and achieving the intended programme objectives.

STATEMENT- I

Table 1: Poverty alleviation sector under Twenty Point Programme-

Sl. No.	Item	Indicator	Bihar	Uttar Pradesh	Madhya Pradesh
			Achievement in F.Y. 2025-2026		
1	Employment generation under the Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGA)	No. of job cards issued (in Lakhs)	223.23	174.33	97.84
2		Person days generated so far (in Lakh)	1467.91	1410.79	1128.33
3		Wages given in cash (Rs. in Lakhs)	NA	NA	NA
4	National Rural Livelihoods Mission (NRLM)	Number of SHGs promoted (new and revived) during the financial year	984022	770968	463638
5		Number of SHGs provided Revolving Fund (RF) during the financial year	280240	726499	400049
6		Number of SHGs provided Cumulative Investment Fund (CIF) during the financial year	2643	588470	222812
Note: NA - Not Available					

STATEMENT- II

Table 2: Poverty alleviation and Infrastructure sectors under Twenty Point Programme across the State of Andhra Pradesh

Andhra Pradesh

Item	Indicator	Target	Achievement
Employment generation under the Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGA)	No. of job cards issued (in Lakhs)	NA	2.623
	Employment generated (Lakh Man days) Person days generated so far (in Lakh)	1850	1859
	Wages given in cash (Rs. in Lakhs)	NA	495278
National Rural Livelihoods Mission (NRLM)	Number of SHGs promoted (new and revived) during the financial year	2500	3115
	Number of SHGs provided Revolving Fund (RF) during the financial year	1000	NA
	Number of SHGs provided Cumulative Investment Fund (CIF) during the financial year	2350	3106
Rural Housing - Pradhan Mantri Awaas Yojana - Grameen	Rural Housing Programme - PMAY-(G)	42355	14776
EWS/LIG Houses in Urban Areas	EWS Housing in Urban Areas	476739	88849
Rural Roads - PMGSY	Length of Road Constructed (Kms.)	1404.37	484.44
Energising Pump sets	Pumpsets Energised	104842	83126
Jal Jeevan Mission - Accelerated rural Water Supply Programme	Number of HH having 100% FHTC villages	NA	3306938
	Number of HH having HJG certified villages	NA	NA
Supply of Electricity	Electricity demanded (MU)	NA	81204
	Electricity supplied (MU)	NA	81197
	Shortage Observed (MU)	NA	7

	Number of Villages Electrified	NA	16158
Afforestation (Public and Forest Lands)	Area Covered under Plantation (Hect.)	207887.000	127367.151
	Number of Seedlings planted (Lakh Nos.)	1351.270	833.353

Note: NA - Not Available

STATEMENT- III

Table 3: Infrastructure and Afforestation sector under Twenty Point Programme-

Item	Indicator	Bihar		Uttar Pradesh		Madhya Pradesh	
		Target	Achievement (F.Y. 2025-26)	Target	Achievement (F.Y. 2025-26)	Target	Achievement (F.Y. 2025-26)
Rural Roads - PMGSY	Length of Road Constructed (Kms.)	1293	1194	840	819	1202	1167
Energising Pump sets	Pumpsets Energised	NA	NA	NA	NA	NA	NA
Jal Jeevan Mission - Accelerated rural Water Supply Programme	Number of Households (HH) having 100% Functional Household Tap Connection (FHTC) villages	NA	15275694	NA	18355283	NA	6853741
	Number of Households (HH) having Har Ghar Jal (HGJ) certified villages	NA	NA	NA	NA	NA	NA

Supply of Electricity	Electricity demanded (MU)	NA	47440	NA	163501	NA	103711
	Electricity supplied (MU)	NA	47425	NA	163475	NA	103696
	Shortage Observed (MU)	NA	14	NA	26	NA	15
Afforestation (Public and Forest Lands)	Area Covered under Plantation (Hect.)	NA	NA	NA	NA	NA	NA
	Number of Seedlings planted (Lakh Nos.)	NA	NA	NA	NA	NA	NA
Note: NA - Not Available							

Table 4: Pradhan Mantri Awas Yojana - Grameen

Sr. No.	State/UT	Target Allocated by the Ministry	Houses Sanctioned*	Houses Completed*
1	Bihar	520742	473849	267779
2	Madhya Pradesh	785336	558903	490185
3	Uttar Pradesh	NA	NA	19412

*Inclusive of allocations of previous years; NA: Not available

RECRUITMENT IN RAILWAYS FROM PUNJAB

3965. DR. RAJ KUMAR CHABBEWAL:

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

(a) the details of the total number of youth recruited from the State of Punjab particularly in Hoshiarpur district in the Railways in the last five years, year and district-wise;

(b) the details of the skill programmes/railway recruitment camps conducted in the said State in the last five years, year and district-wise, particularly in Hoshiarpur district;

(c) whether there is a gap between the actual vacancies and the number of posts notified recently for recruitment in critical entry-level posts in Railways;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) whether the Government has fixed any time frame for the filling up of all essential entry- level posts in the Railways and if so, the details thereof?

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

(a) to (e): Recruitment done in Indian Railways during 2004-05 to 2013-14 vis-à-vis during 2014-15 to 2025-26 is given as under: -

Period	Recruitments
2004-2005 to 2013-2014	4 lakh 11 thousand
2014-2015 to 2026-2027 (upto 30.06.2026)	5 lakh 56 thousand

Railways, being Central Government organization conduct recruitment on all India basis. This is in line with Constitutional provision of right to equality in matters of public employment. Every candidate irrespective of gender,

language, place of birth, region etc. fulfilling eligibility criteria is free to apply. All those who apply in response to Centralised Employment Notifications (CENs), including local candidates are considered for recruitment on the Railways, on equal footing. No preference is given to candidates belonging to any State or Region nor is the recruitment restricted to any State or Region.

Occurrence and filling up of vacancies are continuous processes on Indian Railways considering its size, spatial distribution and criticality of operation. Adequate and suitable manpower is provided to cater to the regular operations, changes in technology, mechanisations and innovative practices. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

The RRB examinations are quite technical in nature entailing large scale mobilization of men and resources and training of manpower. Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines.

Further, as system improvement, the Ministry of Railways has introduced a system of publishing the Annual Calendar from 2024 for recruitment to various categories of Group ‘C’ posts. The introduction of the Annual Calendar is benefitting the aspirants in the following manner:

- More opportunities for candidates;
- Opportunities to those becoming eligible every year;
- Certainty of exams;
- Faster Recruitment process, Training and Appointments

Presently, recruitment against **1,61,889** vacancies of non-gazetted personnel has been taken up on Indian Railways including Zonal Railways and Production Units covering Punjab as per Annual Calendar 2024, 2025 and 2026.

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of posts of Assistant Loco Pilots (ALPs), Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman.

First stage/Single stage Computer Based Tests (CBTs) for 92116 posts have been completed. Details are as under:-

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4,208 vacancies)	45,30,288	147	15

CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15
CBT for Level-1 posts (32438 vacancies)	1,08,28,261	152	15
Total Candidates	**3,58,59,270**		

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate & Under-Graduate) have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of ALP	2,66,363	112	15
2nd Stage CBT for the post of JE/DMS/CMA	1,17,339	118	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate)	1,21,931	129	15
2nd Stage CBT for Non-Technical Popular Categories (Under-Graduate).	51,978	79	15
Total Candidates	5,57,611		

Computer Based Aptitude Test (CBAT) for the posts of ALP and Non-Technical Popular Categories (Graduate) and Computer Based Skill Tests for the posts of Non-Technical Popular Categories (Graduate and Under

Graduate) and Ministerial & Isolated Categories have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2
Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test(CBTST) for the posts of Non-Technical Popular Categories (Graduate)	30,341	58	2
CBTST for the post of Non-Technical Popular Categories(Under Graduate)	13,145	44	2
Total Candidates	**1,90,379**		

During 2026-2027 (upto 30.06.2026) panels for more than 3,300 candidates (Including those belonging to Punjab) for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Ministerial & Isolated categories and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 51970 vacancies have also been issued. Details are as under:-

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2025	Assistant Loco Pilots	10,970	March-2025
02/2025	Technician	6,238	June-2025

03/2025	Paramedical Categories	434	July-2025
04/2025	Section Controller	368	August-2025
05/2025	Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA)	2,585	October-2025
06/2025	Non-Technical Popular Categories (Graduate)	5,810	October-2025
07/2025	Non-Technical Popular Categories (Under-Graduate)	3,058	October-2025
08/2025	Isolated Categories	312	December-2025
09/2025	Level-1 posts	22,195	December-2025
Total		**51,970**	

First stage/Single stage Computer Based Tests (CBTs) for 29,775 posts have been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBT for the post of Section Controller (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of ALP (10970 vacancies)	10,03,719	141	15
1st Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	5,74,351	133	15
CBT for the post of Technician (6238 vacancies)	8,41,525	117	15
CBT for Paramedical Categories (434 vacancies)	3,19,396	106	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (5810 vacancies)	25,89,851	142	15

1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3058 vacancies)	32,95,980	142	15
CBT for Isolated categories (312 vacancies)	37,774	34	15
Total Candidates	**90,96,344**		

2nd stage CBTs for the posts of JE/DMS/CMA, Non-Technical Popular Categories (Graduate) & Assistant Loco Pilots have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of JE/DMS/CMA	39,034	90	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate)	87,317	98	15
2nd Stage CBT for Assistant Loco Pilots	1,60,014	91	15
Total Candidates	**286,365**		

Computer Based Aptitude Test (CBAT) for the post of Section Controller has also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of Section Controller.	2,989	24	2

Further, as per Annual Calendar for the year 2026, three Centralized Employment Notifications (CENs) for 17,803 vacancies have been issued. Details are as under:

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2026	Assistant Loco Pilots	11,127	March-2026
02/2026	Technician	6,557	May-2026
03/2026	Section Controller	119	June-2026

Indian Railways have a comprehensive training ecosystem, which provides for different sets of training interventions at various stages of career to ensure skilling, re-skilling and up-skilling of Railway Employees. For this purpose, extensive training infrastructure has been created in the form of Centralised Training Institutes (CTIs), Multi-disciplinary Zonal Training Institutes (MDZTIs), Multi-disciplinary Divisional Training Institutes (MDDTIs) and specialised training centres, which conduct induction, refresher, promotional and specialized technical training programmes (such as training on new technologies like 'Kavach' etc.), relevant to their respective fields of work, at different stages of service.

In Punjab, such training is imparted at railway training establishments including MDDTI, Firozpur, Technical Training Centres at Kapurthala and Patiala, and Workshop Basic Training Centre, Amritsar, etc. These institutes provide structured training to newly recruited and serving employees.

Specialized initiatives such as Mission Rail Karmayogi complements this framework by providing behavioural and service-orientation training for frontline staff to improve productivity and service delivery. Employees are also encouraged to undertake continuous learning through the online IGOT

Karmayogi platform. In addition, motivational and wellness initiatives, including yoga sessions, physical fitness activities and stress-management programmes during training and at workplaces, are promoted to enhance employee well-being and morale.

Indian Railways also conduct Apprenticeship Training under the Apprentices Act, 1961 at its establishments, thereby contributing to skill development and enhancing the employability of local youth. In Punjab, apprenticeship training is imparted at Rail Coach Factory, Kapurthala, Diesel Loco Shed, Ludhiana, and Technical Training Centre, Patiala.

These initiatives collectively contribute towards capacity building of railway employees while apprenticeship training also contributes to skill development and employability of local youth.

विदेशी एआई मॉडल पर निर्भरता

3966. श्री देवेश शाक्यः

श्री नीरज मौर्यः

श्री लालजी वर्माः

श्रीमती रुचि वीराः

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या भारतीय कंपनियों, स्टार्टअप और उपभोक्ताओं द्वारा विदेशी कृत्रिम बुद्धिमत्ता सेवाओं के उपयोग के लिए अमेरिकी और अन्य विदेशी कृत्रिम बुद्धिमता (एआई) सेवा प्रदाताओं को विदेशी मुद्रा के रूप में प्रतिवर्ष लगभग 32,000 करोड़ रुपये (4 बिलियन अमरीकी डालर) का भुगतान किया जा रहा है;

(ख) यदि हां, तो विदेशी एआई मॉडल और क्लाउड कंप्यूटिंग अवसंरचना पर बढ़ती निर्भरता के बावजूद बजट 2026-27 में इंडियाएआई मिशन के लिए 1,000 करोड़ रुपये और डिजिटल इंडिया कार्यक्रम के लिए 4,741.51 करोड़ रुपये की सीमित राशि आवंटित करने के क्या तार्किक कारण हैं;

(ग) क्या वर्तमान आवंटन भारत को वैश्विक एआई दौड़ में अग्रणी के रूप में स्थापित करने और स्वदेशी बड़े भाषा मॉडल और एआई कंप्यूटिंग अवसंरचना के विकास के लिए गूगल, ओपनएआई, एनवीडिया आदि जैसी वैश्विक एआई दिग्गजों के साथ प्रतिस्पर्धा करने के लिए पर्याप्त हैं;

(घ) क्या सरकार का वैश्विक एआई कंपनियों के साथ मिलकर स्वदेशी वृहद भाषा मॉडलों, एआई कंप्यूटिंग अवसंरचना और अनुसंधान पारिस्थितिकी तंत्र को विकसित करने के लिए अतिरिक्त वित्तीय सहायता अथवा पूरक बजटीय प्रावधान प्रदान करने का विचार है; और

(ङ) यदि हां, तो सरकार द्वारा आंवला लोक सभा निर्वाचन क्षेत्र सहित देश के युवाओं, स्टार्टअप और उद्योगों के लिए स्वदेशी कृत्रिम प्रौद्योगिकी समाधान विकसित करने के लिए उठाए गए कदमों का ब्यौरा क्या है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क): भारत की कृत्रिम बुद्धिमत्ता कार्यनीति प्रौद्योगिकी के उपयोग का लोकतंत्रीकरण करने के माननीय प्रधानमंत्री के दृष्टिकोण पर आधारित है। इसका उद्देश्य भारत केंद्रित चुनौतियों का समाधान करना और सभी भारतीयों के लिए आर्थिक और रोजगार के अवसर पैदा करना है।

सरकार एआई अनुसंधान पारिस्थितिकी तंत्र में सीमित घरेलू क्षमताओं से जुड़े जोखिमों से अवगत है, और एआई मूल्य श्रृंखला में तकनीकी संप्रभुता का निर्माण करने के लिए इंडियाएआई मिशन के तहत एक बहु-आयामी और सुनियोजित दृष्टिकोण अपनाया है।

इंडियाएआई मिशन

सरकार ने 7 मार्च 2024 को पांच वर्ष की अवधि में 10,371.92 करोड़ रुपये के कुल परिव्यय के साथ इंडियाएआई मिशन को मंजूरी दी। इसका उद्देश्य किफायती एआई कंप्यूट इंफ्रास्ट्रक्चर, स्वदेशी फाउंडेशन मॉडल, एआई-रेडी डेटासेट, एआई एप्लीकेशन, स्टार्टअप फाइनेंसिंग, प्रतिभा विकास एवं सुरक्षित और भरोसेमंद एआई को शामिल करते हुए एक व्यापक स्वदेशी एआई इकोसिस्टम का निर्माण करना है। इन पहलों का उद्देश्य स्वदेशी एआई समाधानों के विकास और अंगीकरण को बढ़ावा देना, तकनीकी आत्मनिर्भरता को मजबूत करना और विदेशी एआई सेवाओं पर निर्भरता को उत्तरोत्तर कम करना है।

(ख): इंडियाएआई मिशन और डिजिटल इंडिया कार्यक्रम के अंतर्गत बजटीय आवंटन चरणबद्ध तरीके से किया जा रहा है, जो विभिन्न मिशन/कार्यक्रम घटकों के कार्यान्वयन कार्यक्रम और आवश्यकताओं के अनुरूप है।

(ग): भारत की एआई रणनीति 300 बिलियन डॉलर के वार्षिक राजस्व और 60 लाख मजबूत कार्यबल के साथ भारत के जीवंत आईटी क्षेत्र पर आधारित है। इंडियाएआई मिशन के तहत, स्वदेशी बड़े भाषा मॉडल और एआई कंप्यूटिंग बुनियादी ढांचे के विकास की दिशा में निम्नलिखित कदम उठाए गए हैं:

स्वायत्त मॉडल:

समर्थन के लिए 20 स्वदेशी फाउंडेशन मॉडल प्रस्तावों की पहचान की गई है, जिसमें 12 बड़े मल्टीमॉडल मॉडल और 8 लघु भाषा मॉडल शामिल हैं। पहले से लॉन्च किए गए उल्लेखनीय आउटपुट में शामिल हैं:

- **सर्वम एआई** (सर्वम 30बी/105बी, इंडस)
- **भारतजेन** (परम2 17बी टेक्स्ट, पत्रम 7बी वीएलएम, श्रुतम-2 एएसआर)
- **Gnani.एआई** (5B स्पीच टू स्पीच)
- **'वर्या'** (इमेज एंड टेक्स्ट टू वीडियो जनरेशन)

- **अवतार** (वर्या 14बी डिस्टिल्ड वीडियो-जेन)
- **न्यूरोडीएक्स** (मनस 1 40 एम और 400 एम: न्यूरोलॉजिकल स्क्रीनिंग)
- **जेनटीक** (ब्रह्मएआई 1B टोकनाइज़र सूट)
- **शोध एआई** (1.6B मल्टी-स्केल फिजिक्स प्रोटोटाइप, एजेंटिक टूल कॉलिंग फ्रेमवर्क)

कम्पयूट :

- 15 कंप्यूट सेवा प्रदाताओं को चार राउंड में सूचीबद्ध किया गया है।
- सब्सिडी वाले कंप्यूट सपोर्ट के लिए 237 परियोजनाओं को मंजूरी दी गई है, जिसमें 93.18 लाख जीपीयू घंटे स्वीकृत किए गए हैं।
- एनआईसी डेटा सेंटर, शास्त्री पार्क, दिल्ली में लगभग 1.1 ईएफएलओपीएस के उच्च-प्रदर्शन एआई कंप्यूट सिस्टम के लिए एक खरीद आदेश जारी किया गया है।

अनुप्रयोग विकास:

- 11 राष्ट्रीय स्तर के हैकथॉन/नवाचार चुनौतियां शुरू की गईं।
- सार्वजनिक क्षेत्र के संस्थानों में 20 एआई समाधान नियोजित किए गए हैं।

सुरक्षित और विश्वसनीय एआई:

- पूर्वाग्रह शमन, मशीन अनलर्निंग, गोपनीयता संरक्षण एआई, एल्गोरिदम ऑडिटिंग और व्याख्यात्मकता को संबोधित करने वाली 13 परियोजनाओं का चयन किया गया है।

(घ): आज की तारीख तक, इंडियाएआई मिशन के स्वीकृत परिव्यय से परे अतिरिक्त वित्तीय सहायता या पूरक बजटीय प्रावधान के लिए कोई प्रस्ताव औपचारिक रूप से अनुमोदित या अधिसूचित नहीं किया गया है।

(ङ): सरकार ने देश के युवाओं, स्टार्टअप्स और उद्योगों के लिए स्वदेशी एआई समाधान विकसित करने के लिए निम्नलिखित कदम उठाए हैं:

<u>उत्कृष्टता केंद्र:</u>

- राज्यों और संघ राज्य क्षेत्रों में 58 एआई उत्कृष्टता केंद्रों की स्थापना को मंजूरी दी गई है, जिनमें से 22 को अब तक 13 राज्यों/संघ राज्य क्षेत्रों में मंजूरी दी गई है और शुरू किया गया है।

<u>प्रतिभा विकास:</u>

- 178 संस्थानों में स्नातक, स्नातकोत्तर और डॉक्टरेट कार्यक्रमों में 686 फेलोशिप प्रदान की गई।
- सभी के लिए युवा एआई कार्यक्रम 26.5 लाख से अधिक व्यक्तियों द्वारा पूरा किया गया।

<u>इंडियाएआई लैब्स:</u>

- भारत में 27 डेटा और एआई लैब स्थापित किए गए हैं, जो 3,500 से अधिक छात्रों के प्रशिक्षण में सहायता प्रदान करते हैं।
- आईटीआई/पॉलिटेक्निकों में स्थापना के लिए 188 अतिरिक्त प्रयोगशालाओं की पहचान की गई है।

ये उपाय इंडियाएआई मिशन के तहत अखिल भारतीय स्तर पर लागू किए जाते हैं; इन योजनाओं के तहत मिलने वाले लाभ और परिणाम आंवला लोकसभा निर्वाचन क्षेत्र सहित व्यक्तिगत संसदीय निर्वाचन क्षेत्रों के स्तर पर अलग-अलग नहीं दिखाए जाते हैं।

पीएम-कुसुम के माध्यम से राज्य को प्राप्त लाभ

3967. श्री गजेन्द्र सिंह पटेल:

श्री राहुल सिंह लोधी:

क्या नवीन और नवीकरणीय ऊर्जा मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रधान मंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम) के अंतर्गत कृषि फीडरों के सोलराइजेशन के माध्यम से विभिन्न राज्यों को क्या-क्या विशिष्ट लाभ प्राप्त हुए हैं;

(ख) क्या पीएम-कुसुम के कार्यान्वयन से कृषक समुदाय की वार्षिक आय और सामाजिक-आर्थिक आजीविका में काफी वृद्धि हुई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) नवीकरणीय ऊर्जा समाधानों को अपनाकर कृषि क्षेत्र में विद्युत राजसहायता के राजकोषीय भार को कम करने के लिए राज्य सरकारों के लिए क्या रूपरेखा है; और

(घ) ग्रामीण अर्थव्यवस्थाओं के लिए इन हरित ऊर्जा परिवर्तनों की अनुमानित दीर्घकालिक स्थिरता का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): पीएम-कुसुम के मांग संचालित योजना है तथा राज्यों /संघ राज्य क्षेत्रों से प्राप्त प्रस्तावों तथा उनकी कार्यान्वयन प्रगति के आधार पर क्षमताओं का आवंटन किया जाता है।

फीडर स्तरीय सौरीकरण के कार्यान्वयन के कारण, राज्यों ने किसानों को रात के समय बिजली की आपूर्ति को 7 से 8 घंटे तक दिन के समय बिजली आपूर्ति में स्थानांतरित करने की भी सूचना दी है।

(ख): जी, हां। पीएम-कुसुम किसानों को अन्नदाता सहित ऊर्जा दाता बनने के लिए सौर ऊर्जा को अपनाने हेतु तथा अपनी आय बढ़ाने के लिए प्रोत्साहित कर रही है। योजना के प्रमुख लाभ तथा सकारात्मक प्रभाग इस प्रकार हैं:

- किसान अपनी भूमि पर 2 मेगावाट तक ग्रिड कनेक्टेड सौर विद्युत संयंत्र स्थापित कर सकते हैं तथा डिस्कॉमों को अतिरिक्त विद्युत बेच अतिरिक्त आय प्राप्त कर सकते हैं।
- योजना स्टैंड-अलोन सौर पंपों की स्थापना को स्वीकृति देकर कृषि क्षेत्र को डीजल मुक्त करने में तथा मौजूदा ग्रिड कनेक्टेड पंपों को सौरीकृत करने में सहायता करती है।

- फीडर स्तरीय सौरीकरण की सहायता से, योजना किसानों को दिन के समय सौर ऊर्जा सुनिश्चित करने की अनुमति देती है और कृषि के लिए मुफ्त/रियायती बिजली प्रदान करने के लिए राज्य को वित्तीय बोझ से राहत देती है।

(ग): राज्यों ने फीडर स्तरीय सौरीकरण के कार्यान्वयन के माध्यम से विद्युत खरीद की लागत में कमी, ऊर्जा की प्रति यूनिट आपूर्ती लागत में कमी, ऊर्जा हानि में कमी तथा डिस्कॉमों की बेहतर प्रचालन दक्षता सूचित की है।

राज्यों को नवीकरणीय ऊर्जा समाधानों को अपनाकर कृषि क्षेत्र में विद्युत सब्सिडी के वित्तीय बोझ को कम करने के लिए पीएम कुसुम योजना के साथ राज्य योजनाओं को मिलाने हेतु प्रोत्साहन दिया जाता है।

(घ): योजना के घटक ए तथा सी (फीडर स्तरीय सौरीकरण) के अंतर्गत सौर विद्युत संयंत्रों की स्थापना के लिए, 25 वर्षों की अवधि के लिए आवश्यक सौर विद्युत की आपूर्ति हेतु विद्युत खरीद करार पर हस्ताक्षर किए गए हैं। इससे किसानों को दिन के समय सुनिश्चित तथा हरित विद्युत की दीर्घ-कालिक उपलब्धता सुनिश्चित होती है।

IMPROVEMENT OF SAFETY AND PREVENTION OF TRAIN ACCIDENTS

3968. SHRI K. RADHAKRISHNAN:

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

(a) the steps taken/being taken by the Government to improve safety and prevent train accidents on Railways;

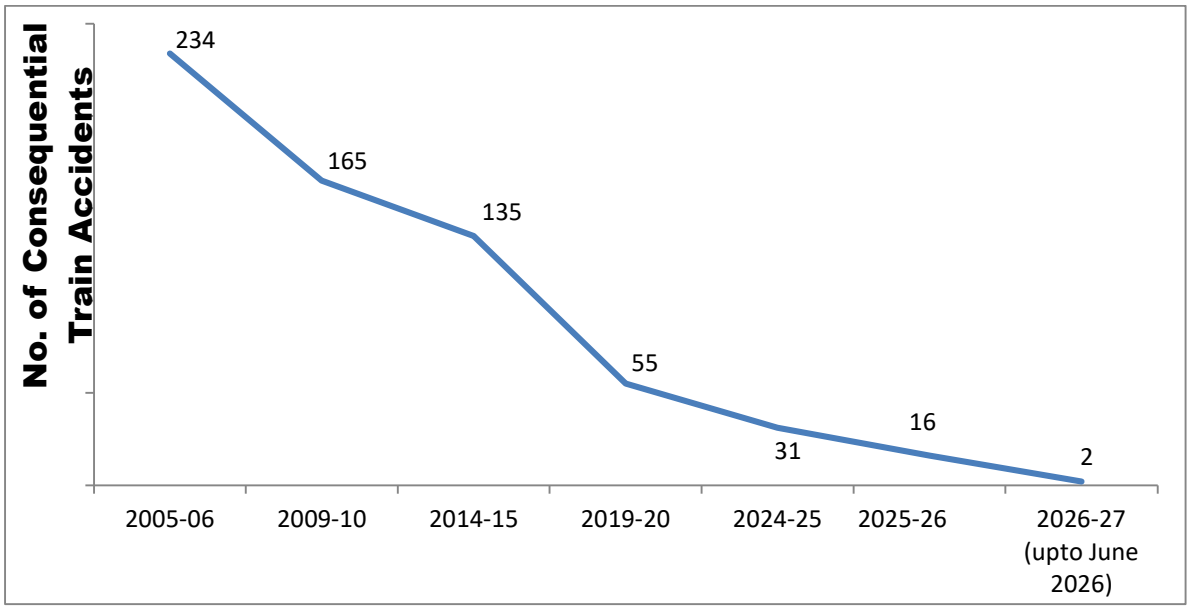
(b) the details of funds allocated and utilised for railway modernisation including track renewal and signalling upgrades, during the last three years, year-wise;

(c) the measures being implemented by the Government to reduce delays and improve the punctuality of passenger trains across the country, State/UT-wise; and

(d) whether any new initiatives are proposed to enhance passenger amenities and infrastructure at major railway stations, if so, the details thereof?

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

(a) to (d): Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.



Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26	16 (88% lesser)
2026-27 (upto June 2026)	2

Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2025-26	0.01 (91% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\text{No. of consequential accidents}}{\text{No. of trains X million kilometers run}}$$

The various safety measures taken to enhance safety in train operations are as under:-

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

Year	Expenditure/Budget on Safety related activities (Rs. in Cr.)
2013-14	39,200
2022-23	87,336
2023-24	1,01,662
2024-25	1,14,022
2025-26	1,17,693
2026-27	1,20,389

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.
5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
7. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
8. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
9. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
10. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.

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

22. Replacement of conventional ICF design coaches with LHB design coaches is being done.
23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
24. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
25. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
26. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
27. Regular counselling and training of staff is undertaken.
28. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.No.	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times

2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366 Nos.	More than 21 times

Implementation of Kavach:-

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:-
   a. Installation of Station Kavach at each and every station, block section.
   b. Installation of RFID Tags throughout the track length.
   c. Installation of telecom Towers throughout the section.

d. Laying of Optical Fibre Cable along the track.

e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.2026, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:-

S. No.	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,423 Rkm**	

i	Tilak Bridge – Junction cabin – Palwal – Mathura – Kota-Nagda-Ratlam – Vadodra– Virar section	1,327
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,210 Rkm**	
i.	Chipyana – Tundla– Kanpur – Subedarganjsection	563
ii.	Kanpur – Lucknow section	71
iii.	Mirzapur - DDU (Excluding) section	64
iv	DDU(FOC) –Bhabua Road section	50
v.	Sasaram – Pheser section	43
vi.	Gaya – Sarmatarn – Nimiaghat section	159
vii.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work is being taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

11. The total progress of key items of Kavach on Indian Railway sections are as under:-

S. No.	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and

engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.

15. The funds utilized on Kavach works so far up to Jun'26 is Rs.3,875Crores. The allocation of funds during the year 2026-27 is Rs.2,066 Crores. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.

Punctuality:-

Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints/congestion, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.
- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).

- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.
- Data loggers ensure real time and realistic reporting of arrival / departure of passenger trains at stations.
- IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.
- New generation Highcapacity Locomotives are being utilised for Right powering of trains.

- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

  (i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

  (ii) Modified Semi-Automatic Stop Signal (MASS) System: MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

  Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

- **Modernisation of Signalling infrastructure**: Indian Railways is modernising the signalling infrastructure for enhanced reliability & safety. It is using reliable digital technology by provision of electronic interlocking systems with

adequate redundancy (in power supply & transmission media), dual detection systems for train vehicle verification and replacement of electromechanical installations. Several improvement measures have been taken such as:

- Provision of Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling. It has been provided at 6671 stations as on 30.06.2026.
- Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6671 stations upto 30.06.2026.
- Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026.
- Signalling assets maintenance are planned & under taken during Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned in advance on rolling basis and executed.

- **Capacity enhancement and Infrastructure augmentation**

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	**514**	**40,000**	**12,583**	**3,05,253**

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%and the details are given under:-

No. of Zones	Punctuality percentage
3	Punctuality of more than 90%
9	Punctuality between 75% and 90%

Initiatives to enhance Passenger Amenities and Infrastructure

Improvement of passenger amenities at railway stations is a continuous and on-going process depending upon need, volume of the passenger traffic and inter-

se priority of works, subject to availability of funds. Further, at present, modernization of stations is being taken up under ‘Amrit Bharat Station Scheme’ which envisages development of Stations on a continuous basis with a long time approach.

Amrit Bharat Station Scheme:- Ministry of Railways has launched ‘Amrit Bharat Station Scheme’ for development of stations with a long-term approach. This scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 261 stations have been completed and work at the balance stations is at different stages of execution / tendering / master planning. The names of stations completed are as under:

Aishbagh Junction, Alnavar, Amb Andaura, Ambasamudram, Ambikapur, Amgaon, Anandpur Sahib, Anara, Angamali for Kaladi, Ashoknagar, Ayodhya Dham Junction, Bachhrawan, Badami, Bagalkot, Baheri, Baijnath Paprola, Balaghat, Balangir, Balod, Balrampur, Banmankhi, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhaktinagar, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommidi, Bundi, Byculla, Chaibasa, Chalakudi, Champa, Chanda Fort, Chandil, Changanassery, Chennai Park, Chhindwara, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Chunar Junction, Coonoor, Cumbum, Cuttack, Dakor, Daliganj, Dallirajhara, Dauram Madhepura, Dausa, Deeg, Derol, Deshnoke, Devlali, Dhampur, Dharwad, Dhule, Digha, Dongargarh, Eluru, Fatehabad, Fatehnagar, Fatehpur, Fatehpur Shekhawati, Ferok, Gadag, Gangapur City, Garbeta, Gauriganj, Giridih, Godda, Godhra Junction, Gogameri, Gokak Road, Gola Gokarnath, Gomtinagar, Gotan, Govardhan, Govind Garh, Govindpur Road, Govindpuri, Guruvayur, Hafizpet, Haibargaon, Haldia, Haldibari, Hapa, Harpalpur, Harrawala, Hathras City, Hi-

Tech City, Himayatnagar, Hodal, Hosapete, Idgah Agra Junction, Izzatnagar, Jaisalmer, Jalandhar Cantonment Junction, Jalpaiguri Road, Jam Jodhpur, Jam Wanthali, Jangaon, Jind Junction, Joychandi Pahar Junction, Junnor Deo, Kahalgaon, Kakinada Town Junction, Kalka, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Junction, Karaikkudi Junction, Karamsad, Karimnagar, Katni South, Katrasgarh, Kedgaon, Kesinga, Khairthal, Khalilabad, Khambhaliya, Khariar Road, Koppal, Kosamba Junction, Kotdwar, Kulitturai, Kuttippuram, Lasalgaon, Limbdi, Lohardaga, Lonand Junction, Madhupur Junction, Mahbubabad, Mahe, Mahuva, Mailani Junction, Majbat, Malkapur, Mambalam, Manaparai, Mandal Garh, MandawarMahwa Road, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, Mavelikara, MCS Chhatarpur, Mithapur, Modinagar, Mohanlalganj, Morappur, Morbi, Muktsar, Munirabad, Muri Junction, Murtizapur Junction, Nainpur Junction, Namakkal, Nandura, Narmadapuram, Narwana Junction, Netaji Subhash Chandra Bose Itwari Junction, Nidadavolu Junction, Nilambur Road, Okha, Orai, Orchha, Pakur, Palani, Palitana, Panagarh, Panki Dham, Paramakkudi, Parappanangadi, Parel, Parlakhemundi, Phaphamau Junction, Pirpainti, Piska, Pokhrayan, Pollachi Junction, Polur, Porbandar, Pratapnagar, Prayag Junction, Raj Nandgaon, Rajgarh, Rajmahal, Rajula Junction, Ramagundam, Ramgarh Cantonment, Ramghat Halt, Ranibennur, Rayanapadu, Sabaur, Saharanpur Junction, Sahibganj, Salempur, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Sarona, Sahibzada Ajit Singh Nagar Mohali, Savda, Seoni, Shahad, Shajapur, Shamli, Shivanarayanpur, Shivpuri, Sholavandan, ShoranurJuuction,

Shridham, Siddharth Nagar, Sihor Junction, Simultala, Siuri, Sojat Road, Somesar, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Subramanya Road, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Tanakpur, Thalassery, Thawe, Thiruvarur Junction, Tikamgarh, Tirur, Tiruvannamalai, Tripunithura, Tuni, Udagamandalam, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vindhyachal, Vriddhachalam Junction, Wadakancheri, Warangal

The activities for development at other stations have been taken up at good pace and progress of some of the stations is as given below:

- **Gaya station**: The work of new second entry arrival building has been completed. The works of new second entry departure building, main entry new arrival & departure building, new platform no. 8, new platform shelters, air concourse and improvement of circulating area have been taken up.
- **Muzaffarpur station:** The work of combined terminal building, 3 m wide skywalk (North side), booking counter and office buildings have been completed. The work of main station building of phase-I, elevated road, arrival terminal building, departure terminal building, multi-level car parking, 6m wide skywalk (South side), 18 m wide foot over bridge and sewage treatment plant have been taken up.
- **Jaipur Station:** The works of 6 m wide foot over bridge at dausa end, second entry side basement, approach road, structural work of main entry side basement, structural work of air concourse and 8m wide

central foot over bridge connecting concourse have been completed. The work of 6m wide foot over bridge at Sikar end, structural work of main entry station building, foot over bridge along the track and roofing & flooring work of central foot over bridge have been taken up.

- **Bijwasan station:** The structural work of station building, air concourse, electrical substation and water treatment plant have been completed. The works of finishing of station-building, new platform shelters, sewage treatment plant, rainwater harvesting, lifts, escalator, waiting lounge and flooring & finishing of air-concourse have been taken up.
- **New Kota**: The structural work of front &rear station building, parcel building, new panel room, RPF building, improvement of rear & front side circulating area, platform shelter at platform no. 1 and air concourse have been completed. The work of lifts, escalators, through roof, finishing of front & rear side station building, improvement of platform shelters at platform no 2&3, overhead tank and underground tank etc. have also been taken up.
- **Bhubaneswar station:** The works of new west side and east side station building, air concourse, elevated driveway at West and East side and extension of foot over bridge have been completed. The works of improvement of platform surface, improvement of circulating area, platform shelters, lifts and escalators have been taken up.
- **Bangalore Cantonment station**: The works of new diversion road at South side, new electrical sub-station and new 5 m wide foot over bridge

have been completed. The works of new station building at South side, new station building at Nouth side, improvement of platform surface, air concourse, 12 m wide foot over bridge, new basement at South side, new overhead tank at North and South side have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development/ redevelopment/ upgradation/ modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development/upgradation/modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. For the financial year 2026-27, an allocation of ₹11971.82 crore has been made under Plan Head-53.

श्रीअन्न का एमएसपी

3969. श्री आलोक शर्मा:

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

(क) विगत पांच वर्षों के दौरान सरकार द्वारा न्यूनतम समर्थन मूल्य (एमएसपी) पर मोटे अनाज (श्रीअन्न) की कितनी मात्रा में खरीद की गई और लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) और अन्य कल्याणकारी योजनाओं के माध्यम से वर्ष-वार कितनी मात्रा में खाद्यान्न वितरित किया

गया;

(ख) क्या सरकार ने सार्वजनिक वितरण प्रणाली (पीडीएस) के माध्यम से श्रीअन्न (मोटे अनाज) की खरीद और वितरण में वृद्धि करने के लिए कोई विशेष कदम उठाए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार ने राज्यों को सार्वजनिक वितरण प्रणाली (पीडीएस) में श्रीअन्न (मोटे अनाज) को शामिल करने के लिए प्रोत्साहित किया है;

(घ) यदि हां, तो मध्य प्रदेश राज्य में श्रीअन्न की खरीद और वितरण का जिला-वार ब्यौरा क्या है; और

(ड.) क्या बाजरा, ज्वार, रागी, कोदो, कुटकी और अन्य छोटे दाने वाले बाजरा जैसे मोटे अनाजों की खरीद और वितरण भी सार्वजनिक वितरण प्रणाली (पीडीएस) के अंतर्गत किया जा रहा है ताकि उनके उत्पादन को बढ़ावा दिया जा सके और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क): विगत पांच वर्षों के दौरान सरकार द्वारा न्यूनतम समर्थन मूल्य (एमएसपी) पर खरीदे गए राज्यवार, वर्षवार मोटे अनाज (श्री अन्न) का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

विगत पांच वर्षों के दौरान लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) और अन्य कल्याणकारी योजनाओं (ओडब्ल्यूएस) के माध्यम से वितरित किए गए मोटे अनाज (श्री अन्न) की राज्यवार मात्रा संलग्न **विवरण -II** में दी गई है।

(ख) और (ग): भारत सरकार ने श्री अन्न की खरीद और वितरण बढ़ाने के लिए निम्नलिखित कदम उठाए हैं:

i. श्री अन्न की वितरण अवधि/शेल्फ लाइफ को पहले के 3 माह से बढ़ाकर 6-10 माह कर दिया गया है।
ii. एफसीआई के माध्यम से अधिशेष श्री अन्न के अंतर-राज्यीय परिवहन की व्यवस्था की गई

है।

iii. अधिग्रहण चरण पर प्रशासनिक शुल्क को एमएसपी के 1% से बढ़ाकर 2% कर दिया गया है।

iv. सरकार ने लघु श्री अन्न: फॉक्सटेल श्री अन्न (कांगनी/काकुन), प्रोसो श्री अन्न (चीना), कोडो श्री अन्न (कोडो), लिटल श्री अन्न (कुटकी), बक- व्हीट (कुट्टू) और अमरेन्थस (चौलाई) को एमएसपी योजना के तहत रागी के एमएसपी पर केएमएस 2028-29 तक शामिल करते हुए राज्यों/संघ राज्य क्षेत्रों द्वारा श्री अन्न की खरीद के दायरे का विस्तार किया है।

(घ): सरकार ने वर्ष 2025-26 (खरीफ) के लिए मध्य प्रदेश राज्य सरकार को 50,000 टन ज्वार और 1,50,000 टन बाजरा की खरीद की मंजूरी दे दी थी। वर्ष 2025-26 के लिए मध्य प्रदेश में श्री अन्न की खरीद का जिलावार ब्यौरा संलग्न **विवरण-III** में दिया गया है।

वर्ष 2025 के लिए मध्य प्रदेश में श्री अन्न के वितरण का जिलावार ब्यौरा संलग्न **विवरण-IV** में दिया गया है।

(ङ): मोटे अनाजों की खरीद, राज्यों द्वारा खरीदे गए मोटे अनाजों (ज्वार, बाजरा, मक्का और रागी) और 6 लघु श्री अन्न {फॉक्सटेल श्री अन्न (कांगनी/काकुन), प्रोसो श्री अन्न (चीना), कोडो श्री अन्न (कोडो), लिटल श्री अन्न (कुटकी), बक- व्हीट (कुट्टू) और अमरेन्थस (चौलाई)} के आवंटन, वितरण और निपटान के लिए दिशानिर्देशों द्वारा विनियमित होती है। इन दिशानिर्देशों के तहत, राज्यों को किसानों से न्यूनतम समर्थन मूल्य (एमएसपी) पर विकेंद्रीकृत खरीद के माध्यम से इन वस्तुओं की खरीद करने और लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस)/अन्य कल्याणकारी योजनाओं (ओडब्ल्यूएस) के तहत वितरण करने की अनुमति है।

विवरण-I

मोटे अनाज (श्रीअन्न) की खरीद का ब्यौरा (05.08.2026 तक)

(मात्रा टन में)

केएमएस	जिंस	आंध्र प्रदेश	गुजरात	हरियाणा	कर्नाटक	मध्य प्रदेश	महाराष्ट्र	उत्तर प्रदेश	ओडिशा	उत्तरा खंड	तमिलनाडु	कुल खरीद	एमएसपी (रु./ क्विंटल)	एमएसपी मूल्य (करोड़ में)
2020-21	ज्वार			0	80722	29582	17784	0				128088	2620	335.59
	ज्वार (रबी)			0	0	0	18384	0				18384	2620	48.17
	बाजरा		11515	150000	0	195351	5005	0				361871	2150	778.02
	मक्का		4133		0	0	88283	106413				198829	1850	367.83
	मक्का (रबी)				0	0	6486	0				6486	1850	12.00
	रागी				474098	0	0	0	20252			494350	3295	1628.88
	कुल		**15648**	**150000**	**554820**	**224933**	**135942**	**106413**	**20252**			**1208008**		
2021-22	ज्वार				103920	32393	20262	0				156575	2738	428.70
	ज्वार (रबी)				0	0	0	0				0	2738	0.00
	बाजरा		7284		0	5400	567	0				13251	2250	29.81
	मक्का		389		0	0	19615	2763				22767	1870	42.57
	मक्का (रबी)				0	0	0	0				0	1870	0.00
	रागी				40478	0	253	0	32302			437339	3377	1476.89

					4									
	कुल		**7673**		**508703**	**37793**	**40697**	**2763**	**32302**			**629931**		
2022-23	ज्वार		0		76897	258	1378	0				78533	2970	233.24
	ज्वार (रबी)	3621	685		0	0	2358	0				6664	2970	19.79
	बाजरा		766	81147	0	0	10	43437				125360	2350	294.60
	बाजरा (रबी)		56645		0	0	0	0				56645	2350	133.12
	मक्का		0		0	0	48	0				48	1962	0.10
	मक्का (रबी)		197		0	0	12877	0				13074	1962	25.65
	रागी	4	0		454404	0	636	0		1186	515	456745	3578	1634.23
	कुल	**3625**	**58293**	**81147**	**531301**	**258**	**17308**	**43437**		**1186**	**515**	**737069**		
2023-24	ज्वार	24466			85402		462	13340				123670	3180	393.27
	ज्वार (रबी)	4903	2946		105019		86624.9					199493	3180	634.39
	बाजरा		33359	231334				355038				619731	2500	1549.33
	बाजरा (रबी)		76726									76726	2500	191.82
	मक्का						25	4451				4476	2090	9.35
	मक्का (रबी)						56					56	2090	0.12
	रागी	376	0.75		22657		189	0.7		1889	1889	230920	3846	888.12

					6									
	कुल	**29745**	**113032**	**231334**	**416997**		**87357**	**372830**		**1889**	**1889**	**1255073**		
2024-25	ज्वार		27		115352	908	937	46942				164166	3371	553.40
	ज्वार (रबी)	35402	5300		78676		131311					250689	3371	845.07
	बाजरा		3818	156000				101311				261129	2625	685.46
	बाजरा (रबी)		82223									82223	2625	215.84
	मक्का						1					1	2225	0.00
	मक्का (रबी)		118				51	19312				19481	2225	43.35
	रागी	205	5		346079		233		40000	3139	4050	393711	4290	1689.02
	रागी	902										902	4290	3.87
	कुल	**36509**	**91491**	**156000**	**540107**	**908**	**132533**	**167565**	**40000**	**3139**	**4050**	**1172302**		
2025-26*	ज्वार				140199	397	5518	43562				189676	3699	701.61
	ज्वार (रबी)	49852	7525		81620		142297					281294	3699	1040.51
	बाजरा		14472	233				213973				228678	2775	634.58
	बाजरा (रबी)		11379									113796	2775	315.78

			6											
	मक्का		564				100511	13209				114284	2400	274.28
	मक्का (रबी)		11870				42467	22719				77056	2400	184.93
	रागी		13		569331		462			5386	8000	583192	4886	2849.48
	रागी	5322										5322	4886	26.00
	कुल	**55174**	**148240**	**233**	**791150**	**397**	**291255**	**293463**	**0**	**5386**	**8000**	**1593298**		
*2025-26 की खरीद अभी भी जारी है														

विवरण - II

पिछले पांच वर्षों में वितरित मोटे अनाज (श्रीअन्न) का राज्यवार ब्यौरा (टन में) निम्नानुसार है:

क्र.सं.	राज्य का नाम	2021	2022	2023	2024	2025
1	अंडमान व निकोबार द्वीप समूह	-	-	-	-	-
2	आंध्र प्रदेश	-	-	17,005.11	27,278.26	28,005.24
3	अरुणाचल प्रदेश	-	-	-	-	-
4	असम	-	-	0.10	0.36	0.10
5	बिहार	-	-	-	-	-
6	छत्तीसगढ	-	-	0.04	-	-
7	दादरा और नगर हवेली तथा दमन और दीव			-	-	-
8	दिल्ली		-	-	-	-
9	गोवा	-	-	-	-	-
10	गुजरात	-	7,835.34	56,788.20	1,51,579.14	91,429.14
11	हरयाणा	95,162.48	59,977.47	41,036.66	3,44,817.46	2,17,421.96
12	हिमाचल प्रदेश	-	-	-	-	-
13	जम्मू और कश्मीर	-	-	-	-	-
14	झारखंड	-	-	-	-	-
15	कर्नाटक	5,15,858.29	4,74,203.00	4,12,824.28	4,01,444.45	5,46,203.66
16	केरल	-	-	487.30	15.74	0.01
17	लद्दाख	-	-	-	-	-
18	लक्षद्वीप	-	-	-	-	-
19	मध्य प्रदेश	1,97,027.83	28,856.05	2,814.01	-	839.76
20	महाराष्ट्र	62,699.14	30,967.93	16,732.28	61,265.09	1,43,109.20
21	मणिपुर	-	-	-		
22	मेघालय	-	-	-	-	-
23	मिजोरम	-	-	-	-	-
24	नगालैंड	-	-	-	-	-
25	ओडिशा	-	-	-	-	-
26	पुदुचेरी					-

27	पंजाब	-	-	-	-	-
28	राजस्थान	-	-	-	-	-
29	सिक्किम	-	-	-	-	-
30	तमिलनाडु	-	-	4,307.42	2,836.77	2,585.36
31	तेलंगाना	-	-	-	-	-
32	त्रिपुरा	-	-	-	-	-
33	उत्तर प्रदेश	98,492.50	2,634.21	3,341.93	3,71,394.16	1,67,490.29
34	उत्तराखंड	-	-	45.21	0.14	2,460.95
35	पश्चिम बंगाल	-	-	-	-	-
	कुल योग	**9,69,240.24**	**6,04,474.00**	**5,55,382.54**	**13,60,631.57**	**11,99,545.67**

विवरण - III

मध्य प्रदेश राज्य में वर्ष केएमएस 2025-26 के लिए मोटे अनाज (ज्वार) की खरीद का ज़िलेवार ब्यौरा टन में निम्नानुसार है:

क्र. सं.	जिला	कुल खरीद (टन में)
1.	बड़वानी	282.55
2.	नरसिंहपुर	114.65
कुल		**397.20**

विवरण- IV

वर्ष 2025 के लिए मध्य प्रदेश राज्य में मोटे अनाज (श्रीअन्न) के वितरण का ज़िलेवार ब्यौरा (टन में) निम्नानुसार है:

जिला	एएवाई	पीएचएच
बड़वानी	18.39	77.37
बेतुल	145.08	582.78
होशंगाबाद	0	0.03
इंदौर	0.01	0.04
पंधुरना	0.01	0
सिंगरौली	0	16.03
कुल योग	**163.49**	**676.25**

REGULATION AND MISUSE OF ARTIFICIAL INTELLIGENCE

3970. DR. MOHAMMAD JAWED:

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

(a) whether the Government has enacted or proposes to enact a legal framework regulating the development and use of Artificial Intelligence (AI) in the country and if so, the details thereof;

(b) whether the Government is aware of the misuse of AI on social media for fraud, impersonation, deepfakes, misinformation and other unlawful activities;

(c) if so, the details of such cases reported during each of the last five years along with the action taken thereon; and

(d) whether any mechanism is put in place to monitor AI-enabled misuse on social media platforms and coordinate with intermediaries and law enforcement agencies for its detection and prevention and if so, the details thereof?

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

(a) to (d): India’s Artificial Intelligence (AI) policy is based on Prime Minister Narendra Modi’s vision of democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with AI.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 lakh strong workforce. The IndiaAI Mission has seven pillars including development of AI models, applications, datasets, talent development and affordable compute.

India AI Governance Guidelines were released on 5th November 2025, providing a comprehensive national framework for the safe, responsible and inclusive development and deployment of Artificial Intelligence in the country.

Pursuant to the Guidelines, the following institutional mechanisms have been initiated:

- AI Governance and Economic Group (AIGEG), a high-level inter-ministerial body to steer the development of India's national AI governance strategy;
- Technology and Policy Expert Committee (TPEC), to support technical and policy recommendations; and
- AI Safety Institute (AISI), to undertake safety research, develop standards, test AI systems and evaluate emerging risks.

To help achieve the aim at ensuring an Open, Safe and Trusted and Accountable Internet for all users, the Government adopts a consultative approach in matters relating to the legal and regulatory framework governing the digital ecosystem and regularly engages with relevant stakeholders to examine the legal, policy and institutional framework relating to emerging issues in the cyberspace, in light of technological developments and public interest.

Any legislative or regulatory measures, if considered necessary, are processed in accordance with the extant policy and established legislative procedures of the Government.

The Government remains conscious of the threats posed by deepfakes powered by Artificial Intelligence (AI), including synthetic audio, video and text. With an aim to ensure an open, safe, trusted and accountable cyberspace for users, Government of India has enacted the following laws and rules that address various aspects of the deepfake challenge:

The Information Technology Act, 2000 ("IT Act")

- Section 43 prescribes penalty and compensation for damage to computers, computer systems etc.
- Section 66 prescribes punishment for computer related offences;
- Covers offences like identity theft (section 66C), impersonation (section 66D), privacy violations (section 66E), publishing or transmitting obscene or sexually explicit content (sections 67, 67A)
- Provision to issue blocking orders to intermediaries for blocking access to specific information/ link (section 69A)
- Provision to issue notice to intermediaries for removal of information being used to commit unlawful act (section 79)
- Besides, the Act also empowers Police to investigate offences (Section 78 and 80).

The Bharatiya Nyaya Sanhita, 2023 (“BNS”)

- Section 319 prescribes punishment for cheating by personation;
- Section 336 prescribes punishment for forgery (includes making false electronic records for the purpose of cheating or harming the reputation of any party).
- Section 353 aims to curb the spread of misinformation and disinformation by penalizing the act of making false or misleading statements, rumours, or reports that can cause public mischief or fear.
- Organised cybercrimes involving deepfake content can also be prosecuted under section 111.

The Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (“IT Rules”)

The IT Rules cast specific obligations on intermediaries to observe due diligence while discharging their duties and shall inform the users of computer resources not to host, display, upload, modify, publish, transmit, update or share any information that:

- belongs to another person and to which the user does not have any right;
- obscene, pornographic, invasive of privacy, or promotes hate or violence;
- harms children;
- infringes any proprietary rights;

- misleads or deceives the addressee about the origin of message;
- knowingly and intentionally communicates any misinformation; patently false and untrue information or misleading information;
- impersonates others, including via AI;
- threatens national security or public order;
- violates any applicable law.

Intermediaries must clearly inform users through terms of service and user agreements about the consequences of sharing unlawful content, including content removal, account suspension, or termination.

Social media intermediaries having 50 lakhs or above registered user base in India (SSMIs) are required to comply with following additional obligations:

- SSMIs offering messaging services must help law enforcement trace originators of serious or sensitive content.
- To use automated tools to detect and limit spread of unlawful content.
- Publish compliance reports, appoint local officers, and share physical addresses based in India for compliances and law enforcement coordination.
- Offer voluntary user verification, internal appeals, and fair hearing before taking suo-moto action.

Grievance Redressal Mechanism:

Intermediaries are required to appoint Grievance Officers and resolve complaints within the prescribed timelines. Users can appeal online at

https://www.gac.gov.in if their complaints are not addressed by the intermediaries' Grievance Officers. GACs ensure accountability and transparency of content moderation decisions.

The complaints registered with the Police are investigated by the concerned Law Enforcement Agencies (LEAs) under the relevant statutory framework. Since 'Police' and 'Public Order' are State subjects as per the Seventh Schedule of the Constitution of India, the States/UTs are primarily responsible for the prevention, detection, investigation and prosecution of crimes including cybercrime through their Law Enforcement Agencies (LEAs).

Recent Amendments:

On 10th February, 2026, the Government strengthened the regulatory framework by amending the IT Rules to address harms arising from synthetically generated information (SGI), including deepfakes and AI-generated content.

Key points related to the amendment are as follows: -

- Intermediaries are required to ensure clear labelling and traceable metadata for permissible AI-generated content, so that users can easily identify synthetically generated material and prevent deception or misuse.
- It further strengthens user accountability and platform due diligence, including mandatory user awareness regarding legal consequences of unlawful AI-generated content and stronger compliance obligations for social media intermediaries.

- Importantly, the guidelines explicitly cover child sexual exploitation material, non-consensual intimate imagery, impersonation and other harmful AI-generated content, requiring platforms to prevent such content and take prompt action when detected.
- Strengthening of timelines for compliance, including reduced timelines for removal of unlawful information upon actual knowledge upon valid reasoned intimation from the appropriate government or court orders (timeline reduced from 36 hours to 3 hours) and for grievance redressal (including special categories such as nudity/impersonation etc.) (timeline reduced from 72 hours to 36 hours and 24 hours to 2 hours for sensitive matters, respectively).
- Intermediaries are obligated to deploy reasonable and appropriate technical measures, including automated tools or other suitable mechanisms, to not allow any user to create, generate, modify, alter, publish, transmit, share, or disseminate, as the case may be, any synthetically generated information that violates any law for the time being in force.
- IT Rules mandates the Significant Social Media Intermediaries (SSMIs) to take reasonable efforts to deploy appropriate technical measures, including automated tools or other suitable mechanisms, to proactively identify information that depicts any act or simulation in any form depicting rape, child sexual abuse or conduct, whether explicit or

implicit, or any information which is exactly identical in content to information that has previously been removed.

In case of failure of the intermediaries to observe the legal obligations as provided in the IT Rules, they lose their exemption from third party information provided under section 79 of the IT Act. They are liable for consequential action or prosecution as provided under any extant law.

'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India. Accordingly, the States and Union Territories (UTs) are primarily responsible for the prevention, detection, investigation, and prosecution of cybercrime. The Central Government, through the Ministry of Home Affairs (MHA), supplements the efforts of States and UTs by providing policy guidance, technological support, capacity-building assistance, and financial resources to strengthen cybercrime management and enforcement capabilities. The Ministry of Home Affairs has set up the 'Indian Cyber Crime Coordination Centre' (I4C) as an attached office to deal with all types of cyber crimes in the country, in a coordinated and comprehensive manner.

The 'National Cyber Crime Reporting Portal' (NCRP) (https://cybercrime.gov.in) has been launched, as a part of the I4C, to enable public to report incidents pertaining to all types of cyber crimes, with special focus on cyber crimes against women and children. Cyber crime incidents reported on this portal, their conversion into FIRs and subsequent action thereon are handled by the State/UT Law Enforcement Agencies concerned

as per the provisions of the law. A toll-free Helpline number '1930' has been operationalized to get assistance in lodging online cyber complaints.

The 'Citizen Financial Cyber Fraud Reporting and Management System' (CFCFRMS), under I4C, has been launched in year 2021 for immediate reporting of financial frauds and to stop siphoning off funds by the fraudsters.

सोशल मीडिया प्लेटफॉर्मों पर फर्जी सामग्री

3971. डॉ. आनन्द कुमार गोंडः

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या व्हाट्सएप, टेलीग्राम और अन्य सोशल मीडिया प्लेटफॉर्मों पर फर्जी, भ्रामक तथा हेर-फेर की गई सामग्री तेजी से तैयार और प्रसारित की जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने उक्त सामग्री बनाने और जानबूझकर इसका प्रसार करने वालों के विरुद्ध मौजूदा विधिक प्रावधानों की प्रभावशीलता की समीक्षा की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का केवल उक्त सामग्री को हटाने तक सीमित रहने के बजाय उक्त मामलों में दोषियों की पहचान सुनिश्चित करने और उनके विरुद्ध दंडात्मक एवं आपराधिक कार्रवाई करने हेतु कोई नया तंत्र या विधिक प्रावधान लाने का प्रस्ताव है; और

(घ) सरकार द्वारा फर्जी सामग्री के सृजन तथा प्रसार पर प्रभावी ढंग से अंकुश लगाने और सोशल मीडिया प्लेटफॉर्मों की जवाबदेही बढ़ाने के लिए क्या कदम उठाए जा रहे हैं और उनका ब्यौरा क्या है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (घ): सरकार की नीतियों का उद्देश्य अपने प्रयोक्ताओं के लिए एक खुला, सुरक्षित और विश्वसनीय तथा जवाबदेह इंटरनेट सुनिश्चित करना है। सूचना प्रौद्योगिकी अधिनियम, 2000 ("आईटी अधिनियम") और सूचना प्रौद्योगिकी (मध्यवर्ती दिशानिर्देश और डिजिटल मीडिया आचार संहिता) नियम, 2021 ("आईटी नियम") सहित मौजूदा कानूनी ढांचे ने मिलकर डिजिटल स्पेस में नकली, भ्रामक और हेरफेर की गई सामग्री से निपटने के लिए एक रूपरेखा तैयार की है और जवाबदेही सुनिश्चित करने के लिए मध्यवर्तियों पर स्पष्ट दायित्व लागू किए हैं।

<u>सूचना प्रौद्योगिकी अधिनियम, 2000 ("आईटी अधिनियम")</u>

- विशिष्ट सूचना/लिंक तक पहुंच को अवरुद्ध करने के लिए मध्यवर्तियों को अवरोधक आदेश जारी करने का प्रावधान (धारा 69क)।
- गैरकानूनी कार्य करने के लिए उपयोग की जा रही जानकारी को हटाने या अक्षम करने के लिए मध्यवर्तियों को नोटिस जारी करने का प्रावधान (धारा 79)।
- इसके अलावा, अधिनियम पुलिस को अपराधों (धारा 78 और 80) की जांच करने का अधिकार भी देता है।

<u>भारतीय न्याय संहिता, 2023 ("बीएनएस")</u>

- धारा 319 में प्रतिरूपण द्वारा धोखाधड़ी के लिए सजा का प्रावधान है।
- धारा 336 जालसाजी के लिए सजा निर्धारित करती है (इसमें किसी भी पक्ष की प्रतिष्ठा को धोखा देने या नुकसान पहुंचाने के उद्देश्य से झूठे इलेक्ट्रॉनिक रिकॉर्ड बनाना शामिल है)।
- धारा 353 का उद्देश्य झूठे या भ्रामक बयान, अफवाहें या रिपोर्ट बनाने के कार्य को दंडित करके गलत सूचना और दुष्प्रचार के प्रसार को रोकना है जो सार्वजनिक शरारत या भय पैदा कर सकते हैं।
- डीपफेक कंटेंट से जुड़े संगठित साइबर अपराधों पर भी धारा 111 के तहत मुकदमा चलाया जा सकता है।

सूचना प्रौद्योगिकी (मध्यवर्ती दिशानिर्देश और डिजिटल मीडिया आचार संहिता) नियम, 2021 ("आईटी नियम")

आईटी नियम मध्यवर्तियों पर अपने कर्तव्यों का निर्वहन करते समय अपेक्षित सावधानी बरतने के लिए विशिष्ट दायित्व डालते हैं और कंप्यूटर संसाधनों के उपयोगकर्ताओं को सूचित करेंगे कि वे ऐसी किसी भी जानकारी को होस्ट, प्रदर्शित, अपलोड, संशोधित, प्रकाशित, संचारित, अपडेट या साझा न करें जो डीप-फेक के माध्यम से गुमराह करती है या धोखा देती है, एआई सहित अन्य का प्रतिरूपण करती है, राष्ट्रीय सुरक्षा या सार्वजनिक व्यवस्था को खतरे में डालती है या किसी भी लागू कानून का उल्लंघन करती है।

मध्यवर्तियों को सेवा की शर्तों और उपयोगकर्ता समझौतों के माध्यम से उपयोगकर्ताओं को गैरकानूनी सामग्री साझा करने के परिणामों के बारे में स्पष्ट रूप से सूचित करना चाहिए, जिसमें सामग्री हटाने, खाता निलंबन या समाप्ति शामिल है।

भारत में 50 लाख या उससे अधिक पंजीकृत उपयोगकर्ता आधार (एसएसएमआई) वाले सोशल मीडिया मध्यवर्तियों को निम्नलिखित अतिरिक्त दायित्वों का पालन करना आवश्यक है:

- संदेश सेवाएँ प्रदान करने वाले एसएसएमआई को कानून प्रवर्तन एजेंसियों को गंभीर या संवेदनशील सामग्री के मूल रचनाकारों का पता लगाने में मदद करनी चाहिए।
- गैरकानूनी सामग्री के प्रसार का पता लगाने और उसे सीमित करने के लिए स्वचालित उपकरणों का उपयोग करना।
- अनुपालन रिपोर्ट प्रकाशित करना, स्थानीय अधिकारियों को नियुक्त करना और अनुपालन तथा कानून प्रवर्तन समन्वय के लिए भारत में आधारित भौतिक पते साझा करना।
- स्वत: कार्रवाई करने से पहले स्वैच्छिक उपयोगकर्ता सत्यापन, आंतरिक अपील और निष्पक्ष सुनवाई की पेशकश करना ।

शिकायत निवारण तंत्र:

मध्यवर्तियों को शिकायत अधिकारियों की नियुक्ति करने और निर्धारित समय सीमा के भीतर शिकायतों का समाधान करने की आवश्यकता होती है। यदि मध्यवर्तियों के शिकायत अधिकारियों द्वारा उपयोगकर्ता की शिकायतों का समाधान नहीं किया जाता है, तो वे https://www.gac.gov.in पर ऑनलाइन अपील कर सकते हैं। जीएसी सामग्री मॉडरेशन निर्णयों की जवाबदेही और पारदर्शिता सुनिश्चित करते हैं।

हाल के संशोधन:

10 फरवरी, 2026 को, सरकार ने डीपफेक और एआई-जनित सामग्री सहित कृत्रिम रूप से उत्पन्न जानकारी (एसजीआई) से उत्पन्न होने वाले नुकसान को दूर करने के लिए आईटी नियमों में संशोधन करके नियामक ढांचे को मजबूत किया।

संशोधन से संबंधित मुख्य बिंदु इस प्रकार हैं: -

- मध्यवर्तियों को अनुमेय एआई-जनित सामग्री के लिए स्पष्ट लेबलिंग और पता लगाने योग्य मेटाडेटा सुनिश्चित करने की आवश्यकता होती है, ताकि उपयोगकर्ता आसानी से कृत्रिम रूप से उत्पन्न सामग्री की पहचान कर सकें और धोखे या दुरुपयोग को रोक सकें।
- यह उपयोगकर्ता की जवाबदेही और प्लेटफॉर्म की सम्यक सावधानी को और मजबूत करता है, जिसमें गैरकानूनी एआई-जनित सामग्री के कानूनी परिणामों के बारे में अनिवार्य उपयोगकर्ता जागरूकता और सोशल मीडिया मध्यवर्तियों के लिए मजबूत अनुपालन दायित्व शामिल हैं।
- महत्वपूर्ण रूप से, दिशानिर्देश स्पष्ट रूप से बाल यौन शोषण सामग्री, गैर-सहमति वाली अंतरंग इमेजरी, प्रतिरूपण और अन्य हानिकारक एआई-जनित सामग्री को कवर करते

हैं, जिससे प्लेटफार्मों को ऐसी सामग्री को रोकने और पता चलने पर त्वरित कार्रवाई करने की आवश्यकता होती है।

- अनुपालन के लिए समय-सीमा को मजबूत करना, जिसमें शामिल हैं: उचित सरकारी या अदालती आदेशों से मिली सही और ठोस सूचना के आधार पर गैर-कानूनी जानकारी को हटाने की समय-सीमा कम करना (समय-सीमा 36 घंटे से घटाकर 3 घंटे की गई) और शिकायतों के समाधान की समय-सीमा कम करना (इसमें नग्नता/किसी और का रूप धरने जैसी खास श्रेणियां शामिल हैं) (समय-सीमा 72 घंटे से घटाकर 36 घंटे और संवेदनशील मामलों के लिए 24 घंटे से घटाकर 2 घंटे की गई)।
- मध्यवर्ती स्वचालित उपकरण या अन्य उपयुक्त तंत्र सहित उचित और उचित तकनीकी उपायों को लागू करने के लिए बाध्य हैं, ताकि किसी भी उपयोगकर्ता को किसी भी कृत्रिम रूप से उत्पन्न जानकारी बनाने, उत्पन्न करने, संशोधित करने, बदलने, प्रकाशित, संचारित, साझा करने या प्रसारित करने की अनुमति न दी जा सके, जैसा भी मामला हो, किसी भी कृत्रिम रूप से उत्पन्न जानकारी जो उस समय लागू किसी भी कानून का उल्लंघन करती है।

आईटी नियमों में प्रदान किए गए कानूनी दायित्वों का पालन करने में मध्यवर्तियों की विफलता के मामले में, वे आईटी अधिनियम की धारा 79 के तहत प्रदान की गई तीसरे पक्ष की जानकारी से अपनी छूट खो देते हैं। वे किसी भी मौजूदा कानून के तहत प्रदान की गई परिणामी कार्रवाई या अभियोजन के लिए उत्तरदायी हैं।

<u>परामर्शी निदेश और मानक संचालन प्रक्रिया (एसओपी):</u>

सरकार ने सोशल मीडिया मध्यवर्तियों सहित मध्यवर्तियों को आईटी अधिनियम और आईटी नियमों के तहत अपेक्षित सावधानी संबंधी दायित्वों के पालन पर जोर देते हुए कई

परामर्शी निदेश जारी किए हैं। जारी किए गए परामर्शी निदेश और तैयार एसओपी का विवरण इस प्रकार है:

- अपमानजनक, मानहानिकारक, आपत्तिजनक, अपमानजनक और भ्रामक रूप से उत्पन्न जानकारी के निर्माण, होस्टिंग, प्रकाशन, प्रसारण, साझा करने या अपलोड करने के संबंध में मध्यवर्तियों को 16.03.2026 को एक परामर्श जारी किया गया था।
- ऑनलाइन प्लेटफॉर्म पर गैर-सहमति वाली अंतरंग इमेजरी (एनसीआईआई) सामग्री के प्रसार को कम करने के लिए एक मानक संचालन प्रक्रिया ("एसओपी") तैयार की गई है और 11.11.2025 को जारी की गई है। एसओपी पीड़ितों, मध्यवर्तियों और कानून प्रवर्तन एजेंसियों को विस्तृत मार्गदर्शन प्रदान करता है ताकि सहमति के बिना साझा की गई अंतरंग या मॉर्फ्ड छवियों सहित एनसीआईआई सामग्री के ऑनलाइन प्रसार के खिलाफ त्वरित और समान कार्रवाई सुनिश्चित की जा सके।

पीआईबी फैक्ट चेक यूनिट

पत्र सूचना कार्यालय ("पीआईबी") भारत सरकार से संबंधित फर्जी खबरों से निपटने के लिए सक्रिय कदम उठाने में सबसे आगे रहा है। नवंबर 2019 में, पीआईबी ने भारत सरकार, इसके विभिन्न मंत्रालयों, विभागों, सार्वजनिक क्षेत्र के उपक्रमों और केंद्र सरकार के अन्य संगठनों से संबंधित फर्जी खबरों के मुद्दे से निपटने के उद्देश्य से एक फैक्ट चेक यूनिट की स्थापना की।

यह इकाई सरकारी नीतियों, विनियमों, घोषणाओं और उपायों के बारे में दावों की पुष्टि करती है। एक स्थापित कठोर तथ्य-जांच प्रक्रिया के माध्यम से, पीआईबी फैक्ट चेक यूनिट मिथकों, अफवाहों और झूठे दावों को दूर करने में मदद करती है और जनता को सटीक और विश्वसनीय जानकारी प्रदान करती है।

'पुलिस' और 'सार्वजनिक व्यवस्था'

पुलिस में दर्ज शिकायतों की जांच संबंधित कानून प्रवर्तन एजेंसियों (एलईए) द्वारा संगत सांविधिक ढांचे के तहत की जाती है। चूंकि भारत के संविधान की सातवीं अनुसूची के अनुसार

'पुलिस' और 'लोक व्यवस्था' राज्य के विषय हैं, इसलिए राज्य/संघ राज्य क्षेत्र अपनी विधि प्रवर्तन एजेंसियों (एलईए) के माध्यम से साइबर अपराध सहित अपराधों की रोकथाम, पता लगाने, जांच और अभियोजन के लिए प्राथमिक रूप से जिम्मेदार हैं।

PUBLIC-PRIVATE PARTNERSHIP (PPP) MODEL FOR EARTH OBSERVATION SATELLITE CONSTELLATIONS

3972. SHRI ANURAG SHARMA:

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

(a) whether the Government has proposes to formulate any Public Private Partnership (PPP) framework for the development, deployment and operation of Earth Observation (EO) satellite constellations to enhance India's space-based observation capabilities;

(b) if so, the details thereof including the role envisaged for private industry, start-ups and academic institutions in satellite manufacturing, launch services, data generation and downstream applications;

(c) the details of financial assistance, policy incentives and institutional mechanisms proposed to encourage private investment in Earth Observation missions;

(d) whether any Earth Observation constellation projects have been approved or are under implementation through the PPP model and if so, the details thereof including timelines and estimated investment; and

(e) the manner in which such initiatives are expected to strengthen disaster management, agriculture, climate monitoring, urban planning, border surveillance and the overall growth of India's space economy?

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

(a) : Yes, The Government, through the Indian National Space Promotion and Authorization Centre (IN-SPACe), has formulated a Public Private Partnership (PPP) framework for the development, deployment and operation of Earth Observation (EO) satellite constellations, with a view to enhancing the country's space-based observation capabilities, space economy and building an indigenous, self-reliant Earth Observation ecosystem in the country.

(b) : Under this framework, Non-Government Entities (NGEs) including private industry, start-ups and, where relevant, academic and research institutions are enabled to design, build, own and operate Earth Observation satellite constellations on an end-to-end basis. The envisaged roles include:

i) Satellite manufacturing: Design, fabrication, integration and testing of EO satellites, including 5 ultra-high resolution optical satellites with 4 bands, 3 multispectral satellites with 8 bands, 2 hyperspectral optical satellites

with 250 bands and 2 Synthetic Aperture Radar (SAR) satellites in X-band, by Indian industry.

ii) Launch services: Utilisation of Indian launch vehicles (private/ISRO), for placing the satellites in to orbit.

iii) Data generation and ground infrastructure: Establishment of ground stations, mission control and data reception/processing infrastructure by the private consortium.

iv) Downstream applications: Development of value-added products, analytics and decision-support tools for Government departments, strategic users and commercial customers.

v) Academic and R&D linkages: Collaboration with academic and research institutions for capacity building and application development.

(c) : The following financial assistance, policy incentives and institutional mechanisms have been put in place by the Government to encourage private investment in Earth Observation and allied space missions:

i) Antariksh Venture Capital Fund of Rs. 1,000 crores, announced to catalyse private investment in the space sector.

ii) Technology Adoption Fund (TAF) of Rs. 500 crores, providing financial support of up to 60% of project cost for start-ups/MSMEs and up to 40% for larger industries, subject to a cap of Rs. 25 crores per project, to enable commercialisation of early-stage space technologies, including EO-related technologies.

iii) Seed Fund Scheme, providing grants of up to Rs. 1 crore to start-ups and NGEs, including for applications in agriculture, disaster management, urban planning and marine domain awareness.

iv) Common Technical Facilities, with an outlay of Rs. 500 crores, along with support to State Governments for setting up Space Manufacturing Clusters.

v) Differential pricing policy for NGEs buying Indian satellite data to provide demand certainty for EO data and services.

vi) Transfer of Technology (ToT) from ISRO to NGEs, including for satellite sub-systems and launch vehicle technologies.

vii) Facilitation support, including Resident Experts placed by IN-SPACe to provide technical assistance to industry at no cost, and a Pre-Incubation Entrepreneurship Development Programme.

viii) Institutional single-window mechanism: IN-SPACe functions as the nodal authorisation, promotion and facilitation body for all NGE space activities, including EO missions.

These measures are complemented by the Indian Space Policy-2023, which provide the overarching regulatory and ease-of-doing-business framework for private participation in the space sector.

(d) : Yes. IN-SPACe has approved and signed an agreement for the country's first indigenous, fully commercial Earth Observation constellation under the PPP model with a private consortium named Allied Orbits Private Limited. The details are as follows:

i) **Allied Orbits Private Limited Consortium:** Led by PixxelSpace India, along with Dhruva Space, PierSight Space and Satsure Analytics India.

ii) **Scope**: Design, build, own and operate a 12-satellite constellation having panchromatic, multispectral, hyperspectral and Synthetic Aperture Radar (SAR) capabilities, supported by indigenous ground infrastructure.

iii) **Estimated investment**: More than Rs. 1,200 crores, to be invested by the consortium.

iv) **Timeline**: The constellation is to be developed and operationalised by the year 2029.

v) **Manufacturing and launch**: All satellites are to be manufactured domestically and launched on Indian launch vehicles, with mission control based in India.

(e): The PPP-based Earth Observation constellations are expected to strengthen national capabilities in the following manner:

i) Disaster management: Near-real-time, high-revisit daily imagery for early warning, damage assessment and post-disaster response coordination.

ii) Agriculture: Crop health monitoring, yield estimation, soil and water stress detection using multispectral and hyperspectral data, supporting schemes for farmer welfare and food security.

iii) Climate monitoring: Enhanced observation of climate impact monitoring like land-use/ land-cover change, glacial and coastal dynamics, and environmental parameters to support India's climate action and reporting commitments.

iv) Urban planning: Improved mapping of urban infrastructure, land records and planning inputs for smart city and infrastructure development initiatives.

v) Border surveillance: SAR and ultra-high resolution optical capabilities providing all-weather, day-night surveillance to support strategic and security requirements, while reducing dependence on foreign satellite imagery.

vi) Space economy: These initiatives are expected to strengthen indigenous manufacturing, generate skilled employment, attract private and foreign investment, and contribute to the Government's goal of significantly expanding India's share of the global space economy.

Overall, the PPP framework for Earth Observation is aimed at building a self-reliant (Aatmanirbhar), data-sovereign EO ecosystem, with the private sector as the primary driver of manufacturing and downstream innovation, while the Government continues to act as an enabler, regulator, and anchor customer.

सरकारी माध्यमिक विद्यालयों और प्राथमिक स्वास्थ्य केंद्रों को ब्रॉडबैंड कनेक्टिविटी

3973. श्री दिनेश चंद्र यादव:

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

(क) केंद्रीय बजट 2025-26 में की गई घोषणा के अनुसार भारतनेट परियोजना के अंतर्गत बिहार राज्य में सभी सरकारी माध्यमिक विद्यालयों और प्राथमिक स्वास्थ्य केंद्रों को ब्रॉडबैंड

कनेक्टिविटी प्रदान करने की वर्तमान स्थिति क्या है और अब तक ऐसे कितने विद्यालयों और प्राथमिक स्वास्थ्य केंद्रों को ब्रॉडबैंड कनेक्टिविटी प्रदान की गई है;

(ख) शेष सरकारी माध्यमिक विद्यालयों और प्राथमिक स्वास्थ्य केंद्रों को ब्रॉडबैंड कनेक्टिविटी प्रदान करने के लिए निर्धारित समय-सीमा और कार्यान्वयन की वर्तमान जिला-बार स्थिति क्या है; और

(ग) भारतनेट परियोजना के अंतर्गत बिहार राज्य के लिए स्वीकृत और व्यय की गई राशि कितनी है और अब तक प्रदान किए गए ब्रॉडबैंड कनेक्शनों का जिला-वार ब्यौरा क्या है, लाभान्वित हुए संस्थानों और कार्यान्वयनकर्ता अभिकरणों की संख्या कितनी है और उक्त परियोजना को पूरा करने की प्रस्तावित समय-सीमा क्या है?

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

(क) और (ख): संशोधित भारतनेट परियोजना (एबीपी) के अंतर्गत, सरकार ने देशभर में (बिहार सहित) ग्राम पंचायतों/गांवों में 1.5 करोड़ फाइबर टू द होम (एफटीटीएच) कनेक्शनों का प्रावधान किया है जिसमें विद्यालयों और प्राथमिक स्वास्थ्य केंद्रों सहित सरकारी संस्थानों को कवर करने को प्राथमिकता दी गई है।

दिनांक 30.06.2026 की स्थिति के अनुसार, भारतनेट के अंतर्गत बिहार में कुल 1,726 सरकारी माध्यमिक विद्यालयों और 190 प्राथमिक स्वास्थ्य केंद्रों को एफटीटीएच से जोड़ा गया है। ज़िलेवार जानकारी संलग्न **विवरण-I** में दी गई है।

(ग): बिहार राज्य में भारतनेट परियोजना के लिए ₹2,116.03 करोड़ वितरित किए गए हैं। बिहार में भारतनेट के अंतर्गत सक्रिय एफटीटीएच कनेक्शनों और एफटीटीएच कनेक्शनों वाले सरकारी संस्थानों की ज़िलेवार स्थिति संलग्न **विवरण-II** में दी गई है।

<u>विवरण-I</u>

बिहार में भारतनेट के अंतर्गत एफटीटीएच से जुड़े सरकारी माध्यमिक विद्यालयों और प्राथमिक स्वास्थ्य केंद्रों की ज़िलेवार स्थिति (दिनांक 30.06.2026 की स्थिति के अनुसार)

क्रम सं.	ज़िला	सरकारी माध्यमिक विद्यालयों में सक्रिय एफटीटीएच कनेक्शनों की संख्या	प्राथमिक स्वास्थ्य केंद्रों में सक्रिय एफटीटीएच कनेक्शनों की संख्या
1	अररिया	11	1
2	अरवल	12	3
3	औरंगाबाद	24	15
4	बांका	59	5
5	बेगूसराय	33	3
6	भागलपुर	112	17
7	भोजपुर	90	4
8	बक्सर	9	2
9	दरभंगा	138	16
10	गया	50	5
11	गोपालगंज	72	10
12	जमुई	17	0
13	जहानाबाद	11	2
14	कैमूर (भभुआ)	7	0
15	कटिहार	21	0
16	खगरिया	65	16
17	किशनगंज	4	1
18	लखीसराय	3	0
19	मधेपुरा	7	24
20	मधुबनी	96	0
21	मुंगेर	11	0
22	मुजफ्फरपुर	62	12
23	नालंदा	71	9
24	नवादा	29	0
25	पश्चिम चंपारण	12	0
26	पटना	118	9
27	पूर्वी चंपारण	101	3

28	पूर्णिया	44	1
29	रोहतास	10	0
30	सहरसा	37	2
31	समस्तीपुर	41	2
32	सारण	67	5
33	शेखपुरा	18	3
34	शिवहर	7	1
35	सीतामढ़ी	31	2
36	सिवान	68	4
37	सुपौल	53	4
38	वैशाली	105	9

<u>विवरण-II</u>

बिहार में भारतनेट के अंतर्गत सक्रिय एफटीटीएच कनेक्शनों और एफटीटीएच कनेक्शनों वाले सरकारी संस्थानों की ज़िलेवार स्थिति (दिनांक 30.06.2026 की स्थिति के अनुसार)

क्रम सं.	ज़िला	सक्रिय एफटीटीएच कनेक्शनों की संख्या	एफटीटीएच कनेक्शनों वाले सरकारी संस्थानों की संख्या
1	अररिया	119	24
2	अरवल	192	26
3	औरंगाबाद	369	111
4	बांका	773	162
5	बेगूसराय	126	85
6	भागलपुर	720	172
7	भोजपुर	1,256	160
8	बक्सर	204	20
9	दरभंगा	2,014	293
10	गया	958	222
11	गोपालगंज	568	136
12	जमुई	49	41

13	जहानाबाद	160	28
14	कैमूर (भभुआ)	155	27
15	कटिहार	117	56
16	खगरिया	507	112
17	किशनगंज	108	15
18	लखीसराय	18	4
19	मधेपुरा	39	16
20	मधुबनी	1,275	189
21	मुंगेर	26	13
22	मुजफ्फरपुर	656	106
23	नालंदा	765	151
24	नवादा	302	88
25	पश्चिम चंपारण	340	51
26	पटना	1,281	239
27	पूर्वी चंपारण	1,132	160
28	पूर्णिया	309	82
29	रोहतास	159	30
30	सहरसा	134	43
31	समस्तीपुर	351	102
32	सारण	595	205
33	शेखपुरा	122	34
34	शिवहर	204	24
35	सीतामढ़ी	389	85
36	सिवान	493	147
37	सुपौल	379	132
38	वैशाली	1,184	220

FUNDS ALLOCATED TO CHHATTISGARH UNDER BHARATNET PROJECT

3974. SHRI BRIJMOHAN AGRAWAL:

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

(a) the details of total funds allocated to Chhattisgarh under BharatNet Project with the district- wise break-up along with each phase-wise (I, II and III) funds released and expenditure incurred to date;

(b) the list of connected villages in Chhattisgarh with OFC cable and the number that are fully operational, if so, the details district-wise along with each phase-wise (I, II and III);

(c) whether the Government is aware that several Gram Panchayats in Chhattisgarh connected through OFC remain non-operational due to various disputes between CHiPS and Tata Projects Limited and the steps being taken to resolve the issue;

(d) the State/UT-wise details of funds allocated and expenditure incurred under BharatNet in each phase (Phase I, II and III) as on date; and

(e) the detailed list of Gram Panchayats actively connected BharatNet with each phase-wise (I, II, and III) across the country and if so, the details thereof, State-wise?

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

(a) to (e): As on 30.6.2026, the total funds disbursed under BharatNet Phase I, II and Amended BharatNet Program (ABP) for the state of Chhattisgarh is Rs. 2,757 crore. The state/UT-wise details of funds disbursed under BharatNet Phase I, II and ABP are given in the enclosed **Statement-I**.

A total of 9,681 Gram Panchayats (GPs) had been connected with OFC in the State of Chhattisgarh under BharatNet Phase I and II. The total operational GPs in the State, as on 30.6.2026, are 833. The district wise details of GPs connected with OFC in Chhattisgarh are given in the enclosed **Statement-II**. The state-wise list of GPs connected under BharatNet Phase I, II and ABP are given in the enclosed **Statement-III**.

The Government of India has approved ABP under design, built, operate and maintain model for upgradation of the existing BharatNet network, creation of network in balance GPs and Operation & Maintenance of GPs. The Government of India has communicated in-principle approval to the Government of Chhattisgarh for implementation of ABP under state-led model. The Government of Chhattisgarh has informed that a new special purpose vehicle, namely, Chhattisgarh State BharatNet Infrastructure Limited has been formed for the implementation of ABP.

STATEMENT-I

State/UT-wise details of Fund disbursed under BharatNet Phase-I, II and AB (as on 30.06.2026)

(Amount in Rs. crore)

S.NO.	Name of States / UT	Phase-I	Phase-II	ABP	Total
1	Andaman & Nicobar	17	15	3	35
2	Andhra Pradesh	301	1,469	45	1,814

3	Assam	178	91	175	444
4	Bihar	506	1,088	522	2,116
5	**Chhattisgarh**	**560**	**2,065**	**132**	**2,757**
6	Gujarat, D & N, Daman & Diu	505	3,300	210	4,015
7	Haryana	395	238	287	919
8	Himachal Pradesh	85	40	167	292
9	Jammu & Kashmir (including Ladakh)	77	218	202	497
10	Jharkhand	302	788	118	1,207
11	Karnataka	673	562	889	2,124
12	Keralam	60	196	234	490
13	Madhya Pradesh	1,749	2,053	1,111	4,913
14	Maharashtra	1,779	3,578	564	5,920
15	NE-I (Meghalaya, Mizoram and Tripura)	215	54	25	294
16	NE-II (Arunachal Pradesh, Manipur and Nagaland)	216	138	135	489
17	Odisha	541	748	165	1,454
18	Puducherry	5	5	4	14
19	Punjab (including Chandigarh)	386	1,020	430	1,836
20	Rajasthan	1,023	653	882	2,558
21	Sikkim	15	72	3	91
22	Tamilnadu	11	1,357	2	1,370
23	Telangana	231	1,914	75	2,220
24	Uttar Pradesh	1,769	3,566	1,412	6,747
25	Uttarakhand	277	70	287	634
26	West Bengal	439	183	454	1,076
27	Others (NOC, BBNL Administrative expenses and other central level expeses etc.)		2,652	315	2,967
	Total	**12,315**	**28,132**	**8,847**	**49,294**

STATEMENT-II

District wise details of GPs connected with OFC in Chhattisgarh under BharatNet Phase I and II

District	Total
BALOD	405
BALODA BAZAR	567
BALRAMPUR	339
BASTAR	292
BEMETARA	353
BIJAPUR	78
BILASPUR	436
DANTEWADA	91
DHAMTARI	317
DURG	290
GARIYABAND	252
Gaurella Pendra Marwahi	150
JANJGIR-CHAMPA	621
JASHPUR	411
KABIRDHAM	427
KANKER	391
KONDAGAON	251
KORBA	296
KOREA	233
MAHASAMUND	480
MUNGELI	319
NARAYANPUR	48
RAIGARH	702
RAIPUR	393
RAJNANDGAON	676
SUKMA	70
SURAJPUR	406
SURGUJA	387
Total	**9,681**

STATEMENT-III

State-wise list of Gram Panchayats connected under BharatNet Phase I, II and ABP

(as on 30.6.2026)

S. No.	State	Connected GPs Under BharatNet Phase-I & II	Upgraded GPs Under ABP
1	Andaman & Nicobar	72	62
2	Andhra Pradesh	12,955	0
3	Arunachal Pradesh	1,124	3
4	Assam	1,507	0
5	Bihar	8,340	1,200
6	Chhattisgarh	9,695*	0
7	DNH and DD	38	5
8	Goa	0	0
9	Gujarat	14,320	0
10	Haryana	6,082	0
11	Himachal Pradesh	410	739
12	Jammu & Kashmir	1,101	295
13	Jharkhand	4,390	0
14	Karnataka	6,084	344
15	Keralam	978	7
16	Ladakh	193	2
17	Madhya Pradesh	17,850	1,728
18	Maharashtra	24,575	0
19	Manipur	1,475	3
20	Meghalaya	698	0
21	Mizoram	540	0
22	Nagaland	236	16
23	Odisha	6,785	0
24	Puducherry	98	109
25	Punjab	12,680	3,069

26	Rajasthan	8,776	0
27	Sikkim	35	0
28	Tamil Nadu	10,886	0
29	Telangana	10,833	0
30	Tripura	740	0
31	Uttar Pradesh	46,746	4,010
32	Uttarakhand	1,993	1,507
33	West Bengal	2,677	395
Total		**2,14,912**	**13,494**

*includes 14 GPs connected through Satellite.

PRODUCTION LINKED INCENTIVE (PLI)

3975. SHRI RAJESH VERMA:

SHRI ATUL GARG:

SHRIMATI SHAMBHAVI:

SHRI ARUN BHARTI:

DR. LATA WANKHEDE:

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

(a) the total number of manufacturing enterprises in Bihar and Madhya Pradesh that have qualified for incentives under the Production Linked Incentive (PLI) Scheme for Telecom and Networking Products during 2025-2026;

(b) the total capital investment generated in Bihar's industrial sectors for manufacturing routers, switches and optical fiber cables under this Central initiative;

(c) the quantum of financial incentives disbursed to telecom equipment manufacturers located in Bihar upon meeting their incremental production targets during the last one year;

(d) whether the Ministry has noted a lack of adequate electronic component supply chains in Bihar, forcing local manufacturers to rely on imports and if so, the details thereof; and

(e) the measures being taken by the Government to establish dedicated telecom manufacturing clusters to support micro, small and medium enterprises in Bihar and Madhya Pradesh?

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

(a) to (c): The Production Linked Incentive (PLI) Scheme for Telecom and Networking Products is implemented at the company level and incentives are linked to achievement of the prescribed investment and incremental sales targets by the approved beneficiary companies. State-wise allocation of incentives is not envisaged under the Scheme. As per the information available, no approved beneficiary company under the PLI Scheme has a manufacturing unit located in Bihar and Madhya Pradesh.

(d): To promote domestic manufacturing of electronic components and sub-assemblies, across the country, including in Bihar, the Government has approved the Electronics Component Manufacturing Scheme (ECMS).

(e): The Government has approved the establishment of a Telecom Manufacturing Zone (TMZ) at Gwalior, Madhya Pradesh, in collaboration with the Government of Madhya Pradesh. At present, there is no proposal under consideration by the government for establishment of any other telecom manufacturing cluster in Bihar or Madhya Pradesh.

LATE ARRIVAL OF TRAINS ACROSS THE COUNTRY

3976. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

(a) whether the Government is aware of the increasing incidents of late arrival of trains across the country and if so, the details thereof and if not, the reasons therefor;

(b) the details of the number of trains that arrived behind schedule during the last three years along with the average delay recorded, zone-wise and year-wise;

(c) whether any assessment has been conducted by the Government regarding the major causes of train delays including congestion, infrastructure constraints and maintenance works and if so, the details thereof;

(d) whether the Government has fixed any targets for improving punctuality of trains and if so, the details thereof including the progress achieved thereunder; and

(e) whether delays in arrival of trains have increased during the last five years and if so, the details thereof and if not, the reasons therefor?

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

(a) to (e): Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The average punctuality of Mail/Express trains on Indian Railways during 2023-24, 2024-25 and 2025-26 is as under:

Year	Percentage Punctuality
2023-24	73.62%
2024-25	77.12%
2025-26	77.43%

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.
- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).
- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives

{Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.

- IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.
- New generation High capacity Locomotives are being utilised for Right powering of trains.
- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

(i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level

crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

(ii) Modified Semi-Automatic Stop Signal (MASS) System: MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

- Modernisation of Signalling infrastructure: Indian Railways is modernising the signalling infrastructure for enhanced reliability & safety. It is using reliable digital technology by provision of electronic interlocking systems with adequate redundancy (in power supply & transmission media), dual detection systems for train vehicle verification and replacement of electromechanical installations. Several improvement measures have been taken such as:

  (a) Provision of Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling. It

has been provided at 6671 stations as on 30.06.2026, out of which Electronic Interlocking have been provided at 3954 stations.

(b) Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6671 stations upto 30.06.2026.

(c) Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026.

(d) Signalling assets maintenance are planned & under taken during Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned in advance on rolling basis and executed.

- Capacity enhancement: Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	514	40,000	12,583	3,05,253

- Track Infrastructure:

Strengthening, upgradation, modernisation and improvement of track infrastructure is a continuous and ongoing process over Indian Railways. The following measures are being taken by Indian Railways to upgrade railway tracks:

I. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.

II. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.

III. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality.

IV. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.

V. Adoption of better welding technology for rails i.e. Flash Butt Welding.

VI. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.

VII. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.

VIII. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.

IX. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.

X. Use of advanced Phased Array technology of testing of rail and welds.

XI. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.

XII. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.

XIII. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a result of the above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	**2014**		**2026**	
	Track Km	**%**	**Track Km**	**%**
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

Results/Outcomes:

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%.

No. of Zones	Punctuality percentage
3	Punctuality of more than 90%
09	Punctuality between 75% and 90%

आधुनिक भंडारण क्षमता

3977. श्री जसवंतसिंह सुमनभाई भाभोर:

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

सरकार द्वारा जनजाति बहुल दाहोद लोक सभा निर्वाचन-क्षेत्र में सार्वजनिक वितरण प्रणाली (पीडीएस) का निर्बाध संचालन सुनिश्चित करने तथा खाद्यान्नों को नष्ट होने से बचाने के लिए आधुनिक भंडारण क्षमता विकसित करने हेतु उठाए जा रहे अतिरिक्त कदमों का ब्यौरा क्या है?

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

खाद्य एवं सार्वजनिक वितरण विभाग (डीएफपीडी) ने सार्वजनिक वितरण प्रणाली (पीडीएस) के निर्बाध संचालन को सुनिश्चित करने और खाद्यान्नों को नुकसान से बचाने के लिए गुजरात सहित पूरे देश में भंडारण क्षमता के आधुनिकीकरण हेतु निम्नलिखित कदम उठाए हैं:

स्मार्ट वेयरहाउस परियोजना: इस परियोजना के तहत, पारंपरिक डिपो को स्मार्ट वेयरहाउस में परिवर्तित किया जाता है, जो विभिन्न संवेदकों जैसे धूम्र संवेदक, अग्नि संवेदक और गेट खुलने वाले संवेदक आदि से सुसज्जित होते हैं। ये संवेदक CO2, फॉस्फीन स्तर, आग के खतरे, आर्द्रता, अनधिकृत प्रवेश और तापमान जैसे प्रमुख मापदंडों की वास्तविक समय में निगरानी करते हैं।

स्मार्ट वेयरहाउस सभी डिपुओं में वास्तविक समय की दृश्यता, समय पर हस्तक्षेप, डेटा-आधारित निर्णय लेना और मानकीकृत संचालन सुनिश्चित करता है, जिससे अनाज के सुरक्षित, संरक्षित और कुशल भंडारण और वितरण में योगदान मिलता है।
डिपो दर्पण पोर्टल: सरकार ने सार्वजनिक वितरण प्रणाली (पीडीएस) के तहत खाद्यान्न भंडारण डिपुओं और गोदामों की निगरानी, पारदर्शिता और दक्षता बढ़ाने के लिए डिपो दर्पण पोर्टल नामक डिजिटल प्लेटफॉर्म शुरु किया है।
डिपो दर्पण की प्रमुख विशेषताएं और उद्देश्य:

क. डिपो/गोदाम प्रबंधक भौगोलिक रूप से टैग किए गए बुनियादी अवसंरचना और संचालन संबंधी डेटा अपलोड करके अपने डिपुओं के बुनियादी अवसंरचना का आकलन करते हैं।

ख. पोर्टल एक समग्र अंकन प्रणाली का उपयोग करता है, जो डिपुओं का आकलन दो व्यापक श्रेणियों - अवसंरचना और परिचालन मापदंडों - के आधार पर करता है।

ग. अंक के आधार पर डिपुओं को ग्रेड दिया जाता है।

घ. 100% पर्यवेक्षक अधिकारी सत्यापन के माध्यम से डेटा का सत्यापन किया जाता है।

ङ. एफसीआई के स्वामित्व वाले और किराए पर लिए गए गोदाम तथा सीडब्ल्यूसी के सभी गोदाम डिपो दर्पण पोर्टल में शामिल हैं।

क्षति को कम करने के लिए आधुनिक साइलो का विस्तार:

साइलो - खाद्यान्नों का वैज्ञानिक भंडारण: साइलो भंडारण थोक खाद्यान्नों के भंडारण की एक अत्यधिक मशीनीकृत और आधुनिक विधि है, जो बेहतर संरक्षण और बढ़ी हुई शेल्फ लाइफ सुनिश्चित करती है। पारंपरिक भंडारण विधियों की तुलना में इसमें केवल एक तिहाई भूमि की आवश्यकता होती है, परिवहन और अन्य खर्चों में कमी आती है, जैसे कि बोरी से संबंधित खर्च, श्रमिक की आवश्यकता कम होती है और वैज्ञानिक प्रबंधन और भंडारण पद्धतियों के माध्यम से गुणवत्ता में निरंतरता सुनिश्चित होती है।

दिनांक 30.06.2026 तक की स्थिति के अनुसार, देशभर में 76 स्थानों पर कुल 39 लाख टन क्षमता वाले स्टील साइलो प्रचालन में हैं। इनमें से 2 लाख टन क्षमता वाले साइलो गुजरात में 5 स्थानों पर स्थित हैं।

इसके अतिरिक्त, पीडब्ल्यूएस योजना के तहत मेसर्स विलोहित कॉर्पोरेशन, दाहोद से दिनांक 28.09.2025 से 27.09.2027 की अवधि के लिए 8,960 टन भंडारण क्षमता किराए पर ली गई है।

राष्ट्रीय विकास के लिए अंतरिक्ष प्रौद्योगिकी का अनुप्रयोग

3978. श्री भोजराज नागः

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

(क) वर्ष 2026 के दौरान अंतरिक्ष प्रौद्योगिकी के माध्यम से कृषि, आपदा प्रबंधन, जलवायु निगरानी, जल संसाधन और अन्य विकासात्मक क्षेत्रों के लिए कार्यान्वित किए गए प्रमुख अंतरिक्ष-आधारित अनुप्रयोगों का ब्यौरा क्या है;

(ख) सरकार द्वारा साक्ष्य-आधारित योजना बनाने और सुशासन के लिए उपग्रह-आधारित सेवाओं को केंद्र सरकार के मंत्रालयों, राज्य सरकारों और स्थानीय निकायों के साथ एकीकृत करने हेतु क्या उपाय किए गए हैं;

(ग) अनुसंधान, उद्योग और सार्वजनिक संस्थाओं के लिए भू-स्थानिक और पृथ्वी अवलोकन संबंधी डेटा तक पहुंच का विस्तार करने में क्या प्रगति हुई है; और

(घ) 'स्पेस विजन 2047' के अंतर्गत राष्ट्रीय विकास लक्ष्यों का समर्थन करने के लिए स्वदेशी अंतरिक्ष प्रौद्योगिकियों के उपयोग को बढ़ाने हेतु क्या रूपरेखा है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क): इसरो / अंतरिक्ष विभाग द्वारा वर्ष 2026 के दौरान किए गए प्रमुख अंतरिक्ष-आधारित अनुप्रयोग निम्नानुसार हैं:

- **कृषि के लिए**: 2 फ़सल ऋतुओं के लिए उपग्रह-आधारित राष्ट्रीय स्तर पर बोई गई और काटी गई फसलों के क्षेत्र का मानचित्रण; खरीफ़ धान, गेहूँ, पटसन की फ़सलों का अखिल भारतीय मानचित्रण; धान और गेहूँ की फ़सलों के लिए राष्ट्रीय स्तर पर फसल उपज का अनुमान; महाराष्ट्र (सोयाबीन, कपास, धान) और मध्य प्रदेश (सोयाबीन, गेहूँ, चना, सरसों, धान) के लिए राज्य-स्तरीय फसलों के मानचित्रण में प्रौद्योगिकी सहायता, प्रधानमंत्री फ़सल बीमा योजना (पीएमएफबीवाई) में सहयोग प्रदान करने के लिए 10 राज्यों में फसल की पैदावार का बीमा इकाई स्तर पर अनुमान; भारत के प्रमुख पटसन उत्पादक राज्यों - असम, बिहार, ओडिशा और पश्चिम बंगाल - में पटसन की फ़सल की निगरानी।
- **आपदा प्रबंधन के लिए:** पृथ्वी अवलोकन उपग्रहों से मिले डेटा का उपयोग करके बाढ़, भूस्खलन, चक्रवात, दावानल, हिमनद झील विस्फोट जनित बाढ़ (जीएलओएफ), सूखा और अन्य प्राकृतिक आपदाओं की लगभग वास्तविक-समय में निगरानी और मानचित्रण किया जाता है। इन जानकारियों को भुवन और आपातकालीन प्रबंधन के लिए राष्ट्रीय डेटाबेस (एनडीईएम) पोर्टल पर अपलोड किया जाता है।

भारतीय नौसेना के कोच्चि स्थित नौसेना प्रचालन डेटा संसाधन एवं विश्लेषण केंद्र (एनओडीपीएसी) में उनके प्रचालनों के लिए उपग्रह और संख्यात्मक मॉडल पर आधारित खोज एवं बचाव यंत्र स्थापित किया गया है।

- **जलवायु निगरानी के लिए**: जलवायु और पर्यावरण अध्ययन के लिए राष्ट्रीय सूचना प्रणाली (एनआईसीईएस) वेब पोर्टल के माध्यम से ईओएस-06 उपग्रह मिशन (ओशन कलर मॉनिटर-3 और स्कैटरोमीटर संवेदकों के उपयोग) से प्राप्त जलवायु संबंधी प्राचलों - जैसे क्लोरोफिल-ए की सघनता, समुद्री सतह पर हवा की धाराएं, हवा का दबाव और सतही हवाओं; तथा इनसैट-3डीएस से प्राप्त क्लाउड उत्पादों को समय-समय पर अद्यतित एवं प्रसारित किया जाता है। आईएमडी/एमओईएस में प्रचालनात्मक क्रियान्वयन के लिए उपग्रह-आधारित चरम मौसम वर्तमान अनुमान यंत्र विकसित और तैनात किया गया है।
- **अन्य विकासात्मक क्षेत्रों के लिए**: भूस्थानिक प्रौद्योगिकी का उपयोग करके महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी अधिनियम (मनरेगा) की गतिविधियों; जलविभाजक विकास घटक-प्रधानमंत्री कृषि सिंचाई योजना (डब्ल्यूडीसी-पीएमकेएसवाई); प्रधानमंत्री आवास योजना- सबके लिए आवास (शहरी) (पीएमएवाई-एचएफए(यू)); प्रधानमंत्री ग्राम सड़क योजना (पीएमजीएसवाई) के अंतर्गत भारत के ग्रामीण इलाकों में सड़क नेटवर्क की स्थिति; राष्ट्रीय कृषि विकास योजना (आरकेवीवाई) के अंतर्गत सृजित संपत्तियों, राष्ट्रीय राजमार्ग के किनारे हरियाली; भारतीय विशिष्ट पहचान प्राधिकरण (यूआईडीएआई) इत्यादि की आयोजना एवं निगरानी की गई है।

(ख): निम्नलिखित उपायों के माध्यम से उपग्रह-आधारित सेवाओं को केंद्रीय मंत्रालयों/ विभागों, राज्य सरकारों तथा स्थानीय निकायों के साथ एकीकृत कर सुदृढ़ किया जा रहा हैः

- केंद्रीय मंत्रालयों, राज्य सरकारों और स्थानीय निकायों द्वारा आयोजित राष्ट्रीय महत्व के अनेक कार्यक्रमों में भारतीय उपग्रह डेटा तथा स्वदेशी अंतरिक्ष प्लेटफार्मों का एकीकरण।

- कृषि और किसान कल्याण मंत्रालय (एमओएंडएफडब्ल्यू) द्वारा वित्त पोषित अंतरिक्ष कृषि मौसमविज्ञान तथा भू-आधारित प्रेक्षण-2.0 (एफएएसएएल 2.0) परियोजना का उपयोग करके कृषि उत्पाद के पूर्वानुमान का क्रियान्वयन और प्रचालनात्मक फसल निगरानी तथा पैदावार के आकलन हेतु पृथ्वी-अवलोकन डेटा और अभिलेख प्रणाली की इसरो-परिकल्पना पर जियोक्रेस्ट।
- विविध प्रमुख फसलों के लिए फसल की पैदावार का आकलन तैयार करना तथा उपलब्ध कराना।
- प्राकृतिक संसाधन प्रबंधन, विकासात्मक क्रियाकलापों की निगरानी, नए क्रियाकलापों की आयोजना में सहायता के लिए तकनीकी सूचनाएं तथा भू-स्थानिक समाधान प्रदान करके राज्य सरकारों की सहायता।
- आपदा प्रबंधन सहायता (डीएमएस) कार्यक्रम के अंतर्गत केंद्रीय मंत्रालयों, राज्य आपदा प्रबंधन प्राधिकारियों (एसडीएमए), जिला प्रशासनों तथा लाइन विभागों को लगभग-वास्तविक-काल में उपग्रह-व्युत्पन्न भू-स्थानिक उत्पाद उपलब्ध कराना।
- कृषि तथा प्राकृतिक अनुप्रयोगों के लिए अंतरिक्ष-आधारित सूचना का अंगीकरण सुलभ बनाने हेतु हितधारकों के लिए प्रशिक्षण, क्षमता-निर्माण कार्यक्रमों का आयोजन; आपदा तैयारी, प्रतिक्रिया, क्षति आकलन और समुत्थान आयोजना।
- इसरो/ अंतरिक्ष विभाग ने फसल मानचित्रण, जलवायु एवं आपदा जोखिम आकलन, उपग्रह डेटा-आधारित मौसम पूर्वानुमान, जल संसाधन निगरानी, मानचित्रण तथा खनन इत्यादि से संबंधित क्रियाकलापों की निगरानी में प्रौद्योगिकी के क्रियान्वयन हेतु केंद्रीय विभागों/ मंत्रालयों और राज्य सरकारों के साथ 15 से अधिक समझौता ज्ञापनों पर हस्ताक्षर किए हैं।
- ग्राम पंचायतों सहित सुशासन के लिए संवर्धित क्षमता के साथ संचार सेवा के विस्तार हेतु भारतनेट और डिजिटल इंडिया जैसे प्रमुख सरकारी कार्यक्रम उपग्रह संचार का हिस्सा हैं।

अंतरिक्ष प्रौद्योगिकी का उपयोग करते हुए भारतनेट की सेवा का विस्तार डिजिटल अंतर को पाटता है, प्रशासनिक समन्वय बेहतर बनाता है, अधिक जुड़ाव वाले शासन को प्रोत्साहित करता है, जिससे साक्ष्य-आधारित निर्णयन में सहायता मिलती है। इसके अलावा, होम तथा उद्यमी प्रयोक्ताओं को ब्राडबैंड सेवाएं, सरकारी प्रयोक्ताओं को सर्वव्यापी सुरक्षित सेवाएं, रणनीतिक सेवाओं के लिए व्यापक संयोजकता, डीटीएच टेलीविजन, अत्यंत लघु द्वारक टर्मिनल (वीसैट) सेवाएं, उड़ान मध्य तथा समुद्री संयोजकता (आईएफएमसी), सामाजिक अनुप्रयोग (जैसे दूरवर्ती शिक्षा, दूरस्थ-चिकित्सा तथा आपदा प्रबंधन) जैसे उभरते अनुप्रयोगों की आवश्यकताएं पूरी करता है।

(ग): अनुसंधान, उद्योग और सार्वजनिक संस्थाओं के लिए भू-स्थानिक और पृथ्वी अवलोकन संबंधी डेटा तक पहुंच का विस्तार करने के लिए कई उपाय लागू किए गए हैं। इनमें शामिल हैं:

- भारतीय अंतरिक्ष नीति-2023 के दायरे में सभी प्रयोक्ताओं को 5मी से अधिक भू प्रतिचयन दूरी (जीएसडी) वाले भारतीय पृथ्वी अवलोकन (ईओ) संबंधी डेटा तक मुक्त और निःशुल्क पहुंच प्रदान करना। निःशुल्क डेटा से प्राप्त सभी उत्पाद भी प्रयोक्ताओं को निःशुल्क वितरित किए जाते हैं।
- 5मी से बेहतर जीएसडी वाले ईओ डेटा सरकारी प्रयोक्ताओं को निःशुल्क और गैर-सरकारी प्रयोक्ताओं को उचित मूल्य पर प्रदान किए जाते हैं।
- वेब-आधारित अंतरापृष्ठ को बेहतर बनाना, डेटा विनियमों को सुव्यवस्थित करना और प्रचालनात्मक प्रयोक्ताओं को निकट-वास्तविक-समय में उत्पाद उपलब्ध कराना। विभिन्न अनुप्रयोगों के लिए अंतरिक्ष-आधारित अवलोकन मौसमविज्ञान और समुद्रविज्ञान उपग्रह डेटा अभिलेख केंद्र (मॉस्डैक) और वेदास जैसे पोर्टलों के माध्यम से वास्तविक समय में वितरित किए जाते हैं।

- प्रयोक्ताओं को उनकी क्लाउड-आधारित संसाधन संबंधी आवश्यकताओं में सहायता प्रदान करने के लिए मांग-आधारित संसाधन मंच उपलब्ध कराना।
- अनुसंधान, उद्योग और सार्वजनिक संस्थाओं द्वारा विभिन्न अनुप्रयोगों में अंतरिक्ष-आधारित प्रेक्षणों के उपयोग को प्रोत्साहित करने और उसे तेज़ी से आगे बढ़ाने के लिए, इसरो/अं.वि. क्षमता निर्माण के भाग के रूप में प्रशिक्षण कार्यक्रम और कार्यशालाएं आयोजित करता है।

(घ): स्पेस विज़न 2047 के तहत राष्ट्रीय विकास लक्ष्यों का समर्थन करने के लिए स्वदेशी अंतरिक्ष प्रौद्योगिकियों के उपयोग को बढ़ाने हेतु रूपरेखा निम्नलिखित क्षेत्रों में तैयार की गई है:

- **पृथ्वी अवलोकन अनुप्रयोग:** भविष्य के पृथ्वी अवलोकन अनुप्रयोगों और अवसंरचना संबंधी आवश्यकताओं की पहचान की गई है और उन्हें 22 अगस्त 2025 को नई दिल्ली में आयोजित राष्ट्रीय सम्मेलन-2025 में प्रस्तुत किया गया था। इन अवसंरचना संबंधी आवश्यकताओं को 'विकसित भारत 2047 के लिए अंतरिक्ष प्रौद्योगिकियों और अनुप्रयोगों का लाभ उठाना विषय पर आयोजित राष्ट्रीय बैठक - 2025 की परिणाम रिपोर्ट' में संकलित किया गया है। इन आवश्यकताओं को पूरा करने के लिए आवशयक स्वदेशी प्रौद्योगिकियों का विकास संबंधित इसरो/अं.वि. के केंद्रों द्वारा अनुसंधान एवं विकासात्मक गतिविधियों के रूप में किया जा रहा है।
- **उपग्रह संचार**: डिजिटल अनुप्रयोगों को बढ़ाने के लिए लचीले नीतभारों, डायरेक्ट-टू-डिवाइस (डी2डी), 5जी/6जी मानकों का उपयोग करने वाले गैर-क्षेत्रीय नेटवर्क (एनटीएन), एम2एम संचार के लिए उपग्रह के माध्यम से एनबी-आईओटी जैसी नई तकनीकी समाधानों को अपनाने हेतु स्वदेशी अंतरिक्ष प्रौद्योगिकियां विकसित की जा रही हैं। किरणपुंजकारी क्षमताओं वाले उच्च आवृत्ति बैंड में बहु-कक्षीय संगत ब्रॉडबैंड टर्मिनलों का स्वदेशीकरण किया जा रहा है। भविष्य की एचटीएस फीडर लिंक आवश्यकताओं को ध्यान में रखते हुए प्रकाशीय और लेजर संचार के लिए भू-स्टेशन नेटवर्क अवसंरचना का विकास तथा प्रचालनात्मक क्वांटम

मुख्य वितरण (क्यूकेडी) प्रणालियों की स्थापना प्रगति पर है। ब्रॉडबैंड सेवा प्रदान करने के लिए स्वदेशी संप्रभु एन-जीएसओ उपग्रह समूह की योजना बनाई जा रही है।

- **उपग्रह नौवहन**: नाविक- भारतीय उपग्रह समूह के साथ नौवहन का उपयोग परिवहन, लॉजिस्टिक्स, विमानन, समुद्री, रेलवे, रक्षा, कृषि, आपदा प्रबंधन और स्मार्ट सिटी जैसे क्षेत्रों में मुख्य स्थिति, नौवहन और समय (पीएनटी) सेवाओं के तौर पर किया जाएगा। नाविक आधारित सटीक स्थिति निर्धारण (पीपीपी) और वास्तविक काल शुद्धगतिकी (आरटीके) के लिए अभिग्राही प्रौद्योगिकियां विकसित की जाएंगी। इससे उच्च-सटीकता वाले अनुप्रयोगों में नाविक को अपनाने का मार्ग प्रशस्त होगा। वर्तमान और 5जी/6जी जैसी आगामी दूरसंचार प्रौद्योगिकियों में नाविक के एकीकरण की भी योजना है। नाविक-सक्षम जीएनएसएस बेसबैंड एएसआईसीएस (एप्लिकेशन-स्पेसिफिक इंटीग्रेटेड सर्किट्स) का स्वदेशी विकास भी एक प्राथमिकता है, जिससे चिपसेट निर्माण में आत्मनिर्भरता को बढ़ावा मिलेगा। उद्योग मानकों में इसे अपनाना बाजार में इसके अंगीकरण में तेजी लाने का एक महत्वपूर्ण घटक है। इस पहल को भी तीव्रता से आगे बढ़ाया जाएगा। मुख्य ध्यान नाविक उपग्रह समूह के विस्तार, संकेत की विविधता, सटीकता और वैश्विक अच्छादन को बेहतर बनाने, उपभोक्ता के उपकरण और महत्वपूर्ण अवसंरचना में इसे शामिल करके बड़े पैमाने पर इसके उपयोग को बढ़ावा देने, घरेलू चिपसेट और अभिग्राही निर्माण में मदद करने तथा ऐप के विकास हेतु एक सशक्त निजी क्षेत्र के परितंत्र को बढ़ावा देने पर होगा। चंद्रमा पर पीएनटी सेवा के विस्तार हेतु भी कदम उठाए जाएंगे।

NON-COMPLIANCE OF E-COMMERCE PLATFORMS WITH DARK PATTERNS

3979. SHRIMATI KANIMOZHI KARUNANIDHI:

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

(a) whether the Government is aware that recent assessments reportedly indicate that nearly 97 per cent of e-commerce platforms continue to use dark patterns and if so, the details thereof;

(b) the number of platforms monitored or audited by the Government or its agencies during the last five years and the number found to be non-compliant, year and platform-wise;

(c) the number of complaints received regarding dark patterns/deceptive online practices, along with the number of cases in which action has been taken, penalties imposed and platforms directed to modify their interfaces, year-wise;

(d) whether the Government proposes to introduce mandatory independent audits or third party certification instead of relying only on self-declarations; and

(e) if so, the details of the proposed framework and timeline for strengthening enforcement, monitoring and consumer protection in this regard?

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

(a) to (e): The Department of Consumer Affairs has strengthened the consumer protection framework through the enactment of the Consumer Protection Act,

2019, to effectively address emerging challenges arising from globalization, technological advancements and e-commerce.

To safeguard consumers from unfair trade practices in e-commerce, the Consumer Protection (E-commerce) Rules, 2020 under the provisions of the Consumer Protection Act, 2019, inter-alia, outline the responsibilities of e-commerce entities and specify the liabilities of marketplace and inventory e-commerce entities, including provisions for consumer grievance redressal.

Central Consumer Protection Authority, in exercise of the powers conferred by Section 18 of the Consumer Protection Act, 2019, issued "Guidelines for Prevention and Regulation of Dark Patterns, 2023" on 30th November, 2023, listing 13 specified dark patterns identified in e-Commerce sector. These dark patterns include false urgency, Basket Sneaking, Confirm shaming, forced action, Subscription trap, Interface Interference, Bait and switch, Drip Pricing, Disguised Advertisements, Nagging, Trick Question, Saas Billing and Rogue Malwares.

In furtherance, Department of Consumer Affairs, engaged with major e-commerce companies, industry associations, Voluntary Consumer Organizations and National Law Universities for eliminating deceptive online practices. As an outcome, "Advisory in terms of Consumer Protection Act,2019 on Self-Audit by E-Commerce Platforms for detecting the Dark Patterns on their platforms to create a fair, ethical and consumer centric digital ecosystem" was issued by Central Cons are given in the enclosed umer Protection Authority on 5th June,2025.

All E-Commerce platforms have been advised to take necessary steps to ensure that their platforms do not engage in such deceptive and unfair trade practice which are in the nature of Dark Patterns. Further, all E-Commerce platforms have been advised to conduct self-audits to identify dark patterns and give self-declarations that their platform is not indulging in any dark patterns, in order to ensure fair digital ecosystem along with building trust between consumers and e-commerce platforms. 31 leading e-commerce platforms have voluntarily submitted their self-declaration letters confirming compliance with the Guidelines for Prevention and Regulation of Dark Patterns, 2023 whose names are given in the enclosed **Statement-I.**

As per Consumer Protection Act, 2019 under Section 21 (2), Central Government is vested with powers to impose a penalty in respect of false or misleading advertisements by a manufacturer or endorser, which may extend to ten lakh rupees and for every subsequent contravention the penalty may extend to fifty lakh rupees.

Subsequent to the Guidelines for the Prevention Dark Pattern 2023, CCPA has taken action against E-commerce platforms engaging in dark patterns and imposed a penalty to the tune of Rs. 20 Lakh. List of actions taken against them are given in the enclosed **Statement-II**.

STATEMENT- I

The platforms that have submitted declarations are:

(i) Page Industries Private Limited (JOCKEY)

(ii) WILLIAM PENN Private Limited

(iii) Axelia Solutions Pvt. Ltd.("Pharmeasy")

(iv) Zepto Marketplace Pvt. Ltd.(Zepto)

(v) Curaden India Private Limited

(vi) Duroflex Private Limited

(vii) Flipkart Internet Private Limited

(viii) Myntra Designs Private Limited

(ix) Cleartrip Private Limited

(x) Walmart India Private Limited

(xi) Makemy Trip (India) Private Limited

(xii) Big Basket (Innovative Retail Concepts Private Limited)

(xiii) Tira Beauty (Reliance Retail Limited)

(xiv) Jio Mart (Reliance Retail Limited)

(xv) Reliance Jewels (Reliance Retail Limited)

(xvi) Ajio (Reliance Retail Limited)

(xvii) Reliance Digital (Reliance Retail Limited)

(xviii) Netmeds (Reliance Retail Limited)

(xix) Hamleys (Reliance Retail Limited)

(xx) MilkBasket (Reliance Retail Limited)

(xxi) Swiggy Limited

(xxii) TATA 1 mg

(xxiii) Zomato (Eternal Limited)

(xxiv) Blinkit (Blink Commerce Private Limited)

(xxv) Ixigo (Le Travenues Technology Limited)

(xxvi) Meesho Ltd.

(xxvii) CP Wholesale India Private Limited (Lots)

(xxviii) Clues Network Pvt. Ltd. (Shop Clues)

(xxix) Fiora Hypermarket Limited

(xxx) Lenskart Solutions Ltd.

(xxxi) Amazon Sellers Services Pvt Ltd.

STATEMENT-II

List of action on non-compliance of e-commerce platforms with dark patterns

(a) In a Coaching institute Platform case, the Anuj Jindal coaching platform was penalised having found to create false urgency accompanied by a 24-hour timer which was found to be false and is a dark pattern practice of false urgency. CCPA directed discontinuation of the impugned advertisements and imposed a penalty of ₹3,00,000/-. The penalty deposited and the Coaching platform discontinued the dark patterns.

(b) Based on the grievances lodged at National Consumer Helpline, the CCPA issued notice to a major airline {InterGlobe Aviation Limited (IndiGo Airline)} for alleged unfair trade practices / dark pattern pertaining to 'Confirm Shaming' on Indigo Airlines App and Lack of Transparent Communication on Seat Assignment. After the CCPA intervention, IndiGo Airline has resolved the issue by changing the wording to *"No, I will not add to the trip"*, which ensures clarity and neutrality. The wordings used earlier were *"No I will take*

risk", which amounted to 'confirm shaming' a Dark Pattern has been discontinued.

(c) CCPA examined consumer grievances regarding misleading price representations on the FirstCry platform, particularly the display of "MRP inclusive of all taxes" while charging additional GST at checkout constituted drip pricing. CCPA issued directions to discontinue the practice and ensure that both original and discounted prices are displayed as tax-inclusive, with any additional charges disclosed upfront. The Authority further directed FirstCry to rectify its website and mobile application to reflect final prices inclusive of all taxes, and subsequently imposed a penalty of **₹ 2,00,000/-** on the company. The company has deposited the penalty and amended its practices.

(d) Action was taken against PharmaEasy wherein it was observed that the company was automatically adding PLUS membership in consumer's cart. In its response, company confirmed that going forward, the PLUS membership will be an option in requiring consent of the consumer. The company has discontinued the practice and a penalty of **₹ 1,00,000/-** is imposed. The company deposited the penalty and discontinued the dark pattern.

(e) CCPA observed that Zepto Marketplace Pvt. Ltd. shows lower price initially to lure consumer, on checkout page handling charge and Zepto Pass membership fee is also added Adding of handling charge during checkout amounts to Drip Pricing as the prices are not shown upfront and adding Zepto Pass Membership fee without consent of the user amounts to Basket

Sneaking. CCPA imposed a penalty of Rs. 7,00,000/- and directed Zepto to immediately discontinue the practice of Dark Pattern and all the charges shown upfront should be summary of final checkout price. Zepto approached NCDRC and submitted the penalty with NCDRC. The dark pattern has been discontinued by the Zepto.

(f) In the matter of McAfee LLC it was observed that instead of providing a fair and transparent choice for subscription such as *Cancel* or *Skip*, the notification forced / restricts the consumer to only two choices: Accept Risk or Renew Now. Pertinently, McAfee admitted that the renewal prompt lacked neutral opt-out options, forcing users to accept the actions. Based on this CCPA directed McAfee to ensure that no dark patterns are employed on its platform, website, application or any other digital interface a penalty of ₹1,00,000 was imposed. After the intervention of CCPA, MCAfee submitted that India renewal interface has been modified and a neutral or opt-out option, namely “Skip”, has now been incorporated. MCAfee deposited the penalty and discontinued the dark pattern.

(g) CCPA had issued notices to a major portal for booking movie tickets (BookMyShow) for dark patterns by imposing automatically an extra charge of Rs.1 on customers pre-tick without consent of the consumer after the booking of confirmed tickets. After CCPA’s intervention booking portal addressed the issue of ‘Basket Sneaking’ by giving customers are an option to choose whether or not they wish to contribute towards B*ookASmile*. The dark pattern has been discontinued.

(h) CCPA took suo-motu cognizance of dark pattern practices by PhysicsWallah Limited (PW). PW deployed the following dark patterns (basket sneaking i.e. a donation of *₹10 to PW Foundation was automatically pre-selected during checkout* without explicit consumer consent and emotionally persuasive messaging was displayed to nudge consumers into retaining the pre-selected donation amount. *Courses advertised as "free"* required mandatory disclosure of personal information before access was granted. CCPA directed to ensure that no dark patterns are deployed on any of its digital interfaces and imposed a penalty of ₹5,00,000/-. PhysicsWallah deposited the penalty and discontinued the dark pattern.

(i) CCPA, acting suo-motu against SpiceJet Limited, found that its website pre-ticked a checkbox enrolling consumers into the "SpiceClub Loyalty Program" while leaving the opt-out for promotional communications unticked, thereby making choices on consumers' behalf without any active, informed action. Even after CCPA's notice, SpiceJet merely replaced the unticked opt-out box with a new pre-ticked box stating consent to receive communications, continuing the same default-consent practice. CCPA held this to constitute "Trick Question," "Forced Action," and "Interface Interference" under the Guidelines for Prevention and Regulation of Dark Patterns, 2023, amounting to misleading advertisement, unfair trade practice, and unfair contract and violating Rule 4(9) of the Consumer Protection (E-Commerce) Rules, 2020, which requires consent through explicit, affirmative action rather than pre-ticked defaults. SpiceJet attributed the lapse to a "technical error" and

submitted an undertaking confirming permanent rectification. CCPA directed SpiceJet to maintain the corrective measures on a continuous basis, remain compliant at all times, and imposed a penalty of ₹1,00,000/-. Order issued on 14.07.2026. The SpiceJet has discontinued the dark pattern.

कोयला खदानों की प्रचालन दक्षता

3980. श्री दिनेशभाई मकवाणा:

श्री बिद्युत बरन महतो:

श्रीमती कमलेश जांगड़े:

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

(क) वर्ष विगत एक वर्ष और वर्तमान वर्ष के दौरान विशेषकर छत्तीसगढ़ में दर्ज किए गए कोयले के अधिकतम उत्पादन और प्रेषण सहित घरेलू कोयले के उत्पादन की वृद्धि करने में सरकार की प्रमुख उपलब्धियों का ब्यौरा क्या है; और

(ख) सरकार द्वारा कोयला खदानों की प्रचालन दक्षता को बढ़ाने, कोयला निष्कर्षण अवसंरचना को मजबूत करने तथा विशेषकर छत्तीसगढ़ में विद्युत क्षेत्र और अन्य प्रमुख उद्योगों को पर्याप्त कोयला आपूर्ति सुनिश्चित करने के लिए क्या कदम उठाए गए हैं?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क): वर्ष 2025-26 और चालू वर्ष (जून, 2026 तक) के दौरान देश और छत्तीसगढ़ राज्य में घरेलू कोयला उत्पादन और प्रेषण निम्नानुसार है:

[आंकड़े मिलियन टन (एमटी) में]

वर्ष	देश		छत्तीसगढ़ राज्य	
	उत्पादन	प्रेषण	उत्पादन	प्रेषण
2025-26 (अनंतिम)	1040.08	1018.29	222.04	223.33
2026-27 [जून, 2026 तक] (अनंतिम)	232.49	268.04	52.61	58.47

(ख): कोयला लॉजिस्टिक्स श्रृंखला में मुद्दों का समाधान करने के लिए संबंधित मंत्रालयों और हितधारकों के समन्वय से कोयला मंत्रालय द्वारा शुरू की गई एक एकीकृत कोयला संभार तंत्र योजना के माध्यम से देश में कोयला निकासी की अवसंरचना को कोयला उत्पादन में अनुमानित वृद्धि के अनुरूप बढ़ाया जा रहा है। कोयला संभार तंत्र योजना में 33 महत्वपूर्ण रेलवे परियोजनाओं के विकास, फर्स्ट माइल कनेक्टिविटी (एफएमसी) अवसंरचना का विस्तार, रेल मंत्रालय के परामर्श से रेल निकासी क्षमता में वृद्धि और रेल, तटीय नौवहन और अंतर्देशीय जलमार्गों के माध्यम से मल्टीमॉडल परिवहन को बढ़ावा देने की परिकल्पना की गई है।

आपूर्ति श्रृंखला दक्षता में सुधार करने के लिए, वित्त वर्ष 2029-30 तक 1319 मि.ट. क्षमता वाली 139 एफएमसी परियोजनाओं को स्थापित करने की योजना है। इसके अलावा, कोयला पीएसयू कोयला धारक राज्यों में कोयला निकासी को आसान बनाने और देश में विद्युत क्षेत्र और अन्य प्रमुख उद्योगों को समय पर कोयले की आपूर्ति सुनिश्चित करने के लिए आठ रेलवे परियोजनाओं को भी लागू कर रहे हैं।

इन पहलों से मशीनीकृत कोयला हैंडलिंग में वृद्धि होगी, लदान समय में कमी आएगी, निकासी दक्षता में सुधार होगा और छत्तीसगढ़ राज्य सहित देश के सभी उपभोक्ता क्षेत्रों को समय पर कोयले की आपूर्ति सुनिश्चित होगी।

DISTRICT MINERAL FOUNDATION FUNDS AND BENEFICIARIES IN ANDHRA PRADESH

3981. SHRI PUTTA MAHESH KUMAR:

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

(a) the details of funds accrued, allocated and utilized under the District Mineral Foundation (DMF) in Andhra Pradesh during the last five years, year and district-wise;

(b) the number and nature of projects undertaken under the District Mineral Foundation (DMF) during the said period, district-wise;

(c) the number of beneficiaries covered under the projects funded through the District Mineral Foundation (DMF), district-wise; and

(d) the details of the monitoring and evaluation mechanisms adopted to assess the impact of projects funded through the District Mineral Foundation (DMF) in mining-affected areas?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) to (c): Mines and Mineral (Development and Regulation) Act. 1957, provides that the Central Government may give directions regarding composition and utilisation of funds by the District Mineral Foundation (DMF). Accordingly, Central Government has issued the Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) Guidelines, 2024, which have to be incorporated into the State DMF Rules. The PMKKKY guidelines mandate that at least 70 percentages of the DMF funds be utilised in High Priority sectors such as drinking water supply, healthcare, education, skill development & livelihood generation, etc. Further, up to 30 percentage of funds be utilised in other priority sectors such as physical infrastructure, irrigation, energy and watershed development and any other measures for enhancing environmental quality.

In accordance with the PMKKKY Guidelines, 2024, the power to sanction projects and approve expenditure from the District Mineral Foundation (DMF) funds lies with the Governing Council of the concerned DMF, headed by the District Magistrate. Further, the PMKKKY Guidelines mandate that the DMFs prepare and maintain an updated list of affected persons and local communities, which is reviewed and updated at least once every five years.

As per the information received from the Government of Andhra Pradesh, the year-wise and district-wise details of funds accrued, allocated, and utilized under the DMF in Andhra Pradesh during the last five years are given in the enclosed **Statement-I**. Further, the district-wise details of the number and nature of projects undertaken under DMF, along with the beneficiaries covered during the said period, are given in the enclosed **Statement-II**.

(d): PMKKKY Guidelines, 2024 provide for the constitution of a State Level Monitoring Committee under the Chairpersonship of the Chief Secretary to monitor the performance of DMFs, compliance with transparency norms, audit requirements, and annual reporting obligations.

Further, to strengthen accountability and transparency in the utilization of DMF funds, the PMKKKY Guidelines stipulate audit of DMF accounts by the Comptroller and Auditor General (CAG) as per the schedule decided by CAG. Additionally, the Ministry of Mines in December 2025 directed all DMFs to conduct annual audits of DMF accounts through Chartered Accountants empanelled by CAG.

STATEMENT-I

District wise status of funds accrued, allocated and utilized under DMF in Andhra Pradesh in last Five Years (Rs. in Cr)										
Sl No	Name of the District	2021-22			2022-23			2023-24		
		Collection	Allocation	Spent	Collection	Allocation	Spent	Collection	Allocation	Spent
1	Alluri Sitharama Raju	0.00	0.00	0.00	0.00	0.00	0.00	1.23	0.00	0.00
2	Anakapalli	0.00	0.00	0.00	0.00	0.00	0.00	28.08	2.11	0.00
3	Ananthapuramu	19.71	16.32	5.53	14.53	2.48	3.05	6.52	11.77	6.03
4	Annamayya	0.00	0.46	0.34	24.39	7.42	3.57	37.11	6.37	2.94
5	Bapatla	0.00	0.00	0.00	0.00	0.00	0.00	44.31	1.15	0.00
6	Chittoor	9.19	10.20	0.28	8.92	0.61	0.45	60.91	20.91	21.52
7	DR.B.R Ambedkar Konaseema	0.00	0.00	0.00	0.18	0.63	0.00	0.42	1.34	0.78
8	East Godavari	0.33	4.67	0.11	1.80	3.90	0.74	0.84	22.12	7.92
9	Eluru	0.00	0.00	0.00	4.33	0.49	0.46	27.22	15.44	6.72
10	Guntur	21.53	15.86	14.24	8.04	0.20	18.82	2.94	0.00	54.72
11	Kakinada	0.00	0.00	0.00	0.00	0.00	0.00	5.30	42.33	20.07
12	Krishna	0.00	0.00	0.00	0.00	0.00	0.00	32.49	25.44	7.28
13	Kurnool	1.00	6.94	28.97	1.02	5.22	39.45	1.63	1.32	9.46
14	Nandyal	46.74	57.04	51.92	47.47	14.53	7.43	56.08	63.51	20.16
15	Nellore	12.64	10.81	4.26	6.24	4.45	4.14	9.20	5.80	5.44
16	NTR	0.00	0.00	0.00	26.36	31.28	0.00	135.62	20.29	16.09
17	Palnadu	0.00	0.00	0.00	0.00	0.00	0.00	47.98	52.06	43.61
18	Parvathipuram Manyam	0.00	0.00	0.00	1.23	0.00	0.00	0.36	0.12	0.00
19	Prakasam	40.15	0.00	0.00	23.34	0.00	0.00	15.26	13.01	5.98
20	Sri Sathya Sai	0.00	0.00	0.00	0.00	0.00	0.00	19.82	0.00	0.00
21	Srikakulam	7.86	5.13	10.22	8.56	4.54	4.73	11.34	16.11	10.65
22	Tirupati	0.00	0.00	0.00	0.00	0.00	0.00	26.16	0.09	4.39
23	Vishakapatnam	16.28	0.35	0.00	0.63	0.00	0.35	1.79	0.00	0.00
24	Vizainagaram	6.67	5.98	1.45	2.91	4.97	4.70	9.64	3.25	2.57
25	West Godavari	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00
26	YSR Kadapa	69.08	53.68	23.13	39.21	54.70	30.93	45.23	76.17	45.02

District wise status of funds accrued, allocated and utilized under DMF in Andhra Pradesh in last Five Years (Amt Rs. In Cr)							
Sl No	Name of the District	2024-25			2025-26		
		Collection	Allocation	Spent	Collection	Allocation	Spent
1	Alluri Sitharama Raju	10.62	0.00	0.00	6.30	3.11	0.10
2	Anakapalli	7.81	12.12	0.00	16.06	6.09	0.00
3	Ananthapuramu	9.42	5.86	0.92	18.68	26.78	4.79
4	Annamayya	26.64	36.92	12.80	21.93	43.16	3.51
5	Bapatla	4.99	4.62	5.61	6.46	2.51	2.51
6	Chittoor	7.63	0.00	0.76	27.50	14.81	1.46
7	DR.B.R Ambedkar Konaseema	0.97	0.39	0.39	0.13	0.36	0.00
8	East Godavari	1.74	7.54	2.09	3.02	9.39	0.97
9	Eluru	1.25	0.00	0.00	5.57	4.96	0.00
10	Guntur	8.68	0.90	0.11	11.45	0.22	17.07
11	Kakinada	16.47	6.72	1.42	17.11	17.20	8.00
12	Krishna	0.85	21.57	3.77	0.30	0.09	0.10
13	Kurnool	1.48	1.22	1.02	4.44	3.98	3.92
14	Nandyal	59.72	35.38	22.84	61.37	62.69	9.25
15	Nellore	1.57	8.98	3.43	12.18	13.03	0.39
16	NTR	37.29	2.03	2.46	44.68	38.52	19.55
17	Palnadu	22.10	5.90	1.44	19.65	64.84	3.55
18	Parvathipuram Manyam	0.02	0.67	0.34	0.52	0.45	0.00
19	Prakasam	19.36	24.91	9.63	46.92	116.28	4.66
20	Sri Sathya Sai	1.15	0.27	0.27	3.40	19.86	1.47
21	Srikakulam	7.28	3.73	2.01	16.69	19.11	11.62
22	Tirupati	2.54	0.00	0.00	8.21	23.04	0.00
23	Vishakapatnam	1.36	0.73	0.00	1.65	0.00	0.73
24	Vizainagaram	21.72	0.81	0.44	14.11	9.43	2.09
25	West Godavari	0.12	0.00	0.00	0.16	0.00	0.00
26	YSR Kadapa	45.05	81.81	31.08	39.01	49.07	11.65

STATEMENT-II

District wise number of Projects taken under different projects in last five years under DMF								
Sl No	**Name of District**	**Environment Preservation**	**Agriculture**	**Animal Husbandry**	**Drinking Water Supply**	**Education**	**Energy and watershed Development**	**Health Care**
1	Alluri Sitharama Raju				1			1
2	Anakapalli				31			
3	Ananthapuramu				238	1125		4
4	Annamayya			7	698	42	1	9
5	Bapatla				28		1	
6	Chittoor				7			2
7	DR.B.R Ambedkar Konaseema	6	3		1			
8	East Godavari				16	2		2
9	Eluru	2			32	15		15
10	Guntur				6	1		4
11	Kakinada				34	15	1	10
12	Krishna				63	113		14
13	Kurnool	1			19	22		4
14	Nandyal	38	16	3	235	13		2
15	Nellore				27	51	1	2
16	NTR				15	5		3
17	Palnadu				77	3		
18	Parvathipuram Manyam							
19	Prakasam				30	36		3
20	Sri Sathya Sai					47		
21	Srikakulam	2			27	216		2
22	Tirupati				17	40		1
23	Vishakapatnam					37		
24	Vizainagaram				80	42		18
25	West Godavari							
26	YSR Kadapa	1	13		761	123		135

District wise number of Projects taken under different projects in last five years under DMF								No of Benificiaries covered
Sl No	Name of District	Irrigation	Others	Physical Infrastructure	Sanitation	Skill Development	Welfare of Women and Children	
1	Alluri Sitharama Raju	1				1		31500
2	Anakapalli	3		13	41	1	2	5500
3	Ananthapuramu			291				21500
4	Annamayya	19		387	45			15900
5	Bapatla	2	2	31	1	1	2	32500
6	Chittoor			35				37000
7	DR.B.R Ambedkar Konaseema	13		6				4500
8	East Godavari	24		215	302	1		30000
9	Eluru		8	93	27		2	93900
10	Guntur	4	4	27			1	52860
11	Kakinada	53		142	20		47	2005139
12	Krishna			260				15600
13	Kurnool	1	32	57	3			35000
14	Nandyal	243	120	753	17	1		1416322
15	Nellore	20		48				635500
16	NTR			123		40		95500
17	Palnadu			579	22			21500
18	Parvathipuram Manyam	8		5				2950
19	Prakasam	2		349	1	7	18	935175
20	Sri Sathya Sai			94				63155
21	Srikakulam	340		46		2		44500
22	Tirupati			40			76	48451
23	Vishakapatnam			1				12940
24	Vizainagaram	33		173			2	41500
25	West Godavari							0
26	YSR Kadapa	2		1021	94	76	7	464180

HYDROGEN POWERED TRAINS

3982. SHRI VIJAY KUMAR HANSDAK:

SHRI TANUJ PUNIA:

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

(a) the details of the current status of the first hydrogen-powered passenger train in India;

(b) whether the Indian Railways has successfully completed the trial run of the country's first indigenous hydrogen fuel-cell train;

(c) if so, the details of the total budgetary cost of the said project along with the specific route on which it is being operated;

(d) the details of the specific environmental, operational and economic advantages of hydrogen fuel-cell trains compared to traditional diesel and electric locomotives;

(e) the details of the comprehensive safety protocols, technical standards and precautionary measures taken by the Government to mitigate risks associated with hydrogen storage, leakage and high-pressure refueling infrastructure;

(f) the details of the infrastructure set up for the production and storage of green hydrogen required for the operation of the said train; and

(g) the details of the domestic manufacturing capacity being developed for green hydrogen fuel and the financial allocation made for this project?

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

(a) to (g): The Hydrogen powered train was inaugurated on 17.07.2026. Till 06.08.2026, this trainhas covered 3026 km of commercial run in 89 km long Jind-Sonipat section. The hydrogen train has been developed by Indian Railways on pilot basis to demonstrate the use of hydrogen powered train technology in Railways.

A dedicated Hydrogen Plant has been setup at Jind for providing hydrogen in this Trainset. The hydrogen storage facility of 3000 kg has been set up in accordance with the guidelines of the Petroleum and Explosives Safety Organization (PESO), ensuring adherence to prescribed safety standards and protocols.

The Hydrogen Trainset operation ensures zero CO2 emissions with water vapour being the only emission. The Trainset works on fuel cell technology that does not have any moving part and conventional engine for traction power generation therefore the operation is much quieter thereby reducing noise pollution. This project establishes Indian Railways in hydrogen technology.

This pilot project has been developed at a total cost of Rs. 141 Cr. As the Hydrogen Trainset and its infrastructure have been developed on a pilot basis, direct comparison of the cost of hydrogen-fuelled trains with established traction systems at this stage would not present a fair cost comparison.

Prominent features and advantages of this technology include:

- Indigenously designed and developed in India demonstrating IR’s commitment to Atmanirbhar Bharat.

- Presently, it is the world's longest (10 coaches) and most powerful (2400 kW) Hydrogen Trainset on Broad Gauge platform.
- The Trainset comprises of two Driving Power Cars (DPCs) of 1200 kW each, totalling 2400 kW along with eight passenger cars.
- It represents a major step in development of next generation fuel technology in Railways, inherently optimizing noise reduction and curtailing reliance on imported fossil fuels.

Safety documents along with specific instructions for the operating staff has been developed to manage high-pressure hydrogen hazards which provides a framework for identifying and mitigating risks associated with hydrogen systems. The staff has been provided with relevant training for safe operation and maintenance.

At present, IR has taken up the running of hydrogen-powered train technology on a pilot basis on the Jind-Sonipat circuit. Decision to run hydrogen trains on other routes depends on availability of resources, operational and other requirements.

SAFETY OF JOURNALISTS

3983. SHRI SHYAMKUMAR DAULAT BARVE:

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

(a) whether the Government is aware of India's ranking of 157th out of 180 countries in the 2026 World Press Freedom Index, sliding from 151st in 2025 Index;

(b) if so, whether the Government has identified and assessed the reasons leading to India's decline in the Index;

(c) if so, the details of incidents reported against journalists and media personnel including attacks, threats, arrests, detention, harassment and deaths across the country during the last ten years, State-wise along with any action taken thereof to punish the perpetrators and if so, the details of actions taken thereon;

(d) whether the Government has conducted any assessment of the impact of such incidents on media freedom and the functioning of independent journalism in the country; and

(e) whether the Government proposes or has taken any measures to ensure the safety of journalists, strengthen institutional safeguards for press freedom and improve India's standing in global press freedom assessments?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): India has a vibrant press and media ecosystem. It has about 81,658 registered printed periodicals, including 7,414 titles registered during 2025-26, more than 900 permitted satellite television channels and numerous publishers

on digital media including OTT platforms, e-replica of newspapers, digital newspapers, news websites and news channels on social media platforms etc.

The Press Council of India is a statutory quasi-judicial autonomous authority under an Act of Parliament, Press Council Act, 1978 with the two fold objects of preserving the freedom of the press by maintaining and improving the standards of newspapers and the news agencies in India.

Legal framework to protect journalists:

- Freedom of speech and expression is protected under Article 19 of the Constitution.
- Press Council of India, a statutory quasi-judicial body, registers andadjudicates complaints pertaining to curtailment of press freedom, including complaints relating to attacks on or threats to journalists, through its complaint redressal mechanism under section 13 of thePress Council Act, 1978,in accordance with the Press Council (Procedure for Inquiry) Regulations, 1979.
- Under Section 13 of the Press Council (Procedure for Inquiry) Regulations, 1979, theHon'ble Chairperson of Press Council of India is empowered to take suo-motu cognizance of matters where a prima facie violation of press freedom is observed.

Besides, India has a robust judicial system that ensures the implementation of constitutional provisions.

HIGH-LEVEL ENGAGEMENT

3984. SHRI ARVIND GANPAT SAWANT:

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

(a) the total outstanding rental dues pending from the Department of Telecommunications (DoT) and BSNL for utilizing MTNL premises as of December 31, 2025 and the reasons for the prolonged delay in recovery;

(b) whether it is a fact that the rental dues for DoT stand at Rs. 67,92,21,858 and BSNL stand at Rs. 223,66,06,346 and if so, the details thereof;

(c) the details of the total outstanding dues from other Government bodies, public sector banks and institutions including the Sub-Registrar (Rs. 22.13 crores), Income Tax (Rs. 21.25 crores) and MNLU (Rs.18.16 crores) which bring the grand total of unrecovered rentals to Rs. 161,22,01,440.02 as of January 31, 2026; and

(d) the concrete roadmap and high-level engagement strategies formulated to realize these dues from various State ministries, Mantralaya and Central departments?

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

(a) to (d): The erstwhile Department of Posts and Telegraph was bifurcated in 1985 into the Department of Posts and the Department of Telecommunications. Subsequently, in 1986, Mahanagar Telephone Nigam Limited (MTNL) was incorporated and the responsibility for control,

management and operation of telecommunications services in Delhi and Mumbai, which hitherto vested in the Department of Telecommunications, was entrusted to MTNL. Following the said bifurcation and entrustment of operations, the said Departments and MTNL continued to utilise space in several premises that belonged to the erstwhile undivided Department. However, the terms for such use were not decided at that time. This continued after entrustment of the remaining telecommunication services related operations of the Department of Telecommunications to Bharat Sanchar Nigam Limited (BSNL), following its incorporation in 2000. As a result, the consideration for such use of shared premises by BSNL and MTNL has not been finalised between the two, and the two have engaged in mutual discussion in this regard.

The Department of Telecommunications has formed a committee consisting of officers of both the Department and MTNL to recommend on the compensation/dues payable by the Department to MTNL for space occupied by units of the Department.

The total outstanding dues of MTNL from other government bodies, public sector banks and institutions, as on 31.5.2026, are to the tune of ₹155.5 crore. MTNL regularly pursues for payment of pending dues and has also carried out special drives for the same.

SPACE DEBRIS MANAGEMENT AND ORBITAL SUSTAINABILITY

3985. SHRI KARTI P. CHIDAMBARAM:

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

(a) the current estimated volume of space debris being tracked in orbits relevant to Indian satellites and the risk it poses to operational missions;

(b) whether India has adopted or plans to adopt international guidelines for deorbiting satellites at end-of-life; and

(c) the details of any indigenous space awareness capability developed to track and mitigate collision risks?

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

(a) : The estimated number of catalogued space objects in the region where Indian space assets currently operate are approximately 12000 for Low Earth orbit satellites and 200 for Geo synchronous satellites.

(b) : Yes, Indian Space Policy mandates adoption of internationally recognised guidelines on space debris mitigation in Indian space programme, including end-of-life disposal. Debris Free Space Mission initiative, spearheaded by ISRO, is a proactive step for implementing guidelines on end-of-life disposal of satellites. The Norms, Guidelines and Procedures released by IN-SPACe in 2024 also encourages all Indian space actors to adopt adequate post mission

disposal measures or ensure their space assets will have very limited orbital life due to natural orbital decay.

(c) : Multi Object tracking Radar at Sriharikota has capabilities to track space objects and is primarily utilised for launch vehicle stage tracking. NETRA Project has been conceived with the objective to establish facilities to track the debries.

PROJECTS IN BODOLAND

3986. SHRI JOYANTA BASUMATARY:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

(a) whether it is fact that the number of projects sanctioned for development in Bodoland Territorial Region are still incomplete due to unknown reasons and if so, the details thereof;

(b) the details of Central-sponsored development projects sanctioned and their present status for the Bodoland Territorial Region during the last five years; and

(c) the details of projects which were sanctioned but funds have not yet been allocated along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR):

(a) to (c): The Ministry of Development of North Eastern Region (MDoNER) is implementing the Special Development Packages (SDPs) for the Bodoland

Territorial Council (BTC) in accordance with the Memoranda of Settlement (MoS) signed between the Government of India, the Government of Assam and the concerned Bodo Groups.

A Special Development Package of Rs. 500 crore was approved by the Government for a period of three years as per the terms of the Memorandum of Settlement signed by the Government of India, the Government of Assam and Bodo Liberation Tigers (BLT) on 10.02.2003. Thereafter, in August 2008, an additional package of Rs. 250 crore was approved. Under these packages, a total of 65 projects costing Rs. 749.65 crore were sanctioned, out of which 64 projects costing Rs. 741.65 crore have been completed.

Further, a Special Development Package of Rs. 750 crore was approved by the Government for a period of three years as per the terms of the Memorandum of Settlement signed by the Government of India, the Government of Assam and the Bodo Groups (ABSU and NDFB factions) on 27.01.2020. Under this package, 13 projects costing Rs. 512.46 crore have been sanctioned.

ASPIRATIONAL DISTRICTS PROGRAMME IN WAYANAD

3987. SHRIMATI PRIYANKA GANDHI VADRA:

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

(a) whether the Government has evaluated the impact of the Aspirational Districts Programme (ADP) in improving socio-economic indicators in Wayanad district and if so, the details thereof;

(b) whether the Government proposes to revise the Wayanad District Action Plan and if so, the details thereof;

(c) the details of funds sanctioned and released to Wayanad district under the ADP and projects sanctioned and completed during the last five years;

(d) the details of the Central and State Government schemes converged to improve key performance indicators in Wayanad district;

(e) whether the Government is taking initiatives to incentivise CSR projects in aspirational districts especially in tribal areas and if so, the details thereof; and

(f) the details of CSR projects approved and completed in Wayanad district, since 2019?

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

(a): An independent evaluation of the Aspirational Districts Programme (ADP) conducted by the Development Monitoring and Evaluation Office (DMEO), NITI Aayog, confirmed that the "3C" model (Convergence, Collaboration, and Competition), paired with real-time monitoring, data-driven decision making has successfully accelerated development across core human-development indicators. In addition, 49 Key Performance Indicators of all Aspirational Districts, including Aspirational District of Wayanad, are regularly monitored under ADP programme and substantial progress has been achieved in

Wayanad District. The progress in Key Performance Indicators can be seen on Champions of Change portal, http://championsofchange.gov.in.

(b): NITI Aayog has been implementing ADP programme since 2018 and the preparation and revision of District Action Plan falls under the purview of concerned Districts as per their socio-economic development priorities.

(c): The total funds sanctioned and released to Wayanad district under the ADP since inception is Rs. 18.61 Cr. The details of the projects sanctioned and completed during the last five years are given in the enclosed **Statement I.**

(d): Under the Aspirational District Programme, the major Central and State schemes converge at the district level to improve the performance indicators are respectively, National Health Mission (NHM), Ayushman Bharat Pradhan Mantri Jan Aarogya Yojana, Saksham Anganwadi & Mission POSHAN 2.0, Samagra Shiksha, PM Fasal Bima Yojana, VB-G RAM G, Pradhan Mantri Jan Dhan Yojana, Pradhan Mantri MUDRA Yojana, PM Jeevan Jyoti Bima Yojana, Atal pension Yojana. PM Kaushal Vikas Yojana, National Mission for Sustainable Agriculture, Pradhan Mantri Gram Sadak Yojana, Pradhan Mantri Awaas Yojana (Grameen), DAY-NRLM and Kerala LIFE Mission.

(e) and (f): As per the “Guidelines for CSR expenditure of CPSEs” issued by the Department of Public Enterprises (DPE) vide its Office Memorandum No. CSR 08/0002/2018-Dir (CSR) dated 10th December 2018, Aspirational Districts may be given preference under CSR. As per the information received from the Wayanad District Administration, the CSR cell of the District actively coordinates with PSUs, Banks, Corporates and other private organizations to

mobilize CSR grants in the District. Details of CSR projects approved and completed in Wayanad District since 2019 are given in the enclosed **Statement-II**.

STATEMENT- I

Details of funds sanctioned and released to Wayanad district under the ADP and projects sanctioned and completed during the last five years

Sl. No.	Financial Year	Project sanctioned	Amount Sanctioned (₹ Lakhs)	Utilized Amount (₹ Lakhs)	Project Status
1	FY 21-22	Commemorate the Azadi Ka Amrit Mahotsav in the 112 Aspirational Districts through activities which help showcase and document lessons from the Aspirational Districts	1.20	1.20	Completed
2	FY 21-22	Three multi learning modern digital centers in 3 tribal hamlets	105.00	104.02	Completed
3	FY 21-22	Construction of 4 Anganwadi centers	80.00	80.00	Completed
4	FY 21-22	Strengthening of two sub centers (Hi tech sub centers and construction of one maternal and child care center)	115.00	115.00	Completed
5	FY 21-22	Providing lift irrigation facility	100.00	83.93	Completed

6	FY 21-22	Construction of Blood Bank with Component Separation Unit at General Hospital	100.00	100.00	Completed
7	FY 22-23	Construction ofAnganwadi in BaLA concept	40.00	40.00	Completed
8	FY 22-23	Construction Of Newborn Screening Unit Cytology Microbiology Centers At District Public Health Lab	105.00	91.49	Completed
9	FY 22-23	Construction of New Health And Wellness Centres at 1. Varadoor Under PHC Varadoor. 2. Main Centre under FHC Cheeral. 3. Kallupadi Under FHC Vazhavatta.	105.00	105.00	Completed
10	FY 22-23	Construction of Tobacco Cessation Clinic in Wayanad district	50.00	49.05	Completed
11	FY 22-23	Construction of 4 children friendly Anganwadis in Wayanad	100.00	98.38	Completed
12	FY 22-23	Construction of Iruthilottukunnu Checkdam and Canal Ward 16 in Poothadi Panchayat	100.00	85.14	Completed

13	FY 22-23	Construction of Multi Story Building for the development of Model Cancer care centre at Government Tribal Specialty Hospital Naloornad Wayanad.	500.00	500.00	Completed
14	FY 24-25	Sampoornata Abhiyan - Launch & IEC activities	5.00	4.40	Completed
15	FY 24-25	Establishment of Mobile Soil Testing Laboratory	25.00	25.00	Completed
16	FY 24-25	Procurement of Advanced Phaco Emulsification Machine for Cataract Surgery	22.00	22.00	Completed
17	FY 24-25	Setting up of District Antimicrobial Resistance Laboratory as part of AMR program hub and spoke model at Govt Medical College Hospital Mananthavady	3.00	1.00	Ongoing
18	FY 25-26	Sampoornata Abhiyan 2.0 - Launch & IEC activities	5.00	0.00	Ongoing
TOTAL			1561.20	1505.60	

STATEMENT- II

Details of CSR projects approved and completed in Wayanad District since 2019

Sl.No.	Project	Amount (₹ Lakhs)	Status	Company
1	Setting up of 4 Smart Anganwadis (Kappamkolly, Varadoor, Karayothingal, Ambedkar)	119.35	Completed	Cochin Shipyard Ltd.
2	Refrigerated Vaccine Delivery Vehicle	19.33	Completed	Cochin Shipyard Ltd.
3	Purchase of Ambulance to Kaniyambetta GP	11.76	Completed	Cochin Shipyard Ltd. & Kairali TMT
4	Setting up of Post-COVID Clinic at PHC Pozhuthana	7.00	Completed	Central Warehousing Corporation
5	Purchase of Vehicle for CHC Periya	8.33	Completed	Central Warehousing Corporation
6	Physiotherapy Equipment at FHC Ambalavayal	8.33	Completed	Central Warehousing Corporation
7	Purchase of Ambulance for Government Medical College, Mananthavady	18.27	Completed	Central Warehousing Corporation
8	Renovation of Ward at CHC Periya	10.00	Completed	Central Warehousing Corporation
9	Construction of Nutrition Rehabilitation Centre at Appappara	45.22	Completed	Antrix Corporation Ltd.
10	Providing Lift Facility at FHC Noolpuzha	15.10	Completed	Canara Bank

11	Construction of Skill Lab at District Hospital, Mananthavady	70.00	Completed	HUDCO Ltd.
12	Supply of ASHA Kits and Strengthening of Sub Centres	50.00	Completed	HUDCO Ltd.
13	Procurement of High Jump & Pole Vault Equipment for GMRS Kaniyambetta	4.07	Completed	INKEL–EKK Roads Pvt. Ltd.
14	AI-powered X-Ray Machine at District TB Centre	30.00	Completed	HLL Lifecare Ltd.
15	Water Dispenser & Purifier at Government Old Age Home, Kaniyambetta	1.22	Completed	HLL Lifecare Ltd.
16	Anti-Microbial Susceptibility Testing System at Public Health Lab, Sulthan Bathery	20.00	Approved	MRPL
17	Capacity Building Training for ERT Members, Aapda Mitra Volunteers, MGNREGS Mates, Plantation Workers & Tribal RRT Volunteers	32.50	Approved	Tata Community Initiatives Trust
18	Mobile Unit with Screening Facility, Day-care Nutritional Support for Malnourished Children & Vocational Rehabilitation for Sickle Cell Patients	397.16	In Progress	Cochin Shipyard Ltd.
19	Modern Ophthalmology Unit in Wayanad District	100.00	Approved	New Space India Ltd. (NSIL)
20	AI-powered X-Ray Machine at District TB Centre, Mananthavady	21.52	Completed	HLL Lifecare Ltd.

21	Water Dispenser & Purifier at Government Old Age Home, Kaniyambetta	1.22	Executed	HLL Lifecare Ltd.
22	Various Projects – Health, Education & Childcare Sectors		In Progress	State Bank of India
23	High Jump, Pole Vault & Other Sports Equipment for GMRS Kalpetta & Kaniyambetta	4.07	Completed	INKEL–EKK Roads Pvt. Ltd.

QUANTITY OF WHEAT AND RICE

3988. SHRIMATI POONAMBEN MAADAM:

DR. PRASHANT YADAORAO PADOLE:

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

(a) the total quantity of wheat and rice held in the Central pool as on 1st April, 2026 and the extent to which this exceeds the prescribed buffer norms;

(b) the quantum of wheat procurement achieved during the Rabi Marketing Season 2026-27 as compared to the previous season and the number of farmers benefited through Minimum Support Price operations; and

(c) the details of the steps being taken by the Government to ensure that surplus foodgrain stocks are efficiently utilised, so as to optimise storage costs?

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

(a): Total stock of foodgrains and Foodgrains Stocking Norms in Central Pool (Buffer Stocks) as on 1st April, 2026 is given below:

(Fig. in Lakh MT)

Stock of Wheat and Rice				**Foodgrain Stocking Norms (Buffer Stocks)**		
As on	**Wheat**	**Rice**	**Total**	**Wheat**	**Rice**	**Total**
1st April, 2026	217.92	386.10	604.02	74.60	135.80	210.40

(b): The procurement of wheat and number of farmers benefited during the Rabi Marketing season 2025-26 and 2026-27 are given below:

Rabi Marketing Season	**Procurement of Wheat (In LMT)**	**Numbers of farmers benefited**
2025-26	299.75	2512823
2026-27	357.57	3482564

(c): Government of India sells surplus foodgrains (Wheat and rice), beyond the Public Distribution System (PDS) and Other Welfare Schemes (OWS) requirements, through open sale under Open Market sales scheme (Domestic) {OMSS(D)}. This helps increase the availability of foodgrains in the market, control inflation, ensure food security and make foodgrains more affordable for the general population. In addition, Bharat Atta and Bharat Rice were launched on 06.11.2023 and 06.02.2024, respectively, with a view to provide atta (wheat flour) and rice to general consumers at subsidized rates under OMSS(D) policy.

OPPORTUNITIES FOR RESEARCHERS, INNOVATORS AND TECHNOLOGY PROFESSIONALS

3989. THIRU DR. S. JAGATHRAKSHAKAN:

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

(a) whether the Government's assessment of the implications of declining research funding in the United State and the parallel rise of China in science and technology for the country's research, innovation and technological capabilities and if so, the details thereof;

(b) whether the initiatives undertaken by the Government to strengthen research and development infrastructure, expand funding support, promote innovation and enhance collaboration among academic, scientific and industrial institutions and if so, the details thereof;

(c) the measures taken to prevent outflow of scientific talent, encourage high-quality research and create attractive opportunities for researchers, innovators and technology professionals within the country; and

(d) the steps taken by the Government to strengthen capabilities in Artificial Intelligence (AI), quantum technologies, biosciences, advanced materials and other frontier areas of science and technology?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE

DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a): The Government continuously monitors and assesses global developments in science, technology and innovation, including trends in research funding, scientific output, emerging technologies and international collaborations. The Government has taken note of the level of investments by several countries, including United States and China, in science and technology sectors and recognized the emergence of a strategic opportunity for India to reduce dependence on external research ecosystems with stable and substantially higher research funding. While countries like China creates competitive pressure, India has created opportunities for diversified partnerships, learning and strategic positioning in research and innovation sectors. The multipronged strategies include initiatives of scientific departments and agencies to (i) attract and retain the best global talent, (ii) invest in long-term scientific infrastructure for frontier research, (iii) accelerate strategic and dual-use technologies, and (iv) promote deep-tech innovations to ensure India’s sustained position in the global value chain.

(b) : The Government has undertaken several initiatives to strengthen research and development (R&D) infrastructure, expand funding support, promote innovation and enhance collaboration among academia, research institutions and industry. Major initiatives include: Sector specific missions like National Green Hydrogen mission, India AI Mission, India Semiconductor Mission, National Quantum Mission; implementation of Vigyan Dhara, an integrated

umbrella scheme of the Department of Science and Technology (DST) for science and technology capacity building, research support and innovation promotion; CSIR incubation centres across its labs to comprehensively provide scientific support for R&D, prototyping facilities, use of R&D equipment for analytical measurements, and advisory/ consulting services for navigating challenges; establishing of Indian Science, Technology and Engineering Facilities Map (I-STEM) that maximises utilisation of India's publicly funded research infrastructure by making advanced scientific facilities discoverable and accessible through a unified digital platform; and specialized funding opportunities such as the Research, Development and Innovation (RDI) Fund; Deep Tech Fund of Funds to support private industry and startups in undertaking high-risk, high-impact R&D in sunrise sectors in partnership with public research institutions. There has been a significant increase in the funding for research and development through the Ministry of Science and Technology in recent years, from ₹14,794.03 crore (2021-22) to ₹38,613.32 crore (2025-26), which has significantly contributed to improve India's position in the Global Innovation Index.

(c) : The Ministry of Science and Technology has formulated several schemes to retain talent in the country. The extramural funding schemes of DST and Department of Biotechnology (DBT) and Fellowship schemes of DST, DBT, Anusandhan National Research Foundation (ANRF) and Council of Scientific and Industrial Research (CSIR) have been designed to encourage scientists to do quality research in the country. Several schemes / programmes for building

research infrastructure for enhancing research capabilities and several high-stake technology missions have been instituted. Special attention has been given to young scientists for making them independent and motivate them to continue their research in the country. The Government has consistently increased the budget allocation for science and research. Significant opportunities have been created by recent launching of the ₹1.0 lakh crore RDI Fund as well as expansion of S&T led start-ups. Further, the Flexible Complementing Scheme/ Merit based promotion scheme positioned in scientific departments and introduction of Performance Related Incentive Scheme (PRIS) in strategic Departments have also been instrumental in recruiting and retaining the scientists.

(d) : Government has taken several significant steps to strengthen capabilities in Artificial Intelligence (AI), quantum technologies, biosciences, advanced materials and other frontier areas of science and technology. Missions such as the IndiaAI Mission, dedicated for building AI computing infrastructure, datasets, skilling, innovation and startup; National Mission on Interdisciplinary Cyber-Physical Systems, with creation of 25 Technology Innovation Hubs (TIHs) including upgrading 4 TIHs to Technology Translation Parks in premier academic institutions; National Quantum Mission, with creation of four thematic hubs in advancing quantum computing, quantum communication, quantum sensing and quantum materials technologies; BIOE3 (Biotechnology for Economy, Environment and Employment) Policy for accelerating high-performance biomanufacturing and biotechnology innovation have created a

vibrant S&T ecosystem in the country. Advanced materials research has been supported through national facilities, mission programmes and collaborative research initiatives in areas such as semiconductors, energy materials, functional materials and nanotechnology. These initiatives are aimed at enhancing India's scientific excellence, technological self-reliance, innovation capacity and global competitiveness in emerging and strategic sectors.

GVA SHARE OF THE MANUFACTURING SECTOR

3990. SHRI KIRTI AZAD:

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

(a) the detailed share of the manufacturing sector in Gross Value Added (GVA) at basic prices from 2020-21 to 2026-27, year-wise;

(b) the growth rate of manufacturing GVA during the said period and the compounded annual growth rate (CAGR) for 2020-21 to 2026-27 respectively, year-wise;

(c) whether the available data indicates any significant change in the share of manufacturing in total GVA during the said period and if so, the details thereof; and

(d) whether any assessment has been undertaken to examine structural constraints affecting the growth of the manufacturing sector and its capacity to generate broad-based employment and if so, the details thereof?

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

(a) to (c): The Ministry of Statistics and Programme Implementation (MoSPI) has revised the base year of the National Accounts Statistics from 2011–12 to 2022–23, and the revised series was released in February 2026. As per the revised series (2022–23 base), the contribution of the Manufacturing sector to India's Gross Value Added (GVA) at current prices and the growth rate of Manufacturing GVA at constant prices during the period 2022–23 to 2025–26 are given below:

Indicator	2022-23	2023-24	2024-25 (FRE)	2025-26 (PE)
Share of Manufacturing in total GVA (in %)	14.7	14.7	14.5	14.8
Change over previous year (in %)	-	(+)12.7	(+)9.3	(+)10.7

Note: *FRE-First Revised Estimates, PE- Provisional Estimates*

Source: Press Release of Provisional Estimates of GDP dated 05.06.2026

The compounded annual growth rate (CAGR) of Manufacturing GVA at constant prices (2022-23 base) as per the revised series during 2022-23 to 2025-26 is 10.88%.

The available data under the respective series do not indicate any significant change in the share of manufacturing in total Gross Value Added (GVA).

(d): The Government has undertaken several structural reforms and initiatives to strengthen the resilience of the manufacturing sector and reduce its vulnerability to external shocks. These include, inter-alia, the Production Linked Incentive (PLI) Schemes, PM GatiShakti National Master Plan, the National Logistics Policy, Bharat Audyogik Vikas Yojana (BHAVYA), initiatives to promote semiconductor and electronics manufacturing, critical minerals and Micro, Small & Medium Enterprises (MSMEs), and the Scheme for Promotion of Surface Coal/Lignite Gasification Projects, improvement of the ease of doing business, National Industrial Corridor Development Programme (NICDP). Collectively, these initiatives seek to strengthen domestic manufacturing, diversify supply chains, reduce import dependence in strategic sectors, enhance energy security and improve the resilience and competitiveness of India's manufacturing ecosystem.

NITI AAYOG'S REPORT ON GOLD MARKET REFORMS AND INTERNATIONAL BEST PRACTICES

3991. SHRI PARSHOTTAMBHAI RUPALA:

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

(a) whether NITI Aayog has submitted its report titled "Transforming the Gold Market Ecosystem in India" and if so, the salient recommendations, implementation status and details of coordination with concerned Ministries, regulators, Government agencies and other stakeholders;

(b) whether NITI Aayog has examined international legislative frameworks governing the gold sector including recent reforms by the Government of Kenya and if so, the details thereof; and

(c) whether it has recommended adoption of suitable international best practices to position India as a global hub for gold refining, bullion trading, value addition, recycling and exports and if so, the details thereof?

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

(a) : A Committee on Transforming India's Gold Market was constituted by NITI Aayog in August 2017 under the Chairmanship of the then Principal Adviser, NITI Aayog, to recommend measures for tapping into the potential of the gold market in India and to provide a stimulus to exports, economic growth and employment. The Committee brought together diverse stakeholders from across the gold ecosystem, including representation from concerned Ministries/ Departments of the Government of India, Reserve Bank of India, industry associations and academia, to look into various aspects of India's gold market. The Committee had in-depth consultations with a wider group of stakeholders, through sub-groups formed on distinct themes pertaining to the gold market.

The final report of the Committee was submitted to the Government for consideration in February 2018. The major recommendations of the Committee

were structured into five key focus areas. These were (a) Make in India in Gold; (b) Financialisation of Gold; (c) Tax and Duty Structure; (d) Regulatory Infrastructure; and (e) Skill Development & Technology Upgradation.

Many initiatives were subsequently taken by the Government to transform gold market, inter alia, keeping in view the recommendations of the NITI Aayog Committee. These include policy measures for developing gold as a financial asset, setting up of India International Bullion Exchange at GIFT-IFSC, streamlining and expanding mandatory Hallmarking for gold jewellery and revamping of gold monetisation scheme.

(b) and (c): The Report examined international best practices in gold markets including liberalisation of gold trade and setting up of the Istanbul Gold Exchange in Turkey, standard benchmarks of London Bullion Market and gold mining policies of countries such as Canada, Australia and South Africa. Based on their experiences, the Committee, inter alia, recommended measures to position India as a hub for gold refining, bullion trading, jewellery manufacturing, exports, etc. However, the report does not contain any specific recommendation for examination of legislative reforms undertaken by the Government of Kenya.

IMPLEMENTATION OF NFSA AND PDS IN TAMIL NADU

3992. SHRI G. SELVAM:

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

(a) the status of implementation of the National Food Security Act (NFSA), 2013 and the Public Distribution System (PDS) in Tamil Nadu during the last three years including the details of eligible beneficiaries, Fair Price Shops and foodgrains allocation;

(b) the details of the initiatives undertaken by the Government to strengthen the PDS in Tamil Nadu through end-to-end computerisation, e-PoS devices, Aadhaar seeding and supply chain monitoring;

(c) whether the Government has assessed the impact of these initiatives on improving transparency, portability, timely distribution of foodgrains and beneficiary satisfaction in Tamil Nadu and if so, the details thereof;

(d) the details of the measures taken by the Government to strengthen grievance redressal, curb diversion of foodgrains and improve service delivery under the PDS in the said State; and

(e) the details of the further steps proposed by the Government to modernise the PDS and strengthen food security in Tamil Nadu?

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

(a): The Public Distribution System (PDS) is now governed as per the provisions of the National Food Security Act, 2013 (NFSA). The Act is being successfully implemented in all the States/UTs, including the State of Tamil Nadu. Tamil Nadu has identified 362.23 lakh beneficiaries (as on 16.07.2026)

against the intended coverage of 364.70 lakh persons for receiving free of cost foodgrains under the Act.

The details of the number of beneficiaries receiving free foodgrains in the State of Tamil Nadu under NFSA during the last three years are as follows:

As of 31.03.2024	As of 31.03.2025	As of 31.03.2026
3,63,61,654	3,55,24,668	3,63,36,681

The details of the number of Fair Price Shops operational in the State of Tamil Nadu during the last three years are as follows: -

2024	2025	2026
34,805	34,890	34,955

The details of foodgrains allocated (In thousand tons) to the State of Tamil Nadu during the last three years are as follows: -

2023-24	2024-25	2025-26
3677.75	3677.75	3677.75

(b) to (e): To enhance transparency, digitisation, and overall efficiency across the Targeted Public Distribution System (TPDS), the Government has implemented key initiatives including 100% database digitisation & Aadhaar seeding of Ration Cards, Rightful Targeting through data analytics, online grain allocation, supply chain computerisation, and transparency and grievance portals across all States and UTs. Additionally, distribution has been streamlined through ePoS-automated Fair Price Shops with biometric

authentication, nationwide card portability via the One Nation One Ration Card (ONORC) scheme, implementation of SMART-PDS, and advanced real-time data integration and tracking under the NIRMAL and SAKSHAM initiatives of the SARTHAK PDS umbrella scheme (2026–31).

The Act further provides for putting in place an internal grievance redressal mechanism (IGRM), appointment/ designation of a District Grievance Redressal Officer (DGRO) in each district for expeditious and effective redressal of grievances of the aggrieved persons in matters relating to the distribution of entitled foodgrains and to enforce the entitlements under the Act. The Act also provides for the constitution/ designation of the State Food Commission for monitoring and review of the implementation of the Act.

In order to ensure food security and strengthen the monitoring of implementation of the Act and to provide a more in-depth, incisive and comprehensive empirical evidence regularly, the Government has conducted the concurrent evaluation of PMGKAY during 2025-26.

ADVANCED MARINE STATION FOR OCEAN BIOLOGY

3993. SHRI KRISHNA PRASAD TENNETI:

SHRI PRAVEEN PATEL:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI AMAR SHARADRAO KALE:

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

(a) whether the Government is undertaking programmes for assessment and monitoring of marine living resources in country's Exclusive Economic Zone (EEZ) and if so, the details thereof;

(b) the number of scientific surveys conducted during the last three years for estimation of fishery resources and marine biodiversity;

(c) whether the data generated through these surveys are being used to support sustainable fisheries management and marine conservation and if so, the details thereof; and

(d) the steps taken by the Government to strengthen scientific research and monitoring of marine ecosystems in Indian waters?

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

(a): Yes. The Government of India, through the Centre for Marine Living Resources and Ecology (CMLRE), Kochi, under the Ministry of Earth Sciences, implements a comprehensive programme to assess and monitor Marine Living Resources (MLR) in India’s Exclusive Economic Zone (EEZ), aligned with the institutions' mandate.

(b) : In the last three years (2023–2026), CMLRE has undertaken ~19 surveys for the assessment of fishery resources and marine biodiversity in the Indian EEZ.

(c) : Yes. Scientific data generated through CMLRE is being utilised to support sustainable MLR management, marine conservation, and evidence-based policy formulation. Key applications include the estimation of the potential fishery yield of the Indian EEZ (conducted every eight years), identification of ESBAs (Ecologically & Biologically Significant Areas), development of biodiversity inventories and genomic reference libraries, identification of fish spawning grounds and seasons, submission of data for national and international commitments (including the Convention on Biological Diversity and SDG-14), and publication of scientific reports on deep sea and distant-water fishery resources of the Indian EEZ.

(d) : The steps/initiatives to strengthen scientific research, ecosystem monitoring, and long-term assessment of marine living resources in Indian waters are elaborated below.

- Long-term observations and marine ecosystem monitoring, also as part of the MLR Programme, covering fishery resources, biodiversity, and environmental drivers across the Indian EEZ, and their assessment and mapping.
- Bhavasagara National Repository for long-term preservation and documentation of deep-sea biological specimens.

- Advanced scientific technologies and genomic reference libraries, including digitisation of collections and data to support modern taxonomic and biodiversity research.
- Capacity building and collaboration with national and international institutions in marine sciences.
- Scientific studies for supporting conservation of vulnerable marine ecosystems and the sustainable management of marine living resources aligned to national priorities and international commitments.

TEACHER CAPACITY AND HUMAN RESOURCE SUPPORT IN ATAL TINKERING LABS

3994. SHRI G. LAKSHMINARAYANA:

SHRI TANGELLA UDAY SRINIVAS:

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

(a) whether the Government is aware of the shortage of dedicated human resources and trained teachers in Atal Tinkering Labs (ATLs) as highlighted in recent assessments and if so, the details thereof;

(b) the details of the number of teacher training programmes conducted under the ATL ecosystem during the last three years and the number of teachers trained thereunder, State/UT-wise;

(c) whether any minimum training or certification is prescribed for teachers managing ATLs and if so, the details thereof;

(d) the details of the number of schools having ATLs without a designated ATL In-Charge or dedicated support staff, State/UT-wise along with the reasons therefor;

(e) the details of funds allocated, released and utilised for ATLs during the last three years, State/UT-wise including grants for teacher capacity-building, recurring operational and maintenance expenses, procurement of consumables and replacement of equipment;

(f) whether the Government considers the existing level of financial support adequate and if so, the details thereof; and

(g) whether the Government proposes to strengthen human resource support for ATLs by creating dedicated posts, providing honorarium for ATL In-Charges/Assistants and enhancing financial support for recurring operational requirements and if so, the details and timeline thereof?

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

(a) : No instance of shortage of human resources for ATLs has come to notice.

(b) and (c): Any teacher managing Atal Tinkering Labs (ATLs) needs to undergo a mandatory ‘Unbox Tinkering’ training developed by Atal Innovation Mission (AIM). This training is designed to train ATL In-charge on hardware, electronics and design thinking concepts to effectively mentor ATL students.

The State/ UT-wise number of teachers trained is given in the enclosed **Statement-**I.

(d): No such instance of ATLs without a designated ATL In-charge or dedicated support staff has come to notice.

(e): The details are given in the enclosed **Statement-**II.

(f) and (g): Each ATL is sanctioned Grant-in-Aid of Rs. 20 lakhs, out of which Rs. 10 lakhs is sanctioned as Capital Expenditure and Rs. 10 lakhs as Operational Expenditure, over the period of five years. The Operational Expenditure also includes an amount up to Rs. 5, 000 per month as honorarium for ATL In-charge.

STATEMENT-I

State-wise details of number of teachers trained in ATL

STATE/UT	No. of Teachers Trained
ANDAMAN AND NICOBAR ISLAND	13
ANDHRA PRADESH	427
ARUNACHAL PRADESH	13
ASSAM	388
BIHAR	495
CHANDIGARH	162
CHHATTISGARH	371
DADRA AND NAGAR HAVELI	3
DELHI	4,886
GOA	53
GUJARAT	669
HARYANA	2,433
HIMACHAL PRADESH	264
JAMMU AND KASHMIR	1,499
JHARKHAND	557
KARNATAKA	2,372
KERALA	372

LADAKH	1
MADHYA PRADESH	454
MAHARASHTRA	5,512
MANIPUR	9
MEGHALAYA	66
MIZORAM	64
NAGALAND	61
ODISHA	234
PUDUCHERRY	95
PUNJAB	1,974
RAJASTHAN	893
SIKKIM	643
TAMIL NADU	2,543
TELANGANA	824
TRIPURA	1
UTTAR PRADESH	1,760
UTTARAKHAND	405
WEST BENGAL	386
Grand Total	**30,902**

STATEMENT-II

State-wise details of funds allocated, released and utilised for ATLs

State/UT	Allocated Amount (In cr.)	Released amount (In cr.)	Utilization amount (In cr.)
ANDAMAN AND NICOBAR ISLAND	2	1.44	1.17
ANDHRA PRADESH	142.6	100.4	74.42
ARUNACHAL PRADESH	6.4	4.16	3.03
ASSAM	70.4	46.52	33.64
BIHAR	19.4	13	9.26
CHANDIGARH	4.4	3	2.18
CHHATTISGARH	73.6	57.52	42.46
DADRA AND NAGAR HAVELI	0.8	0.56	0.45
DELHI	39.6	29.32	22.23

GOA	3.8	2.64	1.97
GUJARAT	123	91.12	67.51
HARYANA	87	62.4	45.22
HIMACHAL PRADESH	22.4	16.16	13.15
JAMMU AND KASHMIR	25.4	18.12	13.52
JHARKHAND	25.2	18.36	12.61
KARNATAKA	159.6	114.68	86.88
KERALA	73.8	52	38.09
LADAKH	0.4	0.28	0.11
MADHYA PRADESH	120.2	89.52	64.46
MAHARASHTRA	206.6	149.12	116.79
MANIPUR	23.8	15.52	12.77
MEGHALAYA	2.6	1.72	1.36
MIZORAM	5.2	3.56	3.05
NAGALAND	5.2	3.52	2.22
ODISHA	66.2	43.88	30.21
PUDUCHERRY	3.8	2.76	1.93
PUNJAB	46	33.88	25.75
RAJASTHAN	102.2	73.96	51.12
SIKKIM	5.4	3.36	2.35
TAMIL NADU	195	146.56	108.52
TELANGANA	75.8	59.2	43.71
TRIPURA	5.4	3.64	2.47
UTTAR PRADESH	191	142.16	106.17
UTTARAKHAND	17.4	12.44	8.87
WEST BENGAL	48.4	34.92	26.17
Total	**2000**	**1451.4**	**1075.82**

PROBLEMS IN E-SAKSHI PORTAL OF MPLADS

3995. SHRI M. K. RAGHAVAN:

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

(a) whether the Government has reviewed the performance of the e-Sakshi portal implemented for the administration and monitoring of the Members of Parliament Local Area Development Scheme (MPLADS) and if so, the details thereof;

(b) whether the Government is aware of the difficulties faced by Members of Parliament and their offices while using the e-Sakshi portal including issues relating to the user interface, navigation, identification of proposed works, search functionality and workflow management; and

(c) if so, the details thereof and the steps being taken by the Government to modernise the User Interface (UI) and improve the functionality of e-Sakshi portal?

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

(a) to (c): The eSAKSHI portal, developed to facilitate the revised fund-flow procedure under the Members of Parliament Local Area Development Scheme (MPLADS), is subject to continuous review and periodic enhancement. The Ministry regularly obtains feedback from Members of Parliament, District Authorities, Implementing Agencies and other stakeholders, and introduces necessary modifications to improve the portal's usability, functionality and operational efficiency.

As part of its ongoing efforts to modernise the portal, the Ministry has introduced several enhancements to the User Interface (UI) and functionalities of the MPLADS eSAKSHI portal and mobile application. Dedicated monitoring reports and dashboards have been made available under the respective logins of Central, State and District Authorities, enabling real-time monitoring of the status and progress of MPLADS works, including pendency at various stages. These features have strengthened oversight and facilitated effective monitoring and review at different administrative levels.

Several additional improvements have also been introduced from time to time to enhance the user experience and strengthen transparency and monitoring. Major enhancements implemented during the recent period include revamping of the public dashboard for improved accessibility and clarity, mandatory uploading of geo-tagged photographs of completed MPLADS works, provision for Hon'ble Members of Parliament to upload photographs of completed works, enabling Implementing Agencies and District Authorities to re-upload photographs where required, and further strengthening of reports and dashboards to improve monitoring and ease of use.

To ensure effective utilisation of the portal, the Ministry regularly organises workshops, webinars and hands-on training programmes for stakeholders. Further, during every Parliament Session since the Monsoon Session, 2023, MPLADS kiosks have been established at the Parliament House Annexe Building to assist Hon'ble Members of Parliament with Scheme-related processes and the use of the eSAKSHI portal. These kiosks function as

dedicated helpdesks from 10:00 AM to 6:00 PM on all working days during the Session, providing technical and procedural assistance to Members. In addition, user manuals and instructional videos are made available on the eSAKSHI portal for the guidance of all stakeholders

STOPPAGE OF LONG-DISTANCE TRAINS AT RAILWAY STATIONS IN PUNJAB

3996. SHRI MALVINDER SINGH KANG:

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

(a) whether the Government has received representations regarding inadequate stoppage of long-distance trains at important railway stations in Punjab;

(b) if so, the details of such representations received during the last three years, year-wise;

(c) the details of the criteria adopted for sanctioning of new stoppages; and

(d) whether additional stoppages are proposed to improve passenger convenience and if so, the details thereof?

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

(a) to (d): As the railway network straddles across State boundaries, trains are operated and stoppages are provided, as per network requirement, across such boundaries. However, during the last three years, Indian Railways (IR)

have provided 87 stoppages at the stations located in the State of Punjab. The stoppages are listed below:

SL	Train no. and name	Station name
1	26461 Delhi-Firozpur Cantt. Vande Bharat Express	Barnala
2	26462 Firozpur Cantt.-Delhi Vande Bharat Express	Barnala
3	16318 Shri Mata Vaishno Devi Katra-Kanniyakumari Express	Phillaur
4	16032 MGR Chennai-Shri Mata Vaishno Devi Katra Express	Phillaur
5	16788 Shri Mata Vaishno Devi Katra-Tirunelveli Express	Phillaur
6	54634 Ludhiana jn.-Bhiwani Passenger	Bahadur Singh Wala
7	54605 Churu-Ludhiana Passenger	Kila Raipur
8	54605 Churu-Ludhiana Passenger	Rohira Ghallughara Halt
9	54605 Churu-Ludhiana Passenger	Himmatana
10	54605 Churu-Ludhiana Passenger	Gurnay
11	54605 Churu-Ludhiana Passenger	Govindgarh Khokhar
12	54634 Ludhiana-Bhiwani Passenger	Gill
13	54634 Ludhiana-Bhiwani Passenger	Kup
14	54634 Ludhiana-Bhiwani Passenger	Rohira Ghallughara Halt
15	54634 Ludhiana-Bhiwani Passenger	Govindgarh Khokhar
16	14653 Ludhiana-Bhiwani Express	Jandiala
17	64513 Saharanpur-Nangal dam MEMU	Noganwan
18	54633 Sirsa-Ludhiana Passenger	Rohira Ghallughara Halt
19	54633 Sirsa-Ludhiana Passenger	Kup
20	54633 Sirsa-Ludhiana Passenger	Himmatana
21	54633 Sirsa-Ludhiana Passenger	Gurnay
22	54633 Sirsa-Ludhiana Passenger	Govindgarh Khokhar
23	54631 Bhiwani-Dhuri Passenger	Govindgarh Khokhar

24	54632 Dhuri-Sirsa Passenger	Govindgarh Khokhar
25	54632 Dhuri-Sirsa Passenger	Bharur
26	54632 Dhuri-Sirsa Passenger	Bahadur Singh Wala
27	54631 Bhiwani-Dhuri Passenger	Chajili
28	54631 Bhiwani-Dhuri Passenger	Bharur
29	54605 Churu-Ludhiana Passenger	Bharur
30	54605 Churu-Ludhiana Passenger	Bahadur Singh Wala
31	64513 Saharanpur-Nangal dam MEMU	Sarai Banjara
32	64513 Saharanpur-Nangal dam MEMU	Mianpur
33	64513 Saharanpur-Nangal dam MEMU	New Morinda
34	54633 Sirsa-Ludhiana Passenger	Bharur
35	54634 Ludhiana-Sirsa Passenger	Bharur
36	54551 Ambala cantt.-Bathinda Passenger	Patiala Cantt.
37	54552 Bathinda-Ambala cantt. Passenger	Patiala Cantt.
38	54551 Ambala cantt.-Bathinda Passenger	Chhintanwala
39	54552 Bathinda-Ambala cantt. Passenger	Chhintanwala
40	54551 Ambala cant. jn.-Bathinda Passenger	Sambhu
41	54552 Bathinda-Ambala Cantt. Passenger	Lehra Muhabbat
42	14631 Dehradun-Amritsar Express	Kartarpur
43	14632 Amritsar-Dehradun Express	Kartarpur
44	14653 Hisar-Amritsar Express	Jalandhar Cantt
45	14653 Hisar-Amritsar Express	Goraya
46	11057 Chatrapati Shivaji Maharaj (T)-Amritsar Express	Goraya
47	14721 Jodhpur-Bathinda Express	Sangat
48	14722 Bathinda-Jodhpur Express	Sangat
49	22479 New Delhi-Lohian Khas Express	Rail Coach Factory Kapurthala
50	22480 Lohian Khas-New Delhi Express	Rail Coach Factory Kapurthala

51	19107 Bhavnagar-Udhampur Express	Rail Coach Factory Kapurthala
52	19108 Udhampur-Bhavnagar Express	Rail Coach Factory Kapurthala
53	12439 H.S. Nanded-Shri Ganganagar Express	Sunam Udham Singh Wala
54	12440 Shri Ganganagar-H.S. Nanded Express	Sunam Udham Singh Wala
55	12485 H.S. Nanded-Shri Ganganagar Express	Sunam Udham Singh Wala
56	12486 Shri Ganganagar-H.S. Nanded Express	Sunam Udham Singh Wala
57	15015 Amritsar-Lalkuan Express	Beas
58	15016 Lalkuan-Amritsar Express	Beas
59	19415 Ahmedabad-SMVD Katra Express	Sultanpur Lodi
60	19416 SMVD Katra-Ahmedabad Express	Sultanpur Lodi
61	13005 Howrah-Amritsar Express	Sirhind jn.
62	13006 Amritsar-Howrah Express	Sirhind jn.
63	19107 Bhavnagar-Udhampur Express	Sultanpur Lodi
64	19108 Udhampur-Bhavnagar Express	Sultanpur Lodi
65	19223 Ahmedabad-Jammu Tawi Express	Goneana Bhai Jagta
66	19224 Jammu Tawi-Ahmedabad Express	Goneana Bhai Jagta
67	14623 Seoni-Firozpur Cantt. Express	Goneana Bhai Jagta
68	14624 Firozpur Cantt.-Seoni Express	Goneana Bhai Jagta
69	22439 New Delhi-SMVD Katra Vande Bharat Express	Pathankot Cantt.
70	22440 SMVD Katra-New Delhi Vande Bharat Express	Pathankot Cantt.
71	12317 Kolkata-Amritsar Express	Phagwara jn.
72	12318 Amritsar-Kolkata Express	Phagwara jn.
73	13151 Kolkata-Jammu Tawi Express	Dasuya
74	13152 Jammu Tawi-Kolkata Express	Dasuya

75	12237 Varanasi-Jammu Tawi Express	Mukerian
76	12238 Jammu Tawi-Varanasi Express	Mukerian
77	14610 Shri Mata Vaishno Devi Katra-Rishikesh Express	Tanda urmar
78	14645 Jaisalmer-Jammu Tawi Express	Dasuya
79	14646 Jammu Tawi-Jaisalmer Express	Dasuya
80	11077 Pune-Jammu Tawi Express	Dasuya
81	11078 Jammu Tawi-Pune Express	Dasuya
82	20409 Delhi Cantt-Bhatinda Express	Mansa
83	20410 Bhatinda-Delhi Cantt Express	Mansa
84	13005 Howrah-Amritsar Express	Kartarpur
85	13006 Amritsar-Howrah Express	Kartarpur
86	14649 Jaynagar-Amritsar Express	Kartarpur
87	14650 Amritsar-Jaynagar Express	Kartarpur

Moroever, for the convenience of passengers of Jalandhar, stoppage of 22439/22440 New Delhi-Shri Mata Vaishno Devi Katra Vande Bharat Express has also been provided at Jalandhar Cantt. w.e.f 02.04.2026.

Proposals/ requests/ suggestions/ representations, both formal and informal *inter alia* for stoppage of trains are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. These proposals are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Besides, provision of stoppages is an on-going process, on Indian Railways, subject to operational feasibility, resource availability, traffic justification etc.

WELFARE AND EMPOWERMENT OF MINORITY COMMUNITIES IN MATHURAPUR PARLIAMENTARY CONSTITUENCY

3997. SHRI BAPI HALDAR:

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

(a) the steps taken by the Government for the socio-economic upliftment of minority communities in the Mathurapur Lok Sabha Constituency particularly in the fields of education, healthcare, skill development and employment during the last three years;

(b) the details of Central Government schemes being implemented for minority women and youth in the constituency along with the number of beneficiaries under each scheme;

(c) whether the Government has assessed the effectiveness of these schemes in improving educational and livelihood outcomes in the constituency and if so, the details thereof, and

(d) the details of further measures proposed to enhance the socio-economic development and inclusion of minority communities in Mathurapur particularly in the remote Sundarban region?

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

(a) to (d): Ministry of Minority Affairs implements following schemes/programmes across India for socio-economic empowerment of the six (6) centrally notified minority communities namely Buddhists, Christians, Jains, Muslims, Parsis and Sikhs:

i. PRADHAN MANTRI JAN VIKAS KARYAKRAM (PMJVK)

PMJVK, a Centrally Sponsored Scheme aims to create community infrastructure in Minority Concentration Areas across the country in sectors such as Health, Education, Skill Development, Women-centric Projects, Drinking Water and Sanitation, Sports, Renewable Energy and other community infrastructure.

PMJVK is a demand driven scheme wherein projects are received as well as implemented by the respective state government. During the last three years, no project proposed under the Scheme has been for the district of South 24 Parganas including Mathurapur Lok Sabha Constituency.

ii. PRADHAN MANTRI VIRASAT KA SAMVARDHAN (PMVIKAS)

The Ministry of Minority Affairs is implementing Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS), an integrated Central Sector Scheme by combining the five erstwhile livelihood schemes, namely Seekho Aur Kamao, USTTAD, Hamari Dharohar, Nai Roshni and Nai Manzil, to facilitate opportunities for minority communities in education, skilling and employment. The Scheme comprises four components, namely (i) Skilling and Training, (ii) Women Leadership and Entrepreneurship, (iii) Education, and (iv) Infrastructure development through convergence with Pradhan Mantri Jan Vikas Karyakram (PMJVK), wherever required. The scheme has been designed to improve employability, entrepreneurship, educational attainment and livelihood opportunities of minorities communities, and the scheme is

available across India. However, no proposal for the constituency of Mathurapur Lok Sabha has been received under the scheme.

iii. MAULANA AZAD NATIONAL FELLOWSHIP (MANF) SCHEME

The Ministry of Minority Affairs implements this scheme though the National Minorities Development & Finance Corporation (NMDFC), a non-profit company incorporated under Section 25 of the Companies Act, 1956. As per the data available on the Scholarship and Fellowship Management Portal (SFMP), the number of beneficiaries under the Maulana Azad National Fellowship (MANF) Scheme during the last three financial years for the **state of West Bengal** is given below, as district-wise data is not maintained under MANF Scheme:

Financial Year	2023-24	2024-25	2025-26
Beneficiaries*	178	127	111

*The number of beneficiaries in each year includes fellows availing fellowship during the successive years of their Ph.D. programme

iv. SCHEMES OF NATIONAL MINORITY DEVELOPMENT & FINANCE CORPORATION (NMDFC)

NMDFC schemes are implemented in States through State Channelizing Agencies (SCAs) appointed by State/UT Governments. In West Bengal, West Bengal Minorities Development & Finance Corporation (WBMDFC) is the nominated SCA. The agency has executed different loan schemes for the financial upliftment of minority communities in the Mathurapur Lok Sabha

Constituency during last 3 years. The constituency is primarily looked in the South 24 Pargana district of West Bengal. The details of beneficiaries along with the amount disbursed during the last three years are given below:

Amt. in Lakhs

Year	Term Loan		Micro Finance		Education Loan	
	No. of Beneficiary	Amount	No. of Beneficiary	Amount	No. of Beneficiary	Amount
2023-24	305	171	2301	464	21	105
2024-25	274	163	4400	1178	6	22
2025-26	325	198.575	3549	989.84	13	130
TOTAL	**904**	**532**	**10250**	**2632**	**40**	**257**

Many beneficiaries and Self-Help Groups (SHGs) have been financially established by taking Term loan/DLS through entrepreneurship and most of the education loan recipients are established in different Govt. and non-Govt. sectors as well as have become self-sufficient in the field of engineering, medical service, nursing etc.

The following measures have been undertaken to further enhance the outreach of NMDFC schemes and simplify access to financial assistance across India including Mathurapur in the Sunderban region:

(i) Enhancement of income eligibility and loan limits under NMDFC schemes.

(ii) Introduction of concessional interest rates, including special concessions for women beneficiaries.

(iii) Tie-ups with Public Sector Banks (PSBs) and Regional Rural Banks (RRBs) where State Channelising Agencies (SCAs) are non-functional.

(iv) Grant-in-Aid (GIA) is released by the Ministry through NMDFC to strengthen the infrastructure and institutional capacity of State Channelising Agencies (SCAs) for improving the implementation and delivery of NMDFC's schemes, enhancing the loan recovery mechanism, and supporting the organization of awareness camps to promote the schemes among eligible beneficiaries.

(v) Aadhaar-linked/KYC-based direct transfer of loan amounts to beneficiaries.

(vi) Simplification of the loan application process through acceptance of self-attested documents.

MODERNIZATION OF FCI GODOWNS

3998. SHRI ATUL GARG:

SHRIMATI SHAMBHAVI:

DR. LATA WANKHEDE:

SHRI RAJESH VERMA:

SHRI ARUN BHARTI:

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

(a) the details of the progress of infrastructure projects sanctioned for the modernization of Food Corporation of India (FCI) godowns during 2025-2026 in the States of Bihar and Madhya Pradesh;

(b) the total number of modern steel silos constructed under the Public-Private Partnership (PPP) model to minimize storage losses in Bihar and Madhya Pradesh during the last one year;

(c) the total capital expenditure allocated and utilized for implementing the Depot Online System in the food storage facilities across Bihar and Madhya Pradesh;

(d) whether any delays in land acquisition or environmental clearances have hindered the timely completion of the proposed silo projects in the said States; and

(e) the details of the measures being taken by the Government to integrate modern moisture control and automated weighing systems in all State-managed godowns in Bihar and Madhya Pradesh?

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

(a): In the state of Bihar, Construction of Godown of 4590 MT at FSD Narayanpur Anant, Muzaffarpur, was sanctioned during FY 2024-2025 under Asset Monetization Scheme. After completion of construction, the godown was taken over by FCI in May-2026. Further**,** under the Asset monetization scheme, FSD Phulwarisharif (8,120 MT), FSD Mokama (2,240 MT) depots have been selected for Asset Monetization and are currently under consideration.

In the state of Madhya Pradesh**,** no proposal for the construction of SILOs was undertaken during FY 2025–26.

In order to improve the infrastructure of the godowns, several works have been undertaken by FCI which includes replacement of old damaged Bituminous (BT) roads by Cement Concrete (CC) roads, replacement of old damaged Asbestos Cement (AC) sheet roof with pre color coated GI profile roof sheet, upgradation of illumination system and installation of DG Set as power backup at all Food Storage Godowns. The details of the progress of such works sanctioned for the modernization of Food Corporation of India (FCI) godowns during 2025-26 in the state of Bihar and Madhya Pradesh are given in the enclosed **Statement-I** and **Statement-II** respectively.

(b): In the state of **Bihar**, SILOs at 06 locations with capacity 03 LMT are completed and tender awarded for 05 locations with capacity 1.75 LMT during the FY. 2025-26. Details are given in the enclosed **Statement –III.**

Further, the details of modern steel SILOs constructed under the Public-Private Partnership (PPP) mode in **Madhya Pradesh** is as under:

1. Damoh (50000MT)
2. Guna (50000MT)
3. Ujjain (75000MT)
4. Dhar (50000MT)

(c): The Depot Online System (DOS) was implemented as a Pan-India project in FCI. Hence, the capital expenditure for the project was allocated and utilized

at the national level, and no State-wise bifurcation of the allocated or utilized expenditure, including for Bihar and Madhya Pradesh, is available.

(d) and (e): Land is acquired by private entities for the construction of Silo as per the tender terms. Under Asset Monetization, FCI's owned land parcel is also offered.

Data/ information regarding the measures being taken to integrate modern moisture control and automated weighing systems in all state-managed godowns in the States of Bihar and Madhya Pradesh is not compiled/maintained at Central Government level.

STATEMENT- I

Details of the works undertaken under MCW (Equity) head during FY 2025-26 in the State of Bihar

Sl. No.	Name of Depot	Name of the work	AA&ES Amount (Rs. In Lakh)	Tendered Amount (Rs. In Lakh)	Status of work	% Completion
Civil						
1	FSD NRPA Muzaffarpur	Replacement of completely damaged bituminous and CC Road with PQC Road at **FSD NRPA Muzaffarpur**	1162.36	1033.71	Work in Progress	95%
2	FSD Jaynagar	Replacement of completely damaged Bituminous Road and CC Road with PQC Road **at FSD Jaynagar**	530.21	570.68	Work completed	100%
3	FSD Chanpatia	Replacement of damaged Bituminous Road with Cement Concrete Road at **FSD Chanpatia**	372.21	319.09	Work completed	100%
4	FSD Mokama	Conversion of valley gutter Godown No.- 12,13,14 &15 into Single Span along-with replacement of AC Sheet Roofing of Godown no 11 with	386.56	295.55	Work in Progress	75%

		Profile Sheet Roofing at **FSD Mokama.**				
5	FSD Darbhanga	Conversion of Valley Gutter Godown No. 1 & 2 (wooden truss) into Single Span by tubular steel truss along with replacement of GI/Asbestos Sheet Roofing with Profile Sheet Roofing of Godown no. 1, 2, mini shed, Isolation shed at **FSD Darbhanga**	230.08	176.34	Work in Progress	65%
6	FSD Jaynagar	Conversion of Valley Gutter Godown No.1 into single span along with replacement of sheet by profile sheet roofing of godown no. 1,2 & 3 at **FSD Jaynagar.**	213.38	139.74	Work completed	100%
Electrical						
1	FSD Katihar FSD Belouri	SITC of 30 & 40 KVA DG Set (AS PER CPCB- IV NORMS) with AMF PANEL including providing earthing, foundation, and providing roofing with profile sheet at FCI FSD's under DO Purnea.	22.91	17.41	Work completed	100%

STATEMENT- II

Details of the works undertaken under MCW (Equity) head during FY 2025-26 in the State of Madhya Pradesh

Sr. no.	Name of Depot	Name of Work	AA&ES amount (in Rs. Lakh)	Tendered amount (in Rs.Lakh)	Current Status	% Completion
Civil Division						
1	FSD Harpalpur	MCW works at FSD Harpalpur for the year 2025-26. SH. Providing Cement Concrete Road at FSD Harpalpur.	388.17	217.15	Completed	100%
2	FSD Shahdol	MCW works at FSD Shahdol for the year 2025-26. SH: Providing cement concrete road at FSD Shahdol.	310.76	277.76	Completed	100%
3	FSD Surajganj	MCW works at FSD Surajganj for the year 2025-26. SH. Providing Cement Concrete Road at FSD Surajganj.	266.46	241.48	Completed	100%
4	FSD Meghnagar	MCW works at FSD Meghnagar for the year 2025-26. SH. Providing Cement Concrete Road at FSD Meghnagar.	223.82	114.22	Completed	100%
5	BSC Itarsi	MCW works at BSC Itarsi for the year 2025-26. SH: Providing Cement Concrete	2,455.58	1228.32	Work in progress	60%

		Road at BSC Itarsi-2nd call.				
6	FSD Sheopurkalan	MCW works at FSD Sheopur kalan for the year 2025-26. SH: Providing Cement Concrete Road at FSD Sheopur kalan- 3rd call.	316.11	179.23	Completed	100%
7	FSD Chhola	MCW works at FGD Chhola for the year 2025-26. SH: Providing cement concrete road.	516.28	259.44	Work in progress	2%
8	FSD Datia	MCW works at FSD Datia for the year 2025 26. SH: Providing cement concrete road.	279.15	156.15	Work in progress	2%
9	FSD Chhola	Reconstruction of damaged/tilted compound wall by demolishing existing wall and its reconstruction along with retaining wall at FSD Chhola (Bhopal)	252.95	116.77	Work in progress	90%
10	FSD Meghnagar	MCW works at FSD Meghnagar for the year 2025-26. SH: Reconstruction of damaged and tilted compound wall by demolishing existing tilted wall at FSD Meghnagar.	33.12	19.92	Completed	100%
11	FSD Surajganj	MCW works for the year 2025-26. SH: Reconstruction of damaged/collapsed compound wall of FSD Surajganj.	20.71	13.18	Completed	100%

12	FSD Seoni	MCW work at FSD Seoni for the Year 2025-26. SH: Providing borewell, Raising boundary wall, Main gate repair and providing PVC water storage tank.	24.74	15.26	Work in progress	95%
13	FSD Datia & FSD Gwalior	MCW work at FSD Datia and FSD Gwalior for the year 2025-26. SH: Providing Mild steel weld mesh for top ventilator of godown.	11.69	8.18	Completed	100%
14	FSD Ujjain	MCW work at FSD Ujjain for the year 2025-26. SH: Providing Mild steel weld mesh for top ventilator of godown.	5.64	3.85	Completed	100%
15	FSD	MCW work at FSD Rampur for the year 2025-	5.77	4.10	Completed	100%

	Rampur	26. SH: Providing Mild steel weld mesh for top ventilator of godown.				
16	BSC Itarsi	MCW work at BSC Itarsi for the year 2025-26. SH: Providing Mild steel weld mesh for top ventilator of godown.	49.75	32.28	Completed	100%
Electrical						
1	FSD Ashoknagar	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Ashoknagar	11.54	8.09	Complete	
2	FSD Balaghat(N)	Supply, Installation, Testing and Commissioning of 30 KVA outdoor type fully enclosed DG set complete on Turnkey basis	13.12	9.39	Complete	

		(including fully comprehensive guarantee for 2 years) at FSD Balaghat(N)				
3	FSD Betul	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Betul	11.54	8.09	Complete	
4	FSD Surajganj	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Surajganj	11.54	8.3	Complete	
5	FSD Vidisha	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis	11.54	8.09	Complete	

		(including fully comprehensive guarantee for 2 years) at FSD Vidisha				
6	FSD Balaghat (K)	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Balaghat (K)	11.54	8.03	Complete	
7	FSD Rampur	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Rampur	11.54	8.65	Complete	
8	FSD Waraseoni	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Waraseoni	11.54	8.03	Complete	

9	FSD Seoni	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Seoni	11.54	8.03	Complete	
10	FSD Gwalior	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Gwalior	11.54	8.65	Complete	
11	FSD Bina	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Bina	11.54	8.03	Complete	
12	FSD Satna	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Satna	11.54	8.13	Complete	

13	FSD Shahdol	Supply, Installation, Testing and Commissioning of 25 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Shahdol	11.54	8.13	Complete	
14	FSD Harpalpur	Supply, Installation, Testing and Commissioning of 30 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Harpalpur	13.12	9.28	Complete	
15	FSD Tikamgarh	Supply, Installation, Testing and Commissioning of 30 KVA outdoor type fully enclosed DG set complete on Turnkey basis (including fully comprehensive guarantee for 2 years) at FSD Tikamgarh	13.12	9.12	Complete	

STATEMENT-III

Total number of modern steel silos constructed under the Public-Private Partnership (PPP) model to minimize storage losses in Bihar and Madhya Pradesh during the last one year

S. No.	State	Location	Capacity (in LMT)	Mode / Type of Silo	Year/Date of Completion
1	Bihar	BUXAR	0.50	VGF	23.04.2025
2	Bihar	KHAGARIA	0.50	Non-VGF	02.06.2025
3	Bihar	KATIHAR (II)	0.50	SPOKE	18.06.2025
4	Bihar	Kaimur	0.50	VGF	15.12.2025
5	Bihar	Purnea	0.50	Spoke	26.12.2025
6	Bihar	Begusarai	0.50	Spoke	12.03.2026
7	Bihar	Muzaffarpur	0.50	Hub	Tender Awarded
8	Bihar	Vaishali	0.25	Spoke	Tender Awarded
9	Bihar	Saran	0.25	Spoke	Tender Awarded
10	Bihar	Motihari	0.50	Hub	Tender Awarded
11	Bihar	Siwan	0.25	Spoke	Tender Awarded

खाद्य पदार्थों का मूल्य

3999. श्री कौशलेन्द्र कुमारः

क्या **उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या देश में खाद्य पदार्थों और दैनिक आवश्यकता वाली वस्तुओं के मूल्य में असामान्य बढ़ोतरी हुई है;

(ख) यदि हाँ, तो सरकार द्वारा इसे रोकने के लिए क्या कदम उठाए जा रहे हैं;

(ग) क्या देश की साधारण जनता बढ़ती महंगाई से अत्यधिक त्रस्त है और उन्हें घर की खाद्य संबंधी आवश्यकताएँ पूरी करने में कठिनाइयों का सामना करना पड़ रहा है;

(घ) क्या देश में चीनी की कीमतें रिकॉर्ड स्तर पर पहुँच गई हैं;

(ङ) क्या सरकार का चीनी की बढ़ती कीमतों का सीधा प्रभाव उपभोक्ताओं पर पड़ने को देखते हुए चीनी की घरेलू खपत को बढ़ावा देने के लिए कोई कदम उठाने का विचार है; और

(च) पिछले तीन वर्षों के दौरान चीनी के उत्पादन और निर्यात का ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क) से (ग): उपभोक्ता मामले विभाग देश भर में स्थित 579 मूल्य निगरानी केंद्रों द्वारा प्रस्तुत 41 आवश्यक खाद्य वस्तुओं के दैनिक मूल्यों की निगरानी करता है। पिछले वर्ष की तुलना में अनाज, दालों और आलू जैसी आवश्यक खाद्य वस्तुओं की कीमतें काफी हद तक स्थिर हैं। आवश्यक वस्तुओं की कीमतों में अस्थिरता को नियंत्रित करने के लिए, बफर स्टॉक से स्टॉक जारी करना, स्टॉकधारक संस्थाओं द्वारा अनिवार्य प्रकटीकरण और स्टॉक सीमा लागू करने जैसे उचित निर्णय लेने हेतु कीमतों की दैनिक रिपोर्ट और संभावित मूल्य रुझानों का विधिवत विश्लेषण किया जाता है।

सरकार अंतर-मंत्रालयी समिति (आईएमसी) द्वारा नियमित समीक्षाओं के माध्यम से आवश्यक वस्तुओं के उत्पादन और उपलब्धता पर कड़ी नज़र रखती है। समिति नियमित रूप से आवश्यक कृषि-बागवानी वस्तुओं की कीमतों की स्थिति और संभावित रुझानों की समीक्षा करती है तथा घरेलू उत्पादन में वृद्धि और निर्यात-आयात नीतियों में युक्तिकरण के माध्यम से उपलब्धता बढ़ाने के उपाय सुझाती है।

(घ): देश में जून 2026 से चीनी की कीमतों में बढ़ोतरी का रुझान दिख रहा है। 06.08.2026 तक, देश में चीनी की औसत खुदरा कीमत लगभग 50.14 रुपये प्रति किलोग्राम है, जबकि पिछले वर्ष 2024-25 चीनी मौसम (अक्टूबर-सितंबर) के दौरान यह कीमत 45.51 रुपये प्रति किलोग्राम थी।

(ङ): सरकार की प्राथमिकता यह सुनिश्चित करना है कि घरेलू बाज़ार में खपत के लिए उचित कीमत पर पर्याप्त मात्रा में चीनी उपलब्ध हो। परिणामस्वरूप, सरकार चीनी की एक्स-मिल और खुदरा कीमतों पर निरंतर नज़र रख रही है और घरेलू उपयोग के लिए चीनी की पर्याप्त आपूर्ति

बनाए रखने हेतु, केंद्र सरकार ने 13.05.2026 से चीनी के निर्यात को प्रतिबंधित कर दिया है। इसके अलावा, 01.08.2026 से देश भर में चीनी डीलरों पर स्टॉक रखने की सीमा 400 टन लागू की गई है और यह आदेश 30.11.2026 तक लागू रहेगा।

(च): पिछले तीन चीनी मौसम के दौरान चीनी के उत्पादन और निर्यात का ब्यौरा इस प्रकार है:

चीनी मौसम (अक्टूबर-सितंबर)	शुद्ध चीनी उत्पादन (लाख मीट्रिक टन में)	निर्यात (लाख मीट्रिक टन में)
2022-23	330	63
2023-24	320	1
2024-25	261	9

REVISED ROUTE OF RADHIKAPUR-ANAND VIHAR EXPRESS

4000. SHRI KARTICK CHANDRA PAUL:

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

(a) whether the Government is aware of the widespread dissatisfaction among residents of North Dinajpur district regarding the revised route of the Radhikapur-Anand Vihar Express which now bypasses key stops like Patna, Mughal Sarai (Pandit Deen Dayal Upadhyay), Allahabad (Prayagraj) and Kanpur and if so, the details thereof;

(b) the details of the reasons for revising the route of the Radhikapur-Anand Vihar Express resulting in increase in journey time from 25 hours to 32 hours;

(c) whether the Government is considering the reintroduction of the previous route of the Radhikapur-Anand Vihar Simanchal Express or the restoration of

the original stops to meet the demands of local residents and if so, the details thereof; and

(d) the details of the steps being taken to ensure that the new route adequately serves the needs of residents relying on this train for education, trade, healthcare and work opportunities in Delhi?

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

(a) to (d): A Link service between Radhikapur and Anand Vihar(T) viz. 22487/22488 Radhikapur- Anand Vihar(T) Seemanchal Link Express used to operate by getting attached/detached with 12487/12488 Jogbani- Anand Vihar(T) Seemanchal Express at Katihar.

On Indian Railways (IR) safety is accorded highest priority. In light of this and in the interest of safety of passengers, IR decided to discontinue Slip Coaches/Link trains as it involved shunting with passengers on board.

Accordingly, the said link train operating between Radhikapur and Anand Vihar(T) i.e. 22487/22488 Radhikapur- Anand Vihar(T) Seemanchal Link Express have been discontinued.

To provide a direct train between Radhikapur and Delhi, a new train viz. 14011/14012 Radhikapur-Anand Vihar(T) Express (via Katihar-Barauni-Gorakhpur) has been introduced w.e.f. 06.10.2024.

12487/12488 Jogbani- Anand Vihar(T) Seemanchal Express continues to run on its original route via Katihar- Barauni- Patliputra- Prayagraj- Kanpur

and passengers of Radhikapur-Katihar sector may also avail this service from Katihar. Presently, Radhikapur-Katihar sector is served by the following 4 pairs of trains:

SN	Train No. and Name
1	14011/14012 Radhikapur-Anand Vihar (T) Express
2	55707/55708 Radhikapur-Katihar Passenger
3	55727/55728 Katihar-Radhikapur Passenger
4	55729/55730 Katihar-Radhikapur DEMU

Further, at present, Radhikapur is served by 10 pairs of trains. These are listed below:

SN	Train No. and Name
1	13053/13054 Howrah-Radhikapur Express
2	14011/14012 Radhikapur-Anand Vihar (T) Express
3	13145/13146 Kolkata-Radhikapur Express
4	16223/16224 SMVT Bengaluru-Radhikapur Express
5	55707/55708 Radhikapur-Katihar Passenger
6	75707/75708 Radhikapur-Siliguri DEMU
7	75751/75752 Telta-Radhikapur DEMU
8	55729/55730 Katihar-Radhikapur DEMU
9	55727/55728 Katihar-Radhikapur Passenger
10	75705/75706 Radhikapur-Siliguri Passenger

Besides, introduction of new train services and rationalisation of train services, is an on-going process, which depends on various factors including-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

AI-BASED EARLY WARNING SYSTEM

4001. SHRI KUNDURU RAGHUVEER:

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

(a) whether the Government is leveraging Artificial Intelligence (AI), Machine Learning and Big Data to improve forecasting of heatwaves, thunderstorms, lightning, cyclones, floods, cloudbursts and other extreme weather events;

(b) if so, the details of AI-based technologies, projects and decision-support systems implemented during the last five years;

(c) whether the Government has assessed the impact of AI-enabled forecasting on forecast accuracy and reduction in loss of lives, property and livelihoods and if so, the details thereof;

(d) whether there is any proposal to establish an integrated National AI-based Early Warning Platform by linking satellite observations, Doppler Weather Radars, weather stations, ocean and river data and climate models for real-time prediction and disaster preparedness and if so, the details thereof; and

(e) the measures taken to provide AI-generated weather alerts in regional languages through mobile applications, SMS, television and radio particularly for farmers, fishermen, coastal communities, hilly regions and other vulnerable populations?

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

(a): Yes. The Government is actively leveraging Artificial Intelligence (AI), Machine Learning (ML) and Big Data technologies to improve the accuracy and timeliness of weather forecasting and early warning services for extreme weather events across the country. The National Centre for Medium Range Weather Forecasting (NCMRWF), under the Ministry of Earth Sciences (MoES), is integrating AI/ML-based forecast guidance with operational data assimilation, coupled Earth System modelling, ensemble prediction systems, High Performance Computing (HPC), and conventional Numerical Weather Prediction (NWP) models. The forecast guidance generated through these AI/ML systems is being utilized by the India Meteorological Department (IMD) to enhance forecasting skills for various weather extremes across different spatial and temporal scales. AI/ML-derived data products have also been

integrated into the indigenously developed GIS-based Multi-Hazard Early Warning Decision Support System.

The major AI-based initiatives include:

- Establishment of a dedicated functional group in IMD to strengthen research and development in AI/ML applications for weather, climate and extreme weather forecasting.
- Development of a deep learning model (meteoGAN) for the Delhi-NCR region, successfully tested for rainfall downscaling at 300-metre spatial resolution using ground-based observations and Climate Hazards Group InfraRed Precipitation with Station Data (CHIRPS).
- Development of an AI-based medium-range weather forecasting model for generating daily forecasts up to seven days using ECMWF Reanalysis Version 5 (ERA5) data.
- Collaborative research through MoUs with premier academic institutions and R&D organizations, including IIT Kharagpur, IIIT Allahabad, IIIT Vadodara, Ashoka University, Google Asia Pacific Ltd. and Bharat Electronics Limited (BEL), for advancing AI/ML applications in weather and climate services.
- Capacity building through specialized AI/ML training programmes, workshops and nomination of scientists for advanced training.
- Conduct of annual refresher courses on the Fundamentals of Artificial Intelligence and Machine Learning for IMD officials since 2024.

- Establishment of a Virtual Centre at the Indian Institute of Tropical Meteorology (IITM), Pune, for developing AI/ML and Deep Learning (DL)-based applications for weather and climate services.

(b) : Under Mission Mausam, AI/ML and data-driven methodologies constitute one of the major pillars for next-generation weather forecasting. AI is being used to complement conventional Numerical Weather Prediction by accelerating forecast generation, improving forecast accuracy, reducing systematic biases, generating probabilistic guidance for extreme events, producing high-resolution downscaled forecasts and strengthening early warning services

Major AI-based developments include:

- A Convolutional Neural Network (CNN)-based model for bias correction of rainfall forecasts generated by the Bharat Forecast System (BFS).
- Application of AI/ML techniques for improving lightning forecasting.
- Development of the “MausamVani” application using Generative AI and Large Language Models (LLMs) to provide weather-based decision support in regional languages.
- Development of an AI/ML-dynamical hybrid blended model for dissemination of localized agronomic monsoon onset advisories to farmers.
- Generation of experimental machine-learning weather forecasts at NCMRWF using pretrained AI-based weather prediction models initialized from the operational Mithuna-GLB analysis. These forecasts are being

shared with IMD for evaluation and comparison with forecasts from the operational Mithuna Global Numerical Weather Prediction System.

(c) : Forecast accuracy for short- to medium-range weather prediction has shown improvement through the implementation of the CNN-based bias correction model. However, as most AI/ML forecasting systems are presently in the experimental and evaluation stage, no separate quantitative assessment has yet been carried out regarding their independent contribution to reducing the loss of lives, property and livelihoods.

(d) : Under Mission Mausam, the Indian Institute of Tropical Meteorology (IITM), Pune, has established a dedicated AI/ML Centre to develop the technology stack required for assimilating real-time observations and forecasts for improved weather prediction, disaster preparedness and dissemination of weather information in regional languages. Further, IMD is working towards establishing an integrated National AI-based Early Warning Platform by integrating satellite observations, Doppler Weather Radar observations, in-situ weather observations, Automatic Weather Stations, oceanic and river observations, physics-based weather and climate models, and AI-based forecasting systems. The platform aims to generate Impact-Based Forecasts and Risk-Based Warnings with improved accuracy and enhanced lead time to support disaster preparedness and risk reduction.

(e) : An AI/ML hybrid blended model has been developed for dissemination of localized agronomic monsoon onset advisories during the 2026 southwest monsoon season. Using this system, SMS advisories were disseminated to

approximately 5.28 crore farmers across 15 States and one Union Territory. The MausamVani application is being developed as a Retrieval-Augmented Generation (RAG)-based platform to automatically convert real-time weather forecasts into localized weather advisories in regional languages. IMD disseminates weather forecasts and warnings through multiple communication channels, including mobile applications, SMS, television, radio, websites and social media platforms. AI-enabled multilingual tools, including Bhashini, are being leveraged to enhance dissemination in regional languages. Weather forecasts and Impact-Based Warnings are also disseminated through coordinated mechanisms involving Central and State Government agencies, disaster management authorities and media organizations to reach farmers, fishermen, coastal communities, residents of hilly regions and other vulnerable populations. Further, Large Language Model (LLM)-based applications such as “MausamGPT” are under development to generate concise, user-friendly multilingual summaries of weather forecasts, impact-based warnings and climate outlooks, thereby strengthening last-mile dissemination of weather information.

SPACE VISION 2047

4002. SHRIMATI MALA RAJYALAXMI SHAH:

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

(a) the details of the major space-based applications deployed during 2026 for agriculture, disaster management, climate monitoring, water resources and other developmental sectors;

(b) the details of the measures taken by the Government to strengthen integration of satellitebased services with Central Ministries, State Governments and local authorities for evidencebased planning and governance;

(c) the progress made in expanding access to geospatial and Earth observation data for research, industry and public institutions; and

(d) the details of the roadmap for scaling up the use of indigenous space technologies to support national development goals under Space Vision 2047?

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

(a) : Key space-based applications undertaken during 2026 by ISRO/DoS are:

- **For Agriculture**: Satellite-based national level crop sown and harvest area mapping for 2 crop seasons; All-India mapping of Kharif rice, Wheat, Jute crops; national level crop yield estimation for rice and wheat crops, technology support for State level mapping of crops for

Maharashtra (Soybean, Cotton, Paddy) and Madhya Pradesh (Soybean, Wheat, Gram, Mustard, Paddy), Insurance unit level estimation of crop yield in 10 States to support Pradhan Mantri Fasal Bima Yojana (PMFBY); Jute crop surveillance in the major jute-growing states of India, namely Assam, Bihar, Odisha, and West Bengal.

- **For Disaster Management**: Near-real-time monitoring and mapping of floods, landslides, cyclones, forest fires, Glacial Lake Outburst Floods (GLOFs), droughts, and other natural disasters using data from Earth Observation satellites. The outputs are uploaded to the BHUVAN and National Database for Emergency Management (NDEM) portals.

  Satellite and numerical model-based search and rescue tool installed at Naval Operations Data Processing and Analysis Centre (NODPAC), Indian Navy, Kochi for their operations.

- **For Climate Monitoring**: Climate-related parameters, such as Chlorophyll-a concentration, sea surface wind currents, wind stress, and surface-level winds derived from the EOS-06 satellite mission (using Ocean Colour Monitor-3 and Scatterometer sensors); and Cloud products from INSAT-3DS are periodically updated and disseminated through the National Information System for Climate and Environment Studies (NICES) web portal. Satellite based Extreme Weather Nowcasting tool has been developed and deployed for assessment towards operational implementation in IMD/MoES.

- **For other developmental sectors**: Using Geospatial technology, Planning and monitoring of Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) activities; Watershed Development Component-Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY); Pradhan Mantri Awas Yojana- Housing for All (Urban) (PMAY-HFA(U)); status of road network of the rural parts of India under Pradhan Mantri Gram Sadak Yojana (PMGSY); assets created under Rashtriya Krishi Vikas Yojana (RKVY), Green cover along the National Highways; Unique Identification Authority of India (UIDAI); etc. have been carried out.

(b): The integration of satellite-based services with Central Ministries/Departments, State Governments and local authorities are strengthening through:

- The integration of Indian satellite data and indigenous space platforms in many of the National flagship programmes carried out by Central Ministries, State Governments and local authorities
- Implementing the Forecasting Agricultural output using Space Agro-meteorological and Land based observation-2.0 (FASAL 2.0) project funded by MoA&FW, GeoCrest on the ISRO-Visualisation of Earth Observation Data and Archival System (VEDAS) portal for operational crop monitoring and yield assessment.
- Generating and providing crop yield estimates for various major crops.

- Supporting State Departments by providing technical inputs, geo-spatial solutions to assist in natural resources management, monitoring of developmental activities, planning of new activities.
- Providing near-real-time satellite-derived geospatial products to Central Ministries, State Disaster Management Authorities (SDMAs), District Administrations, and line departments under the Disaster Management Support (DMS) Programme.
- Carrying out training, capacity-building programmes for stakeholders to facilitate the adoption of space-based information for agricultural and natural applications; disaster preparedness, response, damage assessment, and recovery planning.
- ISRO/DoS has signed more than 15 MoUs with Central Departments/Ministries and State Departments for implementation of technology in Crop mapping, Climatic & Disaster risk assessment, satellite data-based Weather Forecasting, Water Resources monitoring, mapping and monitoring of mining activities, etc.
- Satellite Communication forms a part of flagship government programmes like BharatNet and Digital India to expand the communication reach with enhanced capacity for good governance including Gram panchayats. The extended reach of BharatNet using space technology bridges the digital divide, improves administrative coordination, promotes more connected governance and thus supports evidence-based decision-making. In

addition, it caters to the emerging applications like broadband services to home and enterprise users, ubiquitous secure services to government users, wide connectivity for strategic services, DTH television, Very Small Aperture Terminal (VSAT) services, In-Flight and Maritime Connectivity (IFMC), societal applications (like tele-education, tele-medicine and disaster management).

(c) : To expand access to geospatial and Earth observation data for research, industry and public institutions a number of measures are implemented. These includes:

- Providing open and free access to Indian Earth Observation (EO) data, having coarser than 5m Ground Sampling Distance (GSD), to all users under the ambit of Indian Space Policy-2023. All the products derived from free data are also disseminated free of charges to all the users.
- EO data having GSD finer than 5m are provided free of charge to Government Users and at fair price to non-Government users.
- Enhancing the web-based interfaces, streamlining data regulations, and offering operational users near-real-time products. Space-based observations are distributed in real time for various applications through portals such as Meteorological and Oceanographic Satellite Data Archival Centre (MOSDAC) and VEDAS.
- Providing On-Demand Processing Platform to users to support their cloud-based processing requirements.

- To encourage and accelerate the use of space-based observations in various applications by research; industry and public institutions, ISRO/DoS organizes training programmes and workshops as part of capacity building.

(d) : The roadmap for scaling up the use of indigenous space technologies to support national development goals under Space Vision 2047 are in the following areas:

- **Earth Observation Applications**: Future Earth Observation applications and infrastructure requirements are identified and presented in National Meet-2025, held on 22nd August 2025 at New Delhi. These infrastructure requirements are compiled in 'Outcome Report of National Meet - 2025 Leveraging Space Technology & Applications for Viksit Bharat 2047'. The development of indigenous technologies to meet these requirements is taken up as R&D activities by respective ISRO/DoS Centres.
- **Satellite communication**: Indigenous space technologies are being developed to adopt new technological solutions such as Flexible payloads, Direct-to-Device (D2D), Non-Terrestrial Network (NTN) using 5G/6G standards, NB-IoT over satellite for M2M communication, for enhancing digital applications. Multi-orbit compatible broadband terminals in higher frequency bands with beamforming capabilities are being indigenised. Development of ground station network infrastructure for optical and laser communication considering future HTS feeder link requirements and

establishment of operational quantum key distribution (QKD) systems are under progress. Indigenous sovereign N-GSO constellations are being planned to provide broadband service.

- **Satellite Navigation**: NavIC-Navigation with Indian Constellation as the primary positioning, navigation, and timing (PNT) service across transportation, logistics, aviation, maritime, railways, defence, agriculture, disaster management, and smart city applications. Receiver technologies will be developed for NavIC-based Precise Point Positioning (PPP) and Real-Time Kinematics (RTK). This will pave the way for adoption of NavIC in high-accuracy applications. Integration of NavIC into current and upcoming telecom technologies like 5G/6G is also planned. Indigenous development of NavIC-enabled GNSS Baseband ASICs (Application-Specific Integrated Circuits) is also a priority, promoting self-reliance in chipset manufacturing. Adoption into industry standards is a critical component for accelerating adoption in the market. This aspect will also be aggressively pursued. The main focus on expanding the NavIC constellation, enhancing signal diversity, accuracy and global coverage, promoting mass adoption through integration in consumer devices and critical infrastructure, supporting domestic chipsets and receiver manufacturing, and fostering a vibrant private-sector ecosystem for application development. There will also be steps for extending service for lunar PNT.

सीतापुर से नेपाल सीमा तक रेल लाइनें

4003. श्री राकेश राठौर:

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

(क) क्या सरकार का उत्तर प्रदेश के सीतापुर ज़िले से नेपाल सीमा तक, तहसील लहरपुर, तंबौर, सेवता और बहराइच ज़िले से होते हुए एक नई रेल लाइन, जिसके लिए सर्वे पहले ही किया जा चुका है, बिछाने का विचार है;

(ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और इस प्रस्तावित परियोजना की वर्तमान स्थिति क्या है, अनुमानित लागत कितनी है और कार्य शुरू होने की संभावित तिथि क्या है; और

(ग) यदि नहीं, तो क्या सरकार का भविष्य में इस रेल लाइन की व्यावसायिक, धार्मिक और जन-उपयोगिता की समीक्षा करते हुए इस परियोजना को लागू करने का विचार है, क्योंकि इस रेल लाइन से पशुपतिनाथ मंदिर, गौतम बुद्ध की जन्मस्थली, लुम्बिनी और माता सीता की जन्मस्थली, जनकपुर जैसे धार्मिक स्थलों की यात्रा सुगम होने के साथ-साथ सीतापुर ज़िले को हरदोई, लखीमपुर खीरी, शाहजहाँपुर, बाराबंकी ज़िलों और राज्य की राजधानी लखनऊ से रेल तंत्र के माध्यम से जोड़ने की भी संभावना है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): बुढ़वल और गोंडा के रास्ते सीतापुर और बहराइच पहले से ही मौजूदा रेल नेटवर्क के माध्यम से जुड़े हुए हैं। इसके अलावा, नेपाल की सीमा/आस-पास के क्षेत्र से रेल संपर्क स्थापित करने/सुधारने के लिए निम्नलिखित कार्य/सर्वेक्षण शुरू किए गए हैं:

क्र.सं.	परियोजना	स्थिति
1	बहराइच - नेपाल गंज आमान परिवर्तन (56 कि.मी.)	परियोजना हाल ही में पूरी की जा चुकी है।
2	बहराइच - खलीलाबाद नई लाइन (240 कि.मी.)	राज्य सरकार के माध्यम से भूमि अधिग्रहण के लिए परियोजना को "विशेष रेल परियोजना" के रूप में अधिसूचित किया गया है। प्रमुख खंड-

		वार प्रगति निम्नानुसार है: खलीलाबाद-बांसी (54 कि.मी.): ● 254.44 हेक्टेयर भूमि में से 246.81 हेक्टेयर भूमि का अधिग्रहण किया गया है। ● 61.71 लाख घन मीटर में से 37.03 लाख घन मीटर भूमि संबंधी कार्य पूरा किया जा चुका है। ● इस खंड पर 26 बड़े पुलों और 7 स्टेशन भवनों का निर्माण कार्य शामिल है। ● 56 में से 27 निचले सड़क पुल का कार्य पूरा किया जा चुका है। ● 4 ऊपरी सड़क पुलों के निर्माण की योजना बनाई गई है। बंसी-इकाउना (120 कि.मी.): 568.22 हेक्टेयर भूमि में से 48.02 हेक्टेयर भूमि का अधिग्रहण किया जा चुका है। इकाउना-बहराइच (66 कि.मी.): 329.60 हेक्टेयर भूमि में से 274.17 हेक्टेयर भूमि का अधिग्रहण किया जा चुका है।
3	सीतापुर सिटी - बहराइच नई लाइन (99 कि.मी.)	विस्तृत परियोजना रिपोर्ट तैयार करने के लिए अंतिम स्थान निर्धारण सर्वेक्षण को स्वीकृति प्रदान कर दी गई है।
4	मैलानी - भीरा खीरी आमान परिवर्तन (16 कि.मी.)	विस्तृत परियोजना रिपोर्ट तैयार करने के लिए अंतिम स्थान निर्धारण सर्वेक्षण को स्वीकृति प्रदान कर दी गई है।
5	भीरा खीरी - रायबोझा नई लाइन (120 कि.मी.)	विस्तृत परियोजना रिपोर्ट तैयार करने के लिए अंतिम स्थान निर्धारण सर्वेक्षण को स्वीकृति प्रदान कर दी गई है।
6	रायबोझा – नानपारा आमान परिवर्तन (13 कि.मी.)	विस्तृत परियोजना रिपोर्ट तैयार करने के लिए अंतिम स्थान निर्धारण सर्वेक्षण को स्वीकृति प्रदान कर दी गई है।

7	गाजियाबाद-शाहजहांपुर-सितापुर तीसरी और चौथी लाइन (403 कि.मी.)	हाल ही में परियोजना को 14926 करोड़ रुपए की लागत से स्वीकृति दे दी गई है।
8	बुढ़वल - सीतापुर सिटी तीसरी और चौथी लाइन (103 कि.मी.)	हाल ही में परियोजना को 2276 करोड़ रुपए की लागत से स्वीकृति दे दी गई है।

विस्तृत परियोजना रिपोर्ट तैयार करने के पश्चात्, परियोजना की स्वीकृति के लिए राज्य सरकारों सहित विभिन्न हितधारकों के साथ परामर्श और आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि के मूल्यांकन की आवश्यकता होती है। चूंकि परियोजनाओं की स्वीकृति एक सतत और गतिशील प्रक्रिया है, सटीक समय-सीमा विभिन्न हितधारकों द्वारा मूल्यांकन और अनुमोदन पर निर्भर करती है।

पशुपतिनाथ मंदिर (काठमांडू), लुंबिनी और जनकपुर जैसे धार्मिक स्थल भारत के बाहर नेपाल में स्थित हैं। सीतापुर, हरदोई, लखीमपुर खीरी, शाहजहांपुर, बाराबंकी और लखनऊ पहले से ही मौजूदा रेल नेटवर्क के माध्यम से जुड़े हुए हैं।

उत्तर प्रदेश:

रेल बजट:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	**परिव्यय**
2009-14	1,109 करोड़ रुपए प्रतिवर्ष
2026-27	20,012 करोड़ रुपए (18 गुना से अधिक)

रेलपथ निर्माण:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों के निर्माण का ब्यौरा निम्नानुसार है:-

अवधि	**कमीशन किए गए नए रेलपथ**	**नए रेलपथ की औसत कमीशनिंग**
2009-14	996 किलोमीटर	199 किलोमीटर प्रतिवर्ष
2014-26	5,499 किलोमीटर	458 किलोमीटर प्रतिवर्ष (2 गुना से अधिक)

स्वीकृत परियोजनाएं:

01.04.2026 की स्थिति के अनुसार, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 62,417 करोड़ रुपए की लागत पर 3,691 किलोमीटर कुल लंबाई की 49 परियोजनाएं (09 नई लाइन, 01 आमान परिवर्तन और 39 दोहरीकरण) स्वीकृत की गई हैं। सार निम्नानुसार है:-

कोटि	**परियोजनाओं की संख्या**	**कुल लंबाई (किलोमीटर में)**	**कमीशन की गई लंबाई (किलोमीटर में)**	**मार्च, 2026 तक किया गया व्यय (करोड़ रु. में)**
नई लाइन	09	1,200	365	11,885
आमान परिवर्तन	01	11	0	27
दोहरीकरण/बहुपथन	39	2,480	985	21,631
कुल	49	3,691	1,350	33,543

हाल ही में पूरी की गई परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	**परियोजना**	**लागत (करोड़ रु. में)**
1	मेरठ-मुज़फ्फरनगर दोहरीकरण (55 कि.मी.)	430
2	बलिया-गाजीपुर सिटी दोहरीकरण (65 कि.मी.)	650
3	गाजीपुर सिटी-तारीघाट नई लाइन (17 कि.मी.)	1,766
4	गोंडा-गोरखपुर लूप आमान परिवर्तन (260 कि.मी.)	863
5	गोंडा-बहराइच आमान परिवर्तन (60 कि.मी.)	318
6	बाराबंकी-अकबरपुर दोहरीकरण (161 कि.मी.)	1,700
7	कप्तानगंज-छपरा आमान परिवर्तन (234 कि.मी.)	819
8	पीलीभीत-शाहजहाँपुर आमान परिवर्तन (83 कि.मी.)	589
9	इंदारा-दोहरीघाट आमान परिवर्तन (34 कि.मी.)	213
10	लखनऊ-पीलीभीत आमान परिवर्तन (263 कि.मी.)	1,634
11	भदोही-जंघई दोहरीकरण (31 कि.मी.)	168

12	लहोटा-भदोही दोहरीकरण (39 कि.मी.)	184
13	इटावा-मैनपुरी नई लाइन (58 कि.मी.)	313
14	फाफामऊ-प्रयागराज दोहरीकरण (14 कि.मी.)	212
15	मुजफ्फरनगर-टपरी दोहरीकरण (52 कि.मी.)	525
16	उतरेटिया-रायबरेली दोहरीकरण (66 कि.मी.)	662
17	रायबरेली-अमेठी दोहरीकरण (60 कि.मी.)	668
18	आलमनगर-उतरेटिया दोहरीकरण (20 कि.मी.)	358
19	भीमसेन-झाँसी दोहरीकरण (206 कि.मी.)	2,620
20	डोमिनगढ़-कुसुम्ही तीसरी लाइन एवं गोरखपुर-नकहा जंगल दोहरीकरण (21 कि.मी.)	508
21	मल्हौर-डालीगंज दोहरीकरण (13 कि.मी.)	183
22	रूमा चकेरी-चंदारी तृतीय लाइन (13 कि.मी.)	177
23	बरेली-टनकपुर आमान परिवर्तन (102 कि.मी.)	313
24	रोसा-बुढ़वल दोहरीकरण (181 कि.मी.)	2,094
25	जौनपुर-अकबरपुर दोहरीकरण (77 कि.मी.)	676
26	रामना-सिंगरौली दोहरीकरण (160 कि.मी.)	2,436
27	जंघई-फाफामऊ दोहरीकरण (47 कि.मी.)	414
28	वाराणसी-प्रयागराज दोहरीकरण (120 कि.मी.)	2,018
29	करैला रोड-शक्तिनगर दोहरीकरण (32 कि.मी.)	763
30	देवबंद-रुड़की नई लाइन (27 कि.मी.)	1,289
31	आगरा-इटावा नई लाइन (110 कि.मी.)	427
32	फेफना-इंदारा, मऊ-शाहगंज दोहरीकरण (150 कि.मी.)	1,778
33	जंघई-प्रतापगढ़-अमेठी दोहरीकरण (87 कि.मी.)	1,429
34	बुढ़वल-गोंडा तीसरी लाइन (62 कि.मी.)	1,308

चालू परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएं जो शुरू की गई हैं, इस प्रकार हैं:

क्र.सं.	परियोजना	लागत (करोड़ रु. में)
1.	बाराबंकी-बुढ़वल तीसरी लाइन (27 कि.मी.)	426
2	बुढ़वल- गोंडा कचहरी चौथी लाइन (56 कि.मी.)	796
3	कटरा-अयोध्या धाम दोहरीकरण (10 कि.मी.)	466
4	पंडित दीन दयाल उपाध्याय-प्रयागराज तीसरी लाइन (150 कि.मी.)	2,649
5	बिल्ली-चुनार दोहरीकरण (102 कि.मी.)	1,424
6	छपरा-बलिया दोहरीकरण (65 कि.मी.)	1,046
7	एटा-कासगंज नई लाइन (29 कि.मी.)	389
8	गोरखपुर-वाल्मीकिनगर दोहरीकरण (96 कि.मी.)	1,121
9	वाराणसी-पंडित दीन दयाल उपाध्याय तीसरी और चौथी लाइन (15 कि.मी.)	2,464
10	झांसी- मानिकपुर और खैरार-भीमसेन दोहरीकरण (431 कि.मी.)	4,330
11	सहजनवा-दोहरीघाट नई लाइन (81 कि.मी.)	1,320
12	प्रयागराज (इरादतगंज)-मानिकपुर तीसरी लाइन (84 कि.मी.)	1,508
13	भटनी-औड़िहार दोहरीकरण (117 कि.मी.)	2,529
14	मथुरा-झांसी तीसरी लाइन (274 कि.मी.)	5,961
15	आगरा फोर्ट-बांदीकुई दोहरीकरण (150 कि.मी.)	988
16	बाराबंकी-मल्हौर तीसरी और चौथी लाइन (33 कि.मी.)	450
17	फाफामऊ-ऊंचाहार दोहरीकरण (72 कि.मी.)	899
18	औड़िहार-वाराणसी सिटी तीसरी लाइन (31 कि.मी.)	497
19	नागदा-मथुरा तीसरी और चौथी लाइन (568 कि.मी.)	16,403

पिछले तीन वर्षों 2023-24, 2024-25, 2025-26 और चालू वित्त वर्ष 2026-27 के दौरान, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 3860 किलोमीटर कुल लंबाई को कवर करने वाले 78 सर्वेक्षण (13 नई लाइन, 2 आमान परिवर्तन और 63 दोहरीकरण) स्वीकृत किए गए हैं।

रेल अवसंरचना परियोजनाएं क्षेत्र के सामाजिक-आर्थिक विकास को सक्षम बनाती हैं, जिनमें शामिल हैं:

- देश के अन्य हिस्सों के साथ क्षेत्र की बेहतर संपर्कता
- माल और सेवाओं की तीव्र आवाजाही,
- संभार तंत्र क्षमता में सुधार, परिवहन लागत में कमी,
- लाइन क्षमता में वृद्धि
- क्षेत्र के व्यक्तियों के लिए प्रत्यक्ष और अप्रत्यक्ष रोजगार के अवसरों में वृद्धि,
- परिचालनिक संबंधी बाधाओं में कमी
- क्षेत्र में पर्यटन उद्योग का विकास और औद्योगिक गतिविधियों में वृद्धि।

किसी भी रेल परियोजना की स्वीकृति कई मानदंडों/कारकों पर निर्भर करती है, जिनमें निम्नलिखित शामिल हैं:

- प्रत्याशित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा प्रदान की गई पहली और अंतिम स्थान पहुंच संपर्कता
- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का विस्तार
- राज्य सरकारों/केंद्रीय मंत्रालयों/जनप्रतिनिधियों द्वारा उठाई गईं मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

रेल परियोजना/परियोजनाओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल हैं:

- भूमि अधिग्रहण
- वन संबंधी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियाँ

- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- किसी परियोजना स्थल के लिए वर्ष में कार्य करने के महीनों की संख्या आदि।

रेल स्टेशनों पर सामान्य श्रेणी के कोचों और स्थायी होल्डिंग क्षेत्रों की संख्या बढ़ाना

4004. श्री मुरारी लाल मीना:

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

(क) क्या सरकार को जानकारी है कि सामान्य श्रेणी के कोचों में बहुत अधिक भीड़ होने और सीटों की कमी के कारण यात्रियों के बीच झगड़े और दुर्घटनाएं हो रही हैं, इनमें दिल्ली के शाहदरा रेल स्टेशन की हाल की एक घटना भी शामिल है, जिसमें सामान्य कोच में सीट को लेकर हुए झगड़े में एक युवक की जान चली गई थी और यदि हाँ, तो इस घटना की सरकारी जाँच के परिणाम क्या हैं;

(ख) क्या सरकार ने पिछले तीन वर्षों में सामान्य श्रेणी कोच में भीड़ के कारण हुई दुर्घटनाओं और अप्रिय घटनाओं का कोई आकलन किया है और यदि हाँ, तो तत्संबंधी वर्षवार ब्यौरा क्या है; और

(ग) क्या सरकार यात्रियों की बढ़ती संख्या को देखते हुए प्रमुख रेलगाड़ियों में सामान्य श्रेणी के कोचों की संख्या बढ़ाने और दौसा व बांदीकुई जैसे प्रमुख स्टेशनों पर यात्रियों के व्यवस्थित प्रबंधन के लिए स्थायी होल्डिंग क्षेत्र विकसित करने की योजना तैयार कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): भारतीय रेल में यात्रियों का यातायात पैटर्न पूरे वर्ष एक समान नहीं रहता और यह कम व्यस्त तथा अधिकतम भीड़भाड़ की अवधियों में भिन्न होता है। अधिकतम भीड़भाड़ की अवधि के दौरान, विशेषकर लोकप्रिय मार्गों पर, गाड़ियों की अधिभोगिता पूर्ण बनी रहती है, जबकि कम व्यस्त अवधि और कम लोकप्रिय मार्गों पर अधिभोगिता इष्टतम से कम रहती है।

भारतीय रेल ने अनारक्षित सवारी डिब्बों में यात्रा करने वाले यात्रियों की मांग को पूरा करने हेतु सामान्य श्रेणी यात्रा की मांग करने वाले यात्रियों के लिए सुविधाओं में उल्लेखनीय बढ़ोतरी की है। केवल वित्त वर्ष 2024-25 के दौरान ही, साधारण श्रेणी के कम से कम 4 सवारी डिब्बों वाली लंबी दूरी की विभिन्न गाड़ियों में 1250 साधारण सवारी डिब्बों का उपयोग किया गया। इसी प्रकार, वर्ष 2025-26 के दौरान 160 साधारण श्रेणी सवारी डिब्बों सहित लगभग 870 सवारी डिब्बों का उपयोग स्थायी संवर्धन के लिए किया गया है।

इसके अलावा, भारतीय रेल यात्रियों की सुविधा के लिए संपर्कता को बेहतर बनाने का निरंतर प्रयास करता है। इस उद्देश्य के लिए, नई रेलगाड़ियां शुरू की जाती हैं, मौजूदा सेवाओं का विस्तार किया जाता है और फेरों में वृद्धि की जाती है। तदनुसार, भारतीय रेल नेटवर्क पर, 2024-2025, 2025-2026 और 2026-2027 (जून, 2026 तक) के दौरान 720 से अधिक रेलगाड़ी सेवाएं शुरू की गई हैं, 300 से अधिक रेलगाड़ी सेवाओं का विस्तार किया गया है और लगभग 46 रेलगाड़ियों के फेरों में वृद्धि की गई है।

निम्न और मध्यम आय वर्ग वाले परिवारों की यात्रा संबंधी मांग को पूरा करने के लिए भारतीय रेल ने 17,000 अवातानुकूलित सवारी डिब्बों (साधारण/शयन यान) का विनिर्माण करने का कार्य शुरू कर दिया है।

भारतीय रेल पर, अवातानुकूलित सवारी डिब्बों का प्रतिशत लगभग 70% है, जबकि वातानुकूलित सीटों की तुलना में जिसका प्रतिशत लगभग 22% है, अवातानुकूलित सीटों का प्रतिशत लगभग 78% है। विवरण निम्नानुसार हैं:

तालिका 1: सवारी डिब्बों का वितरण:

सवारी डिब्बों का प्रकार	सवारी डिब्बों की संख्या	प्रतिशत
अवातानुकूलित सवारी डिब्बे (साधारण और शयन यान)	~62,000	~70%
वातानुकूलित सवारी डिब्बे	~27,000	~30%
कुल सवारी डिब्बे	~89,000	100%

तालिका 2: सीटों का वितरण:

सीटों का प्रकार	सीटों की संख्या	प्रतिशत
अवातानुकूलित सीटें	~54 लाख	~78%
वातानुकूलित सीटें	~15 लाख	~22%
कुल सीटें	~69 लाख	100%

इसके अलावा, साधारण और अवातानुकूलित शयनयान सवारी डिब्बों का उपयोग करने वाले यात्रियों को अधिक सीटें उपलब्ध कराने के लिए, मेल/एक्सप्रेस गाड़ियों की संरचना संबंधी मौजूदा नीति में 22 सवारी डिब्बों वाली एक गाड़ी में 12 (बारह) सामान्य श्रेणी और शयन यान श्रेणी अवातानुकूलित सवारी डिब्बे और 8 (आठ) वातानुकूलित सवारी डिब्बे लगाए जाते हैं, जिससे साधारण और अवातानुकूलित शयन यान सवारी डिब्बों का उपयोग करने वाले यात्रियों के लिए अधिक सीटे उपलब्ध होता है।

इसके अलावा, अनारक्षित सीटों का लाभ उठाने के इच्छुक यात्रियों की जरूरतों को पूरा करने के लिए, भारतीय रेल किफायती यात्रा हेतु अनारक्षित अवातानुकूलित यात्री गाड़ियां/एमईएमयू/ईएमयू आदि परिचालित करती है, जो मेल/एक्सप्रेस सेवाओं में उपलब्ध अनारक्षित सीटों (सवारी डिब्बों) के अतिरिक्त हैं।

स्पेशल गाड़ियां

भारतीय रेल त्यौहारों, छुट्टियों आदि के दौरान यात्रियों की अतिरिक्त आवश्यकताओं को पूरा करने और नियमित सेवाओं द्वारा उपलब्ध कराई गई सीटों के अलावा अतिरिक्त सीटें उपलब्ध कराने के लिए स्पेशल गाड़ी सेवाएं भी परिचालित करती है।

तदनुसार, भारतीय रेल नेटवर्क में गर्मियों/सर्दियों की छुट्टियों, होली, दुर्गा पूजा, दिवाली, छठ, क्रिसमस, सबरीमाला, ईद-उल-फितर आदि जैसे त्योहारों के दौरान यात्रियों को सुविधा प्रदान करने के लिए बड़ी संख्या में विशेष गाड़िया परिचालित की गईं हैं, जो निम्नानुसार है:

वर्ष	फेरों की संख्या
2023-24	~40,500
2024-25	~85,400
2025-26	~80,500

भारतीय रेल, समाज के सभी वर्गों को किफायती, अच्छी गुणवत्ता वाली सेवाएं प्रदान करने के अपने निरंतर प्रयास में, नई रेलगाड़ी सेवाएं शुरू करती है, मौजूदा रेलगाड़ियों का विस्तार करती है और विशेष रेलगाड़ियां भी चलाती है।

अमृत भारत और नमो भारत रैपिड रेल सेवाएं:

अमृत भारत सेवाएं

निम्न एवं मध्यम आय वर्ग के परिवारों को किफायती यातायात साधन उपलब्ध कराने हेतु भारतीय रेल ने अमृत भारत सेवाएँ प्रारम्भ की हैं, जो पूर्णतः अवातानुकूलित आधुनिक रेलगाड़ियां हैं। अमृत भारत की वर्तमान संरचना में साधारण श्रेणी के 11 सवारी डिब्बे, शयन यान श्रेणी के 8 सवारी डिब्बे, 1 रसोई-यान और 2 सामान सह दिव्यांगजन सवारी डिब्बे शामिल हैं।

उच्च गति और उन्नत संरक्षा मानक इस रेलगाड़ी की पहचान हैं, जिसमें निम्नलिखित उन्नत विशेषताएं और सुविधाएं हैं:

i. वंदे भारत स्लीपर के समान संवर्द्धित रूप और अनुभव वाली सीट और बर्थ का बेहतर सौंदर्यीकरण।
ii. झटका रहित सेमी-ऑटोमेटिक कप्लर्स।
iii. क्रैश ट्यूब के प्रावधान से सवारी डिब्बों में बेहतर क्रैशवर्दीनैस।
iv. सभी सवारी डिब्बों और सामान कक्ष में सीसीटीवी प्रणाली का प्रावधान।
v. शौचालयों के बेहतर डिज़ाइन।
vi. बर्थ पर आसानी से चढ़ने के लिए सीढ़ी की बेहतर डिज़ाइन।
vii. बेहतर एलईडी लाइट फिटिंग और चार्जिंग सॉकेट।

viii. ईपी सहायता प्राप्त ब्रेकिंग प्रणाली का प्रावधान।

ix. शौचालयों और इलेक्ट्रिकल क्यूबिकल्स में एरोसोल आधारित अग्निशमन प्रणाली।

x. यूएसबी टाइप-ए और टाइप-सी मोबाइल चार्जिंग सॉकेट।

xi. यात्री और गार्ड/रेलगाड़ी प्रबंधक के बीच संप्रेषण के लिए आपातकालीन टॉक-बैक प्रणाली।

xii. संवर्द्धित तापन क्षमता वाला अवातानुकूलित रसोईयान।

xiii. आसानी से जोड़ने और अलग करने के लिए त्वरित निस्तारण तंत्र के साथ पूर्ण रूप से सीलबंद गैंगवे।

07.08.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 36 जोड़ी अमृत भारत एक्सप्रेस गाड़ी सेवाएं परिचालित की जा रही हैं:

क्र.सं.	गाड़ी संख्या और नाम
1	11015/11016 लोकमान्य तिलक (टी) - सहरसा अमृत भारत एक्सप्रेस
2	13697/13698 गया - दिल्ली अमृत भारत एक्सप्रेस
3	15293/15294 मुजफ्फरपुर - चर्लपल्ली अमृत भारत एक्सप्रेस
4	15557/15558 दरभंगा - आनंद विहार (टी) अमृत भारत एक्सप्रेस
5	15561/15562 दरभंगा - गोमतीनगर अमृत भारत एक्सप्रेस
6	15567/15568 बापूधाम मोतिहारी-आनंद विहार (टी) अमृत भारत एक्सप्रेस
7	22361/22362 राजेंद्रनगर (टी) - नई दिल्ली अमृत भारत एक्सप्रेस
8	13433/13434 एसएमवीटी बेंगलुरु - मालदा टाउन अमृत भारत एक्सप्रेस
9	13435/13436 मालदा टाउन - गोमतीनगर अमृत भारत एक्सप्रेस
10	15133/15134 छपरा - आनंद विहार (टी) अमृत भारत एक्सप्रेस
11	14047/14048 सीतामढ़ी - दिल्ली अमृत भारत एक्सप्रेस
12	14627/14628 सहरसा - छैहरटा अमृत भारत एक्सप्रेस
13	19623/19624 मदार - दरभंगा अमृत भारत एक्सप्रेस
14	16601/16602 ईरोड - जोगबनी अमृत भारत एक्सप्रेस
15	19021/19022 उधना - ब्रह्मपुर अमृत भारत एक्सप्रेस

16	15671/15672 कामाख्या - रोहतक अमृत भारत एक्सप्रेस
17	20609/20610 न्यू जलपाईगुड़ी - तिरुच्चिराप्पल्लि अमृत भारत एक्सप्रेस
18	16597/16598 एसएमवीटी बेंगलुरु - अलीपुरद्वार अमृत भारत एक्सप्रेस
19	11031/11032 पनवेल - अलीपुरद्वार अमृत भारत एक्सप्रेस
20	16107/16108 ताम्बरम - सांतरागाछि अमृत भारत एक्सप्रेस
21	13065/13066 हावड़ा - आनंद विहार (टी) अमृत भारत एक्सप्रेस
22	22587/22588 सियालदह - बनारस अमृत भारत एक्सप्रेस
23	20603/20604 न्यू जलपाईगुड़ी - नागरकोविल अमृत भारत एक्सप्रेस
24	15949/15950 डिब्रूगढ़ - गोमती नगर अमृत भारत एक्सप्रेस
25	16121/16122 ताम्बरम - तिरुवनंतपुरम सेंट्रल अमृत भारत एक्सप्रेस
26	16329/16330 नागरकोविल - मंगलूरू अमृत भारत एक्सप्रेस
27	17041/17042 चर्लपल्ली - तिरुवनंतपुरम नॉर्थ अमृत भारत एक्सप्रेस
28	16619/16620 पोत्तनूर - धनबाद अमृत भारत एक्सप्रेस
29	16357/16358 नागरकोविल - चर्लपल्ली अमृत भारत एक्सप्रेस
30	15673/15674 चर्लपल्ली - कामाख्या अमृत भारत एक्सप्रेस
31	17065/17066 चर्लपल्ली - शालिमार अमृत भारत एक्सप्रेस
32	22589/22590 बनारस - हडपसर अमृत भारत एक्सप्रेस
33	22111/22112 लोकमान्य तिलक (टी) - अयोध्या अमृत भारत एक्सप्रेस
34	14663/14664 अमृतसर - न्यू जलपाईगुड़ी अमृत भारत एक्सप्रेस
35	19725/19726 खातीपुरा - दरभंगा अमृत भारत एक्सप्रेस
36	11431/11432 पुणे - दानापुर अमृत भारत एक्सप्रेस

नमो भारत रैपिड रेल सेवाएं:

भारतीय रेल ने नमो भारत रैपिड रेल सेवाओं की शुरुआत की है। इन सेवाओं का लक्ष्य कम दूरी की यात्रा के लिए उपनगरीय और क्षेत्रीय दैनिक यात्रियों के यात्रा अनुभव में संवर्द्धन करना है। नमो भारत रैपिड रेल की प्रमुख विशेषताएं इस प्रकार हैं:

1. केंद्रीकृत रूप से नियंत्रित डबल लीफ स्वचालित स्लाइडिंग दरवाजे।

2. संरक्षा और यात्रियों की निगरानी के लिए सीसीटीवी।
3. कुशन वाली सीटों और सीलबंद लचीले गलियारे के साथ मॉड्यूलर आंतरिक सज्जा।
4. आपातकालीन बातचीत प्रणाली।
5. ऊर्जा कुशल प्रकाश व्यवस्था के साथ एलईडी लाइटों की निरंतर व्यवस्था।
6. वैक्यूम निष्कासन वाले एफआरपी मॉड्यूलर शौचालय।
7. वातानुकूलित ड्राइवर कैब के साथ पूर्णतः वातानुकूलित गाड़ियां।

27.07.2026 की स्थिति के अनुसार, निम्नलिखित 4 नमो भारत रैपिड रेल सेवाओं का परिचालन किया जा रहा है:

क्र.सं.	**गाड़ी सं. और नाम**
1	94801/94802 अहमदाबाद-भुज नमो भारत रैपिड रेल
2	94803/94804 जयनगर-पटना नमो भारत रैपिड रेल

दिनांक 20.06.2026 को दिल्ली शाहदरा रेलवे स्टेशन पर सामान्य श्रेणी के डिब्बे में चढ़ने को लेकर हुए विवाद में एक युवक की मृत्यु हो गई। इस संबंध में राजकीय रेल पुलिस (जीआरपी), दिल्ली द्वारा पुरानी दिल्ली रेलवे स्टेशन थाना में भारतीय न्याय संहिता (बीएनएस) की धारा 105 एवं 3(5) के तहत एफआईआर संख्या 38/2026 पंजीकृत की गई है।

यात्रियों की संरक्षा और सुरक्षा

स्टेशनों में यात्रियों की संरक्षा व सुरक्षा के लिए रेलवे द्वारा राजकीय रेल पुलिस/स्थानीय पुलिस के साथ समन्वय करके निम्नलिखित कदम उठाए जा रहे हैं: -

i. रेल यात्रियों को तत्काल सहायता के लिए, ऑनलाइन शिकायत निवारण प्रणाली रेल मदद शिकायत करने, सहायता मांगने और पूछताछ करने के लिए एक एकीकृत मंच प्रदान करता है। यात्री हेल्पलाइन नंबर 139, रेल मदद वेबसाइट, मोबाइल ऐप और एसएमएस जैसे कई साधनों का उपयोग करके रेल मदद के माध्यम से शिकायत निवारण की मांग कर सकते

हैं। यह माध्यम यात्रियों को उनकी शिकायतों के समाधान पर प्रतिक्रिया साझा करने में भी सक्षम बनाता है।

ii. रेल, यात्रियों की सुरक्षा बढ़ाने और उनकी सुरक्षा चिंताओं को दूर करने के लिए ट्विटर, फेसबुक आदि जैसे विभिन्न सोशल मीडिया साधनों के माध्यम से रेल यात्रियों के साथ नियमित रूप से संपर्क में बनी रहती है।

iii. चोरी, झपटमारी, जहरखुरानी आदि से सावधानी बरतने हेतु यात्रियों को जागरूक करने के लिए जन उद्घोषणा प्रणाली के माध्यम से लगातार घोषणाएं की जाती हैं।

iv. यात्रियों के सुरक्षा संवर्द्धन के लिए अधिकांश सवारी डिब्बों में और रेलवे स्टेशनों पर उपलब्ध सीसीटीवी कैमरों द्वारा निगरानी की जाती है।

v. रेलवे की सुरक्षा व्यवस्था की नियमित निगरानी और समीक्षा के लिए राज्यों/केंद्र शासित प्रदेशों के संबंधित पुलिस महानिदेशक/आयुक्त की अध्यक्षता में सभी राज्यों/केंद्र शासित प्रदेशों के लिए रेलवे की राज्य स्तरीय सुरक्षा समिति (एसएलएससीआर) का गठन किया गया है।

vi. भीड़ प्रबंधन सुनिश्चित करने के लिए राजकीय रेल पुलिस/राज्य पुलिस और संबंधित रेल विभाग से समन्वय किया जाता है।

vii. सभी रेलवे स्टेशनों पर अतिसंवेदनशीलता का आकलन किया जाता है और तदनुसार अत्यधिक भीड़ के दौरान भीड़ को सुचारू रूप से नियंत्रित करने और यात्रियों को तत्काल सहायता प्रदान करने के लिए संवेदनशील स्थानों पर राजकीय रेल पुलिस (जीआरपी) और रेल सुरक्षा बल (आरपीएफ) कर्मियों को यथासंभव तैनात किया जाता है।

viii. अधिक भीड़ के दौरान भगदड़ जैसी स्थिति से बचने और यात्रियों को तत्काल सहायता प्रदान करने के लिए भीड़ को सुचारू रूप से नियंत्रित करने हेतु ऊपरी पैदल पार पुल पर राजकीय रेल पुलिस और रेल सुरक्षा बल कर्मियों को तैनात किया जाता है।

इसके अलावा, भारतीय रेल में स्टेशनों पर यात्रियों की भारी भीड़ को संभालने के लिए, रेलवे द्वारा निम्नलिखित निर्णय भी लिए गए हैं –

i. भारतीय रेल पर भीड़ प्रबंधन के लिए चिन्हित स्टेशनों पर स्थायी होल्डिंग क्षेत्रों का निर्माणः रेल मंत्रालय ने स्टेशनों पर प्लेटफार्मों पर भीड़ को कम करने के लिए आरामदायक, बैठने, पीने के पानी, शौचालय, टिकटिंग सुविधाओं, सूचना प्रदर्शन और भीड़ से निपटने के लिए सुरक्षा जांच जैसी आवश्यक सुविधाओं के साथ संगठित स्थानों के रूप में डिजाइन किए गए यात्री होल्डिंग क्षेत्रों को स्थापित करने की योजना शुरू की है। नई दिल्ली रेलवे स्टेशन पर होल्डिंग क्षेत्र पहले ही चालू कर दिया गया है, भीड़ को कम करने और अतिरिक्त टिकट काउंटर, स्वचालित टिकट वेंडिंग मशीन (एटीवीएम), यात्री जागरुकता प्रणाली (पीएएस), इलेक्ट्रॉनिक ट्रेन सूचना बोर्ड, सीसीटीवी निगरानी, सामान स्कैनर, डोर फ्रेम मेटल डिटेक्टर (डीएफएमडीएस), निर्बाध बिजली आपूर्ति, बेहतर प्रकाश व्यवस्था, उच्च मात्रा में कम गति (एचवीएल) पंखे, अग्निशमन और बिजली सुरक्षा प्रणाली, आर ओ पेयजल, पुरुषों, महिलाओं और दिव्यांगजनों के लिए अलग शौचालय जैसी सुविधाओं के साथ यात्री सुविधा को बढ़ाया गया है।

ii. संपूर्ण पहुंच नियंत्रण की व्यवस्था, जिसमें आरक्षित टिकट वाले यात्रियों को सीधे प्लेटफार्मों पर प्रवेश की अनुमति दी जाती है, जबकि बिना टिकट या प्रतीक्षा सूची वाले यात्रियों को बाहर के प्रतीक्षा क्षेत्रों में ठहराया जाता है। संपूर्ण पहुंच नियंत्रण की व्यवस्था की जा रही है जहां कन्फर्म आरक्षित टिकट वाले यात्रियों को सीधे प्लेटफार्मों तक पहुंच प्रदान की जाती है, जबकि बिना टिकट या प्रतीक्षा सूची वाले यात्री प्रतीक्षा क्षेत्र में प्रतीक्षा करते है।

iii. कड़ी निगरानी और प्रभावी भीड़ प्रबंधन को सुविधाजनक बनाने के लिए रेलवे स्टेशनों और आसपास के क्षेत्रों में बड़ी संख्या में एआई-सक्षम सीसीटीवी कैमरे लगाए जा रहे हैं।

iv. बड़े स्टेशनों पर वॉर रूम स्थापित किए जा रहे हैं, जहां सभी विभागों के अधिकारी भीड़ की स्थिति का प्रभावी ढंग से प्रबंधन करने के लिए समन्वय कर सकते है।

v. अधिक भीड़भाड़ वाले सभी स्टेशनों पर वॉकी-टॉकी, जन उद्घोषणा प्रणाली, कॉल प्रणाली जैसे नवीनतम डिज़ाइन के डिजिटल संचार उपकरण लगाए गए हैं।

vi. स्टेशन पर नियंत्रित और सुरक्षित पहुंच सुनिश्चित करने के लिए सभी कर्मचारियों और सेवाकर्मियों को नए डिज़ाइन के क्यूआर कोड आधारित पहचान पत्र जारी करना।

vii. सभी कर्मचारियों को नए डिज़ाइन की वर्दी प्रदान करना ताकि संकट की स्थिति में आसानी से उनकी पहचान की जा सके।

viii. सभी बड़े स्टेशनों पर, एक वरिष्ठ अधिकारी को स्टेशन निदेशक के रूप में नामोदिष्ट किया जाएगा, जिसके पास स्टेशन सुधार के लिए तत्काल निर्णय लेने के लिए वित्तीय शक्तियां उपलब्ध हो। एकीकृत कमान और कुशल प्रबंधन सुनिश्चित करने के लिए अन्य सभी विभाग द्वारा सीधे स्टेशन निदेशक को रिपोर्ट करना।

ix. स्टेशन निदेशक को स्टेशन और उपलब्ध गाड़ियों की क्षमता के अनुसार टिकटों की बिक्री को नियंत्रित करने का अधिकार देना।

<u>अमृत भारत स्टेशन:</u>

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

दौसा स्टेशन पर अमृत भारत स्टेशन योजना के अंतर्गत निम्नलिखित कार्य पूरे किए जा चुके हैं:

- स्टेशन भवन और बरामदे में सुधार
- परिचलन क्षेत्र और पार्किंग सुविधा में सुधार
- प्लेटफॉर्म सतह में सुधार
- प्रतिक्षालय और शौचालयों में सुधार
- 12 मीटर चौड़े नए पैदल पार पुल का प्रावधान
- प्लेटफॉर्म शेल्टर का प्रावधान
- लिफ्टों का प्रावधान

बाँदीकुई स्टेशन पर अमृत भारत स्टेशन योजना के तहत निम्नलिखित कार्य पूरे किए जा चुके हैं:

- स्टेशन भवन में सुधार
- परिचलन क्षेत्र और पार्किंग सुविधा में सुधार
- प्लेटफॉर्म सतह में सुधार
- नए प्रतिक्षालय का प्रावधान
- शौचालय में सुधार
- प्लेटफॉर्म शेल्टर का प्रावधान
- 12 मीटर चौड़े नए पैदल पार पुल का प्रावधान

बाँदीकुई स्टेशन पर लिफ्टों का निर्माण कार्य शुरू कर दिया गया है।

उपरोक्त सुविधाएं वर्तमान यात्री यातायात को संभालने के लिए पर्याप्त है।

अमृत भारत स्टेशन योजना में भारतीय रेल के रेलवे स्टेशनों में सुधार लाने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल हैं। प्रत्येक स्टेशन की आवश्यकता को ध्यान में रखते हुए मास्टर योजना में निम्नलिखित शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल बूथों में सुधार
- यात्री यातायात के अनुरूप अधिक चौड़े पैदल पार पुल/भूमिगत पैदल पार पथ की व्यवस्था
- लिफ्ट/स्वचालित सीढ़ियों/रैंप की व्यवस्था
- प्लेटफॉर्म की सतह का सुधार/प्लेटफॉर्म शेल्टर की व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क की व्यवस्था
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएं

- बेहतर यात्री सूचना प्रणाली
- एयर कॉनकोर्स, एक्जीक्यूटिव लाउंज, मल्टी मोडाल एकीकरण, भूसुदर्शनीकरण आदि का प्रावधान

इस योजना में आवश्यकता, चरणबद्धता और व्यवहार्यता के अनुसार संधारणीय और पर्यावरण अनुकूल समाधान आदि और दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की भी परिकल्पना की गई है।

अब तक अमृत भारत स्टेशन योजना के तहत विकास के लिए 1340 स्टेशनों को चिह्नित किया गया है, जिनमें से 85 स्टेशन राजस्थान में स्थित हैं। राजस्थान में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित किए गए स्टेशनों के नाम निम्नलिखित हैं:

राज्य	**स्टेशनों की संख्या**	**अमृत स्टेशनों के नाम**
राजस्थान	85	आबू रोड, अजमेर, अलवर, अनूपगढ़, आसलपुर जोबनेर, बालोतरा, बांदीकुई, बारां, बाड़मेर, बयाना, ब्यावर, भरतपुर, भवानी मंडी, भीलवाड़ा, बिजयनगर, बीकानेर, बूंदी, चंदेरिया, छबड़ा गुगोर, चित्तौड़गढ़ जंक्शन, चूरू, दौसा, डीग, देगाना, देशनोक, धौलपुर, डीडवाना, डूंगरपुर, फालना, फतेहनगर, फतेहपुर शेखावटी, गांधीनगर जयपुर, गंगापुर सिटी, गोगामेड़ी, गोटन, गोविंदगढ़, हनुमानगढ़, हिण्डौन सिटी, जयपुर जं, जैसलमेर, जालौर, जवाई बांध, झालावाड़ सिटी, झुंझुनू, जोधपुर, कपासन, खैरथल, खेरली, कोटा जं, लालगढ़ जं, माण्डल गढ़, मंडावर महवा रोड, मारवाड़ भीनमाल, मारवाड़ जंक्शन, मावली जंक्शन, मेड़ता रोड जं, नागौर, नरैना, न्यू कोटा, नीम का थाना, नोखा, पाली मारवाड़, फलौदी जं, फुलेरा जं, पिंडवाड़ा, रायसिंह नगर, राजगढ़, रामदेवरा, रामगंजमंडी जंक्शन, राणा प्रतापनगर, रानी, रतनगढ़ जं, रेन, रींगस, सादुलपुर, सांगानेर, सवाई माधोपुर, श्री महावीरजी, सीकर, सोजत रोड, सोमेसर, श्रीगंगानगर, सुजानगढ़, सूरतगढ़, उदयपुर सिटी

राजस्थान के वे स्टेशन जहां कार्य पूरा किया जा चुका है:

राजस्थान में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तेज गति से किए जा रहे हैं। राजस्थान में पूरे किए गए स्टेशनों का ब्यौरा निम्नानुसार है:

राज्य	**स्टेशनों की संख्या**	**स्टेशनों का नाम**
राजस्थान	18	बाड़मेर, बूंदी, दौसा, डीग, देशनोक, फतेहनगर, फतेहपुर शेखावाटी, गंगापुर सिटी, गोगामेडी, गोटन, गोविंद गढ़, जैसलमेर, खैरथल, माण्डल गढ़, मंण्डावर महुवा रोड, राजगढ़, सोजत रोड, सोमेसर

- जैसलमेर स्टेशन: जैसलमेर स्टेशन पर विकास कार्य पूरे हो चुके हैं, जिसमें मुख्य प्रवेश द्वार पर नया स्टेशन भवन, प्रतीक्षा क्षेत्र के साथ 36 मीटर चौड़ा एयर कॉनकोर्स, नया 6 मीटर चौड़ा ऊपरी पैदल पुल, परिचलन क्षेत्र का सुधार, पार्किंग, नया प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह का सुधार, लिफ्ट और एस्केलेटर शामिल हैं।
- बाड़मेर स्टेशन: बाड़मेर स्टेशन पर विकास कार्य पूरे हो चुके हैं, जिसमें स्टेशन भवन का सुधार, परिचलन क्षेत्र का सुधार, नए 12 मीटर चौड़े ऊपरी पैदल पुल, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह का सुधार, नया प्रतीक्षालय, शौचालय और लिफ्ट शामिल हैं।

राजस्थान के अन्य स्टेशनों पर विकास की गतिविधियां भी तेज गति से शुरू की गई हैं और कुछ स्टेशनों की प्रगति निम्नानुसार है:

- गांधीनगर जयपुर स्टेशन: मुख्य प्रवेश द्वार पर स्टेशन भवन, दूसरे प्रवेश द्वार पर स्टेशन भवन, दो मंजिला बेसमेंट, एयर कॉनकोर्स, थ्रू रूफ लॉन्चिंग, प्लेटफॉर्म शेल्टरों का प्रावधान, प्लेटफॉर्म सतह में सुधार और परिचलन क्षेत्र में सुधार के कार्य पूरे कर लिए गए हैं। परिष्करण कार्य शुरू कर दिया गया है।
- जयपुर जंक्शन स्टेशन: दौसा छोर पर 6 मीटर चौड़े ऊपरी पैदल पुल, दूसरे प्रवेश द्वार पर बेसमेंट, पहुंच मार्ग, मुख्य प्रवेश द्वार पर बेसमेंट का संरचनात्मक कार्य, एयर कॉनकोर्स

का संरचनात्मक कार्य और कॉनकोर्स को जोड़ने वाले 8 मीटर चौड़े केंद्रीय ऊपरी पैदल पुल के कार्य पूरे कर लिए गए हैं। सीकर छोर पर 6 मीटर चौड़े ऊपरी पैदल पुल का कार्य, मुख्य प्रवेश द्वार पर स्टेशन भवन का संरचनात्मक कार्य, रेलपथ के किनारे ऊपरी पैदल पुल और केंद्रीय ऊपरी पैदल पुल की छत और फर्श के कार्य शुरू किए गए हैं।

- न्यू कोटा स्टेशन: स्टेशन भवन के अग्र और पश्च भाग के संरचनात्मक कार्य, पार्सल भवन, नए पैनल कक्ष, रेल सुरक्षा बल भवन, पश्च और अग्र भाग के परिचलन क्षेत्र में सुधार, प्लेटफॉर्म सं. 1 पर प्लेटफॉर्म शेल्टर और एयर कॉनकोर्स के कार्य पूरे कर लिए गए हैं। लिफ्टों, स्वचालित सीढ़ियों, थ्रू रूफ, स्टेशन भवन के अग्र और पश्च भाग का परिष्करण, प्लेटफॉर्म सं. 2 और 3 के प्लेटफॉर्म शेल्टर में सुधार, ऊपरी टैंक और भूमिगत टैंक आदि के कार्य भी शुरू किए गए हैं।

- चूरू स्टेशन: नए स्टेशन भवन का निर्माण, प्लेटफॉर्म सं. 1 और 2 पर प्लेटफॉर्म शेल्टर का सुधार, बुकिंग कार्यालय, प्रतीक्षालय, विश्रामालय, शौचालय, सवारी डिब्बा संकेतक बोर्ड और संकेतकों की संस्थापना के कार्य पूरे कर लिए गए हैं। 12 मीटर चौड़े ऊपरी पैदल पुल और लिफ्ट के कार्य शुरू किए गए हैं।

- फालना स्टेशन: स्टेशन भवन में सुधार, प्रवेश बरामदा, परिचलन क्षेत्र में सुधार, पार्किंग, प्रवेश/निकास द्वार, प्रतीक्षालय, दिव्यांगजनों के लिए सुविधाओं, संकेतक, प्लेटफॉर्म शेल्टर और प्लेटफॉर्म सतह के सुधार संबंधी कार्य पूरे कर लिए गए हैं। शौचालय ब्लॉक, 12 मीटर चौड़े ऊपरी पैदल पुल और लिफ्ट के कार्य शुरू कर दिए गए हैं।

- जवाई बांध स्टेशन: परिचलन क्षेत्र में सुधार, पार्किंग प्रवेश/निकास द्वार, बुकिंग काउंटर, प्रवेश बरामदा, प्रतीक्षालय, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह का सुधार, शौचालय ब्लॉक, दिव्यांगजनों के लिए सुविधाएं, संकेतक, नया विश्रामालय और दूसरे प्रवेश द्वार पर स्टेशन

भवन के विकास संबंधी कार्य पूरे कर लिए गए हैं। 12 मीटर चौड़े ऊपरी पैदल पुल और पानी के बूथों के कार्य शुरू कर दिए गए हैं।

इसके अलावा, यात्री सुविधाओं के प्रावधान सहित स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य आवश्यकता, सापेक्ष प्राथमिकता के अध्यधीन और धन की उपलब्धता के अनुसार शुरू किए जाते हैं। रेलवे स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्य स्टेशन की कोटि/स्थिति/सम्हाले जाने वाले यातायात आदि के आधार पर किए जाते हैं।

बीएसएनएल कर्मचारियों/पेंशनभोगियों के लिए तीसरे वेतन संशोधन का कार्यान्वयन

4005. श्री कुलदीप इंदौरा:

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

(क) क्या बीएसएनएल कर्मचारियों और पेंशनभोगियों के लिए तीसरा वेतन संशोधन 01.01.2017 से लंबित है, जिससे लाखों कर्मचारी और पेंशनभोगी प्रभावित हो रहे हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ख) मार्च 2025 में गठित वेतन संशोधन समिति द्वारा 08.10.2025 को सौंपी गई रिपोर्ट की मुख्य सिफारिशें क्या हैं और उस पर अब तक क्या कार्रवाई की गई है;

(ग) क्या सरकार ने तीसरे वेतन संशोधन को लागू न करने से कर्मचारियों के मनोबल, बीएसएनएल की परिचालन दक्षता और सेवा की गुणवत्ता पर पड़ने वाले प्रभाव का आकलन किया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार की 01.01.2017 से तीसरा वेतन संशोधन लागू करने और कर्मचारियों तथा पेंशनभोगियों के बकाया भुगतान के लिए क्या कार्य-योजना है और इसकी समय-सीमा क्या है?

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

(क) से (घ): दिनांक 03.08.2017 के कार्यालय ज्ञापन के माध्यम से सार्वजनिक उद्यम विभाग (डीपीई) के मौजूदा दिशानिर्देशों के अनुसार, संशोधित पे-स्केल इस शर्त के अधीन लागू किए जाएंगे कि बोर्ड स्तर के कार्यकारी, बोर्ड स्तर से नीचे के कार्यकारी और गैर-संघीकृत पर्यवेक्षकों के लिए जिस वर्ष में संशोधित पे-पैकेज को लागू किया जाएगा, उसमें अतिरिक्त वित्तीय प्रभाव कार्यान्वयन के पिछले तीन वित्तीय वर्षों के औसत कर पूर्व लाभ (पीबीटी) के 20% से अधिक नहीं होना चाहिए । बीएसएनएल में तीसरा वेतन संशोधन लागू नहीं किया गया है, क्योंकि यह डीपीई दिशानिर्देशों के वहनीयता खंडों के तहत मानदंडों को पूरा नहीं करता है।

वेतन संशोधन समिति की रिपोर्ट में निहित सिफारिशों पर मौजूदा नीतिगत फ्रेमवर्क, लोक उद्यम विभाग द्वारा जारी, लागू दिशा-निर्देशों और अतिरिक्त वित्तीय निहितार्थों के अनुसार कार्रवाई की जाती है।

PROGRAMME IMPLEMENTATION AND MPLADS REFORMS

4006. SHRI PRADEEP KUMAR SINGH:

SHRI ASHISH DUBEY:

SHRI DAMODAR AGRAWAL:

CAPTAIN BRIJESH CHOWTA:

SHRI JASHUBHAI BHILUBHAI RATHVA:

SHRI YOGENDER CHANDOLIA:

SHRIMATI BIJULI KALITA MEDHI:

SHRI MANISH JAISWAL:

SHRI AVIMANYU SETHI:

SHRIMATI D. K. ARUNA:

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

(a) the details of the major reforms introduced in the implementation of the Members of Parliament Local Area Development Scheme (MPLADS) during the last one year including improvements in fund flow and digital monitoring mechanisms;

(b) the details of the progress made in the implementation of the e-SAKSHI Portal and other digital initiatives for strengthening transparency, efficiency and monitoring of works of MPLADS;

(c) the details of the work done by the Ministry for monitoring the timely implementation of major Central Sector infrastructure projects through the Infrastructure and Project Monitoring Division (IPMD); and

(d) the impact of these initiatives on project implementation, financial transparency and the timely completion of development projects across the country?

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

(a): The Ministry has undertaken several reforms during the last one year to strengthen the implementation of the Members of Parliament Local Area Development Scheme (MPLADS), including improvements in fund flow, digital

monitoring, stakeholder engagement and capacity building. The details are given in the enclosed **Statement**.

(b): With the operationalisation of the MPLADS eSAKSHI portal for fund flow and project monitoring under the MPLADS, the requirement of parking funds in physical bank accounts at the district level has been replaced by a just-in-time direct payment mechanism, under which payments are made by the Ministry directly to vendors. The dedicated monitoring reports and dashboards available under the respective Central, State and District Authority logins, together with the disaggregated data available on the public dashboard of the eSAKSHI portal, provide real-time information on the status and progress of works, including works pending for sanction and completion across different time intervals. This has strengthened oversight and facilitated monitoring and review at various administrative levels. Further, the institutionalisation of periodic review mechanisms, including Zonal-level workshops and monthly review meetings over the past year, has helped ensure timely progress, resolve implementation bottlenecks, and improve the overall efficiency of Scheme implementation.

(c) and (d): Infrastructure and Project Monitoring Division (IPMD) of the Ministry of Statistics and Programme Implementation (MoSPI) is mandated to monitor Ongoing Central Sector Project costing ₹ 150 crore and above, based on the information provided by the project Implementing Agencies (IA), on PAIMANA portal of the MoSPI.

All stakeholders (Infrastructure Line Ministries/ Departments) are regularly being apprised of their project status and slippages on the basis of data analytics available on PAIMANA, for any required intervention in managing the project execution at their end. Further, regular coordination with stakeholders through monthly review meetings and other communications contribute to the evidence-based monitoring. In addition to, the login credentials providing access to the customized dashboards are already shared with all Line Ministries/ Departments, thereby giving them direct access to the portal for review of the project progress.

STATEMENT

Major reforms undertaken over the last one year under Members of Parliament Local Area Development Scheme (MPLADS)

1. **Revision of Fund Flow Procedure under the Scheme**: As per the directions of the Ministry of Finance, Department of Expenditure (DoE), the MPLAD Scheme shifted from Model-2 to Model-1A (TSA Hybrid) w.e.f. 1 April 2025. Under Model-1A, the PMU-CNA of the MPLAD Scheme has opened an assignment account with the RBI, which is linked to the CNA's account. Under this arrangement, a consolidated daily fund requirement, based on bills raised by vendors/implementing agencies during the day, is generated by SBI and electronically pushed to the Public Financial Management System (PFMS) for approval. Upon approval of the day's amount on PFMS, the CNA account receives the corresponding funds from the RBI assignment account, which is then directly transferred to the respective vendors.

2. **Institutionalization of Review Meetings and Capacity-Building Workshop:** The Ministry has institutionalized monthly review meetings with States and Union Territories to monitor Scheme implementation review the progress of MPLADS works and resolve operational issues. In addition, regular zonal workshops are being conducted to strengthen stakeholders' capacity in the use of the MPLADS eSAKSHI portal and improve the efficiency of Scheme implementation.

3. **Mandatory Geo-tagging of Assets created under MPLADS**: Uploading of geo-tagged photographs of completed MPLADS works has been made mandatory with effect from May 2026. This has strengthened physical verification, enhanced transparency, improved monitoring of completed assets, and increased accountability in the implementation of works.

4. **Revamped Public Dashboard**: The public dashboard of the MPLADS portal has been comprehensively redesigned to improve accessibility, transparency, and public understanding of the Scheme. The following enhancements have been introduced:

- A brief explanatory note outlining the Scheme implementation process and the roles and responsibilities of various stakeholders is displayed before accessing the dashboard.
- The dashboard now presents information relating to fund allocation, work recommendations, sanctions, completed works, calamity-related consents, and vendor payments for ongoing and completed works in a simplified and user-friendly manner. These improvements enable the public to better

understand the implementation process and reduce misconceptions arising from apparent delays or lower fund utilisation.

5. Upload/Re-upload of Photographs of Completed Works: A functionality has been provided for Hon'ble Members of Parliament to upload photographs of completed works recommended by them.

Additionally, Implementing Agencies and District Authorities can now re-upload photographs of completed works, wherever required. This ensures that accurate and updated visual records of completed assets are available on the portal, thereby improving transparency and minimizing the possibility of misinformation.

6. Progress Monitoring Reports and Dashboards for Central Nodal Agency, State Nodal Authorities and District Authorities: Dedicated progress monitoring reports and Monitoring Dashboard have been made available in the eSAKSHI accounts of CNA, State Nodal Authorities and District Authorities. These provide real-time information on the status and progress of works, including works pending for sanction and completion across different time intervals, enabling timely intervention and expeditious implementation.

7. Strengthening of the Convergence framework under with more number of Central and State Government Schemes and introducing a provision on the portal to capture the data on convergence: To enhance the ground-level impact of developmental works undertaken under the MPLAD Scheme, the convergence framework has been expanded by identifying sixteen (16)

additional Central Government Schemes for convergence. Further, a dedicated provision has been introduced in the MPLADS eSAKSHI portal to capture convergence data and facilitate the recommendation and implementation of MPLADS works in convergence with eligible Central and State Government Schemes. This enables better coordination among implementing agencies, promotes optimal utilisation of available resources, and strengthens convergence-based implementation of permissible works.

8. Continuous Improvement of the MPLADS eSAKSHI Portal and mobile app: Several other features have also been introduced or enhanced in the MPLADS eSAKSHI portal and mobile app based on feedback received from various stakeholders, including enabling special characters in the location field, displaying the 'Work Description' field to District Authorities, and improving reports and dashboards.

DEPLETION OF PRICE STABILISATION FUND CORPUS

4007. DR. BACHHAV SHOBHA DINESH:

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

(a) whether the Corpus Fund balance under the Price Stabilisation Fund (PSF) has declined sharply and if so, the reasons therefor;

(b) whether the PSF is now depending increasingly on accrued sale proceeds rather than budgetary support to meet its operational requirements and if so,

the details of year-wise breakup of expenditure met from budgetary allocation vis-à-vis sale proceeds for the last three years;

(c) the current status of the medium-term financial planning framework for PSF operations proposed to be appraised by the Expenditure Finance Committee under the Sixteenth Finance Commission cycle and the expected timeline for its finalisation;

(d) whether the Government has assessed the fiscal risk to PSF operations including onion and pulses procurement, if the realisation of sale proceeds falls short of projections; and

(e) if so, the details of the steps being taken by the Government to strengthen the Corpus Fund and ensure predictable, adequately funded price stabilisation interventions in the future?

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

(a): No. Corpus Fund under the Price Stabilisation Fund (PSF) is a revolving fund and the balance in the Corpus may vary at different points of time depending upon the quantum of market interventions undertaken in the form of procurement and disposal; and the amount of sale proceed realisation and the budgetary support. Since funds in the PSF corpus are used for building buffer stock and sale proceeds are ploughed back to the corpus, conversion

of funds to stocks and stocks to funds are ongoing process under the revolving fund mechanism.

(b): No, Sir. Annual operational requirements under PSF depends upon the market condition and the quantum of interventions required. Taking into account the anticipated sale proceeds realization and the quantum of market interventions during the year, adequate annual budgetary supports have been provided under PSF.

(c): The annual budgetary support proposed in the Expenditure Finance Committee memorandum for the 16th Finance Commission cycle submitted to Department of Expenditure is given below:

Financial Year	Proposed annual budgetary support (Rs. crore)
2026-27	4,319
2027-28	2,457
2028-29	2,809
2029-30	2,972
2030-31	3,261
Total	**15,818**

(d) and (e): Government continuously monitors the funds position under PSF to meet requirements for market interventions like procurement of pulses and onion for the buffer and the amount of sale proceeds accruing to the Corpus upon the disposal of stocks from the buffer. The mechanism of revolving corpus fund and regular budgetary support provide adequate safeguards for meeting operational requirements. Government is committed to ensuring availability of sufficient funds for PSF operations.

In order to strengthen financial management and implement Just-in-Time expenditure mechanism PSF scheme has been brought under Public Financial Management System (PFMS) which has been further integrated with DigiGov system - State Bank of India fund management system. Apart from fund management, DigiGov system is being used for tracking of buffer stocks, disposal and the deposit of sale proceeds to the corpus.

RURAL TECHNOLOGY DEMONSTRATION PROJECTS

4008. SHRI VISHNU DATT SHARMA:

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

(a) whether the Government through agencies such as the Department of Science and Technology and CSIR is promoting technology transfer, rural innovation and scientific solutions to address livelihood challenges in agriculture-dependent regions nationwide and if so, the details thereof;

(b) whether the Government has proposed to any rural technology demonstration projects, innovation hubs or technology transfer initiatives have been implemented in the districts of Katni, Panna and Chhatarpur in the Khajuraho Lok Sabha region and if so, the details thereof;

(c) the details and number of institutions, farmers, youth or local enterprises that have benefited from such initiatives during the last three years;

(d) whether the coverage of science and technology-based development programmes remains limited in this region and if so, the reasons therefor; and

(e) the proposed to expand technology-driven livelihood opportunities and scientific support for agriculture and rural enterprises in this region?

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

(a): The Government, through Department of Science and Technology (DST) and Council of Scientific and Industrial Research (CSIR), have been actively promoting technology transfer, rural innovation and scientific solutions to address livelihood challenges in agriculture-dependent regions across the country.

I. **Department of Science and Technology (DST) and Department of Biotechnology (DBT)**

Through its competitive diverse schemes and programmes, efforts are being made by DST to empower the communities by adopting technologies to address locally defined needs and priorities through improved resource-use efficiency, sustainable management of environmental resources, reduction of waste and pollution, and development of locally adaptable solutions contributing to sustainable agricultural practices and rural livelihoods. The projects supported by DST are strengthening human capacities, institutional

capacities and technology deployment. The details of some of the initiatives from DST and DBT are given in the enclosed **Statement**-I.

II. **Council of Scientific and Industrial Research (CSIR)**

CSIR laboratories drive rural innovation and technology transfer through diverse missions. The details of these missions are given in the enclosed **Statement**-II.

(b) and (c): During the past three years, the Government has implemented several technology demonstration projects across different regions of the country, including the Khajuraho Lok Sabha region.

DST has established SC/ST Cell at the Madhya Pradesh Council of Science & Technology in March 2026. The Cell will serve as a dedicated mechanism for:

- Mapping livelihood systems to support development planning.
- Identifying technological gaps and assessing community-specific needs.
- Formulating research and demonstration projects tailored to local contexts.
- Designing targeted programmes for socio-economic upliftment by leveraging local resources and indigenous skills.

The Cell's activities will extend to 20 districts in Madhya Pradesh, with special focus on SC-dominated areas such as Chhatarpur, thereby ensuring inclusive and sustainable development outcomes.

CSIR has already supported the following activities in the region:

1) Around 1,000 farmers in seven Bundelkhand districts adopted aromatic crop cultivation. In Panna district: 58.5 acres of area was covered and one Field Distillation Unit was installed at Rehuta. In Chhatarpur district: 189 acres of area was covered and 02 Field Distillation Units were installed at Thakurra and Nandlalpura.
2) Training programmes on incense stick (agarbatti) making were conducted in Chhatarpur for women empowerment.
3) Under CSIR Aroma Mission, total 689 farmers benefited through the organized training programmes. More than 65 hectares area was covered by lemongrass cultivation in Anuppur Shahdol, Katni, and Dindori districts of Madhya Pradesh.

In total, CSIR-Central Institute of Medicinal and Aromatic Plants (CSIR-**CIMAP**) organized 13 Kisan Melas, in which more than 33,700 farmers, entrepreneurs and industry representatives participated. During the last five years, 150 skill-cum-technology up-gradation programmes were organized in different States of the country, in which around 7,863 farmers/entrepreneurs and women participated, and 192 one-day awareness programmes were also organized, in which about 10,000 farmers participated from different States of the country.

(d) and (e): The Department of Science & Technology (DST) and the Council of Scientific & Industrial Research (CSIR) implement science and technology-based development programmes on a PAN-India basis. The Government is committed to expand technology-driven livelihood opportunities and provide

scientific support for agriculture and rural enterprises across the country, including the Khajuraho Lok Sabha region.

DST supports competitive, merit-based research and innovation projects through its various schemes nationwide, with equal access for institutions and researchers in Khajuraho. Calls for proposals under these schemes are published on the DST website and the EPMS portal. Eligible institutions and researchers from the region may apply and avail support, subject to scheme provisions and selection through the prescribed merit-based evaluation process. (Link for DST schemes- https://dst.gov.in/schemes-programmes).

STATEMENT- I

Details of the initiatives from DST and DBT

(I) Department of Science and Technology (DST)

1. The Science Technology Innovation (STI) Hub programme of DST has enhanced the livelihood opportunities for SC and ST communities across the country with Science and Technology interventions. The initiative focuses on strengthening the social welfare system through the adoption of cutting-edge scientific technologies and modern techniques.
2. The Women Technology Parks (WTP) programme of DST has improved the weakest link of the predominant livelihood system of women in specific areas and promoted social entrepreneurship and women employment based on the strongest link of the livelihood system through interventions of Science, Technology and Innovations.

3. The Strengthening, Upscaling & Nurturing Innovations for Livelihood (SUNIL) programme of DST, supports NGOs and Knowledge Institutions (KIs) in partnership for identifying livelihood centric local/systemic problems and focuses on development of innovative technologies and appropriate S&T based solutions through applied research; developing models of technology delivery & social enterprise creation for socio-economic development of Economically Weaker Section (EWS), and capacity building of Community based Organizations (CBOs) & NGOs through KIs and vice versa.
4. The National Mission on Interdisciplinary Cyber Physical Systems (NM-ICPS) of DST, has supported Technology Innovation Hub at IIT Ropar focused on advancing research and innovation in "Technologies for Agriculture & Water". The initiatives include technologies for precision agriculture, smart irrigation, Artificial Intelligence (AI)-based crop advisory, livestock management, weather intelligence, soil and water assessment and crop-residue management. These include Automatic Rain Gauges, AI and Internet of Things (IoT)-enabled livestock health monitoring devices, biodiversity sensors, soil health monitoring systems and IoT-based water management solutions. The initiatives are implemented in collaboration with startups, industry, research institutions, State Government agencies, Farmer Producer Organisations (FPOs) and Krishi Vigyan Kendras (KVKs), with a focus on technology transfer, commercialisation, rural entrepreneurship and capacity building.

5. The Autonomous Institutions (AI's) under the Department of Science and Technology (DST) are actively developing/deploying scientific solutions, scaling grassroots innovations, and bridging the lab-to-field gap. The multi-pronged approach strengthens the livelihoods across India's agriculture-dependent regions. Various initiatives of different AI's are given below:-

Agharkar Research Institute (ARI), Pune promote rural innovation and technology transfer by developing climate-resilient crop varieties, decentralized bioenergy solutions, and disease-detection kits that directly combat agricultural livelihood challenges.

Climate-Resilient Crop Development

- Biofortified Wheat: Developed high-yielding, rust-resistant, and nutrient-dense varieties like MACS 4028 (rich in protein, iron, and zinc) and MACS 6222 / MACS 6478 to elevate farm income and food security.
- Pest-Resistant Soybean: Developed MACS 1407, a high-yielding soybean variety suited for rain-fed conditions across central, eastern, and northeastern states, featuring resistance to major pests and adaptability to mechanical harvesting.
- On-Field Demonstrations: Partnered with state seed corporations (like MAHABEEJ) for large-scale field trials and technical training on agronomic practices.

Bioenergy and Rural Waste Solutions

- Alternatives to Stubble Burning: A cost-effective anaerobic fungi mixture from farm waste, primarily rice straw, has been developed to rapidly break down crop residue into nutrient-rich manure within a fortnight, offering a sustainable alternative to stubble burning
- Alternative Dwarf Wheat Genes: ARI mapped wheat genes (Rht14 and Rht18) that allow successful seedling emergence and deeper sowing even when rice stubble is retained directly in the field
- Pilot-Scale Clean Energy: Commissioned pilot biohydrogen and biomethane facilities to establish scalable, waste-to-wealth rural economic models.

Jawaharlal Nehru Centre for Advanced Scientific Research (JNCASR), Bengaluru has developed *Nanomatrix for Delivery of Semiochemicals*, specifically the *Development of Nanomatrix for Pheromone Release*, an ordered mesoporous silica nanomatrix used as a slow-release dispenser for red palm weevil pheromones. The technology helps farmers control red palm weevil infestation in coconut plantations through a special trap that provides longer pheromone release, requires less pheromone and reduces the frequency of replacement. The technology has been jointly developed by JNCASR and ICAR. The technology scaled down the reliance on chemical pesticides, promoting environmentally sustainable practices and deployed in more than 5000 acres in Karnataka, Kerala and Tamil Nadu.

Institute of Advanced Study in Science and Technology (IASST), Guwahati has structured a strict Technology Transfer Policy that manages intellectual property protection, patent filing, and licensing agreements through **Technology Transfer Cell (TTC) ensuring l**aboratory breakthroughs are seamlessly scaled up into market-ready, commercial entities. IASST Social Venture & Entrepreneurship Council (ISVEC) and its BioNEST incubator provide legal validation, business mentoring, and technical infrastructure for agritech and biotech startups and the institute collaborates with major corporate entities to monetize indigenous bio-resources. For instance, IASST through Village Adoption Programme, Integration of Indigenous Knowledge (ITKs) and Self-Help Group (SHG) support promote rural innovation. Significant scientific solutions for livelihood challenges developed by IASST are given below:

- Crop Protection & Management: Developed specialized agricultural innovations, including an Endophytic Actinomycetia-based bioformulation to arrest Fusarium dieback disease in commercial tea plantations.
- Alternative Farming Ecosystems: Deployed and trained rural farmers in high-yield mushroom cultivation, papaya cultivation, vermicomposting, and high-value black rice farming to diversify regular crop risks.
- Seri-Biotechnology Interventions: Introduced systematic, scientific methods for Eri-silk rearing, substantially lowering cocoon mortality rates and improving the raw material output for local weavers.

- Value-Added Agri-Foods: Transformed perishable traditional foods into stable commercial functional foods—such as anti-obesity fermented bamboo shoots, soy-yogurt with extended shelf lives, and safe starter cultures for processed fish (*Xidol)*

National Innovation Foundation – India (NIF), Ahmedabad actively works across various States to identify local challenges and deploy relevant grassroots innovations focused on livelihood enhancement, drudgery reduction and improving output and efficiency. NIF organises demonstrations and hands-on training programmes for beneficiaries in collaboration with local partners.

North East Centre for Technology Application and Reach (NECTAR), Shillong promotes technology transfer and rural innovation through technology-driven interventions in collaboration with leading national institutions. These include technology transfer for banana pseudostem value addition under the PM-DevINE (Prime Minister's Development Initiative for North Eastern Region) scheme, transfer of Banana Fibre-based Vegan Leather Technology from CSIR-NIIST (Council of Scientific & Industrial Research – National Institute for Interdisciplinary Science and Technology) and Banana Yarn Making Technology from ICAR-NINFET (Indian Council of Agricultural Research – National Institute of Natural Fibre Engineering and Technology). Efforts also encompass the establishment of a Technology Demonstration Centre, deployment of Mobile Processing Units for fruits and vegetables, and installation of solar dehydrators. Additionally, promotion of Farmer Producer Organisations (FPOs) and support for grassroots technologies such as low-

cost pineapple peeling, manual broom binding, Hydraulic Ram Pumps, and Vasundhara Soil Organic Carbon Detection Technology are being prioritized for sustainable agriculture and rural livelihood enhancement.

The Institute of Nano Science and Technology (INST) Mohali developed nanotech solutions for agriculture, including nano-fertilisers and targeted nutrient delivery, smart agri-sensors, and safer food preservation wrappers. INST drives regional and national impact via collaborative R&D, industry joint projects, and educational rural outreach programs. Details of Scientific Solutions in Agriculture developed by INST are given below

- Targeted Nano-Nutrients: Engineered smart materials release essential plant nutrients in a controlled manner, reducing chemical waste and improving crop yields in farming regions.
- Agri-Sensing & Diagnostics: Nanoparticle-enabled optical and electrical sensors provide early detection of soil quality shifts and crop pathogens.
- Post-Harvest Protection: Developed advanced nano-based carbon wrappers and storage materials to extend the shelf life of perishable fruits and vegetables without toxic chemical preservatives.

(II) Department of Biotechnology (DBT)

- Programmes such as Biotech-KISAN and Biotechnology-based Societal Development Programs have been implemented in 115 aspirational districts across the country.
- During the last three years, over 40 institutions including IITs, ICAR institutes, State Agricultural Universities, NGOs and KVKs have been

engaged. Approximately 20,000–25,000 farmers have been benefited directly, along with 5,000 rural youth and local enterprises trained in entrepreneurship through Biotech Kisan and Rural hubs. More than 600 Self-Help Groups (SHGs) have been strengthened, creating 350+ rural enterprises in various areas of Biotechnology.

STATEMENT- II

Details of diverse missions by CSIR laboratories to drive rural innovation and technology transfer

I. **AROMA MISSION**:

CSIR-Central Institute of Medicinal and Aromatic Plants (CIMAP), Lucknow develops and transfers technologies for medicinal and aromatic crops cultivation, quality planting material, post-harvest processing, value addition, distillation technologies, skill development, market linkages and entrepreneurship to enhance farmers' income, promote climate-resilient agriculture and generate rural employment under various projects.

CSIR-CIMAP, Lucknow is also promoting medicinal and aromatic plants cultivation among farmers by organizing skill development, training, awareness programs and Kisan Melas, etc.

II. **RSSA MISSION**:

CSIR has put its efforts in developing a suite of advanced technologies under its national mission on ‘Region Specific Smart Agro-Technologies for Soil and Plant Health (RSSA)’. These technologies include digital soil intelligence systems, AI-powered disease diagnostics, variable-rate fertiliser application, IoT-based climate monitoring systems, UAV (Unmanned Aerial

Vehicle)-enabled crop analytics, and soil nutrient sensing solutions specifically designed for Indian agricultural conditions.

III. **SEAWEED MISSION**:

CSIR- Central Salt & Marine Chemicals Research Institute (CSMCRI)'s commercially licensed seaweed biostimulant technologies, including Kappaphycus- and Sargassum-based products, presently account for an estimated 18–20% of the Indian seaweed biostimulant market, representing a business value of approximately ₹360–400 crore. Field evaluations have further demonstrated substantial economic benefits to farmers, providing an incremental return up to ₹9,403 per hectare through improved crop productivity and input-use efficiency.

IV. **Mission Mode Project on "Smart Village"**

CSIR implemented a Mission Mode Project on "Smart Village" in October 2025. The project aimed to transform rural India through advanced technology, improved infrastructure, and sustainable development practices. It creates model Smart Villages across diverse geographical regions—including Gujarat, Assam, Madhya Pradesh, Odisha, and Rajasthan—by deploying cutting-edge CSIR technologies and eco-friendly solutions that address the unique challenges faced by rural communities.

IMPLEMENTATION OF WHITE RABBIT TECHNOLOGY

4009. SHRI SRIBHARAT MATHUKUMILLI:

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

(a) whether the 'One Nation, One Time' network proposes to be implemented in Andhra Pradesh across ports, power utilities, financial institutions, telecom infrastructure and digital banking networks and if so, the implementation timeline and funding support proposed and if so, the details thereof;

(b) whether an assessment has been conducted on the readiness of critical infrastructure in Andhra Pradesh including Visakhapatnam Port to adopt the White Rabbit Technology-based Indian Standard Time synchronisation system and if so, the details thereof;

(c) whether the Government proposes financial assistance or a dedicated scheme to enable States including Andhra Pradesh to upgrade legacy timing and synchronisation infrastructure and if so, the details thereof;

(d) whether cybersecurity vulnerabilities arising from reliance on foreign GPS-based timing systems in critical infrastructure have been assessed and the mitigation measures proposed and if so, the details thereof; and

(e) whether the economic and operational benefits expected for Andhra Pradesh particularly in digital payments, logistics, ports and industrial corridors have been estimated and if so, the details thereof?

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

(a) to (e): The Indian Standard Time (IST) Dissemination Project has been taken up by the Department of Consumer Affairs in collaboration with CSIR–

National Physical Laboratory (NPL) and Indian Space Research Organisation (ISRO) under the vision of "One Nation, One Time" to establish a secure and indigenous framework for dissemination of Indian Standard Time across the country.

The project provides for dissemination of IST to critical sectors such as telecommunications, banking, financial markets, power, ports and other digital infrastructure through five Regional Reference Standard Laboratories (RRSLs).

A successful demonstration of secure dissemination of IST traceable to UTC (NPLI) using Precision Time Protocol (PTP) based White Rabbit Technology has been carried out, including validation with the National Stock Exchange (NSE), Chennai.

Adoption of the framework by user organisations, including those in Andhra Pradesh, is subject to operational requirements and implementation by the respective stakeholders. No separate scheme for providing financial assistance to States has been formulated under the project.

The indigenous time dissemination framework is designed to reduce dependence on foreign GNSS-based timing sources, strengthen cybersecurity, improve the reliability of critical infrastructure and support secure digital services. The project aims at providing long-term benefits for sectors such as digital payments, logistics, ports, telecommunications, power and industry across the country, including Andhra Pradesh.

FAIR PRICE SHOPS UNDER PDS IN BIHAR

4010. SHRI JANARDAN SINGH SIGRIWAL:

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

(a) whether the Government has assessed the functioning of Fair Price Shops under the Public Distribution System in the State of Bihar during the last three years and the current year;

(b) if so, the details thereof including the total number of Fair Price Shops operating in Bihar, district-wise including Maharajganj Lok Sabha Constituency;

(c) whether cases of irregularities including diversion of foodgrains, under-weighment, nonopening of shops on scheduled days and complaints against Fair Price Shop dealers have been reported in Bihar;

(d) if so, the details thereof, district-wise along with the action taken against erring Fair Price Shop dealers and measures taken to improve monitoring, inspection and accountability; and

(e) whether the Government proposes to modernize Fair Price Shops in Bihar through installation of electronic Point of Sale (ePoS) devices, digital stock management and other technology-driven reforms and if so, the details thereof?

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

(a) to (e): Yes. In order to strengthen implementation of Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) under National Food Security Act (NFSA), 2013, the Department of Food and Public Distribution conducted the concurrent evaluation for assessment of the implementation of PMGKAY during 2025-26. The assessment, inter alia, evaluates operational performance, including the functioning of Fair Price Shops (FPSs). The assessment outcomes are generated at National/State level.

The performance indicators under the Service Delivery and Infrastructure & Supply Chain assess the functioning of FPSs. The State of Bihar performs strongly in Service Delivery while moderately in Infrastructure & Supply Chain. As per the concurrent evaluation surrey, the Estimated percentage of Service Delivery and Infrastructure and Supply Chain of different indicators with regard to functioning of FPSs are given in the enclosed **Statement-I**.

The total number of Fair Price Shops (FPSs) under NFSA are 51,965 in Bihar and the statement indicating the District-wise FPSs, are given in the enclosed **Statement-II**.

Targeted Public Distribution System (TPDS) under NFSA, 2013 is operated under the joint responsibility of the Central and the State/ Union Territory (UT) Governments. Central Government is responsible for procurement, allocation and transportation of foodgrains upto the designated depots of the Food Corporation of India (FCI). The operational responsibilities for allocation of foodgrains within the States/ UTs, identification of eligible

beneficiaries, issuance of ration cards to them, distribution of foodgrains to eligible beneficiaries under TPDS, issuance of license to FPS dealers, supervision over and monitoring of functioning of FPSs etc. rest with the concerned State/UT Governments.

Helpline number 1967/1800-State series number is operational in all the States/ UTs for contacting and redressal of the complaints/grivences in Public Distribution System and filing any type of complaints by the intended beneficiaries. Accordingly, as and when any type of complaints/ grievances related to TPDS are received in this Department from any source, they are sent to concerned State/UT Governments for inquiry and appropriate action.

An offence committed in violation of the provisions of TPDS (Control) Order, 2015 is liable for penal action under the Essential Commodities Act, 1955. Thus, the Order empowers State/ UT Governments to take punitive action in case of contravention of relevant provisions of these Orders.

The steps taken by the Government for modernization, digitization and transparency in Public Distribution System (PDS) in the country (including Bihar) are as below:

i. Digitisation & Aadhaar seeding: Ration cards/beneficiary database 100% digitised in all States/UTs; 99.7% of ration cards Aadhaar-seeded, eliminating bogus/duplicate cards.

ii. Transparency & grievance redressal: Transparency portals and online grievance redressal/toll-free helplines operational in all States/UTs.

iii. Online allocation & supply chain computerisation: Online allocation implemented in all States/UTs; supply chain computerised in 31 States/UTs (except Chandigarh, Puducherry and urban Dadra & Nagar Haveli, which have adopted DBT Cash Transfer).

iv. ePoS-based Aadhaar authentication at FPS level: 5.50 lakh (99.8%) of 5.51 lakh Fair Price Shops automated with ePoS devices, ensuring biometric authentication of beneficiaries at the point of distribution and curbing diversion.

v. One Nation One Ration Card (ONORC): Nationwide portability implemented across all 36 States/UTs, covering all PMGKAY beneficiaries; over 221 crore portability transactions recorded to date, reducing exclusion and duplicate entitlement claims.

vi. Rightful Targeting (RT): A dedicated de-duplication and beneficiary-verification exercise using Aadhaar/PDS data analytics has led to identification and deletion of ineligible/duplicate beneficiaries, with 5.95 Cr flagged beneficiaries (excluding landholding cases) and 2.35 Cr deleted beneficiaries.

vii. SMART-PDS reform initiative: Being implemented with modules for Ration Card Management, Distribution, Supply Chain and Grievance Redressal to further standardise and digitally integrate State-level TPDS operations.

viii. NIRMAL & SAKSHAM: New initiatives under the SARTHAK PDS Umbrella Scheme (2026–31) aimed at strengthening data architecture/analytics (NIRMAL) and real-time data integration (including

VLTS) from Procurement of food grains to Distribution to the beneficiaries (Saksham).

STATEMENT- I

The Estimated percentage of Service Delivery and Infrastructure and Supply Chain of different indicators with regard to functioning of FPSs

S.No.	As per the Survey, Estimated percentage of indicators	State
1.	Beneficiaries collecting ration in a single FPS visit.	97.3
2.	Beneficiaries receiving ration within 30 minutes	66.5
3.	FPSs maintaining satisfactory cleanliness standards	47.8
4.	FPSs equipped with Iris Scanners	62.3
5.	FPSs using manual weighing systems	10.4
6.	FPSs using electronic weighing systems	96.2
7.	FPSs conducting weighing machine calibration	90.5
8.	FPSs connected through WhatsApp communication systems	99.4
9.	FPSs owners reporting operational viability of FPSs	31.3
10.	FPSs enabled for ONORC transactions	93.4
11.	FPSs actively implementing ONORC services	68.4
12.	FPSs monitored by Vigilance Committees	30.1
13.	FPSs maintaining complaint registration systems	51.1

STATEMENT-II

District wise No. Of Fair Price Shop in Bihar		
S.No.	**District Name**	**Fair Price Shop**
1	ARARIA	1,472
2	ARWAL	323
3	AURANGABAD	1,363
4	BANKA	1,071
5	BEGUSARAI	1,495
6	BHAGALPUR	1,412

7	BHOJPUR	1,610
8	BUXAR	941
9	DARBHANGA	1,982
10	GAYA	2,075
11	GOPALGANJ	1,446
12	JAMUI	854
13	JEHANABAD	503
14	KAIMUR (BHABUA)	900
15	KATIHAR	1,546
16	KHAGARIA	846
17	KISHANGANJ	835
18	LAKHISARAI	518
19	MADHEPURA	1,001
20	MADHUBANI	2,145
21	MUNGER	671
22	MUZAFFARPUR	2,397
23	NALANDA	1,408
24	NAWADA	1,116
25	PASHCHIM CHAMPARAN	1,909
26	PATNA	2,635
27	PURBI CHAMPARAN	2,651
28	PURNIA	1,405
29	ROHTAS	1,516
30	SAHARSA	991
31	SAMASTIPUR	2,196
32	SARAN	2,322
33	SHEIKHPURA	303
34	SHEOHAR	343
35	SITAMARHI	1,671
36	SIWAN	1,667
37	SUPAUL	1,102
38	VAISHALI	1,324
TOTAL		**51,965**

GREEN ENERGY CORRIDOR PROJECT PHASE-II

4011. DR. PRADEEP KUMAR PANIGRAHY:

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

(a) the physical progress and total circuit-kilometres of transmission lines completed under Phase-II of the Green Energy Corridor (GEC) project in the target States;

(b) the structural measures being deployed to ensure national grid stability and minimize transmission losses during peak injection hours of highly intermittent solar and wind energy resources; and

(c) the details of financial incentives or Viability Gap Funding (VGF) earmarked to accelerate the setting up of standalone Battery Energy Storage Systems (BESS) near regional load dispatch centers?

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): Under Green Energy Corridor (GEC) Phase-II, a total of 1,274 circuit-kilometres (ckm) of transmission lines and 7,100 MVA of substation capacity have been commissioned in the target States.

(b): The measures being deployed in this regard are given in the enclosed **Statement.**

(c): As per information received from the Ministry of Power, there are two Viability Gap Funding (VGF) schemes for the development of 43.8 GWh of Battery energy Storage Systems (BESS), the details of which are as under:

(i) The Government of India, on 6th September 2023, approved the VGF scheme for the development of 4 GWh of BESS capacity with a budgetary outlay of Rs 3,760 crore. Subsequently, due to a decline in prices of BESS, the capacity has been enhanced to 13.8 GWh within the sanctioned budget.

(ii) Ministry of Power, vide order dated 09.06.2025, launched VGF scheme for development of 30 GWh of BESS with financial support of ₹5,400 crore from the Power System Development Fund. Under this scheme, 25 GWh has been allocated to 15 States for meeting their storage requirements, while 5 GWh has been allocated to NTPC Ltd. to support electricity demand during non-solar hours and optimize utilization of existing thermal and transmission infrastructure.

STATEMENT

As per information received from Grid Controller of India Limited, measures being deployed to ensure national grid stability and minimize transmission losses during peak injection hours of solar and wind energy resources are as follows:

i. Dedicated High-capacity transmission links with bi-directional power flow capability are being developed to enable efficient long-distance bulk transfer of renewable power and improve grid controllability. Key projects include:

- ±800 kV, 6,000 MW HVDC link between Bhadla (Rajasthan) and Fatehpur (Uttar Pradesh);
- ±500 kV, 2,500 MW HVDC link between Khavda-III and South Olpad;

- ±800 kV, 6,000 MW HVDC link between KPS-II and Nagpur.

ii. The Central Electricity Authority's National Electricity Plan–Transmission envisage exploration of higher voltage levels such as 1150 kV AC, as part of the long-term transmission network planning to optimise system right-of-way, improve bulk power transfer efficiency and meet future inter-regional transfer requirements.

iii. CEA issued an Advisory for implementation of 100% Grid Forming Invertors (GFMs) in all upcoming BESS projects.

अटल नवाचार मिशन

4012. डॉ. मन्ना लाल रावत:

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

(क) क्या सरकार का देश के टियर-2, टियर-3 शहरों, आकांक्षी जिलों, जनजातीय, पहाड़ी और तटीय क्षेत्रों सहित सुविधाओं से वंचित/कम सुविधा वाले क्षेत्रों में प्रौद्योगिकी-संचालित नवाचार के लाभों को बढ़ावा देने के लिए अटल नवाचार मिशन (एआईएम) के तहत अटल सामुदायिक नवाचार केंद्र (एसीआईसी) स्थापित करने का विचार है;

(ख) वर्तमान में राजस्थान में संचालित एसीआईसी की संख्या कितनी है;

(ग) नए एसीआईसी खोलने की प्रक्रिया और प्रावधान का ब्यौरा क्या है;

(घ) क्या सरकार का राजस्थान के उदयपुर संभाग के विभिन्न जिलों में ऐसे केंद्र खोलने का विचार है; और

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

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

(क) : जी, हां। सरकार का टियर-2, टियर-3 शहरों, आकांक्षी जिलों, जनजातीय पहाड़ी और तटीय क्षेत्रों सहित देश के विभिन्न प्रांतों में 50 एसीआईसी स्थापित करने का विचार है।

(ख) : वर्तमान में एक एसीआईसी राजस्थान के विवेकानंद ग्लोबल यूनिवर्सिटी, जयपुर में परिचालन में है।

(ग) : नए एसीआईसी खोलने की प्रक्रिया और प्रावधान सार्वजनिक रूप से **https://aim.gov.in/acic.php** पर उपलब्ध है।

(घ) और (ङ) : अब तक की स्थिति के अनुसार 50 एसीआईसी का चयन पहले किया जा चुका है। राजस्थान के उदयपुर संभाग में नए एसीआईसी खोले जाने का कोई प्रस्ताव नहीं है।

FREIGHT EARNINGS OF RAILWAYS

4013. ADV. DEAN KURIAKOSE:

SHRI BALWANT BASWANT WANKHADE:

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

(a) the details of the total earnings of Railways during 2019-20 along with freight earnings for each year and the percentage share of freight earnings in total earnings, year-wise;

(b) the details of freight loading by Railways during 2019-20, year-wise;

(c) whether the Government is on track to meet the National Rail Plan target of increasing freight traffic from 27% to 45% by 2030 and if so, the details thereof and if not, the reasons therefor;

(d) whether the Government is considering to introduce unified/fixed freight rates for commodities transported by Railways and if so, details thereof; and

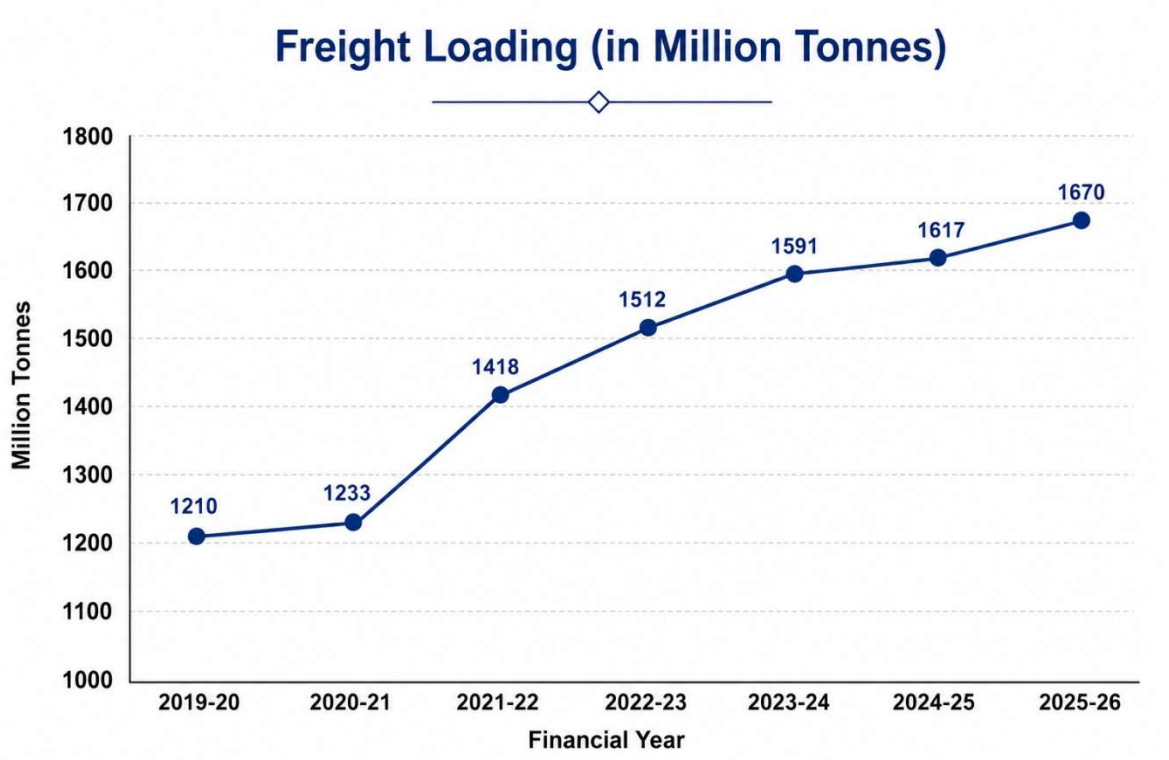
(e) whether the Government has assessed the declining competitiveness of railway freight transport compared to road transport and if so, the measure taken to address the same?

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

(a) to (e): The details of the gross revenue of Indian Railways, freight revenue, the percentage share of freight revenue in the gross revenue, and freight loading for the period from 2019-20 to 2025-26 is detailed as under:

Year	Gross Revenue (₹ in crore)	Freight Revenue (₹ in crore)	Freight loading (in Million Tonnes)
2019-20	1,74,661	1,13,488	1,210
2020-21*	1,40,516	1,17,232	1,233
2021-22*	1,91,278	1,41,096	1,418
2022-23	2,40,137	1,62,263	1,512
2023-24	2,55,366	1,68,293	1,591
2024-25	2,65,004	1,71,163	1,617
2025-26 (Prov.)	2,73,444	1,73,450	1,670

*Covid Year



The freight loading of Indian Railways has increased to 1,670 MT in 2025-26 thus IR has become the second largest freight carrying Railways in the world.

To create competitive and future ready transport system, Indian Railways aims to formulate strategies based on both operation capacities and commercial policy initiatives to increase railway modal share in freight. The rail infrastructure augmentation plan inter-alia focuses on the network capacity enhancement, removal of bottlenecks, increasing average speed of trains, reduction in cargo transit time and cost etc.

Budget allocation and Network Expansion: The Budget allocation has been increased from ₹29,055 crore in 2013-14 to ₹2,78,030 crore in 2026-27. Capacity enhancement of railway network has been taken up by Indian

Railways in a big way during last 12 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. ₹ 8.31 lakh crore are sanctioned. The summary is as under:-

Category	**No of Projects**	**Total Length NL/GC/DL** (km)	**Length Commissioned till Mar'26** (Km)	**Total Expenditure upto Mar'26** (₹. in crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3,987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	**514**	**40,000**	**12,583**	**3,05,253**

Dedicated Freight Corridor: Ministry of Railways had taken up the construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed and commissioned.

On average, about 443 trains are operated per day on DFCs. The Dedicated Freight Corridors have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network.

The Dedicated Freight Corridor project is expected to strengthen the competitiveness of rail transport by enabling cost-effective, efficient and sustainable freight movement across the country. It is envisaged to facilitate a gradual modal shift of long-haul bulk commodities, container traffic and industrial freight from road to rail, thereby reducing overall logistics costs, improving supply chain efficiency and supporting economic growth.

Dedicated Freight Corridor (DFC) Project has positive impact on transportation and logistics sector as it enabled enhanced movement of Double Stack Container (DSC) trains, higher axle load trains, faster access of northern hinterland by Western Ports and development of new terminals/linkages with industries along the DFC. The Eastern DFC mostly caters to mineral traffic from Eastern India. These developments enabled reduction in logistic cost.

A new Dedicated Freight Corridor connecting Dankuni in East to Surat in West has been announced in the Union Budget 2026. The work of

preparation/updation of Detailed Project Report (DPR) for this corridor has been taken up.

Railway Electrification: Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.6% of the Broad Gauge (BG) network has been electrified. The electrification in the remaining network has been taken up. Electrification carried out during 2014-26 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-26	48,072

Further, all new line/multi-tracking projects are being sanctioned and constructed with electrification.

Gati Shakti Multi-Modal Cargo Terminals: In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. GCTs are being developed by private players, and can be developed on non-Railway land or fully / partially on Railway land. The location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic. So far, 142 GCTs have been commissioned and further, In-principle approvals (IPAs) for 310 more GCT proposals have been awarded.

The 142 commissioned GCTs have an estimated freight handling capacity of 224 million tonnes per annum (MTPA). The policy has mobilized

private investment of approximately ₹10,000 crore through these GCTs. Freight handled at these GCTs during 2025-26 is 146 MT.

Besides, Ministry of Railways has schemes to attract private sector by investing in wagons including the commodity focused specialized wagons such as wagons for cement, oil, steel, fly-ash etc. So far, around 269 rakes of special purpose wagons and 397 rakes of general-purpose wagons are operational, which are expected to improve modal share in commodities like bulk cement, fly-ash, steel products, iron ores and coal etc. Besides, there is a separate scheme for transportation of automobiles under which around 54 rakes owned by private entities are operational.

Commercial Policy Initiatives: Indian Railways freight rates are notified under a commodity based tariff structure based on certain principles like cost of service, value of service, competition from other modes of transport, affordability, socio-economic considerations, transportation characteristics of commodities etc.

Ministry of Railways has undertaken a number of initiatives in rationalization of rate structure of certain commodities such as Salt, Bulk Cement in tank container, Automobiles, Foodgrains, Flour & Pulses, Fertilizers, Fly Ash/Bed Ash, and Petroleum Products & Gases in wagons by introduction of a per tonne-kilometre rate for wagons and a GTKM-based freight rate for the containerized transportation.

In addition, measures have also been taken with the objective to enhance freight loading and earnings by improving modal share by rail, such as:

- Introduction of telescopic rate for transportation of domestic coal in Rail–Sea–Rail (RSR) mode.
- Introduction of GTKM-based Haulage Rate for Bulk Cement in Tank Containers, for Salt, Food grain, Fertilizer and Fly Ash traffic in container.
- Introduction of per tonne-kilometre based freight rate for Salt, Food grain, fertilizer, POL and Fly Ash traffic in General Purpose Wagon.
- Introduction of freight rate structure on per wagon- kilometre based haulage rate for Double Stack, Single Stack and Empty Haulage for Automobile traffic.
- Policy for Cargo Aggregation- Cargo Aggregator Transportation Product.
- Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions.
- Station to Station Rates Policy.
- Merry-Go- Round System.
- Policy of concession on Short lead traffic.
- Exemption on levy of Busy Season Charge on Bamboo Traffic in North Eastern Region.
- Discount on empty haulage of containers transporting Chemical Gypsum and Tiles traffic to originating station/ cluster.

- Notification of Lean season for Covered wagons (BCN group) & Open wagons for FY 2026-27.
- Mini Rakes of container trains.

HIGH-SPEED MOBILE CONNECTIVITY IN REMOTE/BORDER VILLAGES OF LADAKH

4014. SHRI MOHMAD HANEEFA:

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

(a) whether the Government is aware that despite installation of BSNL 4G infrastructure, 4G services are reportedly not functioning on 4G-compatible handsets in several villages of Kargil district including Shimsha, Yorbaltak, Apati, Tumail, Kharbo, Holiyal, Chechasna, Wakha Gyal, Tsaraks, Brok Lungma and Heniskote and if so, the details thereof;

(b) the reasons for the continued non-functionality of 4G services in these villages despite commissioning of the infrastructure;

(c) whether the Government has conducted any technical inspection or audit to identify and rectify the fault and if so, the details thereof;

(d) the timeline for restoring fully functional 4G services in these villages; and

(e) the steps taken/being taken to ensure reliable high-speed mobile connectivity in remote and border villages of Ladakh?

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

(a) to (d): At Kargil district including Shimsha, Yorbaltak, Apati, Tumail, Kharbo, Holiyal, Chechasna, Wakha Gyal, Tsaraks, Brok Lungma and Heniskote, BSNL provides coverage by 4G eNodeB of 700 MHz frequency Band. 4G services of BSNL are functioning well in this area on the handsets compatible with 700 MHz frequency band.

(e): As on 30.6.2026, 277 towers covering 370 villages/locations, have been made on-air under different mobile connectivity projects funded from Digital Bharat Nidhi in Union Territory of Ladakh.

INFRASTRUCTURE FOR SCIENCE AND TECHNOLOGY IN UNIVERSITIES AND OTHER INSTITUTES

4015. SHRI ESWARASAMY K.:

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

(a) whether the Government proposes to any scheme for strengthening the basic infrastructure for Science and Technology in universities and other institutes of higher education;

(b) if so, the details of numbers of universities/ educational departments identified, State-wise; and

(c) the steps taken by the Government to encourage the young scientists for undertaking serious scientific works in the country?

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

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

(a) and (b): To strengthen basic scientific infrastructure, Department of Science and Technology (DST) is implementing various schemes such as Fund for Improvement of S&T Infrastructure in Universities and Higher Educational Institutions (FIST), Promotion of University Research and Scientific Excellence (PURSE) and Consolidation of University Research for Innovation and Excellence (CURIE) in competitive mode.

Support is also extended to Sophisticated Analytical Instrument Facilities (SAIF) centers for acquiring research facilities; many of these centers are located at universities and providing the facilities of sophisticated analytical instruments to the researchers in general and specially from the institutions which do not have access to such instruments to pursue R&D activities.

Five national-level Sophisticated Analytical & Technical Help Institute (SATHI) centers have been established at Indian Institute of Technology, Delhi, Indian Institute of Technology Kharagpur, Banaras Hindu University, Varanasi, Indian Institute of Technology, Hyderabad and Birla Institute of Technology and Science, Pilani. These SATHI centers are professionally managed and offering shared access to cutting-edge S&T infrastructure under one roof. They support S&T-led innovation, start-ups, technology development, and research in emerging areas.

Department of Biotechnology (DBT) has been supporting the development of research infrastructure at universities and research institutions across the country with the primary objective to augment life science and biotechnology research activities through DBT- Boost to University Interdisciplinary Life Science Departments for Education and Research Programme (DBT BUILDER) scheme. Star College programme (for Undergraduate Colleges) and Post Graduate Teaching programme also supports scientific infrastructure and laboratory infrastructure.

Indian Council of Agricultural Research (ICAR) provides support to Agricultural Universities for upgrading, strengthening, and modernizing student amenities, teaching and learning infrastructure to enhance the overall standards of higher agricultural education.

The number of universities, academic institutions and colleges supported under various schemes of DST and DBT in various State are given in the enclosed **Statement**.

(c): The Government is implementing various schemes in DST, DBT, ANRF, Council of Scientific and Industrial Research (CSIR), ICAR and Defence Research and Development Organisation (DRDO) to encourage young scientists to undertake high-quality scientific research.

DST is implementing Innovation in Science Pursuit for Inspired Research (INSPIRE) Scholarship for Higher Education (SHE), INSPIRE Fellowship and INSPIRE Faculty Fellowship; Women in Science and Engineering - Knowledge Involvement in Research Advancement through

Nurturing (WISE-KIRAN) scheme encourages women scientists, to pursue research careers through WISE-PhD, WISE-Societal Challenges with Opportunities (WISE-SCOPE) and, WISE-Internship in Intellectual Property Rights (WISE-IPR). Water Advanced Research and Innovation (WARI) Fellowship for high-quality water research and Post-Doctoral Fellowship (PDF) under the Cognitive Science Research Initiative (CSRI) to promote interdisciplinary research in cognitive science are also implemented.

DBT is implementing DBT-Junior Research Fellowship (DBT-JRF) and DBT-Research Associateship (DBT-RA) supports postdoctoral researchers in frontier areas of biotechnology. The Ramalingaswami Re-entry Research Programme enables Indian scientists working abroad to establish independent research careers in India. The BioCARe (Biotechnology Career Advancement and Re-orientation) Programme promotes independent biotechnology research by women scientists and the M.K. Bhan Research Programme provides fellowships and research grants to young postdoctoral life sciences researchers.

Council of Scientific and Industrial Research (CSIR) provides doctoral and postdoctoral fellowships to young researchers. CSIR also offers the Raman Research Fellowship to enable its young scientists to pursue advanced research in emerging priority areas at leading international institutions.

ANRF–National Post Doctoral Fellowship (N-PDF) aimed at identifying motivated young researchers to undertake research in frontier areas of science

and engineering under the mentorship of experienced scientists. Prime Minister's Early Career Research Grant provides support to young researchers in establishing their research careers and the Ramanujan Fellowship attracts outstanding Indian and Indian-origin scientists and engineers working abroad to establish research careers in India.

To attract and sustain the interest of youth in agriculture education and serious scientific research, ICAR provides stipends and fellowships/assistance under various programmes both at undergraduate (UG) and post graduate (PG) level.

DRDO introduced a research fellowship scheme to provide opportunity to bright, young scientists/engineers to carry out research work leading to earning of higher qualification or for acquisition of research experience in defence R & D. DRDO also offers paid internship scheme for students pursuing their graduation / post-graduation in relevant disciplines of engineering and sciences.

These programmes provide research fellowships, mentorship, skill development, capacity building, and opportunities for career advancement, thereby enabling young scientists to undertake quality scientific research and contribute to the country's Science, Technology and Innovation ecosystem.

STATEMENT

S. No.	States & Union Territories	Number of Universities, academic institutes & science colleges supported under various infrastructure schemes of DST & DBT during the last five years
1.	Andhra Pradesh	16

2.	Arunachal Pradesh	05
3.	Assam	29
4.	Bihar	18
5.	Chandigarh	12
6.	Chhattisgarh	19
7.	Delhi	28
8.	Goa	09
9.	Gujarat	28
10.	Haryana	13
11.	Himachal Pradesh	10
12.	Jammu And Kashmir	29
13.	Jharkhand	16
14.	Karnataka	37
15.	Kerala	57
16.	Ladakh	02
17.	Madhya Pradesh	17
18.	Maharashtra	56
19.	Manipur	03
20.	Meghalaya	04
21.	Mizoram	04
22.	Nagaland	02
23.	Odisha	25
24.	Puducherry	11
25.	Punjab	39
26.	Rajasthan	37
27.	Tamil Nadu	107
28.	Telangana	35
29.	Tripura	03
30.	Uttar Pradesh	39
31.	Uttarakhand	10
32.	West Bengal	35

सौर उपकरणों के घरेलू निर्माण को बढ़ावा देना

4016. श्रीमती अनिता नागरसिंह चौहान:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का सौर ऊर्जा उपकरणों के घरेलू निर्माण को बढ़ावा देने और आयात पर निर्भरता को कम करने के उद्देश्य से सौर मॉड्यूल और सौर सेल घटकों के उत्पादन को प्रोत्साहित करने के लिए किसी विशेष नीति को लागू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) उत्पादन आधारित प्रोत्साहन (पीएलआई) योजना तथा अन्य योजनाओं के अंतर्गत अब तक स्वीकृत निवेश और स्थापित विनिर्माण क्षमता का ब्यौरा क्या है;

(ग) क्या मध्य प्रदेश सहित विभिन्न राज्यों में सौर विनिर्माण इकाइयों की स्थापना, अनुसंधान और कौशल विकास को बढ़ावा देने के लिए किसी विशेष योजना का प्रस्ताव है; और

(घ) क्या सरकार का घरेलू सौर ऊर्जा उत्पादन पारितंत्र को मजबूत करके भारत को एक वैश्विक सौर विनिर्माण और निर्यात केंद्र के रूप में विकसित करने के लिए अतिरिक्त प्रोत्साहनों और नीतिगत सुधारों को लागू करने का विचार 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): सरकार ने सौर सेल एवं मॉड्यूल के घरेलू विनिर्माण को बढ़ावा देने तथा आयात पर निर्भरता कम करने के लिए कई उपाय किए हैं। इन उपायों में उच्च दक्षता वाले सौर PV मॉड्यूलों के लिए उत्पादन से जुड़ी प्रोत्साहन (PLI) योजना, नवीन एवं नवीकरणीय ऊर्जा मंत्रालय (MNRE) की कुछ योजनाओं के अंतर्गत घरेलू सामग्री आवश्यकता (DCR) संबंधी प्रावधान, सौर सेल एवं मॉड्यूल के विनिर्माण के लिए आवश्यक निर्दिष्ट पूंजीगत वस्तुओं के आयात पर सीमा शुल्क से छूट, तथा आयातित सौर PV सेल एवं मॉड्यूल पर मूल सीमा शुल्क (BCD) लगाया जाना शामिल है।

(ख): उच्च दक्षता वाले सौर PV मॉड्यूलों के लिए PLI योजना के अंतर्गत चयनित विनिर्माताओं द्वारा उपलब्ध कराई गई जानकारी के अनुसार, दिनांक 30.06.2026 तक लगभग ₹73,400

करोड़ का निवेश किया गया है। दिनांक 30.06.2026 की स्थिति के अनुसार, योजना के अंतर्गत लगभग 42 GW की सौर PV मॉड्यूल विनिर्माण क्षमता, लगभग 12 GW की सौर PV सेल विनिर्माण क्षमता तथा लगभग 2 GW की इंगेट-वेफर विनिर्माण क्षमता स्थापित की जा चुकी है। उक्त क्षमताओं में लगभग 3.4 GW की पूर्णतः एकीकृत थिन-फिल्म सौर PV मॉड्यूल विनिर्माण क्षमता शामिल है।

(ग): भारत सरकार के नवीन एवं नवीकरणीय ऊर्जा मंत्रालय (MNRE) द्वारा मध्य प्रदेश सहित विभिन्न राज्यों में सौर विनिर्माण इकाइयों की स्थापना, अनुसंधान तथा कौशल विकास को बढ़ावा देने के लिए निरंतर नीतियां लाई जा रही हैं। की गई विभिन्न पहलों में, अन्य बातों के साथ-साथ, संलग्न **विवरण** में उल्लिखित उपाय शामिल हैं।

(घ): भाग (क) के उत्तर में उल्लिखित उपाय घरेलू सौर PV विनिर्माण के समग्र विकास में योगदान दे रहे हैं, जिसमें निर्यात को बढ़ावा देना भी शामिल है। वाणिज्य विभाग के निर्यात-आयात डेटा बैंक के अनुसार, भारत ने वित्तीय वर्ष 2021-22 में लगभग 83 मिलियन अमेरिकी डॉलर मूल्य के सौर PV मॉड्यूल का निर्यात किया था, जो बढ़कर वित्तीय वर्ष 2025-26 में लगभग 1,051 मिलियन अमेरिकी डॉलर हो गया।

<u>विवरण</u>

नवीन एवं नवीकरणीय ऊर्जा मंत्रालय (MNRE) द्वारा किए गए उपाय

(i) उत्पादन से जुड़ी प्रोत्साहन (PLI) योजना: भारत सरकार उच्च दक्षता वाले सौर PV मॉड्यूलों के लिए उत्पादन से जुड़ी प्रोत्साहन (PLI) योजना लागू कर रही है। इस योजना के अंतर्गत 48,337 MW की पूर्णतः/आंशिक रूप से एकीकृत सौर PV मॉड्यूल विनिर्माण इकाइयों की स्थापना के लिए अवार्ड पत्र (Letters of Award) जारी किए गए हैं।

(ii) घरेलू सामग्री की आवश्यकता (DCR): MNRE की कुछ वर्तमान योजनाओं, अर्थात् CPSU योजना चरण-II, पीएम-कुसुम घटक B एवं C तथा पीएम सूर्य घर: मुफ्त बिजली योजना,

जिनमें सरकारी सब्सिडी प्रदान की जाती है, के अंतर्गत सौर PV सेल एवं मॉड्यूल की खरीद घरेलू स्रोतों से करना अनिवार्य किया गया है।

(iii) सौर PV सेल एवं मॉड्यूल के आयात पर मूल सीमा शुल्क (BCD) लगाया जाना: सरकार ने सौर PV सेल तथा सौर PV मॉड्यूल के आयात पर मूल सीमा शुल्क (BCD) लगाया है।

(iv) सौर सेल एवं मॉड्यूल के विनिर्माण हेतु पूंजीगत वस्तुओं पर सीमा शुल्क से छूट: सरकार ने सौर PV सेल एवं मॉड्यूल के विनिर्माताओं द्वारा निर्दिष्ट वस्तुओं के आयात पर मूल सीमा शुल्क (BCD) से छूट प्रदान की है।

(v) मानव संसाधन विकास कार्यक्रम एवं उद्यमिता और कौशल विकास कार्यक्रम (ESDP): MNRE, पीएम सूर्य घर: मुफ्त बिजली योजना (PMSG: MBY) के क्षमता निर्माण घटक के अंतर्गत राष्ट्रीय उद्यमिता एवं लघु व्यवसाय विकास संस्थान (NIESBUD) के माध्यम से सौर उद्यमिता पर उद्यमिता एवं कौशल विकास कार्यक्रम (ESDP) लागू कर रहा है। MNRE, मानव संसाधन विकास कार्यक्रम के अल्पकालिक प्रशिक्षण घटक के अंतर्गत सूर्यमित्र एवं वरुणमित्र प्रशिक्षण भी आयोजित करता है, जिनके माध्यम से 18 वर्ष से अधिक आयु के युवाओं को क्रमशः सौर PV तकनीशियन के रूप में सौर विद्युत परियोजनाओं तथा सौर जल पंपिंग प्रणालियों की स्थापना, संचालन एवं रखरखाव के लिए प्रशिक्षित किया जाता है।

(vi) नवीकरणीय ऊर्जा अनुसंधान एवं प्रौद्योगिकी विकास (RE-RTD) कार्यक्रम: MNRE मध्य प्रदेश राज्य सहित पूरे देश में नवीकरणीय ऊर्जा अनुसंधान एवं प्रौद्योगिकी विकास (RE-RTD) कार्यक्रम लागू कर रहा है, जिसका उद्देश्य सौर प्रौद्योगिकियों सहित नवीकरणीय ऊर्जा के क्षेत्र में स्वदेशी अनुसंधान, नवाचार एवं प्रौद्योगिकी विकास को बढ़ावा देना है। इस कार्यक्रम के अंतर्गत पात्र अनुसंधान एवं विकास परियोजनाओं के लिए सरकारी/गैर-लाभकारी अनुसंधान संगठनों को 100% तक तथा उद्योग, निजी संस्थानों, उद्यमियों एवं विनिर्माण इकाइयों को 70% तक वित्तीय सहायता प्रदान की जाती है। यह कार्यक्रम अनुसंधान संस्थानों एवं उद्योग के सहयोग

से सौर ऊर्जा सहित नवीकरणीय ऊर्जा अनुप्रयोगों के लिए स्वदेशी प्रौद्योगिकियों एवं विनिर्माण के विकास में सहायता करता है।

VEHICLE-TO-VEHICLE (V2V) COMMUNICATION TECHNOLOGY

4017. THIRU DAYANIDHI MARAN:

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

(a) whether the Government has finalised the standards and implementation framework for Vehicle-to-Vehicle (V2V) communication technology and if so, the details thereof;

(b) whether the Government has assessed the readiness of the country's road infrastructure, digital connectivity and traffic management systems for large-scale deployment of V2V technology particularly in the State of Tamil Nadu and if so, the details thereof;

(c) whether the Government proposes to provide financial assistance or subsidies to vehicle, owners for mandatory V2V hardware and if not, the reasons therefor and if so, the details thereof; and

(d) whether any pilot projects has conducted to evaluate interoperability, cybersecurity risks, driver preparedness and cost-effectiveness before nationwide rollout and if so, the findings thereof?

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

(a) and (b): With a view to enhance the road safety in the country, the Department of Telecommunications in consultation with Ministry of Road Transport and Highways has notified the standards for use of On Board Unit (OBU) for Cellular Vehicle-to-Everything (C-V2X) Communication in 5875-5905 MHz band on 10th June, 2026 which includes Vehicle-to-Vehicle (V2V) also. It enables vehicles to broadcast their status data such as position, speed, etc. with surrounding vehicles to provide a level of situational awareness that exceeds human vision or traditional sensors.

Ministry of Road Transport and Highways, vide G.S.R. 665(E) dated 22nd July, 2026, has published the draft Rules to amend Central Motor Vehicles Rules, 1989 for Vehicle-to-Vehicle (V2V) communication systems in vehicles of categories L, M and N for entire country.

(c): No. The OBU for V2V communication is supplied as an integral part of vehicle by the manufacturers.

(d): The standards were notified on the recommendations of the Task force with members from Ministry of Road Transport and Highways, Ministry of Electronics and Information Technology, Department of Telecommunications and relevant industry associations. These are in line with the global best practices.

MOBILE NETWORK CONNECTIVITY IN RURAL AREAS OF UTTAR PRADESH

4018. ADV. CHANDRA SHEKHAR:

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

(a) whether the Government is aware that several rural areas of Uttar Pradesh continue to experience poor mobile network coverage, frequent call drops and inadequate internet connectivity, adversely affecting students, farmers, businesses and the public and if so, the details thereof;

(b) the district-wise details of complaints received during the last three years regarding poor mobile and internet services in Uttar Pradesh, telecom service provider-wise along with the action taken thereon;

(c) whether the Government proposes to enforce minimum quality-of-service standards, strengthen accountability for recurring service disruptions and provide consumer protection measures in rural areas and if so, the details thereof; and

(d) the details of mobile towers installed and telecom infrastructure projects completed in Uttar Pradesh during the last three years, together with future expansion plans?

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

(a): Telecom Regulatory Authority of India (TRAI) monitors the performance of service providers against the benchmark of various Quality of Service (QoS) parameters, as prescribed in QoS Regulation. As per Performance Monitoring Report published by TRAI for the month of June-26, all Telecom Service

Providers (TSPs) are meeting all QoS benchmarks for network related parameters in the country including Uttar Pradesh.

(b): District-wise reports of complaints/grievances are not provisioned on Centralized Public Grievance Redress and Monitoring System (CPGRAMS) portal. However, details of Telecom service provider (TSP)-wise grievances received in Uttar Pradesh during last three years are as below:

Financial Year wise TSP-wise details of complaints received in CPGRAMS Portal in the state of Uttar Pradesh						
Financial Year	**BSNL**	**MTNL**	**AIRTEL**	**RJIL**	**VIL**	**Total**
2023-24	575	15	771	1131	232	**2724**
2024-25	1147	31	981	1268	245	**3672**
2025-26	1260	17	1671	3228	419	**6595**

All these grievances have been disposed of by the respective TSPs/DoT units on the portal.

(c): To ensure better quality of service by TSPs, TRAI has prescribed more stringent benchmarks for QoS parameters under the revised QoS Regulations namely “The Standards of Quality of Service of Access (Wirelines and Wireless) and Broadband (Wireline and Wireless) Service Regulations, 2024 (06 of 2024)’ on 02.08.2024. Wherever the benchmarks are not met, the explanation of the concerned service provider is called for and after considering the response of the service provider financial disincentive are imposed on service provider for non-complied QoS parameters.

(d): Total 411249 Base Transceiver Stations (BTS) are presently working in the State of Uttar Pradesh. Financial Year wise details of BTS installed in Uttar Pradesh during the last three years are as below:

State/UT	Financial Year wise number of BTS installed			
	2023-24	2024-25	2025-26	2026-27 (Current year)
Uttar Pradesh	51930	5116	25347	6492

Department of Telecommunications through Digital Bharat Nidhi (DBN) has executed various mobile projects to provide 4G Mobile connectivity in identified uncovered villages across country including Uttar Pradesh. Total 236 towers have been installed under various DBN schemes in last three years in Uttar Pradesh. Detail is given as below:

Number of towers installed in last three Financial Year		
FY 2023-24	FY 2024-25	FY 2025-26
4	138	94

SKILL DEVELOPMENT AND CAPACITY BUILDING PROGRAMMES ON AI

4019. SHRI G. M. HARISH BALAYOGI:

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

(a) the details of skill development and capacity-building programmes implemented by the Government on Artificial Intelligence (AI) during the last three years, programme and State/UT-wise;

(b) the number of persons enrolled, trained and certified under such programmes, year, programme and State/UT-wise especially in Andhra Pradesh;

(c) the number of training centres and institutions engaged in implementation of such programmes, State/UT-wise especially in Andhra Pradesh;

(d) whether the Government has assessed access to AI skilling programmes in rural, semi-urban and areas outside established technology hubs and if so, the details thereof along with the gaps identified;

(e) the details of placement, employment and entrepreneurship outcomes of persons trained under such programmes, programme and State/UT-wise; and

(f) the details of steps taken or proposed to be taken by the Government to expand access to AI skilling and capacity-building programmes in rural, semi-urban and underserved areas especially in Andhra Pradesh?

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

(a) to (f): India’s AI strategy is guided by the vision of the Hon’ble Prime Minister to democratize access to and use of technology, ensuring that the benefits of AI reach all sections of society. The strategy focuses on leveraging AI to address India-specific challenges, foster innovation, and create new economic and employment opportunities. This vision is further strengthened by India’s vibrant IT sector, which has an annual revenue of approximately 300

billion dollar and a skilled workforce of over 6 million professionals, providing a strong foundation for India's leadership in the global AI ecosystem.

AI Training for the Existing Workforce, including Government Employees:

India is a skills capital in IT, known for its strong talent pipeline and skilled workforce, with its IT sector globally recognised for high-quality talent. As per global assessments such as the Stanford AI Index, India ranks among the leading Nations in AI adoption, preparedness and ecosystem vibrancy. India also accounts for around 20% of the global semiconductor design workforce, reflecting its emphasis on skilling and talent development.

The Government launched the Digital India Programme in July, 2015 and has been taking steps to retain India's advantage in IT skills, promoting skilling in emerging technologies through initiatives, so that digital technologies improve the life of every citizen, expand India's digital economy and create investment and employment opportunities.

FutureSkills PRIME Programme:

The Ministry of Electronics & Information Technology has initiated a programme titled "FutureSkills PRIME", jointly with NASSCOM (National Association of Software and Services Companies), for re-skilling/up-skilling of candidates in new/emerging technologies. Key features are:

- Skilling, reskilling and upskilling in emerging technologies such as Artificial Intelligence, Big Data Analytics, IoT, Cyber Security, Blockchain, AR/VR, etc.

- Courses developed in consultation with industry to align with actual employment needs.
- The Portal can be accessible anytime, anywhere, to earn skill certificates in line with aptitude and aspirations (https://futureskillsprime.in/).
- Currently, the FSP portal hosts more than 500 industry-aligned courses, with various Global OEM partners collaborating in the FSP ecosystem.
- So far, more than 34 lakh candidates have registered on the portal, of which 23 lakh+ have enrolled/trained in various courses, and 13 lakh+ have completed/certified. This includes 41% women and 86% candidates from Tier 2 and Tier 3 cities.
- In addition, 22 CDAC/NIELIT Centres have been grouped as Lead and Co-Lead Resource Centres (RCs) for 10 emerging technologies, mandated to train Government officials and conduct bootcamps. In total, they have trained 32,000+ (including 5,821 in Artificial Intelligence/ Big Data Analytics (AI/BDA)) Government officials, 2,367 trainers and 40,400+ (including 9,092 in AI/BDA) candidates under 420+ bootcamps.
- In the State of Andhra Pradesh, a total of 4.34 lakh+ candidates are enrolled/trained, which includes 2.13 lakh+ candidates in AI/BDA technology. In the last three years, 1.53 lakh candidates are enrolled/trained out of which 1.08 lakh candidates completed/certified in AI/BDA technology.

- Further, FSP portal is also integrated with NASSCOM's Talent Connect Portal, enabling industry job opportunities access to the candidates.
- The details of State-wise Enrolled/Trained and Completed/Certified candidates under FSP in AI/BDA during the last three years are as under:

State	**Enrolled/ Trained**	**Completed/ Certified**
Andaman and Nicobar	26	21
Andhra Pradesh	1,53,783	1,08,895
Arunachal Pradesh	21	7
Assam	952	330
Bihar	8,828	5,215
Chandigarh	287	84
Chhattisgarh	4,195	2,464
Dadra & Nagar Haveli & Daman & Diu	24	15
Goa	178	98
Gujarat	7,296	3,807
Haryana	9,858	6,708
Himachal Pradesh	1,148	566
Jammu and Kashmir	786	416
Jharkhand	3,777	2,250
Karnataka	46,534	34,790
Kerala	17,206	9,729
Ladakh	17	4
Lakshadweep	5	2
Madhya Pradesh	18,988	8,384
Maharashtra	68,460	45,277
Manipur	180	53
Meghalaya	75	25
Mizoram	23	10
Nagaland	34	12

NCT of Delhi	8,851	5,617
Odisha	7,512	4,359
Puducherry	1,171	966
Punjab	7,548	4,658
Rajasthan	6,673	3,853
Sikkim	18	6
Tamil Nadu	1,61,190	86,932
Telangana	68,306	45,250
Tripura	546	532
Uttar Pradesh	39,596	26,039
Uttarakhand	3,475	2,588
West Bengal	7,192	3,902
Others	1,059	1,091

National Institute of Electronics & Information Technology (NIELIT):

NIELIT delivers training through 56 Centres and 9,000+ partner institutes, and has developed 42 NSQF-aligned AI courses. As a formal academic offering, NIELIT's Deemed to be University offers 8 AI-focused programmes at undergraduate and postgraduate levels, along with PhD research opportunities. The NIELIT Digital University (NDU) platform, offering online and blended AI/emerging-technology courses with AI-enabled mentoring and career guidance, has recorded over 2.75 lakh registrations.

NIELIT Tirupati Centre, Andhra Pradesh, has been established to strengthen the IECT ecosystem through innovative curriculum development, industry-aligned training, and high-quality learning content in emerging technologies. Further, NIELIT has a presence with 22 DLC Facilitation

Centres, for delivering Digital Literacy Courses in the State. Also, NIELIT has 02 Accredited Centres for conducting skill based long term courses of NIELIT.

Through the NIELIT digital university platform, AI education is being made available across rural and urban areas, helping build a future-ready AI workforce and supporting India's emergence as a Global leader in AI.

Under the IndiaAI FutureSkills Pillar, NIELIT is implementing the “IndiaAI Data Labs” initiative. As part of the initiative, IndiaAI Data Labs have been established at 27 NIELIT Centres, with 6,051 candidates trained.

IndiaAI FutureSkills Pillar:

Under the IndiaAI FutureSkills pillar, the “YUVA AI for All” course has been completed by over 26.5 lakh individuals and is available across platforms including FutureSkills PRIME, Skill India and iGOT Karmayogi.

Mission Karmayogi:

Under Mission Karmayogi, more than 1.7 crore Government officials from the Centre and States have been onboarded on the iGOT Karmayogi platform, which offers over 200 AI and emerging-technology courses. These courses have recorded more than 3.3 crore completions, with over 61 lakh officials having completed at least one AI course.

Initiatives of Ministry of Skill Development & Entrepreneurship (MSDE):

- Under the Government of India’s Skill India Mission, the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres/institutes under various schemes. The Skill India Mission aims at

enabling youth of India to get future-ready, equipped with industry-relevant skills.

- Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs) are covering all the sections of the society across the country. The Skill India Digital Hub (SIDH), offers AI and Generative AI courses to support upskilling and reskilling of the workforce.
- PMKVY 4.0 implemented since FY 2022-23 gives special emphasis on future skills and emerging technologies, including Artificial Intelligence (AI), Machine Learning, Robotics, Cloud Computing, Internet of Things (IoT), Data Analytics, Cyber Security and Green Technologies, to prepare youth for new and emerging job roles.
- Under PMKVY, placements were tracked in the Short-Term Training (STT) component in the first three versions of the Scheme, implemented from FY2015-16 to FY 2021-22, wherein a total of 1.11 Crore candidates were certified, out of which 24.38 lakhs were reported placed under the STT component of the scheme. Further, under PMKVY 4.0, the focus is to empower the trained candidates to choose their varied career paths, and they are suitably oriented for the same.
- The Directorate General of Training (DGT), has developed 170 NSQF-compliant courses, including 32 new-age/Future Skills courses under the

Craftsmen Training Scheme (CTS), in emerging areas such as Artificial Intelligence, Industrial Robotics, Cyber Security, and Green skills etc. These courses are designed to equip youth across the country with industry-relevant skills in emerging technologies, enhance their employability, and meet the evolving demand for skilled manpower across various sectors. These courses are delivered through a nationwide network of Industrial Training Institutes (ITIs) and National Skill Training Institutes (NSTIs).

Building a Large-Scale AI-Skilled Workforce:

- The IndiaAI Fellowship scheme provides for 500 PhD, 5,000 postgraduate and 8,000 undergraduate fellowships; 686 fellowships have been awarded to date across 178 participating institutions.
- 27 IndiaAI Data and AI Labs have been established at NIELIT Centres, with 543 further labs identified for establishment across ITIs/Polytechnics in Tier-2/3 cities.
- IndiaAI is working with expert partners to design and deliver industry-aligned, NCVET-recognised certification courses, preparing learners for entry-level AI careers while promoting responsible use of AI.
- An IndiaAI Competency Framework equips public-sector officials with the skills required to engage with AI technologies, building a foundational understanding of AI's capabilities and defining behavioural, functional and domain-specific competencies required for government roles.

- The Government has approved a scheme for 58 AI Centres of Excellence across States and Union Territories to strengthen AI innovation, industry-academia collaboration and the National AI talent pipeline.
- NITI Aayog has constituted a High-Powered Standing Committee on Education to Employment and Enterprise to assess the impact of emerging technologies, including AI, on jobs, skills and workforce readiness; MeitY's AI Governance and Economic Group (AIGEG) complements this by examining economic, labour-market and societal implications of AI.
- The Government's approach further spans integration of AI into school, higher and technical education curricula, and provision of shared AI compute infrastructure, datasets and models through the IndiaAI Mission to support learning, research and innovation.
- Institutions under the Ministry of Education are offering specialised courses and programmes in Artificial Intelligence, Machine Learning, Data Science, and Cyber Security and Ethical Hacking, to enhance students' digital capabilities and employability.

LEAKAGE-FREE PROCUREMENT OF WHEAT AND PADDY

4020. SHRI RAJESHBHAI NARANBHAI CHUDASAMA:

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

(a) whether the Government proposes to focus on integrating end-to-end tech solutions in procurement to achieve operational efficiency and leakage-free procurement of wheat and paddy and if so, the details thereof;

(b) whether integrated end-to-end tech solutions in procurement are likely to help transparency in procurement and if so, the details thereof;

(c) whether farmers would receive real-time updates and payments through these integrated procurement platforms and if so, the details thereof;

(d) whether the new system would include grievance redressal mechanisms for farmers; and

(e) if so, the details thereof and the steps taken by the Government for more collection centres closer to farms with adequate facilities?

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

(a) and (b): The procurement of foodgrains is mandatorily carried out through State Foodgrain Procurement portals (SFPP) of the respective State Governments since Kharif Marketing Season (KMS) 2021-22 onwards. SFPPs are integrated with Central Foodgrains Procurement portal (CFPP) through Application Programming Interfaces (APIs). This has led to creation of a repository of information related to Farmer-wise commodity procurement, payment of Minimum Support Price (MSP), Custom Milled Rice (CMR) delivered into Central pool, monthly availability of paddy with mills, mill-wise;

monthly CMR delivered, mill-wise etc., thereby enabling effective monitoring and strategic decision-making.

Department of Food & Public Distribution has prescribed a set of Minimum Threshold parameters (MTPs) for implementation by all the procuring States. MTPs include online farmers' registration, mapping of farmers' registration data with land records, digitized mandi/procurement centre operations and transfer of MSP in Direct Benefit Transfer (DBT) mode.

"One Nation, One MSP through DBT" has been implemented across the country from Rabi Marketing Season (RMS) 2021-22 onwards. Direct Benefit Transfer (DBT) of MSP has brought in responsibility, transparency & real time monitoring in the system. DBT has prevented diversion of MSP payment as payment is made directly to farmer's bank account linked with Aadhaar number.

(c): Procurement portals provide farmers the latest/updated information regarding MSP declared, nearest purchase center, date/ period of procurement, allotment of slots/ time to farmers against their booking for sale of produce etc. This enables the farmers to deliver stock as per their convenience in the nearest mandi.

As per Memorandum of Understanding (MoU) between the State Governments and the Government of India (GoI) for procurement operations, MSP payments must be credited directly to farmers' bank accounts through the online procurement system, within 48 hours of paddy purchase. This provision ensures timely payments and prevents financial distress for farmers.

(d) and (e): As per the existing system, the matters related to farmers concerns/issues/grievances are being dealt by the concerned supervisory Managers of purchase centre/mandi and the concerned Divisional Offices/ Regional Offices of FCI.

Adequate number of Procurement centres are opened by FCI/State Government agencies with mutual consultation before onset of procurement season every year, keeping in view the procurement potential and geographical spread of the State concerned. Large number of temporary purchase centres, in addition to the existing Mandis and depots/godowns, are also established at key points for the convenience of the farmers. Review is made from time to time on the need for additional procurement centres, if any, during the procurement season and required additional procurement centres are also opened.

In order to widen the reach of MSP procurement, GoI has made provisions for engagement of Co-operative societies/Self Help Groups/ Panchayats/PAC by the State procuring agencies so that maximum farmers, in every nook & corner of the country, can avail the benefit of Price support operations.

INSTALLATION OF KAVACH ON HIGH-DENSITY AND HIGH-PASSENGER TRAFFIC ROUTES

4021. DR. HEMANT VISHNU SAVARA:

SHRI JASWANTSINH SUMANBHAI BHABHOR:

SHRI ANUP SANJAY DHOTRE:

DR. SANJAY JAISWAL:

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

(a) the details of the progress made in the deployment of Kavach 4.0 including the route kilometres covered and number of locomotives equipped with Kavach 4.0 as on date, zone-wise;

(b) whether the railway zones and high-density corridors have been identified for implementation of the Kavach during 2026–27 including the sections of Maharashtra particularly Akola district and zones of Mumbai and Palghar areas, Delhi-Mumbai routes passing through the Dahod Lok Sabha Constituency and if so, the details thereof;

(c) whether any routes falling within the State of Bihar have been covered/identified for the implantation under Kavach 4.0 and if so, the details thereof, route-wise;

(d) whether the Government prescribed any timeline for the phased, network-wide deployment of Kavach across Railways and if so, the details thereof;

(e) the steps taken/being taken by the Government to expedite the installation and commissioning of the Kavach system across the Railways network;

(f) the details of the strategy made by the Government to augment manufacturing capacity, signalling infrastructure and availability of trained manpower for this purpose; and

(g) whether the Government propose to prioritise the rollout of Kavach on high-density and high-passenger traffic routes for enhancing rail safety and if so, the details thereof?

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

(a) to (g):

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:
    a. Installation of Station Kavach at each and every station, block section.
    b. Installation of RFID Tags throughout the track length.
    c. Installation of telecom Towers throughout the section.

d. Laying of Optical Fibre Cable along the track.

e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,423 Rkm**	
i	Tilak Bridge - Junction cabin – Palwal – Mathura –	1,327

	Kota-Nagda-Ratlam–Dahod-Vadodara-Palghar-Virar section (Passes through Maharashtra including Palghar & Dahod areas on the Delhi - Mumbai route)	
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,210 Rkm**	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	Mirzapur - DDU (Excluding) section	64
iv.	DDU(FOC)-Bhabua Road section (Passes through Bihar also)	50
v.	Sasaram - Phesar section (Passes through Bihar)	43
vi.	Gaya -Sarmatarn- Nimiaghat section (Passes through Bihar also)	159
vii.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work has been taken up on 21,794 RKM covering all GQ, GD, HDN and identified sections of Indian Railways including states of Maharashtra (including parts of Akola) and Bihar.

11. The total Progress of key items of Kavach on Indian Railway sections are as under:-

SN	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programs on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs. 3,875 Crores. The allocation of funds during the year 2026-27 is Rs. 2,066 Crores. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.

15. Kavach is an indigenously developed Automatic Train Protection system. The main component of Kavach are Stationary Kavach, Remote Interface Units and Loco Kavach which comply with Make In India policy.

    Since entire Kavach system is conceived, designed, and manufactured in India, all the vendors are Indian manufacturer. Three manufacturers are already approved and further two more are under process of approval. These vendors have to comply with stringent safety standards of SIL4 for components and products, and accordingly utilize the supply chain.

RAILWAY CONNECTIVITY IN WESTERN ASSAM

4022. MD. RAKIBUL HUSSAIN:

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

(a) whether the Government is aware of the long-standing demand of the people of Dhubri and adjoining districts for improving railway connectivity in Western Assam and if so, the details thereof;

(b) whether the Government has received any representation seeking: (i) an increase in the frequency of the Rajya Rani Express between Dhubri and Silghat from three days to at least six days a week, (ii) introduction of a daily Intercity Express between Dhubri and Guwahati, and (iii) diversion of the Saraighat Express (Train No. 12345/12346) via Bilasipara–Gauripur–Dhubri–Tufanganj–New Cooch Behar;

(c) if so, the details of the action taken by the Government on each of these demands along with the present status thereof; and

(d) whether the Government has conducted any feasibility study, passenger demand assessment or operational evaluation regarding these proposals and if so, the details and outcome thereof?

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

(a) to (d): Dhubri is an existing station on Indian Railway Network. To further improve the connectivity and enhance the capacity at Dhubri in Western Assam, following Final Location Surveys (FLS) have also been sanctioned:-

S.No.	Project	Status
1.	New Coochbehar - Golakganj - Gauripur - Abhyapuri Doubling	FLS has been sanctioned for the preparation of the Detailed Project

	(152 Km)	Report (DPR).
2.	New Jalpaiguri - Kamakhya 3rd & 4th Line (422 Km)	FLS has been sanctioned for the preparation of DPR.

The details of trains serving Dhubri and nearby Gauripur Jn. are as under:-

Trains serving at Dhubri Jn.

S.No.	Train No. and Name
1	15417/15418 Alipurduar - Silghat Town Rajya Rani Express
2	15601/15602 Dhubri - Guwahati Express
3	75725/75726 Siliguri - New Bongaigaon DEMU
4	75741/75742 Siliguri - Dhubri DEMU

Train serving at Gauripur Jn. (next to Dhubri Jn.)

S.No.	Train No. and Name
1	15417/15418 Alipurduar - Silghat Town Rajya Rani Express
2	15601/15602 Dhubri - Guwahati Express
3	75725/75726 Siliguri - New Bongaigaon DEMU
4	75741/75742 Siliguri - Dhubri DEMU
5	13125/13126 Kolkata - Sairang Express

North Eastern Region Railway Budget

Budget allocation in recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in North Eastern Region (NER) including Western Assam, is as under:-

Period	Outlay
2009-14	₹2,122 crore/year
2026-27	₹11,486 crore (More than 5 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in North Eastern Region (NER) including Western Assam, during 2009-14 and 2014-2026 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	333 Km	~ 67 Km/year
2014-26	1,890 Km	~ 158 Km/year (about 2.5 times)

Projects sanctioned:

As on 01.04.2026, 13 Railway projects (08 New Lines, 05 Doubling), of a total length of 988 Km, costing ₹67,453 crore falling fully/partly in North Eastern Region (NER) including Western Assam, have been sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in Km)	Length Commissioned upto Mar'26 (in Km)	Exp. upto Mar'26 (₹ in Cr.)
New Lines	08	466	113	35,658
Doubling/ Multitracking	05	523	165	3,898
Total	**13**	**988**	**278**	**39,556**

Recently completed projects:

Projects commissioned falling fully/partly in North East Region including Western Assam, are as under:

S.No.	Project	Cost (₹ in crore)
1	Bairabi - Sairang New Line (51 Km)	8,601

2	Agartala - Sabroom New Line (112 Km)	3,170
3	Agartala - Akhaura New Line (5 Km)	865
4	Rangiya - Murkongselek Gauge Conversion (510 Km)	3,019
5	Kumarghat - Agartala Gauge Conversion (109 Km)	1,242
6	Lumding - Badarpur - Silchar & Badarpur - Kumarghat Gauge Conversion (412 Km)	6,500
7	Lumding - Hojai Doubling (45 Km)	410
8	Digaru - Hojai Doubling (102 Km)	1,873
9	New Bongaigaon - Agthori Doubling (143 Km)	2,048
10	Bogibeel Bridge (46 Km)	5,820

Ongoing Projects:

Some of the main projects falling fully/partly in the North East Region including Western Assam, which have been taken up are as under:-

S.No.	Name of the project	Cost (₹ In crore)
1	Jiribam - Imphal New Line (111 Km)	21,886
2	Dimapur - Kohima New Line (82 Km)	15,230
3	Murkongselek - Pasighat New Line (27 Km)	1,249
4	Sivok - Rangpo New Line (44 Km)	11,775
5	Kokrajhar (India) - Gelephu (Bhutan) New Line (69 Km)	3,456
6	Saraighat Bridge Doubling (7 Km)	1,474
7	Kamakhya - Guwahati 3rd Line (6 Km)	395
8	New Bongaigaon - Goalpara - Guwahati Doubling (176 Km)	4,984
9	Lumding - Furkating Doubling (140 Km)	2,124
10	Furkating - Tinsukia Doubling (194 Km)	3,634

Further, during the last three years i.e. 2023-24, 2024-25, 2025-26 and the current financial year 2026-27, 18 surveys (12 New Line and 06 Doubling) of

total length 1,847 Km falling fully/ partly in the North East Region including Western Assam, have been sanctioned.

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and Remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives,
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Railway Infrastructure projects enable socio-economic development of the region including:

- Better integration of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region

- Reduces operational bottlenecks
- Development of tourism industry and increase in industrial activities in the region.

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.

Train Services in Assam

As the Railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. However, Indian Railways (IR) constantly endeavours to improve connectivity for the travelling passengers and to this end, IR, during recent times, have introduced 15 pairs of trains including 4 pairs of Amrit Bharat and 02 pairs of Vande Bharat Express which cater to the needs of various stations located in the State of Assam. These are listed below:

S.No.	Train No. and Name
1	27575/27576 Kamakhya - Howrah Vande Bharat Sleeper Express
2	22227/22228 Guwahati - New Jalpaiguri Vande Bharat Express
3	14663/14664 New Jalpaiguri - Amritsar Amrit Bharat Express
4	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
5	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
6	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
7	15675/15676 New Jalpaiguri - Guwahati Express
8	15649/15650 Agartala - Narangi Express
9	55669/55670 Silchar - Sairang Passenger
10	15609/15610 Guwahati - Sairang Express
11	12047/12048 Guwahati - North Lakhimpur Jan Shatabdi Express
12	15911/15912 Tinsukia - Naharlagun Express
13	55817/55818 New Bongaigaon - Guwahati Passenger
14	15925/15926 Dibrugarh - Deoghar Express
15	15617/15618 Guwahati - Dullabcherra Express

Proposals/ requests/ suggestions/ representations, both formal and informal inter alia for introduction/extension/increase in frequency of trains are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal

Railways, Divisional Office etc. These proposals are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Besides, introduction of new train services, extension/increase in frequency of the existing train services, which is an on-going process, depends on various factors which include:-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

CASUAL ASSIGNEES ENGAGED BY ALL INDIA RADIO AND PRASAR BHARATI

4023. SHRI SAPTAGIRI SANKAR ULAKA:

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

(a) the details of total number of casual assignees including Casual Announcers, Casual News Readers-cum-Translators, Casual Comperes, Casual Broadcast Assistants and other categories presently engaged by All India Radio and Prasar Bharati, State and station-wise;

(b) the number of such casual assignees who have rendered continuous service for more than five, ten, fifteen and twenty years including those serving in Odisha;

(c) whether the Government has reviewed their service conditions, remuneration, social security, medical benefits and job security and if so, the details thereof;

(d) whether any committee or proposal for their regularisation, contractual absorption, revision of remuneration or extension of social security benefits is under consideration of the Government; and

(e) if so, the measures taken to address their long-pending grievances, ensure fair service conditions and prevent exploitation of personnel engaged on a casual basis for prolonged periods?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): Prasar Bharati engages Casual Assignees purely on assignment basis for programme requirements, as per prescribed guidelines. Such engagements are not against sanctioned posts, do not confer any right to regular appointment and do not create an employer-employee relationship. Since engagements are need-based and made on assignment basis, no fixed number or tenure-wise data is maintained.

Casual Assignees are free to undertake other employment and are not entitled to service benefits applicable to regular employees; however, their fee structure is reviewed from time to time.

At present, no proposal for regularisation, contractual absorption, revision of remuneration or extension of social security benefits is under consideration.

Representations and grievances received from Casual Assignees are examined on merit in accordance with existing policy guidelines, judicial pronouncements and administrative instructions, and operational requirements and related policies are reviewed periodically to ensure transparency and uniform implementation of the guidelines.

धनबाद-बोकारो औद्योगिक क्षेत्र में कॉनकोर द्वारा 'इनलैंड कंटेनर डिपो'

4024. श्री दुलू महतो:

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

(क) क्या सरकार को इस बात की जानकारी है कि धनबाद-बोकारो औद्योगिक क्षेत्र में कोयला, इस्पात और सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) के आयात-निर्यात को सुगम बनाने के लिए इनलैंड कंटेनर डिपो की कमी के कारण व्यापारियों को लागत वृद्धि और देरी का सामना करना पड़ रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या रेलवे की माल भाड़ा आय बढ़ाने और स्थानीय उद्योगों को सीधे वैश्विक बाजार से जोड़ने के लिए धनबाद/बोकारो में एक आधुनिक कंटेनर डिपो स्थापित करने का कोई प्रस्ताव भारतीय कंटेनर निगम लिमिटेड (कॉनकोर) के पास विचाराधीन है;

(ग) यदि हां, तो भूमि की पहचान, साध्यता अध्ययन और इस परियोजना के लिए निर्धारित समय-सीमा सहित तत्संबंधी ब्यौरा क्या है; और

(घ) देश के इस सर्वाधिक राजस्व अर्जित करने वाले रेलवे मंडल में रसद दक्षता को बढ़ावा देने और स्थानीय युवाओं के लिए नए रोजगार के अवसर पैदा करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं/उठाए जा रहे हैं?

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

(क) से (घ): वित्त मंत्रालय के राजस्व विभाग के केंद्रीय अप्रत्यक्ष कर एवं सीमा शुल्क बोर्ड (सीबीआईसी) के अधीन एक अंतर-मंत्रालयी समिति (आईएमसी), इनलैंड कंटेनर डिपो (आईसीडी), कंटेनर फ्रेट स्टेशन (सीएफएस) और एयर फ्रेट स्टेशन (एएफएस) स्थापित करने संबंधी प्रस्तावों का मूल्यांकन करने हेतु एकल-खिड़की तंत्र के रूप में कार्य करती है। ऐसे प्रस्ताव लोक अथवा निजी संस्थाओं द्वारा प्रस्तुत किए जाते हैं तथा उन पर केंद्रीय अप्रत्यक्ष कर एवं सीमा शुल्क बोर्ड की नीति के प्रावधानों के अनुसार विचार किया जाता है। यद्यपि आईसीडी स्थापित करने का कोई प्रस्ताव रेलवे में लंबित नहीं है, परन्तु पत्तनों को घरेलु कंटेनरों को बरकाकाना के एग्जिक्यूटिव कंटेनर रेल टर्मिनल (ईसीआरटी) का उपयोग करके भेजा जा सकता है।

भारतीय रेल ने संभार दक्षता में सुधार लाने तथा आर्थिक विकास को बढ़ावा देने के लिए अनेक कदम उठाए हैं, जिनमें गति शक्ति कार्गो टर्मिनलों (जीसीटी) का विकास, निजी फ्रेट टर्मिनल (पीएफटी) का विस्तार, मल्टी-मोडॉल संभार अवसंरचना में वृद्धि, माल ढुलाई नीतियों का सरलीकरण तथा कंटेनरीकृत माल संचलन को प्रोत्साहन देना शामिल है। अब तक 142 गति शक्ति कार्गो टर्मिनल (जीसीटी) कमीशन किए जा चुके हैं, जिनमें धनबाद–बोकारो औद्योगिक क्षेत्र को कवर करने वाले धनबाद एवं आद्रा मंडलों में 11 जीसीटी शामिल हैं। इन पहलों से क्षेत्र में संभार दक्षता में सुधार होने तथा आर्थिक गतिविधियों एवं रोजगार के अवसरों को बढ़ावा मिलने की अपेक्षा है।

DEVELOPMENT OF HIGH SPEED TRAINS

4025. SHRI V. K. SREEKANDAN:

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

(a) whether it is a fact that Japan will provide its next generation E10 series Shinkansen trains to India and if so, the details thereof;

(b) whether it is also a fact that the railway is developing a high speed train which is slated to run at an operational speed of 280 kmph and if so, the details thereof; and

(c) whether it is also a fact that the train is currently being developed by BEML (Bharat Earth Movers Limited) and the Integral Coach Factory and if so, the details thereof?

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

(a) to (c): Presently, the Mumbai-Amdavad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Amdavad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	452 kms.
Girder	356 kms.
Track Bed	209 kms.
OHE Masts	190 kms.

The progress of stations is given below: -

S. No.	Station	Status
1	Sabarmati	Foundation & structural works completed. Finishing work have been taken up.
2	Amdavad	Structural works completed. Finishing works and track works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation & structural works completed. Finishing work have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up. At Surat, Bilimora and Bharuch Track works have also been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S. No.	River Name	Status

1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed. Track works completed and OHE works have been taken up at Mohar River. Track works in progress at Vatrak River.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	Foundation completed. Pier works and Girder launching have been taken up.
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 6 out of 24 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	09 out of 13 Pier Cap completed.
11	Mindhola River (240m)	Bridge construction completed. Track and Electrical works have been taken up.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Substructure works have been completed.
23	VaitarnaRiver (2320m)	17 Pile Cap and 15 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

On the Surat -Vapi section (97 km) entire civil works including river bridge construction, have been completed and 86% of the track bed has been laid.

The Government of Japan has proposed the introduction of E10 Shinkansen trains on the Mumbai–Amdavad High Speed Rail (MAHSR) corridor which is being developed with Japanese Shinkansen technology. However, the E10 Shinkansen trains are presently under development in Japan and the details relating to the proposal, including technical specifications and implementation schedule are to be worked out in accordance with the agreed framework between the two sides.

Further, in line with the Make in India and Aatmanirbhar Bharat initiatives, Indian Railways is promoting indigenous manufacturing of high-speed rail systems and components to reduce import dependence. Integral Coach Factory (ICF) in collaboration with M/s Bharat Earth Movers Limited (BEML) is designing and manufacturing high-speed train sets with a design speed of 280 kmph.

REGULATION OF DIGITAL MEDIA

4026. DR. ALOK KUMAR SUMAN:

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

(a) the effectiveness of Government communication platforms in the country;

(b) the steps taken by the Government to curb fake news:

(c) the present status of regulation of digital media;

(d) the manner in which the film and media industry is being promoted; and

(e) the status of international media cooperation?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): The Press Information Bureau (PIB), as the principal information dissemination agency of the Government of India, facilitates timely, credible and accurate communication in different forms through various media platforms. Prasar Bharati plays a key role in fulfilling the mandate of public service broadcasting. Information is disseminated in multiple languages, including regional languages and dialects, using various platforms.

The Government has established a Fact Check Unit (FCU) in PIB to mitigate fake news related to its programmes and policies. FCU verifies claims relating to Government Ministries, Departments, PSUs and other Central Government organisations through a structured fact-checking process. It disseminates verified information through various platforms.

Doordarshan and Akashvani further disseminate verified information through their news bulletins, programmes and digital platforms. DD News

follows a multi-layered editorial mechanism involving rigorous fact-checking, cross-verification through multiple credible sources and editorial scrutiny before broadcast. PIB Fact Check content is regularly integrated into Doordarshan and Akashvani news and digital platforms to counter misinformation and false narratives.

The Government notified the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 under the Information Technology Act, 2000. The Rules prescribe due diligence obligations for intermediaries, provide a Code of Ethics for publishers of digital news and OTT platforms. It establishes a three-tier grievance redressal mechanism comprising self-regulation by publishers, self-regulating bodies and an oversight mechanism by the Central Government.

The Government promotes the film and media sector through initiatives including the Development, Communication and Dissemination of Filmic Content (DCDFC) Scheme, India Cine Hub (ICH) and the National Film Heritage Mission (NFHM). The DCDFC Scheme provides financial assistance for film festivals, promotion of Indian cinema, international participation, preservation and related activities. India Cine Hub facilitates film shooting permissions through a single-window mechanism and promotes India as a filming destination. NFHM undertakes preservation, restoration, digitisation and archiving of India’s cinematic heritage.

The Government promotes international media cooperation by strengthening its global engagement in media and broadcasting.

The Government organised the inaugural World Audio Visual & Entertainment Summit (WAVES 2025) in Mumbai in May 2025. It brought together the Media and Entertainment sector under the vision of making India a global hub for content creation through the “Create in India, Create for the World” initiative. The Summit provided a platform for Indian creators, producers and startups to engage with global buyers, investors, OTT platforms and technology leaders from over 100 countries.

In the broadcasting sector, Prasar Bharati maintains active engagement with broadcasting organisations across the world through content-sharing arrangements with international broadcasters and broadcasting agreements with partner organisations. It also has 48 active Memoranda of Understanding with broadcasters from different countries for cooperation in broadcasting, facilitating the exchange of content, professional expertise and best practices.

NATIONAL PUBLIC WI-FI ECOSYSTEM

4027. SHRI DHARAMBIR SINGH:

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

(a) whether the Government has considered expanding the National Public Wi-Fi ecosystem to educational institutions, rural markets and public service centres across the country;

(b) whether the initiative is intended to improve digital inclusion and support digital entrepreneurship and if so, the details thereof;

(c) the measures taken to encourage participation of local entrepreneurs and service providers under the programme and if so, the details thereof; and

(d) whether the Government proposes to establish additional Public Wi-Fi hotspots in the Bhiwani–Mahendragarh Lok Sabha Constituency and if so, the details thereof?

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

(a) and (b): India's national public Wi-Fi ecosystem operates primarily through the Prime Minister's Wi-Fi Access Network Interface (PM-WANI) framework. PM-WANI Scheme was introduced to accelerate the proliferation of Broadband services through Public Wi-Fi networks across the country. The PM-WANI framework, in line with the objectives of the National Digital Communications Policy (NDCP) 2018, aims to create a robust digital communications infrastructure. The framework allows Public Data Offices (PDOs) to set up Wi-Fi hotspots, under the aggregation of Public Data Office Aggregators (PDOAs), with minimal regulatory oversight, thus encouraging local entrepreneurs to participate in the digital transformation process.

(c): To encourage participation of local entrepreneurs and service providers under the programme, the Government has carried out the following policy interventions in the PM-WANI framework:

(i) The use of regular FTTH, aggregation of multiple access points to a single backhaul and Quick Response (QR) based authentication for

secondary devices have been allowed with a view to cut costs and boost the viability of Public Data Offices (PDOs).

(ii) Offloading of mobile data and sending of promotional or branding content to users have been allowed, with a view to enhance viability.

(iii) Home and business wi-fi have been allowed to join PM-WANI, mutual roaming between PDOs has been permitted and the naming of Service Set Identifiers (SSIDs) has been standardised to enable easier discovery.

Further, to reduce cost and enhance viability, the Telecom Regulatory Authority of India has issued a tariff order on retail broadband connectivity for PDOs, mandating that Internet Service Providers offer all retail FTTH broadband plans with maximum speed up to 200 mega-bits per second to PDOs at tariffs not more than twice the corresponding consumer broadband tariff.

(d): Under PM-WANI scheme, as on 30.6.2026 a total of 228 and 51 public wi-fi hotspots are registered in Bhiwani and Mahendragarh districts respectively. Under PM-WANI scheme, the Government's primary role is policy enablement.

IMPROVE DIGITAL AND TELECOM CONNECTIVITY

4028. SHRI A. MANI:

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

(a) the major initiatives taken by the Government during the last three years to improve digital and telecom connectivity in Tamil Nadu particularly in rural and underserved areas;

(b) the details of villages, Gram Panchayats and public institutions connected with high-speed broadband in Tamil Nadu including Dharmapuri district during the said period;

(c) whether the Government has taken steps to improve mobile network coverage and internet services in Dharmapuri district by installing new telecom infrastructure and if so, the details thereof;

(d) the measures taken to promote digital services, e-governance, online education and telemedicine through improved telecom connectivity in Tamil Nadu; and

(e) the further initiatives proposed to provide reliable, high-speed telecom and broadband services to all rural areas of Tamil Nadu including Dharmapuri district?

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

(a) to (e): As of June 2026, out of 16,488 villages in Tamil Nadu (as per the data of Registrar General of India), 16,479 villages have mobile connectivity, while 16,447 villages have 4G mobile connectivity.

In Dharmapuri district, out of 487 villages, 485 villages have mobile connectivity, while 478 villages have 4G mobile connectivity. The district-wise

details of 4G mobile coverage status of villages in Tamil Nadu are given in the enclosed **Statement.**

As on 30.06.2026, 1,36,526 4G Base Transceiver Stations (BTSs) and 39,522 5G BTSs are providing connectivity in Tamil Nadu including 2,289 4G BTSs and 637 5G BTSs in Dharmapuri district.

Mobile coverage for any uncovered inhabited villages is provided by the Telecom Service Providers (TSPs) based on the techno-commercial viability. Government has approved various schemes with funding from Digital Bharat Nidhi (DBN), for expansion of telecom connectivity through installation of mobile towers in the uncovered rural and remote areas of the country including Tamil Nadu. Further, the Government has approved the Amended BharatNet Programme to provide high-speed fiber broadband connectivity to all the Gram Panchayats (GPs), and non-GP villages on demand basis.

The Government of India has approved the proposal of Government of Tamil Nadu for Utilization of BharatNet Network under Amended BharatNet Program in the State and agreement for the same has already been shared with the State Government for signing.

During June 2026, 9,280 GPs, including 210 GPs in Dharmapuri, are operational under BharatNet in the state of Tamil Nadu. Under the Government-funded 4G Saturation Project, as on 30.6.2026, 257 mobile towers have been commissioned in the State of Tamil Nadu, covering 308 villages including 11 mobile towers covering 19 villages in Dharmapuri district.

STATEMENT

District-wise details of 4G mobile coverage status of villages in Tamil Nadu:

S. no.	District	Total number of villages (as per RGI data of 2019)	Number of villages with 4G Connectivity
1	Ariyalur	214	214
2	Chengalpattu	601	601
3	Coimbatore	256	254
4	Cuddalore	843	843
5	**Dharmapuri**	**487**	**478**
6	Dindigul	370	370
7	Erode	306	306
8	Kallakurichi	582	577
9	Kancheepuram	436	436
10	Kanniyakumari	115	115
11	Karur	175	175
12	Krishnagiri	661	657
13	Madurai	592	591
14	Nagapattinam	494	494
15	Namakkal	427	427
16	Perambalur	159	159
17	Pudukkottai	756	756
18	Ramanathapuram	398	398
19	Ranipet	316	316
20	Salem	616	609
21	Sivaganga	539	538
22	Tenkasi	229	228
23	Thanjavur	810	810
24	The Nilgiris	41	41
25	Theni	101	99
26	Thiruvallur	716	716
27	Thiruvarur	546	546
28	Thoothukkudi	450	450
29	Tiruchirappalli	469	468
30	Tirunelveli	284	284
31	Tirupathur	226	225
32	Tiruppur	309	308

33	Tiruvannamalai	1110	1107
34	Vellore	340	338
35	Viluppuram	921	920
36	Virudhunagar	593	593
Total		**16,488**	**16,447**

AI, TECHNOLOGY AND EMPLOYMENT INITIATIVES FOR VIZIANAGARAM

4029. SHRI APPALANAIDU KALISETTI:

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

(a) the details of any Artificial Intelligence (AI), Information Technology (IT) or technology-driven initiatives currently being undertaken or planned by the Government in Vizianagaram district, Andhra Pradesh including under schemes such as the India AI Mission and Digital India;

(b) whether any AI innovation hubs, Centres of Excellence, technology parks, incubation centres or digital skilling centres under the Ministry are proposed or under consideration for Vizianagaram;

(c) the details of steps being taken by the Government to equip the youth of Vizianagaram with AI, coding and digital skills to enable their participation in the emerging technology economy;

(d) the details of employment and entrepreneurship opportunities expected to be generated in Vizianagaram through Ministry-led technology and AI-linked initiatives particularly for youth and first-generation entrepreneurs; and

(e) whether the Government proposes to leverage Visakhapatnam’s growing IT/tech ecosystem and improved regional connectivity to extend technology-linked employment benefits to Vizianagaram district?

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

(a) to (e): India's AI policy is based on Prime Minister Narendra Modi's vision of democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with AI.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 Lakh strong workforce.

Research and Innovation in Artificial Intelligence:

The Government supports research and innovation towards state-of-the-art technology in Artificial Intelligence, as follows:

IndiaAI Mission

IndiaAI Mission has seven pillars including development of AI models, applications, datasets, talent development and affordable compute.

IndiaAI labs:

- 27 India Data and AI Labs established, supporting training for more than 3,500 students.

- 28 Data & AI Labs have been allocated for Andhra Pradesh. Initial funding has been released for 21 ITIs, while 7 Polytechnic institutes have been identified for establishment of the remaining Labs. One of the sanctioned Labs is located at Government ITI (Girls), Vizianagaram.

Startup Financing:

- The Government has approved a scheme for establishment of 58 Artificial Intelligence Centres of Excellence (AI-CoEs) CoEs across States and Union Territories. The AI-CoEs cover sectors such as healthcare, manufacturing, agriculture and logistics, and support skilled talent development.
- Under the approved framework, two (2) Artificial Intelligence Centres of Excellence (AI-CoEs) have been approved in Andhra Pradesh at Amaravati and Visakhapatnam.

Affordable compute:

- Compute Service Providers (CSPs) empaneled: 15, over four rounds of empanelment, comprising both high-end and mid-tier GPUs.
- Number of end-users approved for subsidized compute support: 237, with approximately 93.18 lakh GPU hours sanctioned across Government entities, startups and MSMEs, researchers, academic institutions, IndiaAI Fellows and students.

- The IndiaAI Compute Portal (https://compute.indiaai.gov.in) has been operationalized as a single-window platform for discovery, request and access to compute resources.
- Subsidised access to AI compute infrastructure is being extended to eligible startups, researchers, academic institutions and Government entities in Andhra Pradesh through the IndiaAI Compute Portal, in support of AI research, innovation, model development and deployment.

IndiaAI Challenge for Transforming Governance:

- In partnership with the Real Time Governance Society (RTGS), Government of Andhra Pradesh, the IndiaAI Mission has launched the IndiaAI Challenge for Transforming Governance, covering six problem statements identified by key State departments.
- A total of 128 applications has been received and are presently under evaluation for the pilot stage.

In addition, the Government is cognizant of the significant private-sector interest in Andhra Pradesh's AI ecosystem, including the announced AI Hub coming up at Visakhapatnam, which represents a private investment and has not been funded through the IndiaAI Mission or any other central scheme.

IMPORT OF COKING AND NON-COKING COAL

4030. SHRI SASIKANTH SENTHIL:

Will the Minister of **COA**L be pleased to state:

(a) whether the country continues to import coking and non-coking coal to meet domestic demand;

(b) if so, the quantity and value of import of coking and non-coking coal during the last three years, year-wise;

(c) whether the Government has assessed the import dependence of domestic industries on coking coal and if so, the details of proportion of coking coal imported to meet the total domestic requirement;

(d) the details of principal countries from which coking and non-coking coal has been imported during the said period; and

(e) the steps taken by the Government to reduce dependence on imported coking coal including expansion of domestic coking coal production, beneficiation and washery capacity?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) and (b): Most of the coal requirement in the country is met through indigenous coal production. Coal imports are primarily undertaken to meet essential requirements, such as coking coal for the steel industry and high-grade thermal coal, the domestic availability of which is limited due to scarce reserves or non-availability. Apart from this, imports continue in specific cases, including for Imported Coal-Based (ICB) power plants, which are designed to operate on imported coal, and for blending requirements by Domestic Coal-Based (DCB) power plants, wherever technically or operationally necessary.

The quantity and value of import of coking and non-coking coal during the last three years are given below:

(Quantity in Million Tonnes & Value in Million Rupees)

Year	Coking Coal	Value Million Rs.	Non-Coking Coal	Value Million Rs.	Total Import	Value Million Rs.
2023-24	58.81	1330003.62	205.72	1772150.89	264.53	3102154.51
2024-25	57.58	1032104.44	186.05	1463233.35	243.62	2495337.79
2025-26	66.33	1043805.34	180.04	1315729.74	246.37	2359535.08

(c): Coal is imported to bridge the gap between domestic demand and domestic supply. As per coal import policy, the import of coal has been kept under Open General License (OGL) and consumers of coal are free to import coal from the sources of their choice as per their contractual prices on payment of applicable duties. Steel Industry requires high-grade coking coal, which is a key raw material for the blast furnace process. The proportion of coking coal imports to the total domestic coking coal requirement is as under:

(In Million Tonnes)

Year	Coking Coal Import	Washed Coking Coal Domestic Production	Total domestic Coking Coal requirement	(%) of Coking Coal Import
2023-24	58.81	5.40	64.21	91.60%
2024-25	57.58	5.90	63.48	90.71%
2025-26 (prov.)	66.33	5.93	72.26	91.79%

(d): Country-wise details of coking and non-coking coal imports during the last three years are given in the table below:

(*in Million Tonnes*)

Country	2023-24			2024-25			2025-26		
	Coking	Non-Coking	Total Import	Coking	Non-Coking	Total Import	Coking	Non-Coking	Total Import
Indonesia	2.10	113.61	115.71	2.07	102.58	104.65	1.89	93.03	94.92
Australia	29.99	14.47	44.46	24.58	8.45	33.03	27.32	8.29	35.61
South Africa	0.00	28.72	28.72	0.00	31.13	31.13	0.00	32.19	32.19
Russia	5.50	17.62	23.12	8.21	15.44	23.65	9.25	18.70	27.95
USA	8.48	13.82	22.30	8.48	11.66	20.14	9.91	13.23	23.14
Singapore	5.39	4.70	10.09	5.70	5.27	10.97	7.17	5.54	12.71
Mozambique	2.24	7.49	9.73	3.43	4.93	8.36	4.91	4.37	9.28
Canada	3.17	0.00	3.17	1.75	0.00	1.75	1.50	0.00	1.50
Switzerland	0.82	2.21	3.03	0.85	1.25	2.09	0.75	0.33	1.08
UAE	0.63	1.61	2.24	2.03	1.18	3.21	3.22	1.76	4.98
Others	0.49	1.47	1.96	0.48	4.16	4.64	0.41	2.6	3.01
Total	**58.81**	**205.72**	**264.53**	**57.58**	**186.05**	**243.62**	**66.33**	**180.04**	**246.37**

(e): The steps taken by the Government to reduce dependence on imported coking coal including expansion of domestic coking coal production, beneficiation and washery capacity are as under:

i. The Annual Contracted Quantity (ACQ) has been increased upto 100% of the normative requirement, in the cases where the ACQ was either reduced to 90% of normative requirement (non-coastal power plants) or where the ACQ was reduced to 70% of normative requirement (coastal power plants).

ii. Vide amendment to the Non-Regulated Sector (NRS) linkage auction policy introduced in 2020, the tenure of coking coal linkages in the NRS linkage auction has been revised for a period up to 30 years.

iii. Vide amendment to the NRS linkage auction policy introduced in 2026, the tenure of the coal linkages to the sub-sector “Production of Syngas leading to Coal Gasification” in the NRS linkage auction has been revised for a period up to 30 years.

iv. Government, in 2022, has decided that to meet the full Power Purchase Agreement (PPA) requirement of all the existing linkage holders of Power Sector, coal shall be made available by the coal companies irrespective of the trigger level and ACQ levels.

v. A new sub-sector ‘Steel using Coking coal through WDO route’ has been created in March, 2024 under the NRS linkage auctions.

vi. Coking Coal Mission has been launched to enhance coking coal supply to the Steel Sector to reduce imports of coking coal, wherein initiatives have been taken to enhance coking coal production.

vii. Imported Coal Based (ICB) Plants have been allowed to secure coal under the Revised SHAKTI Policy, 2025.

viii. Existing Fuel Supply Agreement (FSA) holders have been allowed to secure coal under the Revised SHAKTI Policy, 2025 after procuring 100% of the ACQ coal under existing FSA.

ix. Coal linkages have been allowed for coal washeries under the recently created CoalSETU window under the Non-Regulated Sector linkage auctions.

Further, the steps taken by the coal companies to increase the domestic production of coking coal and washed coking coal to reduce the dependence on imported coking coal are as under:

i. Increase coal production from existing Mines of Bharat Coking Coal Limited (BCCL) and Central Coalfields Limited (CCL).
ii. Coal India Limited (CIL) offered 11 discontinued coking coal mines on a new innovative model of Revenue Sharing with the private sector.
iii. Increasing the production by operationalization of new coking coal mines (FY2029-30) with rated capacity of 15 (Million Tonne Per Annum) MTPA**.**
iv. 10 Coking coal washeries are operational with combined operable capacity of 19.70 MTPA.
v. Setting up of 07 number of coking coal washeries by 2029-30, with a capacity of 19.50 MTPA.
vi. Monetization of 3 old washeries to enhance washing capacity to the tune of 4.23 MTPA.
vii. Utilization of idle washing capacity of washeries of private players like TATA Steel Limited for beneficiation of coking coal available with CIL.
viii. Renovation of 4 old washeries (7.1 MTPA) to improve the washing capacity.

HAJ PILGRIMS OF JHARKHAND

4031. SHRI CHANDRA PRAKASH CHOUDHARY:

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

(a) whether it is a fact that the Haj pilgrims of Jharkhand State have been forced to depart from Kolkata Embarkation Point for Haj pilgrimage during the last few years due to which they have to face long-distance travel, additional expenditure and other inconveniences and if so, the details thereof;

(b) whether the Government has examined the possibility of re-notifying Ranchi as an Embarkation Point on the basis of the number of Haj pilgrims from Jharkhand and the necessary infrastructure available at Ranchi Airport;

(c) if so, the details thereof and the present status of the said examination/review; and

(d) whether the Government has any proposal or schemes to re-start Ranchi as an Embarkation Point for the Haj pilgrims of Jharkhand from Haj-2027 and if so, the details thereof and if not, the reasons therefor?

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

(a): Haj pilgrims are free to opt for any of the notified Embarkation Points across the country. At the time of submission of the Haj Application Form, pilgrims are required to indicate two preferred Embarkation Points, keeping in view their convenience and the previous year's fare. Kolkata has traditionally been the most preferred Embarkation Point for pilgrims from Jharkhand.

(b) to (d): The Embarkation Points for Haj are decided after taking into account several factors, which includes, the demand received from the concerned State, availability of requisite infrastructure for international carriage, operational feasibility and consultation with the stakeholders. At present, the

Government has no such proposal to start Ranchi as an Embarkation Point for the Haj pilgrims of Jharkhand.

DEEP OCEAN MISSION

4032. SHRI BASAVARAJ BOMMAI:

SHRIMATI D. K. ARUNA:

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

(a) the details of the progress made in the development of indigenous deep-sea mining technologies under the Deep Ocean Mission;

(b) the status of demonstration of the indigenous deep-sea mining machine VARAHA including the depth and areas where field trials have been conducted;

(c) the details of roadmap for deep-sea resource assessment and commercial exploitation of polymetallic nodules in the Indian Ocean; and

(d) the details of environmental safeguards put in place to ensure sustainable deep-sea exploration and mining activities?

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

(a) and (b): The National Institute of Ocean Technology (NIOT), Chennai, under the Ministry of Earth Sciences (MoES), is entrusted with developing technologies for the reliable and sustainable harvesting of polymetallic nodules from the deep ocean. A seabed mining system has been developed, for which mobility and system-powering trials were successfully undertaken at a depth of 5270 m at the Central Indian Ocean Basin (CIOB) site allocated by the International Seabed Authority (ISA). In addition, NIOT has undertaken the development of nodule collection and crushing components in accordance with ISA guidelines.

(c) and (d): Ministry of Earth Sciences has signed contracts with the International Seabed Authority (ISA) for exploration of seabed minerals, namely Polymetallic Nodules (PMN) and Polymetallic Sulphides (PMS) in the Indian Ocean in the areas beyond National jurisdiction. The Resource Assessment and the Environmental Impact Assessment studies are carried out as per the contractual obligations and guidelines set out by the ISA. Multidisciplinary Oceanographic Studies are conducted in the Indian contract areas under the exploration contract to establish baseline environmental conditions and assess the possible effects of exploration activities on deep sea ecosystems. Presently, only the activities related to exploration of deep seabed minerals in the international seabed are permitted.

डिजिटल प्लेटफार्मों को डाक संचालन से जोड़ना और सेवा प्रदाय में सुधार

4033. श्रीमती कलाबेन मोहनभाई देलकर:

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

(क) विगत पांच वर्षों के दौरान देश में, विशेषकर दादरा और नगर हवेली में, सरकार द्वारा डाक वित्तीय सेवाओं और ई-शासन पहलों के कार्यान्वयन का ब्यौरा क्या है;

(ख) दादरा और नगर हवेली में डाकघरों के माध्यम से बचत, बीमा, पेंशन और प्रत्यक्ष लाभ अंतरण योजनाओं का लाभ उठाने वाले लाभार्थियों की संख्या कितनी है;

(ग) सरकार द्वारा दादरा और नगर हवेली में डिजिटल प्लेटफार्मों को डाक संचालन से जोड़ने, सेवा प्रदाय में सुधार करने और दक्षता बढ़ाने के लिए क्या कदम उठाए जा रहे हैं;

(घ) सरकार द्वारा जागरूकता फैलाने, पारदर्शिता सुनिश्चित करने और ग्रामीण तथा शहरी पहुंच को मजबूत करने के लिए क्या प्रभावी उपाय किए जा रहे हैं; और

(ङ) सरकार इस क्षेत्र में वित्तीय समावेशन, सरकारी सेवाओं और आर्थिक विकास को बढ़ाने में डाक नेटवर्क का लाभ उठाने के लिए राज्य के अधिकारियों के साथ किस प्रकार समन्वय करती है?

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

(क): दादरा एवं नगर हवेली में 67 डाकघर सहित, देश भर में 1.6 लाख से अधिक डाकघर, राष्ट्रीय बचत योजनाएं नामत: डाकघर बचत खाता योजना, राष्ट्रीय आवर्ती जमा योजना, राष्ट्रीय सावधि जमा योजना, मासिक आय खाता योजना, लोक भविष्य निधि, सुकन्या समृद्धि खाता योजना, वरिष्ठ नागरिक बचत योजना, किसान विकास पत्र योजना और राष्ट्रीय बचत प्रमाण पत्र योजना के तहत वित्तीय सेवाएं उपलब्ध करा रहे हैं। विभाग की इन योजनाओं के तहत, देश भर में 39 करोड़ से अधिक खाते हैं और दादरा एवं नगर हवेली में 1.29 लाख खाते हैं।

डाकघर बचत बैंक (पीओएसबी), कोर बैंकिंग समाधान (सीबीएस) प्लेटफॉर्म पर प्रचालनरत है और यह एटीएम एक्सेस, प्रत्यक्ष लाभांतरण (डीबीटी) भुगतान, इंटरनेट बैंकिंग, मोबाइल बैंकिंग, एनईएफटी/आरटीजीएस, ई-पासबुक, आधार आधारित बायोमीट्रिक प्रमाणित ई-

केवाईसी तथा इंडिया पोस्ट पेमेंट्स बैंक (आईपीपीबी) एवं डाकघर बचत खाता (पीओएसए) लिंकेज के माध्यम से यूपीआई जैसी आधुनिक डिजिटल सेवाएं प्रदान कर रहा है। विभाग द्वारा जन सुरक्षा योजनाएं नामत: प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई), प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेजेबीवाई) और अटल पेंशन योजना (एपीवाई) भी प्रदान की जाती हैं। इसके अतिरिक्त, डिजिटल वित्तीय और ई-शासन पहलों के तहत इंडिया पोस्ट पेमेंट्स बैंक (आईपीपीबी) के माध्यम से आधार आधारित भुगतान प्रणाली (एईपीएस), डिजिटल जीवन प्रमाण-पत्र (जीवन प्रमाण), बाल आधार नामांकन, प्रत्यक्ष लाभांतरण (डीबीटी) सेवाएं प्रदान की जाती हैं। डाक विभाग में उन्नत डाक प्रौद्योगिकी (एपीटी 2.0) भी कार्यान्वित की गई है।

(ख): दादरा और नगर हवेली में डाकघरों के माध्यम से बचत, बीमा, पेंशन और प्रत्यक्ष लाभांतरण (डीबीटी) से लाभान्वित होने वाले लाभार्थियों की संख्या का विवरण निम्नानुसार है:

विवरण	**लाभार्थियों/खातों की संख्या**
पीओएसबी खाते	128,769
आईपीपीबी प्रीमियम खाते	51,657
डीबीटी लाभार्थी खाते	16,078
सुकन्या समृद्धि खाते (एसएसए)	15,290
डाक जीवन बीमा (पीएलआई) पॉलिसियां	934
ग्रामीण डाक जीवन बीमा (आरपीएलआई) पॉलिसियां	1,003
अटल पेंशन योजना (एपीवाई) नामांकन	10
आईपीपीबी बीमा लाभार्थी	2,790

(ग): विभाग ने दक्षता, पारदर्शिता और सेवा डिलीवरी को बेहतर बनाने के लिए डाक प्रचालनों के साथ डिजिटल प्रौद्योगिकियों को एकीकृत करने हेतु कई कदम उठाए हैं। इसके अंतर्गत, कोर बैंकिंग समाधान (सीबीएस), आधार आधारित भुगतान प्रणाली (एईपीएस), उन्नत डाक प्रौद्योगिकी (एपीटी 2.0), मोबाइल आधारित ऐप्लीकेशन और एनईएफटी/आरटीजीएस जैसी डिजिटल भुगतान सुविधाएं कार्यान्वित किया जाना शामिल है। इसके अतिरिक्त, ऑनलाइन बैंकिंग, रियल टाइम मेल ट्रेकिंग, आधार आधारित बायोमीट्रिक प्रमाणित ई-केवाईसी, कागज-रहित लेन-देन और

डिजिटल मॉनिटरिंग तंत्र को सुदृढ़ बनाया गया है। विभाग ने इंडिया पोस्ट पेमेंट्स बैंक (आईपीपीबी) भी स्थापित किया है जो डाकघरों के विस्तृत नेटवर्क और डाकघर कर्मचारियों तथा ग्रामीण डाक सेवकों के विशाल कार्यबल के माध्यम से वित्तीय सेवाओं की डिजिटल डिलीवरी को विशेष रूप से सुदृढ़ बनाता है। इसकी डोरस्टैप बैंकिंग सुविधाएं, ग्राहकों को मुख्यत: ग्रामीण, सुदूर और सेवाओं से वंचित क्षेत्रों में किसी बैंक शाखा में जाए बिना बैंकिंग सेवाओं तक पहुंच प्रदान करती हैं। इन पहलों ने दादरा एवं नगर हवेली में भी डाक एवं वित्तीय सेवाओं की डिलीवरी को त्वरित, सुरक्षित, पारदर्शी और अधिक सुलभ बनाया है।

(घ): विभाग, शहरी क्षेत्रों के साथ-साथ ग्रामीण क्षेत्रों में डाक वित्तीय सेवाओं को बढ़ावा देने के उद्देश्य से नियमित डाक चौपालों, जागरुकता अभियानों, वित्तीय साक्षरता कार्यक्रमों, कस्टमर आउटरीच गतिविधियों का आयोजन और मीडिया के विभिन्न माध्यमों से प्रचार-प्रसार करता है। नागरिक चार्टर, परिभाषित सेवा मानक, नियमित मॉनिटरिंग, प्रभावी शिकायत निवारण तंत्र और डाक कर्मचारियों के लिए निरंतर क्षमता निर्माण कार्यक्रमों के माध्यम से पारदर्शिता और उत्तरदायित्व सुनिश्चित किए जाते हैं, जो ग्रामीण एवं शहरी दोनों क्षेत्रों में सेवा डिलीवरी को सुदृढ़ बनाते हैं।

(ङ): डाक विभाग, आईपीपीबी के माध्यम से प्रत्यक्ष लाभांतरण (डीबीटी), वित्तीय समावेशी पहलें, डिजिटल भुगतान सेवाएं, आधार आधारित सेवाएं (एईपीएस), और डाक नेटवर्क के माध्यम से अन्य नागरिक केंद्रीत कार्यक्रमों के प्रभावी कार्यान्वयन के लिए निर्धारित और आवधिक बैठकों के जरिए संघ क्षेत्रों के प्रशासन और अन्य सरकारी विभागों/एजेंसियों के साथ समन्वय किया जाता है, जिससे पूरे क्षेत्र में समेकित सामाजिक-आर्थिक विकास को बल प्रदान किया जा सके।

STRENGTHENING OF CPGRAMS

4034. SHRIMATI D. K. ARUNA:

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

(a) the details of progress made in strengthening the Centralised Public Grievance Redress and Monitoring System (CPGRAMS) including the major digital reforms introduced;

(b) the details of the number of public grievances received, disposed of and pending during the last three years along with the average disposal time taken;

(c) the details of the measures taken by the Government to improve the quality of grievance disposal, citizen feedback mechanisms and appellate grievance redressal; and

(d) the details of the roadmap for further leveraging digital technologies and Artificial Intelligence to strengthen public grievance redressal?

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

(a) and (c): The Government has undertaken several measures to strengthen the Centralised Public Grievance Redress and Monitoring System (CPGRAMS). Major reforms include adoption of next-generation technologies to enhance system capabilities, introduction of the Grievance Redressal Assessment and Index (GRAI) to benchmark the performance of Ministries and Departments, publication of monthly CPGRAMS reports for transparency

and monitoring, capacity building of grievance officers through Sevottam, integration with the grievance portals of Central Ministries/Departments and States/UTs, multilingual grievance registration and translation facility through integration with Bhashini, operationalization of the Feedback Call Centre, availability of CPGRAMS through the mobile application and Common Service Centres (CSCs), reduction of prescribed grievance disposal timeline from 30 days to 21 days, and launch of 'Samadhan Didi', an AI-powered multilingual voice-first chatbot for grievance registration.

Further, to improve the quality of grievance redressal, the Comprehensive Guidelines on Handling of Public Grievances, issued in August 2024, mandates establishment of dedicated Grievance Cells in Ministries/Departments, appointment of experienced nodal officers, monitoring of pendency and citizen feedback, emphasis on root cause analysis, and strengthened escalation mechanisms. In addition, a dedicated Review Meeting Module has been operationalised in CPGRAMS to facilitate senior-level review of public grievances to further improve the efficiency and quality of grievance redressal.

(b): The details of grievances received, disposed of, pending, and the average disposal time during the last three years on CPGRAMS in respect of grievances pertaining to Central Ministries/Departments are as under:

Year	Brought Forward	Receipt	Disposal	Pending	Average Disposal Time (Centre)
2023-24	74,217	17,37,599	17,05,792	1,06,024	16

2024-25	1,06,024	16,73,645	17,17,570	62,099	15
2025-26	62,099	18,33,972	18,12,923	83,148	14

(d): CPGRAMS is amongst the early digital platforms to use AI/ ML enabled dashboards which helped in extensive data analysis towards exploratory and predictive insights for root cause analysis through categorisation by priority, repeat and spam, geographical analysis of grievances, trend analysis and semantic search. Building on this foundation, the Government is developing NextGen CPGRAMS as an end-to-end digital public grievance platform leveraging emerging technologies, including AI/ML, to further enhance citizen experience and improve grievance redressal system.

रिशमा रेलवे स्टेशन पर आरओबी का निर्माण एवं सड़क का चौड़ीकरण

4035. श्री विजय बघेल:

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

(क) अमृत भारत स्टेशन योजना (एबीएसएस) के तहत निर्माण कार्यों की प्रगति का ब्यौरा क्या है और कार्यों को तेजी से पूरा करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(ख) दुर्ग में रिशमा रेलवे स्टेशन डीडी-19 के समीप सड़क ऊपरिपुल (आरओबी) के निर्माण, रिशमा रेलवे स्टेशन के सामने वाले प्लेटफॉर्म तक जाने वाली सड़क के चौड़ीकरण तथा पीछे वाले प्लेटफॉर्म तक नई सड़क के निर्माण और रिशमा रेलवे स्टेशन पर आरक्षण काउंटर तथा अन्य बुनियादी सुविधाओं की दिशा में आगे बढ़ने हेतु स्वीकृति की स्थिति क्या है;

(ग) दुर्ग से रावघाट तक दोहरी रेलवे लाइन के निर्माण की स्वीकृति की स्थिति क्या है, क्योंकि कई यात्री रेलगाड़ियां इस मार्ग पर कई घंटे की देरी से चलती हैं; और

(घ) यात्रियों की बढ़ती संख्या को देखते हुए दुर्ग-रावघाट खंड में सप्ताह में तीन दिन चलने वाली यात्री गाड़ी संख्या 78826 (दल्लीराजहरा-दुर्ग) और 78827 (दुर्ग-दल्लीराजहरा) के नियमित दैनिक प्रचालन की स्वीकृति की स्थिति क्या है?

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

(क) से (घ): रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में भारतीय रेल के रेलवे स्टेशनों में सुधार लाने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। प्रत्येक स्टेशन की आवश्यकता को ध्यान में रखते हुए मास्टर योजना में निम्नलिखित शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल बूथों में सुधार
- यात्री यातायात के अनुरूप अधिक चौड़े ऊपरी पैदल पुल/भूमिगत पैदल पार पथ की व्यवस्था
- लिफ्ट/स्वचालित सीढ़ियां/रैंप की व्यवस्था
- प्लेटफॉर्म की सतह का सुधार और प्लेटफॉर्म शेल्टर की व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क की व्यवस्था
- पार्किंग क्षेत्र का विकास
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणालियां

- एयर कॉनकोर्स, एक्जीक्यूटिव लाउंज, मल्टी मॉडल एकीकरण, भूसुदर्शनीकरण आदि का प्रावधान

इस योजना में आवश्यकता, चरणबद्धता और व्यवहार्यता के अनुसार संधारणीय और पर्यावरण अनुकूल समाधान आदि और दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की भी परिकल्पना की गई है।

अब तक, अमृत भारत स्टेशन योजना के तहत 1,340 स्टेशनों को विकास के लिए चिह्नित किया गया है जिसमें से भिलाई, भिलाई नगर, भिलाई पावर हाउस, दुर्ग जिले के दुर्ग और मरौदा स्टेशन सहित 32 स्टेशन छत्तीसगढ़ में स्थित हैं। छत्तीसगढ़ में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
छत्तीसगढ़	32	अकलतरा, अंबिकापुर, बैकुंठपुर रोड, बालोद, बाराद्वार, बेल्हा, भानुप्रतापपुर, भाटापारा, भिलाई, भिलाई नगर, भिलाई पावर हाउस, बिलासपुर, चांपा, दल्लीराझरा, डोंगरगढ़, दुर्ग, हथबंध, जगदलपुर, जांजगीर नैला, कोरबा, महासमुंद, मंदिर हसौद, मरौदा, निपानिया, पेंड्रा रोड, रायगढ़, रायपुर जंक्शन, राजनंदगांव, सारोना, तिल्दा-नेओरा, उरकुरा, उसलापुर

<u>छत्तीसगढ में पूरे किए गए स्टेशन:</u>

छत्तीसगढ़ में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तीव्र गति से किए जा रहे हैं। छत्तीसगढ़ में पूरे किए गए स्टेशनों का ब्यौरा निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
छत्तीसगढ़	10	अंबिकापुर, बालोद, भानुप्रतापपुर, भिलाई, चाँपा, दल्लीराझरा

		डोंगरगढ़, राजनांदगांव, सरोना, उरकुरा

उपर्युक्त पूरे किए गए स्टेशनों में से बालोद, भानुप्रतापपुर और दल्लीराझरा स्टेशन दुर्ग-रोघाट खंड के स्टेशन हैं। अन्य स्टेशनों पर भी विकास की गतिविधियां तीव्र गति से शुरू की गई हैं और कुछ स्टेशनों की प्रगति निम्नानुसार है:

छत्तीसगढ़ में दुर्ग जिले के स्टेशन:

- भिलाई नगर स्टेशन: स्टेशन भवन में सुधार, प्रवेश प्रांगण, दूसरे प्रवेश द्वार पर नया स्टेशन भवन, परिचलन क्षेत्र में सुधार, पार्किंग, पहुंच मार्ग, भूसुदर्शनीकरण, प्लेटफॉर्म सतह में सुधार, प्लेटफॉर्म शेल्टरों, प्रतीक्षालय, कलाकृति, नया शौचालय ब्लॉक, रेलगाड़ी संकेतक बोर्ड, संकेतक और सीसीटीवी की संस्थापना के कार्य पूर्ण किए जा चुके हैं। फिनिशिंग कार्य शुरू कर दिया गया है।
- भिलाई पावर हाउस स्टेशन: स्टेशन भवन के मुख्य प्रवेश द्वार का सुधार कार्य, दूसरे प्रवेश द्वार पर नया स्टेशन भवन, प्रवेश प्रांगण, परिचलन क्षेत्र में सुधार, पार्किंग, प्लेटफॉर्म सतह का सुधार, 12 मीटर चौड़ा ऊपरी पैदल पुल, लिफ्ट, प्लेटफॉर्म शेल्टर, प्रवेश/निकास द्वार, पेयजल बूथ और नए शौचालय ब्लॉक के कार्य पूरे हो चुके हैं। एस्केलेटर का कार्य शुरू कर दिया गया है।
- दुर्ग स्टेशन: उत्तर की ओर नए स्टेशन भवन, सर्विस भवन, रेल सुरक्षा बल बैरक और रेल सुरक्षा बल पोस्ट, सबस्टेशन भवन, रेल कर्मचारी क्वार्टर, क्रू लॉबी भवन, पानी की ओवरहेड टंकी, पानी की भूमिगत टंकी और अस्थायी पार्किंग के विकास का कार्य शुरू कर दिए गए हैं।
- मरौदा स्टेशन: परिचलन क्षेत्र, पार्किंग, प्लेटफॉर्म शेल्टरों के सुधार और प्लेटफॉर्म सतह के सुधार का कार्य पूरा हो गया है। स्टेशन भवन के विस्तार, नए शौचालय ब्लॉक, जल निकासी और प्रवेश/निकास द्वारों के सुधार के कार्य शुरू किए गए हैं।

छत्तीसगढ़ में स्थित, दुर्ग जिले के रिसामा स्टेशन पर प्लेट फॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, परिचलन क्षेत्र, बैठने की व्यवस्था, ऊँची सतह वाला प्लेट फॉर्म आदि जैसी सुविधाएं उपलब्ध हैं। रिसामा स्टेशन की मौजूदा इमारत की ओर जाने वाली स्टेशन पहुंच सड़क स्टेशन की वर्तमान आवश्यकताओं को पूरा करने के लिए पर्याप्त है। दिव्यांगजनों के लिए सुविधाओं का कार्य हाल के वर्षों में पूरा किया गया है। 3 मीटर चौड़े ऊपरी पैदल पुल, प्लेटफॉर्म शेल्टर, नए शौचालय ब्लॉक और नए प्लेटफॉर्म का कार्य शुरू कर दिया गया है।

इसके अलावा, भारतीय रेल में यात्री सुविधाओं जैसे पहुंच मार्ग, बुकिंग काउंटर आदि की व्यवस्था सहित, स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में निर्माण कार्य आवश्यकता, परस्पर प्राथमिकता के अध्यधीन और निधि की उपलब्धता के अनुसार शुरू किए जाते हैं। स्टेशन का विकास/पुनर्विकास/उन्नयन/ आधुनिकीकरण स्टेशन की कोटि/अवस्था/यातायात/संभलाई आदि के आधार पर किया जाता है।

रेलवे स्टेशनों का विकास/उन्नयन जटिल स्वरूप का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा अंतर्ग्रस्त होती है और इसके लिए पेड़ों की कटाई, धरोहर, दमकल विभाग की स्वीकृति, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। ये स्टेशन काफी समय से परिचालित हैं, इसलिए जनोपयोगी सेवाओं (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं) अतिलंघनों को स्थानांतरित करने, यात्री संचलन को बाधित किए बिना रेलगाड़ियों के परिचालन, रेलपथ एवं उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउनफील्ड कार्य संबंधी चुनौतियां सामने आ रही हैं और ये कारक कार्य की प्रगति और कार्य के समापन समय को प्रभावित करते हैं।

<u>ऊपरी/निचले सड़क पुल:</u>

भारतीय रेल में समपारों के स्थान पर ऊपरी/निचले सड़क पुलों के कार्यों की स्वीकृति प्रदान करना सतत और गतिशील प्रक्रिया है। ऐसे कार्यों को गाड़ी परिचालन में संरक्षा, गाड़ियों की गतिशीलता और सड़क उपयोगकर्ताओं पर इसके प्रभाव तथा व्यवहार्यता आदि के आधार पर प्राथमिकता निर्धारित करके शुरू किया जाता है।

वर्ष 2004-14 की तुलना में वर्ष 2014-26 (मई 2026 तक) की अवधि के दौरान भारतीय रेल में निर्मित किए गए ऊपरी/निचले सड़क पुलों (आरओबी/आरयूबी) की संख्या निम्नानुसार है:

अवधि	निर्मित ऊपरी/निचले सड़क पुल
2004-14	4,148 अदद
2014-26 (मई 2026 तक)	14,451 अदद (192 अदद छत्तीसगढ़ राज्य में)

दिनांक 01.06.2026 की स्थिति के अनुसार, भारतीय रेल में लगभग 1,17,492 करोड़ रु. की लागत से 4,993 अदद ऊपरी/निचले सड़क पुलों के निर्माण कार्यों को स्वीकृत किया गया है, जिनमें छत्तीगढ़ राज्य में लगभग 1,693 करोड़ रु. की लागत से 98 अदद ऊपरी/निचले सड़क पुलों के निर्माण कार्य शामिल हैं, जो योजना और निष्पादन के विभिन्न चरणों में हैं।

कि.मी. 889/7-8 पर समपार सं. डीडी-19 (रिसामा समपार) के स्थान पर निचले सड़क पुल के निर्माण कार्य हेतु स्वीकृति प्राप्त हो चुकी है और कार्य शुरू कर दिया गया है।

भारतीय रेल में जल भराव की समस्या की रोकथाम के लिए, कई सुधारात्मक कदम उठाए गए हैं, जो निम्नानुसार हैं:

- नए निचले सड़क पुल/अंडरपास की योजना के अभिन्न अंग के रूप में पर्याप्त जल निकासी की व्यवस्था की गई है।
- मौजूदा निचले सड़क पुल/अंडरपास में, जल प्रवाह को निकटवर्ती पुल एवं नालों/नालियों में मोड़ने पहुंच सड़कों पर कवर शेड की व्यवस्था, निचले सड़क पुलों में प्रवेश पर हंप की व्यवस्था, क्रॉस नालियों की व्यवस्था, जोड़ों को सील करना आदि जैसे उपचारात्मक उपाय व्यवहार्यता, उपयुक्तता और साइट की आवश्यकताओं के अनुसार किए गए हैं।

- इसके अतिरिक्त, आपातकालीन स्थिति में पानी की तीव्र निकासी के लिए चिह्नित निचले सड़क पुलों के लिए पम्पिंग व्यवस्था भी की गई है और सड़क उपयोगकर्ताओं की सुरक्षा के लिए असाधारण/असामान्य वर्षा की स्थिति में सड़क यातायात को रोकने का प्रावधान किया गया है।

ऊपरी/निचले सड़क पुलों के कार्यों को पूरा करना और कमीशनिंग करना कई कारकों पर निर्भर करता है जैसे-समपार समाप्त करने के लिए सहमति देने में राज्य सरकारों का सहयोग, पहुंच मार्ग संरेखण का निर्धारण, सामान्य व्यवस्था आरेख (जीएडी) की स्वीकृति, भूमि अधिग्रहण, अतिक्रमण हटाना, अतिलंघनकारी उपयोगिताओं को स्थानांतरित करना, विभिन्न प्राधिकरणों से सांविधिक मंजूरी, परियोजना/कार्य स्थलों के क्षेत्र में कानून और व्यवस्था की स्थिति, जलवायु परिस्थितियों के कारण किसी विशेष परियोजना/क्षेत्र के लिए एक वर्ष में कार्य अनुकूल अवधि आदि। ये सभी कारक परियोजनाओं/कार्यों के समापन समय को प्रभावित करते हैं।

इसके अलावा, रेलवे ने कार्यों की प्रगति में तेजी लाने के लिए निम्नलिखित उपाय किए हैं:

(i) सामान्य व्यवस्था आरेख (जीएडी) को अंतिम रूप देने से पहले संबंधित राज्य सरकार/सड़क स्वामित्व प्राधिकरण के साथ संयुक्त सर्वेक्षण किया गया है ताकि सुचारू निष्पादन सुनिश्चित किया जा सके।

(ii) ऊपरी/निचले सड़क पुलों के कार्यों से संबंधित विभिन्न मुद्दों का समाधान करने के लिए रेलवे और राज्य सरकार के अधिकारियों की आवधिक बैठकें आयोजित की जाती हैं।

(iii) डिज़ाइन अनुमोदन के दौरान विलंब से बचने के लिए रेलवे के भाग के कार्यों पर सड़क के स्पैन, तिरछेपन और चौड़ाई के विभिन्न संयोजनों के लिए अधिसंरचना और उपसंरचना आरेखों का मानकीकरण किया गया है। इसे एक संकलन के रूप में जारी किया गया है, जिसे त्वरित योजना बनाने के लिए रेल लाइनों पर ऊपरी सड़क पुलों के निर्माण के लिए प्रत्यक्ष रूप से अपनाया जा सकता है।

<u>आरक्षण कांउटर:</u>

रिसामा रेलवे स्टेशन से 07 किलोमीटर की दूरी पर स्थित गुण्डरदेही रेलवे स्टेशन पर रेलवे आरक्षण काउंटर सुविधा पहले से ही उपलब्ध है।

इसके अलावा, यह भी सूचित किया जाता है कि 88% से अधिक आरक्षित टिकटें ऑनलाइन जारी की जाती हैं जो कि कहीं से भी, किसी भी समय टिकट प्राप्त करने का एक विकल्प है। साथ ही, रेलवे ने 01.07.2025 को रेलवन ऐप भी लॉन्च किया है। यह ऐप यात्रियों को मोबाइल फोन पर आरक्षित और अनारक्षित टिकट बुक करने की सुविधा प्रदान करता है। वस्तुतः इससे यात्री आरक्षण प्रणाली की सुविधा यात्रियों की पहुँच में आ गई है।

<u>रेल संपर्कता:</u>

दुर्ग के साथ रोघाट की संपर्कता को बेहतर बनाने के लिए निम्नलिखित निर्माण कार्य स्वीकृत किए गए हैं:

क्र.सं.	कार्य का नाम	स्थिति
1	दल्लीराझरा - रोघाट नई लाइन परियोजना (95 कि.मी.)	हाल ही में परियोजना पूरी की गई है।
2	रोघाट – जगदलपुर नई लाइन परियोजना (140 कि.मी.)	• परियोजना के लिए कुल 818 हेक्टेयर भूमि में से 249 हेक्टेयर भूमि का अधिग्रहण किया गया है। • जगदलपुर - पल्ली - कुरकानार (12 कि.मी.) खंड में भूमि अधिग्रहण पूरा हो चुका है और इस खंड में महत्वपूर्ण बड़े पुलों, ऊपरी सड़क पुल, भूमि संबंधी कार्य, छोटे पुलों आदि पर कार्य शुरू कर दिया गया है। • रोघाट - कुरकानार (128 कि.मी.) खंड में भूमि अधिग्रहण का कार्य शुरू कर दिया गया है।

छत्तीसगढ़

रेल बजट:

हाल ही के वर्षों में बजट आबंटन में उल्लेखनीय वृद्धि की गई है। छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-2014	₹311 करोड़ प्रति वर्ष
2026-2027	₹7,470 करोड़ (लगभग 24 गुना)

रेलपथ निर्माण:

छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों की कमीशनिंग/बिछाने के ब्यौरे निम्नानुसार हैं:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	32 कि.मी.	6.4 कि.मी. प्रति वर्ष
2014-26	1,311 कि.मी.	109.29 कि.मी. प्रति वर्ष (17 गुना)

स्वीकृत की गई परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली 48,202 करोड़ रुपए लागत की 2,398 कि.मी. कुल लंबाई की 36 परियोजनाएं (8 नई लाइन और 28 दोहरीकरण) स्वीकृत की गई हैं। सारांश निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	मार्च, 2026 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च, 2026 तक किया गया कुल व्यय (करोड़ रुपए में)
नई लाइन	8	887	262	7,535
दोहरीकरण	28	1,512	889	11,298
कुल	36	2,398	1,151	18,833

हाल ही में पूरी की गई परियोजनाएं:

छत्तीसगढ़ राज्य में पूर्णतः/अंशतः पड़ने वाली हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	**परियोजना का नाम**	**लागत (करोड़ रुपए में)**
1	खरसिया-कोरिछापर नई लाइन (43 किलोमीटर)	851
2	बिलासपुर-उरकुरा तीसरी लाइन (110 किलोमीटर)	365
3	सलका रोड-खोंगसरा दोहरीकरण (26 किलोमीटर)	181
4	दुर्ग-राजनांदगांव दोहरीकरण (31 किलोमीटर)	250
5	बिलासपुर में फ्लाईओवर सहित खोदरी-अनूपपुर दोहरीकरण (72 किलोमीटर)	792
6	चंपा-झारसुगुड़ा तीसरी लाइन (152 किलोमीटर)	1,227
7	पेंड्रा रोड-अनूपपुर तीसरी लाइन (50 किलोमीटर)	394
8	रायपुर - टिटलागढ़ दोहरीकरण (203 किलोमीटर)	1,171
9	दल्लीराझरा-रावघाट (95 किलोमीटर)	1,628

चालू परियोजनाएं:

छत्तीसगढ़ में पूर्णतः/अंशतः पड़ने वाली प्रमुख परियोजनाएँ, जो शुरू की गई हैं, इस प्रकार हैं:

क्र.सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1	खरसिया-धरमजयगढ़ नई लाइन (122 किलोमीटर)	3,407
2	गेवरा रोड-पेंड्रा रोड नई लाइन (135 किलोमीटर)	3,724
3	धरमजयगढ़-कोरबा नई लाइन (63 किलोमीटर)	1,686
4	चिरमिरि-नागपुर हॉल्ट नई लाइन (17 किलोमीटर)	670
5	सरडेगा-भालुमुंडा नई लाइन (37 किलोमीटर)	1,282
6	खरसिया-परमालकसा नई दोहरी लाइन (278 किलोमीटर)	7,854
7	रावघाट-जगदलपुर नई लाइन (140 किलोमीटर)	3,513
8	किरंडुल-जदगलपुर दोहरीकरण (150 किलोमीटर)	1,780
9	जगदलपुर-कोरापुट दोहरीकरण (107 किलोमीटर)	1,547
10	झारसुगुड़ा-बिलासपुर चौथी लाइन (206 किलोमीटर)	2,596
11	गेवरा रोड-पेंड्रा रोड दोहरीकरण (135 किलोमीटर)	3,475
12	राजनांदगांव-नागपुर तीसरी लाइन (228 किलोमीटर)	3,545

13	बोरीडांड-अम्बिकापुर दोहरीकरण (80 किलोमीटर)	1,577
14	दुर्ग-राजनांदगांव चौथी लाइन (31 किलोमीटर)	464
15	गोंदिया-डोंगरगढ़ चौथी लाइन (84 किलोमीटर)	2,223
16	बैकुंठ- उरकुरा चौथी लाइन (26 किलोमीटर)	426
17	चंपा-कोरबा तीसरी लाइन (42 किलोमीटर)	755

किसी भी रेल परियोजना/ओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल हैं:-

- भूमि अधिग्रहण
- वन संबंधी स्वीकृति
- अतिलंघनकारी जनोपयोगिताओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियां
- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- विशेष परियोजना स्थल के लिए वर्ष में कार्य करने के महीनों की संख्या आदि

ये सभी कारक परियोजना/ओं के समापन समय और लागत को प्रभावित करते हैं।

वर्तमान में, दुर्ग-दल्लीराझरा खंड 10 रेलगाड़ी सेवाओं द्वारा सेवित है, जिसमें 6 दैनिक गाड़ी सेवाएं और 02 गाड़ी सेवाएं जो सप्ताह में 6 दिन परिचालित होती हैं। ये नीचे सूचीबद्ध हैं:

क्र.सं.	**गाड़ी संख्या और नाम**
1	78815 रायपुर - अंतागढ़ डेमू (दैनिक)
2	78816 अंतागढ़ - रायपुर डेमू (दैनिक)
3	78817 दुर्ग – दल्लीराझरा डेमू (दैनिक)
4	78818 अंतागढ़ - दुर्ग डेमू (दैनिक)
5	78824 दुर्ग – दल्लीराझरा डेमू (दैनिक)
6	78825 दल्लीराझरा - दुर्ग डेमू (दैनिक)
7	68764 रायपुर - ताड़ोकी मेमू (6 दिन)
8	68765 ताड़ोकी - रायपुर मेमू (6 दिन)

9	78826 दल्लीराझरा - दुर्ग डेमू
10	78827 दुर्ग - दल्लीराझरा डेमू

इसके अलावा, किसी भी मार्ग/खंड पर गाड़ी सेवाओं के फेरे बढ़ाना एक निरंतर चलने वाली प्रक्रिया है, जो विभिन्न कारकों पर निर्भर करती है, जिनमें शामिल हैं:

- उस खंड की क्षमता
- पथ की उपलब्धता
- अपेक्षित चल स्टॉक की उपलब्धता
- चल स्टॉक के लिए समान अवसंरचना की उपलब्धता
- रेलपथों और अन्य परिसंपत्तियों के अनुरक्षण की आवश्यकता
- खंड की अधिभोगिता और यातायात मांग।

PENDING SPECTRUM ASSIGNMENT FOR LICENCED NGSO SATELLITE OPERATORS

4036. DR. SHASHI THAROOR:

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

(a) whether the Government has taken a decision on the administrative assignment of spectrum to Global Mobile Personal Communication by Satellite (GMPCS) licence holders operating NGSO satellite systems and if so, the details thereof, if not, the reasons therefor;

(b) whether the Government has accepted, modified or sought reconsideration of the recommendations made by Telecom Regulatory Authority of India (TRAI) on administrative assignment of spectrum for satellite communication services and if so, the details thereof, recommendation-wise; and

(c) the details and the number of GMPCS licence holders awaiting administrative assignment of spectrum as on date along with the steps taken/being taken by the Government to operationalise such assignments?

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

(a): The Telecommunications Act, 2023 provides for assignment of spectrum through administrative process for certain services listed in First Schedule of the Act, which includes Global Mobile Personal Communication by Satellite (GMPCS).

(b): After considering the recommendations of Telecom Regulatory Authority of India (TRAI) on spectrum pricing and associated terms and conditions for satellite-based commercial communication services, the Government had accepted certain recommendations and had referred remaining recommendations back to TRAI. Thereafter, TRAI provided its response on 8.12.2025. Details of the recommendations referred back to TRAI are available in the TRAI response dated 8.12.2025 (available at https://trai.gov.in/release-publication/recommendation).

(c): Three licensees holding Unified License with GMPCS service authorisation had applied for grant of provisional spectrum assignment for the demonstration of compliance to technical and security conditions. Provisional spectrum has been assigned to these licensees.

अंतरिक्ष क्षेत्र में निजी क्षेत्र की भागीदारी

4037. श्री अरूण गोविलः

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

क्या सरकार ने उत्तर प्रदेश सहित विभिन्न राज्यों में अंतरिक्ष प्रौद्योगिकी-आधारित स्टार्टअप्स, अनुसंधान और रोजगार के अवसरों को बढ़ावा देने के लिए कोई कार्य योजना तैयार की है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

सरकार ने स्टार्ट-अप्स सहित भारतीय निजी क्षेत्र की अंतरिक्ष संबंधी गतिविधियों को बढ़ावा देने, मदद करने, मार्गदर्शन प्रदान करने, निगरानी करने और उन्हें प्राधिकृत करने के लिए भारतीय राष्ट्रीय अंतरिक्ष संवर्धन एवं प्राधिकरण केंद्र (इन-स्पेस) की स्थापना की है। इन-स्पेस ने निधीयन, प्रौद्योगिकी हस्तांतरण, कौशल विकास, परामर्श संबंधी सेवाएँ और अन्य सुविधा सहायताओं के माध्यम से स्टार्ट-अप्स को सहयोग प्रदान करने के लिए विभिन्न योजनाएँ और नीतियाँ शुरू की हैं। इन पहलों का उद्देश्य अंतरिक्ष स्टार्ट-अप परितंत्र को मज़बूत करना, नवाचार को बढ़ावा देना, निजी क्षेत्र की भागीदारी बढ़ाना और रोज़गार के अवसर उत्पन्न करना है।

इन-स्पेस एक केंद्रीय सरकारी एजेंसी होने के नाते किसी खास क्षेत्र या राज्य/ संघ राज्य-क्षेत्र के बजाय संपूर्ण राष्ट्र के लाभ हेतु योजनाएँ एवं नीतियाँ बनाती और लागू करती है। तदनुसार, इन-स्पेस की ओर से घोषित सभी योजनाएँ और नीतियाँ उत्तर प्रदेश राज्य सहित पूरे भारत में लागू होती हैं।

INDIA'S DEPENDENCE ON IMPORT FOR RARE EARTH MINERALS

4038. SUSHRI S. JOTHIMANI:

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

(a) whether the country is currently dependent on China for rare earth minerals and magnets used in electric vehicles, electronics and defence equipment and if so, the details thereof along with India's existing stock that can last if China tightens supply further;

(b) the details of the progress made under the Government's schemes to boost domestic mining and manufacturing of rare earth minerals including funds released and projects started so far;

(c) whether India's efforts to source rare earth minerals from other countries have started showing results and the manner in which this compares with the quantity still being imported from China; and

(d) the details of Government's long-term plan to reduce India's dependence on a single country for such a critical resource?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) to (d): In FY 2025–26, China accounted for more than 30% of the total value of India’s imports of rare earth elements (REEs). In FY 2025-26, IREL (India) Limited under Atomic Mineral Directorate for Exploration & Research has reported 5.47 kilo tons production of rare earth compound.

Atomic Minerals Directorate for Exploration and Research (AMD), a constituent unit of the Department of Atomic Energy (DAE), carries out

exploration for rare earth elements (REEs) along the coastal / inland / riverine placer sands of the country, which contain rare earth minerals such as monazite. As on date, AMD has established an estimated resource of REEs as follows:

- Approximately 7.31 million tonne (Mt) in-situ Total Rare Earth Oxides Equivalent (TREO Eq.) contained in 13.30 Mt monazite resource, occurring in the coastal beach and teri, beach sand and inland alluvium in parts of Andhra Pradesh, Kerala, Tamil Nadu, Odisha, Maharashtra Jharkhand, West Bengal and Tamil Nadu.
- 1.30 Mt in-situ REE resource (TREO Eq.) in hard rock terrains in parts of Gujarat and Rajasthan.

Additionally, Geological Survey of India (GSI) has also estimated resources of REE in hard rock across India.

Further, in view of the need to strengthen capabilities and diversify sources of supply, enhance domestic processing, and reduce import dependence, the Government has taken several initiatives, which inter-alia include:

i) Approval of the National Critical Mineral Mission (NCMM) on 29 January, 2025 with the aim of secure a long-term sustainable supply of critical minerals (including REEs) and strengthen India’s critical mineral value chain encompassing all stages from mineral exploration and mining to beneficiation, processing, and recovery from end-of-life products.

ii) NCMM envisages support for investment for acquisition of critical mineral assets to diversify sources of supply. Accordingly, to promote Indian public and private sector entities to undertake mineral exploration in overseas jurisdictions, the Ministry of Mines circulated "Overseas Mineral Exploration Promotion Guidelines" on 16 July 2026.

iii) Further, under NCMM, ₹500 crore has been earmarked to support domestic critical mineral processing capabilities by developing mineral processing parks using existing infrastructure to strengthen the domestic processing of critical minerals within the country and promoting local value addition.

iv) Additionally, the Union Budget for FY 2026–27 has announced support to the mineral-rich States of Odisha, Kerala, Andhra Pradesh and Tamil Nadu to establish dedicated Rare Earth Corridors to promote mining, processing, research and manufacturing.

v) The Ministry of Mines has given prior approval for 15 blocks [(Andhra Pradesh Mineral Development Corporation (APMDC) - 10, IREL (India) Limited - 4)] of Beach Sand Minerals and one block of hard rock REE deposit to Gujarat Mineral Development Corporation, Gujarat.

vi) India is also engaged with resource-rich countries through bilateral and multilateral cooperation to strengthen access to critical minerals, including rare earth elements.

INFORMATION TECHNOLOGY RULES AND CONTENT GOVERNANCE

4039. SHRI ASADUDDIN OWAISI:

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

(a) whether the Government has undertaken any review of the implementation of the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules and subsequent amendments;

(b) if so, the number of content removal orders, blocking orders and account suspension requests issued by the Union Government during the last year; and

(c) the manner in which the Government proposes to enhance transparency regarding such directions including legal basis and aggregate statistics?

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

(a) to (c): The policies of the Government are aimed at ensuring an Open, Safe and Trusted and Accountable Internet for its users. The existing legal framework including The Information Technology Act, 2000 (“IT Act”) and the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (“IT Rules”), together, have imposed clear due diligence obligations on intermediaries to ensure accountability.

Intermediaries, including social media intermediaries, are also required to remove or disable access to any unlawful information as and when brought to their knowledge either through a court order or through a reasoned

intimation in writing by an appropriate government or its authorized agency. Such unlawful information includes information prohibited under any law for the time being in force in relation to the interest of the sovereignty and integrity of India, security of the State, friendly relations with foreign States, public order; decency or morality, in relation to contempt of court, defamation, incitement to an offence relating to the above\ or any information which is prohibited under any law for the time being in force.

The amendments to IT Rules in November 2025 introduced additional safeguards to ensure that removal or disabling access of unlawful content is carried out in a transparent, proportionate and accountable manner. The amended Rules came into effect from 15th November, 2025. Key features of the amendment are as under:

- **Senior-level Authorisation:**
  - Any intimation to intermediaries for removal of unlawful information can only be issued by a senior officer not below the rank of Joint Secretary, or equivalent, or, where such rank is not appointed, a director or an officer equivalent in rank and where so authorised, acting through a single corresponding officer in its authorised agency, where such agency is so appointed.
  - In case of police authorities, only an officer not below the rank of Deputy Inspector General of Police (DIG), specially authorised, can issue such intimation.

- **Reasoned Intimation with Specific Details:**

  The intimation must clearly specify the legal basis and statutory provision, the nature of the unlawful act, and the specific URL/identifier or other electronic location of the information, data or communication link to be removed.

- **Periodic Review Mechanism:**

  Reasoned intimations issued under IT Rules are subjected to a monthly review by an officer not below the rank of Secretary of the Appropriate Government to ensure that such actions remain necessary, proportionate, and consistent with law.

- **Balance of Rights and Responsibilities:**

  The amendments strike a balance between the constitutional rights of citizens and the legitimate regulatory powers of the State, ensuring that enforcement actions are transparent and do not lead to arbitrary restrictions.

APPROVED RAILWAY PROJECTS IN WEST BENGAL

4040. SHRIMATI MALA ROY:

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

(a) the number of railway projects sanctioned by the Government for West Bengal during the last three months; and

(b) the details of the amount of fund release for current projects/new projects for West Bengal during the last three months?

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

(a) and (b): Budget allocation in the recent years has increased significantly. Budget allotment of projects is made commensurate to the progress achieved in any project. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of West Bengal is as under:-

Period	Outlay
2009-14	Rs.4,380 Cr./year
2026-27	Rs. 14,205 Cr. (More than 3 times)

Projects Sanctioned:

As on 01.04.2026, 63 projects (14 New Lines, 04 Gauge Conversions and 45 Doubling), covering a total length of 5,148 Km, costing ₹83,433 crore, falling fully/partly in West Bengal are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2026 (in Km)	Total Exp. upto March, 2026 (Rs. in Cr.)
New Lines	14	1,056	337	13,872
Gauge Conversion	4	1,201	854	3,676

Doubling/Multi-tracking	45	2,891	530	10,401
Total	**63**	**5,148**	**1,721**	**27,949**

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the State of West Bengal are as under:

S.No.	Project	Cost (Rs. in Cr.)
1	Rampurhat-Mandarhill new line (130 Km)	908
2	Azimganj-Murshidabad new line (7 Km)	164
3	Bardhaman-Katwa Gauge Conversion (52 Km)	696
4	Ahmedpur-Katwa Gauge Conversion (52 Km)	440
5	Panskura Kharagpur Doubling (45 Km)	408
6	Lalgola – Jiaganj Doubling (23 Km)	124
7	Krishnanagar-Bethuadahari Doubling (28 Km)	152
8	Nabadwipdham-Patuli Doubling (22 Km)	170
9	Bethuadhahari-Plassey Doubling (23 km)	132
10	Ambikakalna-Nabadwipdham Doubling (23 km)	145
11	Nalhati-Sagardighi Doubling (26 km)	193
12	Tamluk Jn.- Basulya Sutahata Doubling (24 km)	245
13	Plassey- Jiaganj Doubling (54 km)	234
14	Azimganj-Manigram Doubling (21 km)	150
15	New Coochbehar-Gumanihat Doubling (29 km)	330
16	New Coochbehar-Samuktala Road Doubling (29 km)	445
17	Sainthia-Tarapith 3rd line (22 Km)	186
18	Ambari Falakata-New Maynaguri Doubling (38 km)	843
19	Bandel-Boinchi - 3rd line (31 km)	546
20	Boinchi-Shaktigarh 3rd line (26 km)	424
21	Bazar Sau-Azimganj Jn. Doubling (42 km)	343
22	Sagardighi- Malda Town Doubling (25 Km)	248
23	Kharagpur-Narayangarh 3rd line (24 km)	270
24	Monigram-Nimtita Doubling (24 Km)	713
25	Purulia-Kotshila Doubling (36 Km)	393

Ongoing Projects:

Some of the projects falling fully/partly in the State of West Bengal which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Chandil- Damodar 3rd Line(121 Km)	1,932
2	Tarakeshwar-Bishnupur New Line (83 Km)	1,542
3	Sivok-Rangpo New Line (44 Km)	11,973
4	Balurghat-Hilli New Line (30 Km)	1,209
5	Kaliyaganj-Buniadpur New Line (33 Km)	1,147
6	Katihar-Kumedpur and Katihar-Mukuria Doubling (65 Km)	943
7	Kharagpur-Adityapur 3rd line (132 Km)	3,450
8	Narayangarh-Bhadrak 3rd line (153 Km)	3,425
9	Kalipahari-Bakhtarnagar 5th Line (18Km)	350
10	Dankuni-Baltikuri 3rd & 4th line (18 Km)	429
11	Murarai-Barharwa 3rd Line (49 Km)	935
12	Ranaghat-Krishnanagar City 3rd Line (26 Km)	446
13	Aluabari Road-New Jalpaiguri 3rd & 4th Line (57 Km)	1,630
14	Sainthia-Pakur 4th Line (81 Km)	1,569
15	Santragachi- Kharagpur 4th Line (111 Km)	2,905
16	Barbenda-Damrughutu Doubling, Damrughutu-Bokaro Steel City 3rd & 4th Line (52 Km)	815
17	Ranaghat-Bangaon doubling (33 Km)	396
18	Hijli to Nimpura Through yard 3rd line (6 Km)	234
19	Doubling of New Jalpaiguri- Siliguri (7 Km)	215
20	Thakurganj-Siliguri Doubling (56 Km)	916
21	Bypass line at Rampur hat (12 Km)	190

The following projects falling fully/partly in the State of West Bengal, have been sanctioned in last three months:

SN.	Project	Cost (Rs. in Cr.)
1	Rampurhat Bypass (12 Km)	190
2	Thakurganj-Siliguri doubling (56 Km)	916
3	Nimpura-Midnapur 3rd line (15 Km)	439

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Coordination with State Government:

In order to strengthen coordination for expeditious implementation of railway connectivity projects across state, monitoring progress of such projects & facilitating coordinated resolution of implementation issues, a task force has been constituted under chairmanship of Chief Secretary, West Bengal by Govt of West Bengal.

Chingrighata Matter:

Further, temporary diversion of traffic at Chingrighata crossing for launching of viaduct segments for construction of Kolkata Metro was permitted by state government in May-26 after almost 1.5 years since the request made. The work of Chingrighata crossing has finally been completed in May-26.

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area

- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

ROBs/RUBs:

Sanctioning and execution of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 viz-a-viz 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (547 Nos. in the State of West Bengal)

As on 01.06.2026, 4,993 Nos. ROB/ RUB works at an approximate cost of ₹ 1,17,492 Cr are sanctioned on Indian Railways including 363 Nos. ROB/RUB works at an approximate cost of ₹8,060 Cr are at various stages of planning and execution in the State of West Bengal. Total 09 Nos. of ROBs/RUBs have been completed in West Bengal during the year 2026-27 (Upto May'26).

During the last three months 15 Nos. ROB and 24 Nos. RUB works at an approximate cost of ₹1,460 Cr have been sanctioned in the State of West Bengal.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works. Therefore, it is not feasible to fix definite timelines for completion of ROB/RUB works.

As on 01.04.2026, 99 Nos. ROB/RUB Works were held up on account of State Govt. of West Bengal on account of non-finalisation of alignment, law & order issues etc. However, in the last two and a half months, lots of initiatives have been taken to resolve the long pending issues related to ROB/RUB works:

(i) Govt. of West Bengal has constituted a task force headed by the chief secretary and senior officers from Govt. of West Bengal, local bodies and Railways which is proactively clearing the decision related to ROB/RUB works.

(ii) As a result, the joint site visits are being conducted at all the held up/ delayed works and action is being done to finalize the feasible alignment

which is required before land acquisition is taken up. To facilitate the finalisation of alignment, Govt. of West Bengal/PWD has also issued a check list.

(iii) Further, Govt. of West Bengal has conveyed as in-principle approval to make available free of cost the Government land for ROB/RUB works.

Due to the above mentioned proactive steps taken, till date, joint site visits have been conducted at all 99 locations and 26 Nos. ROB/RUB works have already been resolved.

Further, Railways have taken following measures to expedite the progress of ROB/RUB works:

(i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

(ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.

(iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/ provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 102 stations, are located in West Bengal. The names of stations identified for development under Amrit Bharat Station Scheme in West Bengal are as following:

State	No. of Stations	Name of Stations
West Bengal	102	Adra, Alipurduar Jn., Aluabari Road, Ambika kalna, Anara, Andal Jn., Andul, Asansol Jn., Azimganj, Bagnan, Bally, Balurghat, Bandel Jn., Bangaon Jn., Bankura, Barabhum, Barasat, Barddhaman, Barrackpore, Belda, Berhampore Court, Bethuadahari, Bhaluka Road, Binnaguri, Bishnupur, Bolpur Shantiniketan, Burnpur, Canning, Chandan nagar, Chandpara, Chandrakona Road, Dalgaon, Dalkhola, Dankuni, Dhulian Ganga, Dhupguri, Digha, Dinhata, Dum Dum Jn., Falakata, Garbeta, Gede, Haldia, Haldibari, Harishchandrapur, Hasimara, Hijli, Howrah Jn, Jalpaiguri, Jalpaiguri Road, Jangipur Road, Jhalida, Jhargram, Joychandi Pahar Jn, Kaliyaganj, Kalyani, Kalyani Ghoshpara, Kamakhyaguri, Katwa Jn, Khagraghat Road, Kharagpur Jn, Kolkata, Krishnanagar City Jn, Kumedpur Jn, Madhukunda, Madhyamgram, Malda Court, Malda Town, Mecheda, Medinipur (Midnapore), Nabadwip Dham, Naihati Jn, New Alipurduar, New Cooch Behar, New Farakka Jn, New Jalpaiguri Jn, New Mal Jn, Ondagram, Panagarh, Pandabeswar, Panskura Jn, Purulia Jn, Rampurhat Jn, Ranaghat, Sainthia Jn,

State	No. of Stations	Name of Stations
		Salboni, Samsi, Santragachi, Sealdah, Shalimar, Shantipur, Sheoraphuli Jn., Shrirampur, Siliguri Jn., Sitarampur, Siuri, Sonarpur Jn., Suisa, Tamluk, Tarakeswar, Tulin, Uluberia

Completed Stations located in West Bengal:

Development works at railway stations under Amrit Bharat Station Scheme in West Bengal have been taken up at a good pace. Details of stations completed in West Bengal are as under:

State	No. of stations	Name of stations
West Bengal	13	Anara, Barabhum, Digha, Garbeta, Haldia, Haldibari, Jalpaiguri Road, Joychandi Pahar Junction, Kalyani Ghoshpara, Kamakhyaguri, Panagarh, Siuri, Tamluk

The activities for development at other stations of West Bengal have also been taken up at good pace and progress of some of the stations is as given below:

- **Asansol Junction station:** The structural work of new station building block no. 4 of South Wing, building block no. 1, 2 and 3 of North Wing have been completed. The structural work of new station building block

no. 3 of South Wing, extension of 6 m wide foot over bridge and air concourse have been taken up.

- **New Jalpaiguri Junction station:** The works of new station building at second entry, Rail Mail Service office building and structural work of new departure station building up to fourth floor have been completed. The structural works of new arrival station building at main entry, structural work of fifth and sixth floor of new departure station building, podium parking, elevated road and air concourse have been taken up.
- **Aluabari Road station:** The works of extension of platform no. 2, improvement of platform surface at platform no. 1 and 2, circulating area, parking, approach road and boundary wall have been completed. The works of 12 m wide foot over bridge, new station building block and improvement of platform shelter have been taken up.
- **New Farakka Junction station:** The works of improvement of station building, waiting halls, toilet, entrance porch, signages and installation of Train Indication Board have been completed. The works of improvement of circulating area and parking have been taken up.
- **Barddhaman station:** The works of new station building at second entry, entrance porch, waiting hall, booking counter, toilet, improvement of platform surface and platform shelters have been completed. The works of 6 m wide foot over bridge and improvement of circulating area have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways, is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. West Bengal is covered under the jurisdiction of four railway zones, namely Eastern Railway, Northeast Frontier Railway, South Eastern Railway and Metro Railway. For these zones, an allocation of ₹ 1,231 crore has been made for the financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 471 crore has been incurred so far.

DEFECTIVE PRODUCTS BY QUICK COMMERCE PLATFORMS

4041. SUSHRI SAYANI GHOSH:

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

(a) whether the Government has taken note of complaints regarding delivery of fake, damaged, defective or missing products by quick commerce platforms and if so, the details thereof;

(b) the number of complaints received against such platforms before Consumer Commissions, the Central Consumer Protection Authority (CCPA) and other consumer grievance mechanisms during the last five years, year and platform-wise indicating the number of cases resolved, pending and disposed of;

(c) whether the Government has issued any guidelines, advisories or regulations for quick commerce platforms relating to product authenticity, delivery standards, refunds, replacements and consumer protection and if so, the details thereof;

(d) the details of investigations, penalties, fines or other penal action taken against quick commerce companies found guilty of unfair trade practices, sale of counterfeit goods or deficiency in service; and

(e) the details of the further steps taken by the Government to strengthen consumer protection and accountability in the quick commerce sector?

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

(a) to (e): The National Consumer Helpline (NCH) administered by the Department of Consumer Affairs has emerged as a single point of access to consumers across the country for their grievance redressal at a pre-litigation stage. Consumers can register their grievances from all over the country in 17 languages including Hindi, English, Kashmiri, Punjabi, Nepali, Gujarati,

Marathi, Kannada, Telugu, Tamil, Malayalam, Maithili, Santhali, Bengali, Odia, Assamese and Manipuri through a toll-free number 1915. These grievances can be registered on Integrated Grievance Redressal Mechanism (INGRAM), an omnichannel IT enabled central portal, through various channels- WhatsApp (8800001915), SMS (8800001915), email (nch-ca@gov.in), the NCH app, the web portal (consumerhelpline.gov.in) and the Umang app, as per their convenience. 1,853 companies, who have voluntarily partnered with NCH, as part of the 'Convergence' programme directly respond to these grievances according to their redressal process and revert by providing a feedback to the complainant on the portal.

The year-wise and nature-wise details of the total number of complaints including complaints related to quick commerce platforms received and disposed of by the National Consumer Helpline (NCH) in e-commerce sector during the last five years are given in the enclosed **Statement-I.**

The platform-wise details of top ten companies against which the maximum number of complaints were received and disposed on NCH in e-commerce sector during the last five years are given in the enclosed **Statement-II.**

The National Consumer Helpline (NCH) has successfully facilitated refunds amounting to over ₹91 crore (including over ₹63 Crore with regard to the grievances pertaining to e-commerce sector) to consumers between 25th April 2025 and 30th June 2026 by effectively addressing over 1,47,000 consumer grievances related to refund claims at the pre-litigation stage.

The Department of Consumer Affairs notified the Consumer Protection (E-Commerce) Rules, 2020 on 23rd July, 2020 under the Consumer Protection Act, 2019, to prevent unfair trade practices and protect consumers in the e-commerce sector. As per the provisions of these rules, every e-commerce entity shall endeavor to become the partner in the convergence process of the National Consumer Helpline and must appoint a grievance officer and prominently display the officer's name, designation, and contact details on its platform. The grievance officer shall acknowledge any consumer complaint within forty-eight hours and redress it within one month from the date of receipt. Consent of a consumer can be recorded only through explicit and affirmative action and not through pre-ticked checkboxes or automatic means. No e-commerce entity shall manipulate the price of goods or services to gain unreasonable profit or impose unjustified prices, nor shall it discriminate between consumers of the same class or make arbitrary classifications that affect consumer rights under the Act.

The Central Authority i.e. Central Consumer Protection Authority (CCPA) has been established under Section10 (1) of Consumer Protection Act, 2019 to regulate matters relating to violation of rights of consumers, unfair trade practices and false or misleading advertisements which are prejudicial to the interests of public and consumers and to promote, protect and enforce the rights of consumers as a class.

CCPA has notified the Guidelines for Prevention of Misleading Advertisements and Endorsements for Misleading Advertisements, 2022 on

9th June, 2022. These guidelines inter-alia provide for conditions for an advertisement to be non-misleading and valid; duties of manufacturer, service provider, advertiser and advertising agency including on e-commerce platforms.

Central Consumer Protection Authority, in exercise of the powers conferred by Section 18 of the Consumer Protection Act, 2019, issued "Guidelines for Prevention and Regulation of Dark Patterns, 2023" on 30th November, 2023, listing 13 specified dark patterns identified in e-Commerce sector. These dark patterns include false urgency, Basket Sneaking, Confirm shaming, forced action, Subscription trap, Interface Interference, Bait and switch, Drip Pricing, Disguised Advertisements, Nagging, Trick Wording, Saas Billing and Rogue Malwares.

An "Advisory in terms of Consumer Protection Act, 2019 on Self-Audit by E-Commerce Platforms for detecting the Dark Patterns on their platforms to create a fair, ethical and consumer centric digital ecosystem" was issued by Central Consumer Protection Authority on 5th June, 2025. 31 e-commerce platforms, given in the enclosed **Statement-III,** have voluntarily submitted their self-declaration letters confirming compliance with the Guidelines for Prevention and Regulation of Dark Patterns, 2023.

Aligned with global best practices, "Safety Pledge" has been finalized, in consultation with all the stakeholders, which is a voluntary public commitment of e-Commerce platforms to ensure the safety of goods sold online. This initiative strengthens consumer protection in the e-commerce. Major e-

commerce companies including Reliance Retail group, Tata Sons group, Zomato, Ola, Swiggy signed the Safety Pledge for ensuring consumer safety.

The Central Consumer Protection Authority (CCPA) has imposed penalties amounting to approximately ₹1,12,01,500/- on 47 e-commerce platforms.

Also, the Bureau of Indian Standards (BIS) has published IS 19598:2026, E-Commerce-Principles and Guidelines for Self-Governance. The standard provides voluntary principles and guidelines for e-commerce entities covering, inter alia, seller due diligence, product information and authenticity, delivery and post-transaction processes, cancellations, returns, replacements, refunds, grievance redressal, and anti-counterfeiting measures. The standard is voluntary in nature and is intended to operate in conformity with the existing laws and regulations.

STATEMENT-I

Year-wise and nature-wise details of the total number of complaints including complaints related to quick commerce platforms received and disposed of by the National Consumer Helpline (NCH) in e-commerce sector during the last five years

Year-wise: 2021 to 2025

S. No.	Year	Received	Disposed
1	2021	2,24,592	2,24,592
1	2022	3,65,370	3,65,370
2	2023	4,46,133	4,46,133
3	2024	4,40,187	4,40,187
4	2025	5,11,198	5,11,198

Nature-wise: 2021

S. No.	Nature of Grievances	Received
1	Paid amount not refunded	49437
2	Delivery of Defective / Damage Product /Wrong Product	48816
3	Non-Delivery of Product	28496
4	Deficiency in Services	27776
5	Delay in Delivery of Product	10989
6	Product / Product Accessories Missing	10464
7	Not providing replacement as per policy	6276
8	Account blocked/service barred.	4484
9	Sale of Spurious / Fake Products	4238
10	Wrong Promises	3216
11	Others	30400

Nature-wise: 2022

S. No.	Nature of Grievances	Received
1	Paid amount not refunded	74,183
2	Deficiency in Services	52,479
3	Delivery of Defective / Damage Product	44,091
4	Delivery of Wrong Product	43,455
5	Non-Delivery of Product	35,823
6	Product / Product Accessories Missing	23,350
7	Delay in Delivery of Product	21,913
8	Not providing replacement as per policy	10,222
9	Account blocked/service barred.	7,782
10	Wrong Promises	7,726
11	Other	44,346

Nature-wise: 2023

S. No.	Nature of Grievances	Received
1	Deficiency in Services	85,647

2	Paid amount not refunded	71,147
3	Delivery of Wrong Product	60,200
4	Delivery of Defective / Damage Product	59,102
5	Non-Delivery of Product	33,158
6	Product / Product Accessories Missing	25,922
7	Delay in Delivery of Product	25,304
8	Not providing replacement as per policy	12,210
9	Wrong Promises	9,770
10	Fraudulent Issue-Selling Fake/duplicate/counterfeit product	9,538
11	Others / Sector Enquiry	54,135

Nature-wise: 2024

S. No.	Nature of Grievances	Received
1	Delivery of Wrong Product	60,242
2	Paid amount not refunded	55,584
3	Deficiency in Services	62,527
4	Replacement / Refund not provided - As per policy	33,428
5	Delivery of Defective / Damage Product	58,181
6	Non-Delivery of Product	47,525
7	Delay in Delivery of Product	29,264
8	Product / Product Accessories Missing	16,705
9	Amount debited but not credited to beneficiary.	12,171
10	Wrong Promises	5,890
11	Others / Sector Enquiry	58,670

Nature-wise: 2025

S. No.	Sector	Received
1	Non-Delivery of Product	79,818
2	Delivery of Wrong Product	75,426
3	Replacement / Refund not provided - As per policy	61,056
4	Delivery of Defective / Damaged Product	60,969

5	Paid Amount not Refunded	53,364
6	Delay in Delivery of Product	43,446
7	Deficiency in Services (Customer Service Issue)	37,864
8	Product / Product Accessories Missing	19,815
9	Sale of Spurious /Selling Fake/duplicate/counterfeit product	15,762
10	Amount Debited Without Consumer Consent	12,614
11	Others / Sector Enquiry	51,064

Note- NCH has put in place a mechanism to address all the complaints received on the helpline portal. All these complaints during 2021 to 2025 have been disposed.

STATEMENT-II

Platform-wise details of top ten companies against which the maximum number of complaints were received and disposed on NCH in e-commerce sector during the last five years.

Top ten companies against which the maximum number of complaints were registered on NCH in e-commerce sector during 2021.

S. No.	Company Name	Received
1	Flipkart.com	3,65,342
2	Amazon.in	1,24,776
3	Meesho.com	43,868
4	Netmeds.com (Jio Mart)	40,832
5	Myntra	39,368
6	Swiggy	18,526
7	Zomato	12,282
8	MakeMyTrip.com	10,792
9	Ola Cabs	9,966

10	Paytm.com	8,123

Top ten companies against which the maximum number of complaints were registered on NCH in e-commerce sector during 2022.

S. No.	Company Name	Received
1	Flipkart.com	1,33,062
2	Amazon.in	43,012
3	Netmeds.com	19,505
4	Meesho.com	17,180
5	Myntra	10,309
6	Swiggy	5,244
7	Travolook	4,758
8	Zomato	3,686
9	Ola Cabs	3,565
10	MakeMyTrip.com	3,493

Top ten companies against which the maximum number of complaints were registered on NCH in e-commerce sector during 2023

S. No.	Company Name	Received
1	Flipkart.com	1,72,282
2	Amazon.in	53,334
3	Meesho.com	23,281
4	Myntra	21,148
5	Netmeds.com	20,157
6	Swiggy	10,426
7	Zomato	6,260
8	Ola Cabs	4,345
9	MakeMyTrip.com	3,836
10	Paytm.com	3,612

Top ten companies against which the maximum number of complaints were registered on NCH in e-commerce sector during 2024.

S. No.	Company Name	Received

1	Flipkart.com	1,31,788
2	Amazon.in	78,517
3	Myntra	24,450
4	Meesho.com	20,632
5	Netmeds.com	17,440
6	Zomato	5,328
7	Swiggy	3,632
8	Tata 1MG	3,625
9	Naaptol.com	3,360
10	VLE Bazaar	3,035

Top ten companies against which the maximum number of complaints were registered on NCH in e-commerce sector during 2025.

S. No.	Company Name	Received
1	Flipkart.com	1,33,566
2	Amazon.in	91,248
3	Meesho.com	29,284
4	Myntra	25,384
5	Netmeds.com	19,895
6	Zepto	5,774
7	Blinkit (Grofers.com)	5,102
8	Naaptol.com	4,079
9	VLE Bazaar	3,907
10	Nykaa	3,405

Note- NCH has put in place a mechanism to address all the complaints received on the helpline portal. All these complaints during 2021 to 2025 have been disposed.

STATEMENT- III

31 e-commerce platforms that have voluntarily submitted their self-declaration letters confirming compliance with the Guidelines for Prevention and Regulation of Dark Patterns, 2023.

S. No.	Company Name
1.	Zepto Marketplace Pvt. Ltd. (Zepto)
2.	Axelia Solutions Pvt. Ltd. (Pharmeasy)
3.	Page Industries Private Limited (JOCKEY)
4.	WILLIAM PENN Private Limited
5.	Cleartrip Private Limited
6.	Myntra Designs Private Limited
7.	Flipkart Internet Private Limited
8.	Duroflex Private Limited
9.	Curaden India Private Limited
10.	Walmart India Private Limited
11.	Makemy Trip (India) Private Limited
12.	Big Basket (Innovative Retail Concepts Private Limited)
13.	Jio Mart (Reliance Retail Limited)
14.	Tira Beauty (Reliance Retail Limited)
15.	Reliance Jewels (Reliance Retail Limited)
16.	Ajio (Reliance Retail Limited)
17.	Reliance Digital (Reliance Retail Limited)
18.	Netmeds (Reliance Retail Limited)
19.	Hamleys (Reliance Retail Limited)
20.	MilkBasket (Reliance Retail Limited)
21.	Swiggy Limited
22.	TATA 1 mg
23.	Zomato (Eternal Limited)
24.	Blinkit (Blink Commerce Private Limited)
25.	Ixigo (Le Travenues Technology Limited)
26.	Meesho Limited
27.	LOTS Wholesale Solution
28.	Shopclues (Clues Network Pvt. Ltd.)
29.	Amazon Seller Services Private Limited

30.	Fiora Hypermarket Private Limited
31.	Lenskart Solutions Limited

LATERITE AS MINOR MINERAL

4042. SHRI BALASHOWRY VALLABHANENI:

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

(a) whether it is a fact that the Government has recently classified Laterite with more than 20 per cent aluminium as bauxite and a major mineral thereby comes under the Mines and Minerals Development and Regulation (MMDR), Act and if so, the details thereof;

(b) whether it is true that before the issuance of above classification Laterite is a Minor mineral and if so, the reasons for changing the classification;

(c) whether Chief Minister of Andhra Pradesh has written a letter in this regard and if so, the details and action taken thereon; and

(d) whether, when mica, quartz, feldspar and barites minerals reclassified as major mineral a transition period was given and if so, why in the case of Laterite this has not been followed?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) and (b): The threshold values for various minerals was notified by the Indian Bureau of Mines (IBM) on 25.04.2018, in accordance with Rule 12(6) of the Mineral Conservation and Development Rules, 2017. As per the IBM notification dated 25.04.2018, the threshold values for Bauxite are: (i)

Aluminous Laterite: Al_2O_3 - 20% (min), and (ii) Bauxite: Al_2O_3 - 30% (min) and SiO2 (Total) - 7.0% (max).

The Central Government has not changed the classification of Laterite in recent times.

(c): Yes, The Chief Minister of Andhra Pradesh wrote a letter on 26.05.2026 in this regard. The Central Government, after duly examining the matter, has sent a reply to the Chief Minister of Andhra Pradesh on 03.07.2026 informing that Ministry of Mines has not set out any new policy with respect to mineral Laterite.

(d): Since there has been no change in the classification of mineral Laterite, unlike Mica, Quartz, Feldspar and Barytes, the question of giving transition period does not arise.

SELECTION PROCESS OF SOLAR PV MANUFACTURERS UNDER PLI SCHEME

4043. SHRI DUSHYANT SINGH:

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

(a) the details of the Production Linked Incentive (PLI) Scheme under the National Programme on High-Efficiency Solar PV Modules and the manner in which the scheme aims to enhance domestic manufacturing capacity in the solar energy sector;

(b) whether the Government has adopted a transparent and competitive selection process for solar PV manufacturers under the PLI Scheme and if so, the details thereof;

(c) the potential economic impacts expected from the implementation of the scheme particularly in terms of employment generation, import substitution and investment inflows; and

(d) whether the Government has taken initiatives under the scheme to support India's renewable energy targets and reduce dependence on imported solar modules thereby enhancing the global competitiveness of India's solar sector and if so, the details thereof?

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

(a): The Government is implementing the Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules. Under the Scheme, Letters of Award have been issued for setting up 48,337 MW of fully/partially integrated solar PV module manufacturing capacity.

(b): The manufacturers under the PLI Scheme for High Efficiency Solar PV Modules have been selected through a transparent competitive bidding process.

(c) and (d): As per the information provided by the successful bidders, as on 30.06.2026, an investment of Rs. 73,400 crore and a direct employment of around 17,200 persons have been generated under this Scheme. On

28.04.2021, MNRE issued the scheme guidelines for the PLI Scheme for High Efficiency Solar PV Modules (Tranche-I). As per the website pertaining to the Export-Import Data Bank of the Department of Commerce, solar module imports into India have declined from around USD 3,363 million in FY 2021-22 to around USD 994 million in FY 2025-26, whereas solar module exports have increased from around USD 83 million in FY 2021-22 to around USD 1051 million in FY 2025-26, reflecting India's growing global competitiveness in solar manufacturing.

उत्तर प्रदेश के शाहजहांपुर में कोच/लोकोमोटिव/डीजल मल्टीपल इकाई निर्माणी

4044. श्री अरुण कुमार सागर:

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

(क) क्या सरकार का उत्तर प्रदेश के शाहजहांपुर में एक कोच निर्माणी, लोकोमोटिव निर्माणी/डीजल मल्टीपल यूनिट (डीएमयू) निर्माणी की स्थापना के लिए कदम उठाने का विचार है;

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

(ग) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ग): भारतीय रेल की चल स्टॉक की समग्र आवश्यकता को ध्यान में रखते हुए रेल सवारी डिब्बा/रेल इंजन अथवा डीजल मल्टीपल यूनिट कारखाने स्थापित किए जाते हैं। वर्तमान में, मौजूदा उत्पादन इकाइयाँ और पूर्व नियोजित उत्पादन इकाइयाँ निकट भविष्य में भारतीय रेल की उपर्युक्त चल स्टॉक की समग्र आवश्यकता की पूर्ति के लिए पर्याप्त हैं।

TIRUCHIRAPPALLI–KARUR–SALEM RAILWAY LINE AND KARUR–ERODE RAILWAY LINE

4045. SHRI DURAI VAIKO:

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

(a) whether the Detailed Project Reports (DPRs) for doubling of the Tiruchirappalli–Karur– Salem Railway Line and Karur–Erode Railway Line have been completed;

(b) if so, the details thereof including the present status of these doubling projects;

(c) whether the Government proposes to accord administrative sanction and allocate the necessary funds for the implementation of the said projects; and

(d) if so, the details thereof including the likely timeline for according administrative sanction, allocation of funds and commencement of the doubling works?

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

(a) to (d): To augment the capacity, doubling of Erode – Karur (67 Km) has been sanctioned recently at a cost of ₹986 crore. Further, to improve the connectivity, Final Location Survey (FLS) of Salem – Karur – Dindigul doubling (159 Km) and Tiruchchirappalli-Karur doubling (76 Km) have been completed and Detailed Project Reports (DPR) have been prepared.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

Tamil Nadu:-

Railway Budget:-

Budget allocation in recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

Period	Outlay
2009-14	₹879 crore/year
2026-27	₹ 7,611 crore (more than 8 times)

Track Construction:-

The details of constructing new track falling fully/partly in the State of Tamil Nadu are as under:

Period	New track Commissioned
2009-14	923 Km
2014-26	1,356 Km

Projects sanctioned:-

As on 01.04.2026, 19 projects (08 new line, 03 gauge conversion and 08 doubling) of total length of 1,874 km, costing ₹27,282 Crore, falling fully/partly in the State of Tamil Nadu have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned upto March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr)
New Line	8	811	24	1,514
Gauge Conversion	3	748	631	3,605
Doubling /Multitracking	8	314	54	3,693
Total	**19**	**1,874**	**709**	**8,811**

Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in the State of Tamil Nadu are as under:-

S.N.	Project	Cost (₹ in Crores)
1	Dindigul- Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon- Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodinayakkanur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Thanjavur-Ponmalai doubling (48 km)	370
10	Villupuram-Dindigul doubling (273 km)	2,000
11	Chennai Beach-Attipattu 4th line (22 km)	293
12	Omalur-Metturdam Patch doubling (29 km)	327
13	Chengalpattu - Villupuram and Tambaram -Chengalpattu-3rd line (133 km)	1,122
14	Salem- Omalur doubling (11 km)	115
15	Madurai- Tuticorin doubling (160 km)	1,891
16	Maniyachi-Nagercoil doubling (102 km)	1,752
17	Chennai Beach-Chennai Egmore doubling (4 km)	272

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under:

S.N.	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Trivandrum-Kanyakumari doubling (87 km)	4,494
4	Irugur-Podanur doubling (11 km)	277
5	Tambaram-Chengalpattu 4th line (30 km)	757
6	Attipattu-Gummidipundi 3rd & 4th line (23 km)	365
7	Tirupati- Katpadi doubling (105 km)	1,216
8	Tindivanam- Tiruvannamalai new line (71 km)	1,400
9	Atipattu – Puttur new line (88 km)	1,700
10	Baiyapannahalli to Hosur doubling (48 km)	1,160
11	Arakkonam-Chengalpattu doubling (68 km)	993
12	Erode- Karur doubling (67 km)	986

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

Total Land required for Projects in Tamil Nadu	4,612 ha
Land Acquired	1,178 ha (26%)
Balance Land to be acquired	3,434 ha (74%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are as under:-

S.N	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	93	47	46
4.	Mannargudi-Pattukkottai new line (41 km)	204	0	204
5.	Thanjavur-Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives

- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

STATUS OF ROBs AND RUBs IN KERALA

4046. SHRI KODIKUNNIL SURESH:

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

(a) the details of Railway Over Bridges (ROBs) and Railway Under Bridges (RUBs) sanctioned, approved and under construction in Kerala, indicating the estimated cost, cost- sharing pattern and implementing agency, district-wise;

(b) the details of funds allocated, released and utilised for each ROB and RUB project during the last five years and the current year, year-wise;

(c) the present status of each project, indicating works completed, works under execution, projects yet to commence and projects delayed along with the reasons therefor;

(d) whether any new ROBs and RUBs have been sanctioned/approved for Kerala during the last three years and if so, the details thereof, district and year-wise; and

(e) the steps taken/being taken by the Government to expedite the completion of pending ROB and RUB projects in the said State along with the revised timeline fixed for completion of each project?

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

(a) to (e): Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (131 Nos. in the State of Kerala)

As on 01.06.2026, 4,993 Nos. ROB/ RUB works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 145 Nos. ROB/ RUB at a cost of approx. ₹ 4,786 Cr in the state of Kerala which are at various stages of planning and execution. Out of these works, 104 works are sanctioned on cost sharing basis and 41 Nos. works are on 100% Railways cost.

#	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	34
2.	Finalization of Alignment by State Govt.	13
3.	Agency yet to be fixed	5

52 Nos. ROBs/RUBs are delayed on account of the State Govt. The details are as under:

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.

iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Railway Budget:-

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Keralam is as under:-

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Expenditure upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	**09**	**302**	**40**	**3,867**

Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in the State of Keralam are as under:

#	Project	Cost (₹ in Crores)
1	Dindigul - Palghat & Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kurruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Keralam which have been taken up are as under:

S.No.	Project	Cost (₹ in Crores)
1	Angamali-Sabarimala new line (111 km)	3,801

2	Ernakulam-Kumbalam doubling (8 km)	808
3	Kumbalam - Thuravur doubling (16 km)	1,172
4	Trivandrum- Kanyakumari doubling (87 km)	4,494
5	Alappuzha-Ambalapuzha doubling (13 km)	324
6	Turavur - Mararikulam doubling (21 km)	451
7	Mararikulam-Alappuzha doubling (11 km)	221

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

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:

S.N	**Name of the project**	**Total land required (in Ha)**	**Land acquired (in Ha)**	**Balance Land to be acquired (in Ha)**
1.	Angamali - Sabarimala new line (111 km)	304	25	279
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam–Turavur Patch doubling(16 km)	10	9	1
4.	Shoranur-Vallathol doubling (10 Km)	5	0	5

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site

- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

DEVELOPMENT OF NEMOM (THIRUVANANTHAPURAM SOUTH) TERMINAL

4047. ADV. ADOOR PRAKASH:

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

(a) whether the Government has reviewed the master plan for the development works of Nemom (Thiruvananthapuram South) Terminal Project in Kerala to expedite the pending phases without further delay;

(b) if so, the details thereof;

(c) the details of the sanctioned works completed under phase first of the project;

(d) whether the Government proposes to implement the second and third phases of the project together;

(e) if so, the details thereof along with the plan prepared and the status of approval; and

(f) whether immediate measures will be taken to develop this terminal as full-fledged and if so, the details thereof?

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

(a) to (f): The work of 'Nemom Coaching Terminal' has been sanctioned in April 2023 at a cost of Rs. 116.57 Cr. in accordance with Detailed Project Report (DPR) submitted by Southern Railway in November, 2019. It includes construction of 2 pit lines, 4 stabling lines, 4 platforms, service building & approach road.

The work of construction of 1 pit line, earthwork & blanketing work of stabling lines has been completed. The remaining works of pit line, stabling lines, platforms, station building, approach road etc. have been taken up.

Further, Detailed Project Report (DPR) for Phase-II of Nemom Coaching Terminal is under preparation.

The Coaching Terminals/Coaching Maintenance Depots are planned and executed based on anticipated passenger footfall, traffic trends, operational & maintenance requirements and requirements for further development.

Keralam:-

Railway Budget:-

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Keralam is as under:-

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	**No. of projects**	**Total Length (in Km)**	**Length Commissioned upto March, 2026 (in Km)**	**Total Expenditure upto March, 2026 (₹ in Cr.)**
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Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in the State of Keralam are as under:

S.No.	**Project**	**Cost (₹ in Crores)**
1	Dindigul - Palghat & Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
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5	Ambalapuzha-Haripad doubling (18 km)	346
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Ongoing Projects:-

Some of the projects falling fully/partly in the State of Keralam which have been taken up are as under:

S.No.	Project	Cost (₹ in Crores)
1	Angamali-Sabarimala new line (111 km)	3,801
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Execution of important infrastructure projects falling fully/partly in the State of Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:

S.N	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Angamali - Sabarimala new line (111 km)	304	25	279

2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam–Turavur Patch doubling(16 km)	10	9	1
4.	Shoranur-Vallathol doubling (10 Km)	5	0	5

Road Over Bridges (ROBs)/Road Under Bridges (RUBs):

As on 01.06.2026, 145 Road Over Bridges/ Road Under Bridges (ROBs/RUBs) across railway tracks have been sanctioned at a cost of ₹ 4,786 Cr in the state of Keralam which are at various stages of planning and execution.

A total of 52 Nos. ROBs/RUBs are delayed on account of the State Govt. The details are as under:

SN	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	34
2.	Finalization of Alignment by State Govt.	13
3.	Agency yet to be fixed	5

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway’s own operational requirements

- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

FLOATING SOLAR POWER PROJECT ON JAYAKWADI DAM

4048. SHRI SUDHEER GUPTA:

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

(a) the current status and the progress achieved regarding renewable energy targets under the Conference of Parties (COP26);

(b) whether massive floating solar power project with an estimated capacity of 1,342 MW to 1,350 MW planned on the Jayakwadi Dam (Paithan, Maharashtra) by National Thermal Power Corporation (NTPC);

(c) if so, the details thereof and the socio-economic benefits likely to be drawn by the drought-prone and backward Marathwada region of Maharashtra;

(d) the reasons for delay in completion of above said project; and

(e) whether the necessary environmental clearance for the said project has been taken and if so, the details thereof and if not, the time by which it is likely to be done?

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): In line with the Hon'ble Prime Minister's announcement at Conference of Parties (COP26) to the United Nations Framework Convention on Climate Change (UNFCCC), India submitted its updated Nationally Determined Contribution (NDC) to the UNFCCC in August 2022, that included, achieving about 50 percent cumulative electric power installed capacity from non-fossil fuel-based energy resources by 2030. India attained this target in June 2025, around five years ahead of the committed timeline.

As on 30.06.2026, a total of 288.59 GW of Renewable Energy capacity has been installed in the country, contributing to a total non-fossil power capacity of 297.36 GW, which accounts for 54.18% of the total electric power capacity installed in the country.

(b) to (e): As per the information furnished by National Thermal Power Corporation (NTPC) Limited, the preliminary activities for evaluating the setting up of floating solar power project on Jayakwadi Dam by the NTPC Green

Energy Limited are underway and a final decision has not been taken with regard to this floating solar project.

SPACE STARTUPS

4049. SHRI LAVU SRIKRISHNA DEVARAYULU:

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

(a) the number of space startups recognised and supported by the Government in the country since the opening of the space sector specially in Andhra Pradesh, State and UT-wise;

(b) the details of financial, technical and incubation support provided to space startups through Indian National Space Promotion and Authorisation Centre (IN-SPACe), New Space India Limited (NSIL) and other Government initiatives during the last three years;

(c) whether the Government has undertaken any measures to promote participation of startups in satellite manufacturing, launch services, downstream applications and space-based technologies and if so, the details thereof;

(d) whether the Government proposes to establish or support additional space incubation centres, testing facilities or innovation hubs in Andhra Pradesh to strengthen the State's space technology ecosystem; and

(e) the steps being taken to facilitate technology transfer, private investment and global market access for Indian space startups?

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

(a): As per the **DPIIT Start-up India Portal**, around **440 space technology startups** are registered in India. IN-SPACe has granted 113 authorisations to 52 Non-Government Entities (NGEs) to carry out various space activities, out of which 18 are start-ups, the details of which are given in the enclosed **Statement-I**.

(b): The details of financial, technical and incubation support provided to space startups through Indian National Space Promotion and Authorisation Centre (IN-SPACe) are given in the enclosed **Statement-II.**

Further, NSIL, in coordination with IN-SPACe, has been transferring various technologies developed at ISRO/ Department of Space. As on date, NSIL has signed 118 Technology Transfer Agreements for transferring 83 technologies developed at ISRO/ Department of Space to Indian Industry.

This includes critical space technologies like Small Satellite Launch Vehicle (SSLV) technology, Indian Mini Satellite-1 (IMS-1) Bus, ISRO Laser Gyro (ILG), Tri-band (S, X, Ka) Antenna Feed, Ceramic Servo Accelerometer

(CSA), X band Mini-SAR and Low Temperature Co-Fired Ceramic (LTCC) Multi Chip Module technology.

NSIL has transferred many technologies to Indian start-ups in the space sector and have been providing hand holding for them to successfully assimilate the technology and to use it for commercial basis. In addition to that NSIL also facilitates various Indian industries / Govt. PSU for utilization of ISRO technical facilities for validation of the technology / product being developed by them.

(c): The Government has undertaken several proactive measures following the liberalization of the space sector, in order to promote participation of startups in satellite manufacturing, launch services, downstream applications and space-based technologies

(i) Announced the Indian Space Policy 2023, where the roles and responsibilities of all the contributors of Indian Space Eco systems defined.

(ii) Brought out the decadal vision and strategy for the Growth of the Indian Space sector and Economy

(iii) Introduction of a liberalized Foreign Direct Investment (FDI) policy for the space sector.

(iv) Implementation of a discounted pricing policy to enable Non-Government Entities (NGEs) to access ISRO facilities.

(v) Establishment of a ₹1,000 crore Venture Capital (VC) Fund to support space start-ups.

(vi) Launch of the ₹500 crore Technology Adoption Fund (TAF) to accelerate the development, demonstration, and commercialization of indigenous space technologies.

(vii) Facilitation of access to ISRO infrastructure, technical expertise, and mentorship to support private sector growth.

(viii) Launch of skill development initiatives to address the evolving workforce requirements of the space sector.

(ix) Establishment of a Technical Centre to provide affordable testing, validation, and simulation facilities for space systems.

(x) Enabling transfer of ISRO-developed technologies to industry for commercialization.

(xi) Providing opportunities to validate space technologies through the PSLV Orbital Experimental Module (POEM) platform.

(xii) Launch of the "Satellite Bus as a Service (SBaaS)" initiative to develop indigenous satellite platform capabilities and accelerate satellite development.

(xiii) Encouraging state government to establish the manufacturing clusters as well as common testing facilities to boost manufacturing.

(d): As on today there is no proposal or plan to establish or support additional space incubation centres, testing facilities or innovation hubs in Andhra Pradesh.

(e): The Government has undertaken several measures following the liberalisation of the space sector. These measures encompass policy and

regulatory reforms, infrastructure access, technology transfer, funding support, and capacity building through skill development to foster a vibrant private space ecosystem

1) Transfer of technology

IN-SPACe is facilitating the transfer of available ISRO technologies to industry while also identifying and consolidating the technology requirements of industry for future technology development and transfer. Till date 118 Technology Transfer Agreements have been executed through NSIL.

To facilitate technology transfer, NSIL is promoting greater participation of private enterprises through transparent technology transfer processes and industry-friendly policies. It is promoting private sector participation through industry partnerships, capacity building, and opportunities across satellite manufacturing, integration, testing, and downstream services.

Further, IN-SPACe is taking forward the planned transfer of Polar Satellite Launch Vehicle (PSLV) and Launch Vehicle Mark-3 (LVM3) technologies to enable greater private sector participation in launch vehicle manufacturing and operations

2) Investment in the space sector

The Government has also introduced various investment support schemes for space startups, including the IN-SPACe Seed Fund Scheme, the Technology Adoption Fund (TAF), and the ₹1,000 crore Venture Capital

Fund. As a result of these policy interventions and the growing participation of the private sector, cumulative investments in Indian space start-ups have reached approximately USD 618.5 million as on 31 March 2026, with the investment landscape progressively shifting from early-stage seed funding towards larger growth-stage investment rounds

3) International Collaboration and Global Market Access

IN-SPACe actively engages with foreign governments, space agencies, industry, and other stakeholders to promote and facilitate international collaborations for the Indian commercial space sector, including startups. The key initiatives undertaken by IN-SPACe include:

(i) Strengthening bilateral and multilateral partnerships with leading space-faring nations.

(ii) Facilitating the participation of Indian space industries in international exhibitions, business forums, delegation visits, B2B engagements, and industry roundtables to enhance global market access.

(iii) Representing the Indian commercial space sector in Government-to-Government (G2G) dialogues and fostering partnerships with emerging space economies to promote exports, technology collaborations, and integration into global space supply chains.

These initiatives have enabled collaboration opportunities for the Indian private space sector with stakeholders across more than 30 countries

STATEMENT-I

Sl. No.	List of Start-Ups

1	Agnikul Cosmos Pvt Ltd, Chennai
2	Akshath Aerospace Private Limited, Bengaluru
3	Azista BST, Hyderabad
4	Bellatrix Aerospace Pvt Ltd, Bangalore
5	Cosmoserv Space India Private Limited, Bangalore
6	Dhruva Space Private Limited, Hyderabad
7	Digantara Research and Technologies Pvt. Ltd., Bangalore
8	GalaxEye Space Solutions Private Limited, Bangalore
9	HEX20Labs India Pvt ltd., Thiruvanathapuram
10	Inorbit Space Telecommunications Private Limited, New Delhi
11	Manastu Space Technologies Private Limited, Navi Mumbai
12	NSpace Tech India Private Limited, Tenali
13	OrbitAID Aerospace Private Limited, Chennai
14	PierSight Space Private Limited, Ahmedabad
15	PixxelSpace India Private Limited, Bengaluru
16	Skyroot Aerospace Ltd, Hyderabad
17	Space Kidz India, Chennai
18	TakeMe2Space Technologies Pvt. Ltd, K.V. Ranga Reddy

STATEMENT- II

i. Details of financial support provided as on 31.07.2026 during the last three years

(Rs in Lakhs)

Sl. No.	Name of Scheme	Project/ Scheme Envelope	Financial Year			Cumulative
			FY 2024-25	FY 2025-26	FY 2026-27	
1	IN-SPACe Seed Fund Scheme/PIE	6500	88.3	225	20	333.30
2	Venture Capital Funds	100000	SEBI Approval: 31-10-2025	605.64	18287.40	18893.04
3	Technology	50000	03 NGE	NIL	NIL	NIL

	adoption Fund		selected for development of Technology			
4	Satellite Bus as a Service (SBaas)	7500	03 NGE selected for development	NIL	750	750
5	Common Technical facilities	50000	Agreement signed with Govt. of Gujarat and Tamilnadu	NIL	NIL	NIL
Total		214000	88.30	830.64	19057.40	19976.34

ii). The details of Technical facilitation provided to start-ups by IN SPACe including launch slots and testing access, year-wise are as under

Sr. No.	Year	Details of Start-ups	Facilitation provided
1	2022	Agnikul Cosmos, Skyroot Aerospace, Pixxel	Flex seal & acoustic testing, S/X-band antenna RF testing, sub-orbital launch access (Vikram-S), launch vehicle TM reception.
2	2023	Dhruva Space, PixxelSpace, Skyroot Aerospace, Agnikul Cosmos, Spacekidz, Azista BST	Agniban SoRTeD launch access, RAMAN-I & II engine testing, Azaadisat-2 environmental testing, static stage testing, ground station support.
3	2024	Skyroot Aerospace, PixxelSpace, Manastu Space, Piersight Space, N Space Tech India Pvt. Ltd.	Stage-1 casting & propellant supply, hardware-in-loop simulations, POEM payload EMI/EMC and shock testing.
4	2025	Agnikul Cosmos, Dhruva	Cryogenic pump PDR review,

		Space, Piersight, Galaxeye, Satleo Labs, Skyroot Aerospace	X/UHF-band downlink support, TVAC/outgassing tests, trajectory validation, cooling umbilical supply.
5	2026	TakeMe2Space, Bellatrix Aerospace, Skyroot Aerospace, OrbitAid Aerospace, Dhruva Space Pvt. Ltd,	First Launch Pad (FLP) utilization for Vikram-1, docking mechanism lab testing, SRS shock testing, silicide coating for micro-thrusters.

iii) The details of the start-ups/individuals to whom support extended under various schemes of IN-SPACe are

Sl. No.	Name of Starts-up	Domain	Location
1	ARMS4AI	Agriculture	Delhi
2	mistEO	Agriculture	Kerala
3	Augtual (Fabric)	Disaster	Karnataka
4	Hyspace	Urban	Karnataka
5	Xovian	Disaster	Karnataka
6	Seagull	Urban	Gujarat
7	Suhora	Marine	Utter Pradesh
8	Cloudone AI Robotics	Full Mission Virtualization for Smart Computing and Control	Kerala
9	Dream Aero		Tamilnadu
10	Aule Space		Karnataka
11	ULEO Space		Gujarat
12	N Space Tech India Pvt. Ltd.	Urban	Telangana
13	SAR SPACE Pvt. Ltd.	Disaster and Marine	Gujarat
14	H Square Engineers Pvt. Ltd.	Disaster	Karnataka
15	Thazhal Geospatial Analytics Pvt. Ltd	Urban	Tamilnadu
16	Kawa Space	Marine	Karnataka

17	ClimaCrew	Marine	Maharashtra
18	Sanyark Space	Full Mission Virtualization for Smart Computing and Control	Telangana
19	GalaxEye Space		Karnataka
20	TakeMeToSpace		Telangana
21	Digantara		Karnataka
22	Space Unlock		Gujarat
23	Orbital-grid		Telangana

iv. Details of the start-ups/individuals to whom support Preincubation Entrepreneurship Program (PIE)

Grantee	Location
Manish Naagar	Uttarakhand
Ameya Marakarkandy	Maharashtra
Kannan Pandi	Tamil Nadu
Rosni Agi Information Pvt Ltd	Haryana
Matterak Technologies	Karnataka
Venkatesh S	Tamil Nadu
Prathamesh Ramade	Maharashtra
Ujjawal Singh	Uttar pradesh
Dreamaerospace Technologies Pvt.	Karnataka
Autosky Aerospace Pvt Ltd	Tamil nadu

PROMOTION OF RENEWABLE ENERGY IN TAMIL NADU

4050.SHRI NAVASKANI K.:

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

(a) the details of major initiatives taken by the Government to promote renewable energy development in Tamil Nadu during the last three years;

(b) the details of the installed capacity of solar, wind, bio-energy and small hydro power in Tamil Nadu along with the progress achieved during the said period;

(c) whether the Government has taken any special measures to promote renewable energy projects in Ramanathapuram district particularly in the areas of solar and wind energy and if so, the details thereof;

(d) the measures taken by the Government to encourage investments, improve transmission infrastructure and support renewable energy projects in the said State; and

(e) the steps proposed by the Government to strengthen Tamil Nadu's position as a leading renewable energy hub and generate green employment including in Ramanathapuram district?

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

(a) to (e) The Government has taken several steps and initiatives to promote and accelerate renewable energy capacity, including solar and wind energy, to encourage investments and improve transmission infrastructure, in the country including the State of Tamil Nadu across its all districts, are given in the enclosed **Statement-I.**

The details of the installed capacity of solar, wind, bio-energy and small hydro power in the State of Tamil Nadu as on 30.6.2026 and the progress achieved during the last three years are given below:

Source	Cumulative capacity installed in Tamil Nadu (MW)	Capacity installed during the last three years in Tamil Nadu (MW)
Solar energy	14121.46	6843.24
Wind energy	12273.69	2130.06
Bio-energy	1055.12	11.42
Small hydro power	123.05	0

In Ramanathapuram district of Tamil Nadu, under PM-Surya Ghar: Muft Bijli Yojana (PMSGMBY), as per national portal of the scheme, 574 households have been benefitted with rooftop solar installation as on 05.8.2026.

For creating skilled manpower and enhance employment generation in the renewable energy sector, Ministry of New and Renewable Energy is implementing various skill development programmes in the country including the State of Tamil Nadu, are given in the enclosed **Statement-II**.

STATEMENT-I

The Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity in the country including the State of Tamil Nadu across its all districts. These include, inter-alia, the following:

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar

Hybrid and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.

- Pilot scheme for Contract for Difference (CfD) for renewable energy projects of 500 MW capacity issued. The CfD mechanism, a globally proven framework, will provide an alternative instrument (in addition to long term Power Purchase Agreements) for sale of renewable energy, through power exchanges.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- 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, Small hydro power development scheme have been launched.

- 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.
- Waiver on Inter State Transmission System (ISTS) charges for renewable energy projects including green hydrogen projects, with certain timelines and conditions.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV Modules, Solar PV Inverters & Storage Battery) and Solar Water Heating systems notified.
- Issued National Framework for promoting & developing Energy Storage Systems.
- Issued Guidelines for Resource Adequacy Planning Framework for India.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to

regulate the grant of lease of offshore areas for development of offshore wind energy projects.

- The Revised Guidelines for installation of prototype wind turbine models issued on 12th June 2025.
- Procedure for inclusion/updating Wind Turbine Model in the Revised List of Models and Manufacturers of Wind Turbines (RLMM) issued on 31st July 2025. The amendment renames RLMM as Approved List of Models and Manufacturers [ALMM (Wind)] and mandates usage of listed components such as Blade, Tower, Generator, Gearbox and Special Bearings (Main, Pitch and Yaw Bearing) along with mandatory relocation of data centres within India and prohibition of real-time data transfer outside India.
- The Standard Operating Procedure (SOP) for ALMM-Wind and ALMM – Wind Turbine Components (ALMM-WTC) issued on 29th October 2025, detailing the end-to-end process for application, verification, factory inspection, component evaluation and model enlistment.
- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.

- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

STATEMENT-II

Skill Development Programmes being implemented by MNRE

(i) Skill development programmes such as Suryamitra (Solar PV Technician), Vayumitra (Wind Power Plant Technician) and Jal-urjamitra (Small Hydro Power Plant Technician) are being implemented under short term training component of Human Resource Development Programme. These programmes are being implemented to equip youth with skills in Solar, Wind and Bio energy through its autonomous research institutions namely National Institute of Solar Energy (NISE) Gurugram, Haryana, National Institute of Wind Energy (NIWE), Chennai, National Institute of Bio Energy (NIBE), Kapurthala, Punjab. The skilling program of the Ministry in hydro

power is administered through Hydro and Renewable Energy Department (HRED), IIT Roorkee. The implementing agencies are executing these programmes through empaneled Training centers located throughout the country.

(ii) Under PM Surya Ghar Muft Bijli Yojana *(PMSGMBY)*, to build capable local expert workforce for installation/design/ O&M for solar roof top systems throughout the country, trainings for the Technicians/ Electricians/ Installers/ Engineers/ Supervisors / vendors / trainers are being imparted through Directorate General of Training (DGT), National Institute for Entrepreneurship and Small Business Development (NIESBUD), National Institute of Solar Energy (NISE), Skill Council of Green Jobs (SCGJ) and TATA Power Skill Development Institute (TPSDI) etc.

(iii) Further, skilling of manpower is done for Green Hydrogen Sector under the National Green Hydrogen Mission (NGHM) through a scheme on skilling, up-skilling and re-skilling.

PROPOSAL FOR VIZHINJAM PORT TUNNEL RAIL CONNECTIVITY

4051. ADV. FRANCIS GEORGE:

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

(a) whether the Government has received any proposal from the Government of Kerala seeking enhancement of the handling capacity of Vizhinjam International Seaport through tunnel rail connectivity and augmentation of railway infrastructure and, if so, the details thereof;

(b) whether the Government has examined the proposal for strengthening rail connectivity to Vizhinjam Port including construction of additional rail lines and development of operation and maintenance infrastructure and, if so, the details thereof;

(c) whether any Central financial assistance has been sanctioned/proposed for the said project and if so, the details thereof and if not, the reasons for delay; and

(d) the details of the time-frame within which the Government proposes to take a final decision on the proposal and commence implementation of the rail connectivity project to the said Port?

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

(a) to (d): Rail connectivity to Vizhinjam International Seaport is under execution to provide seamless integration of the Port with the Indian Railways network and to strengthen multimodal logistics handling capabilities of the Indian Railways as well as the port. The 10.7 km rail link will connect Vizhinjam International Seaport with Balaramapuram (BRAM) Station on the Southern Railway network.

The project is being developed at a cost of ₹1,482.92 crore under the Public-Private-Partnership (PPP) policy of Ministry of Railways with an agreement signed between Southern Railways and Vizhinjam International Seaport Limited (VISL), a Special Purpose Vehicle of the Government of

Kerala. Under the provisions of this agreement, VISL undertakes construction and maintenance of the line under Indian Railways' supervision, while Indian Railways is responsible for train operations and control of movements.

The land acquisition is being done by the State Government. The final timelines of the project will depend on the full possession of land, followed by execution undertaken by VISL.

गैर-परमाणु अनुप्रयोगों के लिए गुरु जल

4052. श्री जुगल किशोर

श्री कृष्ण प्रसाद टेन्नेटी

क्या **प्रधान मंत्री** यह बताने की कृपा करेंगे कि :-

(क) गैर-परमाणु अनुप्रयोगों के लिए गुरु जल के उत्पादन और उपयोग को विस्तार देने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है;

(ख) स्वास्थ्य सेवा, अनुसंधान और औद्योगिक अनुप्रयोगों सहित उन क्षेत्रों के नाम क्या हैं जिनमें गुरु जल का उपयोग किया जा रहा है;

(ग) गुरु जल तथा इससे संबंधित प्रौद्योगिकियों की घरेलू और अंतर्राष्ट्रीय मांग को बढ़ाने के लिए सरकार द्वारा की गई पहलों का ब्यौरा क्या है; और

(घ)गुरु जल आधारित अनुप्रयोगों में अनुसंधान, नवाचार और मूल्य संवर्धन को सुदृढ़ करने के लिए सरकार द्वारा तैयार की गई भविष्य की कार्ययोजना का ब्यौरा क्या है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क) से (घ): परमाणु ऊर्जा विभाग के अधीन संघटक इकाई भारी पानी बोर्ड (एचडब्ल्यूबी) ने दो स्थानों - मणुगुरु (तेलंगाना) और हजीरा (गुजरात) में भारी पानी उत्पादन के विस्तार के लिए गतिविधियां शुरू की हैं। विभिन्न संस्थानों में अनुसंधान उद्देश्यों हेतु भारी पानी की आपूर्ति के लिए भारी पानी बोर्ड सुविधाओं, वडोदरा में ड्यूटेरेटेड नाभिकीय चुंबकीय अनुनाद (एनएमआर) विलायकों का उत्पादन किया जाता है।

भारी पानी का प्रमुख रूप से निम्नलिखित क्षेत्रों में उपयोग किया जाता है:

(i) नाभिकीय चुंबकीय अनुनाद स्पेक्ट्रोस्कोपी (एनएमआर) विलायक

(ii) औषध/सक्रिय फार्मास्युटिकल सामग्री (एपीआई)

(iii) ऑप्टिकल फाइबर

(iv) अर्धचालक (सेमीकंडक्टर)

(v) कार्बनिक प्रकाश-उत्सर्जक डायोड (ओएलईडी)

भारी पानी बोर्ड (एचडब्ल्यूबी) भारतीय कंपनियों और अनुसंधान / शैक्षणिक संस्थानों के सहयोग से भारत में ड्यूटेरेटेड यौगिकों के विकास के लिए भारी पानी के उपयोग को प्रोत्साहित करता है। भारी पानी बोर्ड नियमित रूप से विभिन्न देशों जैसे अमेरिका, दक्षिण कोरिया, जापान, जर्मनी, स्विट्जरलैंड, फ्रांस आदि को भारी पानी का निर्यात कर रहा है।

SOUTH-WEST MONSOON FORECAST

4053. SHRI NAVEEN JINDAL:

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

(a) the details of accuracy assessment of the 2026 Southwest monsoon forecast so far compared to actual rainfall distribution;

(b) the extent to which the El Nino phenomenon affected it this year and the details of its likely implication; and

(c) the details of meteorological subdivisions that have recorded the largest deviation from the forecast this season and the details of its likely implications thereof?

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

(a): The India Meteorological Department (IMD) issued its First Stage Long Range Forecast for the 2026 Southwest Monsoon Season on 13th April 2026, predicting below-normal seasonal rainfall at 92% of the Long Period Average (LPA). This was updated in the Second Stage forecast to 90% of the LPA, while anticipating the development of El Niño conditions. In line with these predictions, June recorded 35% below-normal rainfall with 70% of districts experiencing deficits. Although July recorded 1% above the LPA on an all-India scale due to strong rainfall in Central India, significant spatial disparities remained, with 47% of districts facing deficient or large-deficient rainfall. As of 2nd August 2026, cumulative seasonal rainfall stands at 12% below the LPA, which remains broadly consistent with IMD's initial seasonal forecast despite expected intra-seasonal variations.

(b): As predicted, weak El Niño conditions formed over the equatorial Pacific in June 2026 and intensified to moderate strength, acting as a major large-scale climate driver in suppressing monsoon circulation across the country. This phenomenon directly contributed to the overall 12% cumulative deficit and widespread regional rain deficits affecting 47 % districts as of early August. The primary implications of these El Niño conditions include prolonged dry spells, localized meteorological drought, lower soil moisture, and moisture stress on rain-fed crops and water reservoir levels. IMD is continuously monitoring these climate drivers and issuing updated advisories to assist relevant Ministries and State Governments in disaster preparedness and agricultural planning.

(c): Cumulative rainfall up to 5th August 2026 revealed substantial spatial deviations across meteorological subdivisions. Significant rainfall deficiencies (ranging between 20% and 38% below normal) were recorded across sixteen subdivisions, including Bihar (-38%), Arunachal Pradesh (-36%), Assam & Meghalaya (-35%), Coastal A.P. & Yanam (-35%), Lakshadweep (-33%), Punjab (-33%), Rayalaseema (-32%), East Uttar Pradesh (-30%), Jharkhand (-30%), Haryana, Chandigarh & Delhi (-26%), Kerala & Mahe (-22%), East Madhya Pradesh (-22%), East Rajasthan (-22%), Nagaland, Manipur, Mizoram and Tripura (NMMT) (-21%), Coastal Karnataka (-21%), and South Interior Karnataka (-20%), among others. Deficient regions face potential crop stress and reduced water storage. IMD continues to provide sub-divisional alerts to guide proactive risk management by Central and State agencies.

राशन कार्ड रद्द करना

4054. श्री जय प्रकाश:

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

(क) क्या सरकार हरियाणा राज्य में, विशेषकर हिसार लोक सभा निर्वाचन क्षेत्र में, बीपीएल श्रेणी/राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के तहत जारी राशन कार्डों को रद्द किए जाने और नए पात्र परिवारों को शामिल न किए जाने के संबंध में शिकायतों से अवगत है;

(ख) यदि हाँ, तो पिछले तीन वर्षों के दौरान हिसार लोक सभा निर्वाचन क्षेत्र में वर्ष-वार, रद्द किए गए राशन कार्डों और नए स्वीकृत राशन कार्डों का ब्यौरा तथा उसके क्या कारण हैं;

(ग) गरीबी रेखा से नीचे (बीपीएल) के लाभार्थियों की पहचान, सत्यापन और उनकी कवरेज सुनिश्चित करने के लिए केंद्र सरकार द्वारा जारी दिशानिर्देशों का ब्यौरा क्या है; और

(घ) गरीब और कम आय वाले परिवारों पर आवश्यक वस्तुओं की बढ़ती कीमतों के प्रभाव को कम करने तथा उन्हें किफायती मूल्यों पर खाद्यान्न और आवश्यक वस्तुओं की उपलब्धता सुनिश्चित करने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है?

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

(क) से (ग): राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), 2013 के अंतर्गत लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) का प्रचालन केंद्र सरकार और राज्य/संघ राज्य क्षेत्र सरकारों की संयुक्त जिम्मेदारी के तहत किया जाता है। केंद्र सरकार खाद्यान्न की खरीद, आवंटन और भारतीय खाद्य निगम (एफसीआई) के विनिर्दिष्ट डिपो तक परिवहन के लिए जिम्मेदार है। राज्यों/संघ राज्य क्षेत्रों के भीतर खाद्यान्न का आवंटन, पात्र लाभार्थियों की पहचान, उन्हें राशन कार्ड जारी करना, टीपीडीएस के तहत पात्र लाभार्थियों को खाद्यान्न का वितरण, उचित दर दुकानों के डीलरों को लाइसेंस जारी करना, एफपीएस के कामकाज का पर्यवेक्षण और निगरानी, आदि की प्रचालन संबंधी जिम्मेदारियां संबंधित राज्य/संघ राज्य क्षेत्र सरकारों की हैं।

सार्वजनिक वितरण प्रणाली (पीडीएस) से संबंधित शिकायतों के निवारण एवं संपर्क स्थापित करने और लाभार्थियों द्वारा किसी भी प्रकार की शिकायत दर्ज कराने के लिए सभी राज्यों/संघ राज्य क्षेत्रों में हेल्पलाइन नंबर 1967/1800 (राज्य श्रृंखला संख्या) चालू है। जब भी किसी भी स्रोत से इस विभाग में पीडीएस से संबंधित शिकायतें प्राप्त होती हैं, उन्हें संबंधित राज्य/संघ राज्य क्षेत्र सरकारों को जांच और उचित कार्रवाई के लिए भेजा जाता है।

राष्ट्रीय खाद्य सुरक्षा अधिनियम, 2013 के लागू होने के बाद, लाभार्थियों/परिवारों की पहचान के मानदंड को बीपीएल/एपीएल श्रेणियों से अलग कर दिया गया है और लाभार्थियों की पहचान दो श्रेणियों के तहत की जाती है, अर्थात्:-

(i) अंत्योदय अन्न योजना (एएवाई) परिवार, और

(ii) प्राथमिकता प्राप्त परिवार (पीएचएच)

हरियाणा सरकार ने बताया है कि हिसार निर्वाचन क्षेत्र से परिवारों से राशन कार्ड रद्द होने और नए पात्र परिवारों का नामांकन न होने के संबंध में पिछले तीन वर्षों में 222 शिकायतें प्राप्त हुई हैं, और हर माह अद्यतन किया जा रहा है।

राशन कार्डों का ब्यौरा:

क्र. सं.	निर्वाचन क्षेत्र	वर्ष	जोड़ा गया नया राशन कार्ड	रद्द किया गया राशन कार्ड
1.	हिसार	2023	24901	36205
		2024	39775	25686
		2025	11730	4121
		2026	7582	157

*यदि परिवार पहचान पत्र के अनुसार आय 1.80 लाख रुपये से अधिक है, तो लाभार्थी पीएमजीकेएवाई राशन कार्ड के लिए पात्र नहीं है।

(घ): सरकार प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) को लागू कर रही है, जो मानव जीवन चक्र दृष्टिकोण में खाद्य और पौषणिक सुरक्षा प्रदान करती है, ताकि लोगों को गरिमापूर्ण जीवन जीने के लिए पर्याप्त मात्रा में गुणवत्तापूर्ण भोजन निःशुल्क उपलब्ध कराया जा सके।

पीएमजीकेएवाई का उद्देश्य 75% तक ग्रामीण और 50% तक शहरी आबादी की खाद्य आवश्यकताओं को पूरा करना है, जो 2011 की जनगणना के अनुसार 81.35 करोड़ व्यक्ति हैं। अंत्योदय अन्न योजना (एएवाई) के अंतर्गत आने वाले परिवार जिसमें सबसे गरीब परिवारों आते हैं, को प्रति परिवार प्रति माह 35 किलोग्राम खाद्यान्न, जबकि प्राथमिकता प्राप्त परिवारों (पीएचएच) को प्रति व्यक्ति प्रति माह 5 किलोग्राम खाद्यान्न निःशुल्क प्राप्त करने की पात्रता है। इस अधिनियम के अंतर्गत कवरेज का दायरा काफी व्यापक है ताकि समाज के सभी कमजोर और जरूरतमंद वर्गों को इसका लाभ मिल सके।

सरकार ने गरीबों के लिए खाद्यान्न की सुलभता, वहनीयता और उपलब्धता के संदर्भ में पीएमजीकेएवाई के लाभार्थियों के कल्याण को ध्यान में रखते हुए और गरीबों की सहायता के लिए कार्यक्रम के राष्ट्रव्यापी एकरूपता और प्रभावी कार्यान्वयन को सुनिश्चित करने के लिए, एनएफएसए के तहत दिनांक 1 जनवरी 2023 से अंत्योदय अन्न योजना (एएवाई) परिवारों और प्राथमिकता प्राप्त परिवारों (पीएचएच) के लाभार्थियों को निःशुल्क खाद्यान्न प्रदान करने का निर्णय लिया था। निःशुल्क खाद्यान्न वितरण की अवधि को दिनांक 1 जनवरी, 2024 से और पांच साल के लिए बढ़ा दी गई है, जिसका अनुमानित वित्तीय परिव्यय 11.80 लाख करोड़ रुपये है, जिसे केंद्र सरकार द्वारा वहन किया जाएगा।

सरकार देशभर में स्थित 579 मूल्य निगरानी केंद्रों द्वारा प्रस्तुत 41 खाद्य पदार्थों के दैनिक मूल्यों की निगरानी करती है और अंतर-मंत्रालयी समिति (आईएमसी) द्वारा नियमित समीक्षाओं के माध्यम से आवश्यक वस्तुओं के उत्पादन और उपलब्धता पर कड़ी नजर रखती है। समिति नियमित रूप से आवश्यक कृषि-बागवानी वस्तुओं के मूल्यों की स्थिति और संभावित रुझानों की समीक्षा करती है और घरेलू उत्पादन बढ़ाकर तथा निर्यात-आयात नीतियों में युक्तिकरण करके उपलब्धता बढ़ाने के लिए सुझाव देती है।

सरकार कृषि-बागवानी वस्तुओं की कीमतों में अत्यधिक अस्थिरता से निपटने और उपभोक्ताओं को ये आवश्यक खाद्य वस्तुएं किफायती दामों पर उपलब्ध कराने के लिए मूल्य

स्थिरीकरण कोष (पीएसएफ) के तहत दालों और प्याज का एक बफर स्टॉक बनाए रखती है। मूल्य स्थिरीकरण हस्तक्षेपों के लिए पीएसएफ के तहत दालों और प्याज का बफर स्टॉक बनाए रखा जाता है। बाजार में दालों की उपलब्धता बढ़ाने के लिए बफर भंडार से नियमित रूप से दालें जारी करने से कीमतों को नियंत्रित करने में मदद मिलती है। प्याज के मामले में, बफर स्टॉक कीमतों में मौसमी उतार-चढ़ाव को नियंत्रित करने में महत्वपूर्ण भूमिका निभाता है। कम उत्पादन के मौसम में, बाजार में प्याज की उपलब्धता बढ़ाने और कीमतों को स्थिर करने के लिए सरकारी बफर स्टॉक से प्याज को एक नियमित और लक्षित तरीके से जारी किया जाता है।

RAILWAY CONNECTIVITY AND PASSENGER SERVICES IN VELLORE DISTRICT

4055. SHRI D. M. KATHIR ANAND:

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

(a) the measures taken/being taken by the Government to improve railway connectivity, passenger amenities, station infrastructure, freight handling facilities and last-mile connectivity for major railway stations serving the Vellore district of Tamil Nadu;

(b) whether the Government has assessed the railway infrastructure and passenger service requirements of said district of Tamil Nadu considering its importance as an educational, industrial, healthcare and pilgrimage destination with significant passenger and freight movement and if so, the details thereof, district-wise;

(c) whether the Government has evolved any proposal for capacity augmentation, line expansion, signalling modernisation, redevelopment of

railway stations and introduction of additional train services benefiting the district and if so, the details thereof;

(d) the details of the initiatives undertaken by the Government to strengthen multimodal connectivity between railway stations, industrial clusters, educational institutions and healthcare facilities in the said district; and

(e) the details of the strategy adopted by the Government to improve operational efficiency, passenger convenience and freight movement so as to support the economic development of the said district?

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

(a) to (e): Vellore district is about 07 km away from Katpadi railway station which serves as the transportation hub for the nearby regions. In addition to this, Vellore district is also served by Vellore Cantonment station. Further, to improve railway connectivity to Vellore district of Tamil Nadu, following surveys/works have been sanctioned:

S.No.	Project	Status
1	Tirupati-Pakala-Katpadi doubling (104 km)	Work has been sanctioned at a cost of ₹ 1216 cr. In 2025-26, an outlay of ₹ 250 cr. has been provided for this project.
2	Arakkonam – Katpadi - Irugur (Coimbatore) 3rd & 4th line (407 Km)	Final Location Survey (FLS) has been sanctioned for preparation of Detailed Project Report (DPR). DPR has been prepared.

3	Katpadi-Vellore-Villupuram doubling (160 km)	FLS has been sanctioned for preparation of DPR. Field survey work has been completed.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

Tamil Nadu:-

Railway Budget:-

Budget allocation in recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:-

Period	Outlay
2009-14	₹879 crore/year
2026-27	₹ 7,611 crore (more than 8 times)

Track Construction:-

The details of constructing new track falling fully/partly in the State of Tamil Nadu are as under:

Period	New track Commissioned
2009-14	923 Km
2014-26	1,356 Km

Projects sanctioned:-

As on 01.04.2026, 19 projects (08 new line, 03 gauge conversion and 08 doubling) of total length of 1,874 km, costing ₹27,282 Crore, falling fully/partly in the State of Tamil Nadu have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned upto March, 2026 (in Km)	Total Exp. upto March, 2026 (₹ in Cr)
New Line	8	811	24	1,514
Gauge Conversion	3	748	631	3,605
Doubling /Multitracking	8	314	54	3,693
Total	**19**	**1,874**	**709**	**8,811**

Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in the State of Tamil Nadu are as under:-

S.N.	Project	Cost (₹ in Crores)
1	Dindigul- Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon- Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodinayakkanur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Thanjavur-Ponmalai doubling (48 km)	370
10	Villupuram-Dindigul doubling (273 km)	2,000

11	Chennai Beach-Attipattu 4th line (22 km)	293
12	Omalur-Metturdam Patch doubling (29 km)	327
13	Chengalpattu - Villupuram and Tambaram - Chengalpattu-3rd line (133 km)	1,122
14	Salem- Omalur doubling (11 km)	115
15	Madurai- Tuticorin doubling (160 km)	1,891
16	Maniyachi-Nagercoil doubling (102 km)	1,752
17	Chennai Beach-Chennai Egmore doubling (4 km)	272

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under:

S.N.	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Trivandrum-Kanyakumari doubling (87 km)	4,494
4	Irugur-Podanur doubling (11 km)	277
5	Tambaram-Chengalpattu 4th line (30 km)	757
6	Attipattu-Gummidipundi 3rd & 4th line (23 km)	365
7	Tirupati- Katpadi doubling (105 km)	1,216
8	Tindivanam- Tiruvannamalai new line (71 km)	1,400
9	Atipattu – Puttur new line (88 km)	1,700
10	Baiyapannahalli to Hosur doubling (48 km)	1,160
11	Arakkonam-Chengalpattu doubling (68 km)	993
12	Erode- Karur doubling (67 km)	986

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

Total Land required for Projects in Tamil Nadu	4,612 ha
Land Acquired	1,178 ha (26%)
Balance Land to be acquired	3,434 ha (74%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

Details of some major projects which are delayed due to land acquisition are as under:-

S.N.	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	93	47	46
4.	Mannargudi-Pattukkottai new line (41 km)	204	0	204
5.	Thanjavur-Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway's own operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

Signal Modernisation:-

Strengthening, upgradation, modernisation and improvement of Signalling infrastructure is a continuous and ongoing process over Indian Railways. Indian Railway is continuously modernizing current infrastructure of its signalling system as under:

1. Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling have been provided at 6671 stations as on 30.06.2026, out of which Electronic Interlocking have been provided at 3954 stations over Indian Railway, including Electronic Interlocking at 12 stations in Vellore District and 365 stations in Tamil Nadu.
2. Interlocking of Level Crossing Gates (LC) has been provided at 10395 Level Crossing Gates upto 30.06.2026 for enhancing safety at LC Gate over Indian Railway, including 25 LC gates in Vellore District and 995 LC gates in Tamil Nadu.
3. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6671 stations up to 30.06.2026 over Indian Railway, including 12 stations in Vellore District and 365 stations in Tamil Nadu.
4. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on

6085 Block Sections up to 30.06.2026 over Indian Railway, including 13 Block Sections in Vellore District and 365 Block Sections in Tamil Nadu.

5. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 7464 Route Km upto 30.06.2026 over Indian Railways, including 58Rkm in Vellore District and 433 Rkm in Tamil Nadu.

Amrit Bharat Stations:-

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

Amrit Bharat Station Scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface and provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’

- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1340 stations have been identified for development under Amrit Bharat Station Scheme, out of which 77 stations, including Katpadi Junction and Vellore Cantonment station of Vellore district, are located in Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in Tamil Nadu are as following:

State	No. of Stations	Name of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari Terminus, Karaikkudi Jn, Karur Jn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani, Paramakkudi, Perambur, Podanur

		Jn., Pollachi Jn, Polur, Pudukkottai, Puratchi Thalaivar Dr. M.G. Ramachandran Central, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St. Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.

Completed Stations of Tamil Nadu:-

Development works at railway stations under Amrit Bharat Station Scheme in Tamil Nadu have been taken up at a good pace. Details of stations completed in Tamil Nadu are as under:

State	No. of stations	Name of stations
Tamil Nadu	26	Ambasamudram, Bommidi, Chennai Park, Chidambaram, Chinna Salem, Coonoor, Karaikkudi Junction, Kulitturai, Mambalam, Manaparai, Mannargudi, Morappur, Namakkal, Palani, Paramakkudi, Pollachi Junction, Polur, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St. Thomas Mount, Thiruvarur Junction, Tiruvannamalai, Udagamandalam, Vriddhachalam Junction

The activities for development at other stations of Tamil Nadu have also been taken up at good pace and progress of some of the stations is as given below:

Stations located in Vellore district of Tamil Nadu:-

- Katpadi Junction station: The structural work of Railway Protection Force barrack and Scout building have been completed. The works of foundation of multi-level car parking, parcel office and finishing work of Railway Protection Force barrack and Scout building have been taken up.
- Vellore Cantonment station: The works of improvement of station building, entrance porch, improvement of circulating area, parking, booking office, waiting hall, platform surface, platform shelter, new toilet block, water booth and signages have been completed. The work of lifts has been taken up.

Other stations of Tamil Nadu:-

- Rameswaram station: The works of revamping of Multi Functional Complex building into retiring rooms, structural works of East and North terminal building, parcel office, residential tower, departure forecourt, arrival forecourt, substation building and sewage treatment plant have been completed. The finishing works of East terminal building and North terminal building, departure forecourt, sewage treatment plant, arrival forecourt, platform shelter and improvement of waiting hall have been taken up.
- Chennai Egmore station: The work of parcel building, structural works of Gandhi-Irwin (GI) road side multi-level car parking, Poonamallee High (PH) road side multi-level car parking and sub-station building have been completed. The work of finishing of GI side multi-level car parking, PH side multi-level car parking, substation building, structural work of GI side

terminal building, foundation work of PH side terminal building, arrival foot over bridge and air concourse have been taken up.

- Virudhunagar station: The works of improvement of circulating area, parking, entry/exit gate, installation of Coach Indication Boards and Train Indication Boards have been completed. The works of improvement of station building, entrance porch and 6 m wide foot over bridge have been taken up.

- Karur Junction station: The works of improvement of station building, 12 m wide foot over bridge, improvement of circulating area, parking, main entrance gate, waiting hall, toilets, parcel office building, improvement of platform surface and widening of platform no. 1 have been completed. The works of lifts and escalators have been taken up.

- Thanjavur Junction station: The works of entrance porch, improvement of circulating area, concourse, subway, platform shelter, arrival lobby, exit gate, booking office, installation of Coach Indication Board, Train Indication Board and signages have been completed. The works of parking, lift and escalator have been taken up.

- Villupuram Junction station: The works of new arrival building, Government Railway Police building, platform shelter, improvement of platform surface, booking office, parking, parcel office and signages have been completed. The works of 6 m wide foot over bridge, improvements of circulating area,

concourse, departure building, entrance gate, installation of Coach Indication Board, Train Indication Board and escalator have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways including provision of passenger amenities etc., is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Train Services:-

As the Railway network straddles across State/district boundaries, trains are introduced and stoppages are provided as per network requirements, across such boundaries. However, Indian Railways constantly endeavours to improve connectivity for the travelling passengers and to this end, IR, have introduced the following new services, which inter alia cater to the needs of passengers of Vellore district:

SN	Train no. and Name
1	17293/17294 Narasapur - SMVT Bengaluru Express (with scheduled stoppage at Katpadi and Jolarpettai) w.e.f. 10.07.2026.
2	17077/17078 Charlapalli - Tiruchchirappalli Express (with scheduled stoppage at Katpadi and Vellore Cantt.) w.e.f. 07.07.2026.
3	17291/17292 Narasapur - Tiruvannamalai Express (with scheduled stoppage at Katpadi and Vellore Cantt.) w.e.f. 01.07.2026.
4	17615/17616 Kacheguda - Tuticorin Express (with scheduled stoppage at Katpadi and Vellore Cantt.) w.e.f. 06.04.2026.
5	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express (with scheduled stoppage at Katpadi and Jolarpettai) w.e.f. 17.01.2026.

6	16601/16602 Erode - Jogbani Amrit Bharat Express (with scheduled stoppage at Katpadi and Jolarpettai) w.e.f. 15.09.2025.

Moreover, Katpadi which is a major station serving the Vellore district is served by 259 train services, at present. These are also listed below:

SN	Train No. and Name
1	11005 Dadar - Puducherry Express
2	11006 Puducherry - Dadar Express
3	12007 MGR Chennai Central - Mysuru Shatabdi Express
4	12008 Mysuru - MGR Chennai Central Shatabdi Express
5	12027 MGR Chennai Central - KSR Bengaluru Shatabdi Express
6	12028 KSR Bengaluru - MGR Chennai Central Shatabdi Express
7	12243 MGR Chennai Central - Coimbatore Shatabdi Express
8	12244 Coimbatore - MGR Chennai Central Shatabdi Express
9	12253 SMVT Bengaluru - Bhagalpur Express
10	12254 Bhagalpur - SMVT Bengaluru Express
11	12295 SMVT Bengaluru - Danapur Express
12	12296 Danapur - SMVT Bengaluru Express
13	12503 SMVT Bengaluru - Agartala Express
14	12504 Agartala - SMVT Bengaluru Express
15	12509 SMVT Bengaluru - Guwahati Express
16	12510 Guwahati - SMVT Bengaluru Express
17	12511 Gorakhpur - Thiruvananthapuram North Express
18	12512 Thiruvananthapuram North - Gorakhpur Express
19	12521 Barauni - Ernakulam Express
20	12522 Ernakulam - Barauni Express
21	12539 Yesvantpur - Lucknow Express
22	12540 Lucknow - Yesvantpur Express
23	12551 SMVT Bengaluru - Kamakhya Express
24	12552 Kamakhya - SMVT Bengaluru Express
25	12577 Darbhanga - Mysuru Express
26	12578 Mysuru - Darbhanga Express

27	12601 MGR Chennai Central - Mangalore Central Express
28	12602 Mangalore Central - MGR Chennai Central Express
29	12607 MGR Chennai Central - KSR Bengaluru Express
30	12608 KSR Bengaluru - MGR Chennai Central Express
31	12623 MGR Chennai Central - Thiruvananthapuram Central Express
32	12624 Thiruvananthapuram Central - MGR Chennai Central Express
33	12625 Thiruvananthapuram Central - New Delhi Express
34	12626 New Delhi - Thiruvananthapuram Central Express
35	12639 MGR Chennai Central - KSR Bengaluru Express
36	12640 KSR Bengaluru - MGR Chennai Central Express
37	12643 Thiruvananthapuram Central - Hazrat Nizamuddin Express
38	12644 Hazrat Nizamuddin - Thiruvananthapuram Central Express
39	12645 Ernakulam - Hazrat Nizamuddin Express
40	12646 Hazrat Nizamuddin - Ernakulam Express
41	12657 MGR Chennai Central - KSR Bengaluru Express
42	12658 KSR Bengaluru - MGR Chennai Central Express
43	12659 Nagercoil Junction - Shalimar Express
44	12660 Shalimar - Nagercoil Junction Express
45	12671 MGR Chennai Central - Metupalaiyam Express
46	12672 Metupalaiyam - MGR Chennai Central Express
47	12673 MGR Chennai Central - Coimbatore Express
48	12674 Coimbatore - MGR Chennai Central Express
49	12675 MGR Chennai Central - Coimbatore Express
50	12676 Coimbatore - MGR Chennai Central Express
51	12679 MGR Chennai Central - Coimbatore Express
52	12680 Coimbatore - MGR Chennai Central Express
53	12681 MGR Chennai Central - Coimbatore Express
54	12682 Coimbatore - MGR Chennai Central Express
55	12685 MGR Chennai Central - Mangalore Central Express
56	12686 Mangalore Central - MGR Chennai Central Express
57	12689 MGR Chennai Central - Kanniyakumari Express
58	12690 Kanniyakumari - MGR Chennai Central Express
59	12691 MGR Chennai Central - Shimoga Town Express

60	12692 Shimoga Town - MGR Chennai Central Express
61	12695 MGR Chennai Central - Thiruvananthapuram Central Express
62	12696 Thiruvananthapuram Central - MGR Chennai Central Express
63	12697 MGR Chennai Central - Thiruvananthapuram Central Express
64	12698 Thiruvananthapuram Central - MGR Chennai Central Express
65	12789 Kacheguda - Kumta Express
66	12790 Kumta - Kacheguda Express
67	12835 Hatia - SMVT Bengaluru Express
68	12836 SMVT Bengaluru - Hatia Express
69	12845 Bhubaneswar - SMVT Bengaluru Express
70	12846 SMVT Bengaluru - Bhubaneswar Express
71	12863 Howrah - SMVT Bengaluru Express
72	12864 SMVT Bengaluru - Howrah Express
73	12867 Howrah - Puducherry Express
74	12868 Puducherry - Howrah Express
75	12889 Tatanagar - SMVT Bengaluru Express
76	12890 SMVT Bengaluru - Tatanagar Express
77	12969 Coimbatore - Jaipur Express
78	12970 Jaipur - Coimbatore Express
79	13351 Dhanbad - Alappuzha Express
80	13352 Alappuzha - Dhanbad Express
81	13433 SMVT Bengaluru - Malda Town Amrit Bharat Express
82	13434 Malda Town - SMVT Bengaluru Amrit Bharat Express
83	15227 SMVT Bengaluru - Muzaffarpur Express
84	15228 Muzaffarpur - SMVT Bengaluru Express
85	15607 Thiruvananthapuram Central - Silchar Express
86	15608 Silchar - Thiruvananthapuram Central Express
87	15627 Coimbatore - Silchar Express
88	15628 Silchar - Coimbatore Express
89	16021 MGR Chennai Central - Ashokapuram Express
90	16022 Ashokapuram - MGR Chennai Central Express
91	16085 Arakkonam - Jolarpettai Express
92	16086 Jolarpettai - Arakkonam Express

93	16087 Arakkonam - Salem Express
94	16088 Salem - Arakkonam Express
95	16089 MGR Chennai Central - Jolarpettai Express
96	16090 Jolarpettai - MGR Chennai Central Express
97	16219 Chamarajanagar - Tirupati Express
98	16220 Tirupati - Chamarajanagar Express
99	16223 SMVT Bengaluru - Radhikapur Express
100	16224 Radhikapur - SMVT Bengaluru Express
101	16317 Kanniyakumari - Shri Mata Vaishno Devi Katra Express
102	16318 Shri Mata Vaishno Devi Katra - Kanniyakumari Express
103	16339 Lokmanya Tilak (T) - Nagercoil Junction Express
104	16340 Nagercoil Junction - Lokmanya Tilak (T) Express
105	16353 Kacheguda - Nagercoil Junction Express
106	16354 Nagercoil Junction - Kacheguda Express
107	16381 Pune - Kanniyakumari Express
108	16382 Kanniyakumari - Pune Express
109	16523 SMVT Bengaluru - Balurghat Express
110	16524 Balurghat - SMVT Bengaluru Express
111	16551 MGR Chennai Central - Ashokapuram Express
112	16552 Ashokapuram - MGR Chennai Central Express
113	16597 SMVT Bengaluru - Alipur Duar Amrit Bharat Express
114	16598 Alipur Duar - SMVT Bengaluru Amrit Bharat Express
115	16601 Erode - Jogbani Amrit Bharat Express
116	16602 Jogbani - Erode Amrit Bharat Express
117	16619 Podanur - Dhanbad Amrit Bharat Express
118	16620 Dhanbad - Podanur Amrit Bharat Express
119	16733 Rameswaram - Okha Express
120	16734 Okha - Rameswaram Express
121	16779 Tirupati - Rameswaram Express
122	16780 Rameswaram - Tirupati Express
123	16787 Tirunelveli - Shri Mata Vaishno Devi Katra Express
124	16788 Shri Mata Vaishno Devi Katra - Tirunelveli Express
125	16853 Tirupati - Villupuram Express

126	16854 Villupuram - Tirupati Express
127	16870 Villupuram - Tirupati Express
128	17041 Charlapalli-Thiruvananthapuram North Amrit Bharat Express
129	17042 Thiruvananthapuram North - Charlapalli Amrit Bharat Express
130	17069 Hyderabad - Kanniyakumari Express
131	17070 Kanniyakumari - Hyderabad Express
132	17077 Charlapalli - Tiruchchirappalli Express
133	17078 Tiruchchirappalli - Charlapalli Express
134	17209 SMVT Bengaluru - Kakinada Town Express
135	17210 Kakinada Town - SMVT Bengaluru Express
136	17291 Narasapur - Tiruvannamalai Express
137	17292 Tiruvannamalai - Narasapur Express
138	17293 Narasapur - SMVT Bengaluru Express
139	17294 SMVT Bengaluru - Narasapur Express
140	17407 Tirupati - Mannargudi Express
141	17408 Mannargudi - Tirupati Express
142	17421 Tirupati - Kollam Express
143	17422 Kollam - Tirupati Express
144	17423 Tirupati - Chikkamagaluru Express
145	17424 Chikkamagaluru - Tirupati Express
146	17615 Kacheguda - Tuticorin Express
147	17616 Tuticorin - Kacheguda Express
148	18189 Tatanagar - Ernakulam Express
149	18190 Ernakulam - Tatanagar Express
150	18501 Visakhapatnam - Kollam Express
151	18502 Kollam - Visakhapatnam Express
152	18509 Visakhapatnam - SMVT Bengaluru Express
153	18510 SMVT Bengaluru - Visakhapatnam Express
154	18567 Visakhapatnam - Kollam Express
155	18568 Kollam - Visakhapatnam Express
156	18637 Hatia - SMVT Bengaluru Express
157	18638 SMVT Bengaluru - Hatia Express
158	20493 Madurai - Chandigarh Express

159	20494 Chandigarh - Madurai Express
160	20601 MGR Chennai Central - Bodinayakkanur Express
161	20602 Bodinayakkanur - MGR Chennai Central Express
162	20603 New Jalpaiguri - Nagercoil Junction Amrit Bharat Express
163	20604 Nagercoil Junction - New Jalpaiguri Amrit Bharat Express
164	20607 MGR Chennai Central - Mysuru Vande Bharat Express
165	20608 Mysuru - MGR Chennai Central Vande Bharat Express
166	20629 Secunderabad - Thiruvananthapuram Central Express
167	20630 Thiruvananthapuram Central - Secunderabad Express
168	20663 Mysuru - MGR Chennai Central Vande Bharat Express
169	20664 MGR Chennai Central - Mysuru Vande Bharat Express
170	20679 MGR Chennai Central - Hubballi Express
171	20680 Hubballi - MGR Chennai Central Express
172	22135 Mysuru - Renigunta Express
173	22136 Renigunta - Mysuru Express
174	22207 MGR Chennai Central - Thiruvananthapuram Central Express
175	22208 Thiruvananthapuram Central - MGR Chennai Central Express
176	22305 SMVT Bengaluru - Jasidih Express
177	22306 Jasidih - SMVT Bengaluru Express
178	22351 Saharsa - SMVT Bengaluru Express
179	22352 SMVT Bengaluru - Saharsa Express
180	22353 Patna - SMVT Bengaluru Express
181	22354 SMVT Bengaluru - Patna Express
182	22501 SMVT Bengaluru - New Tinsukia Express
183	22502 New Tinsukia - SMVT Bengaluru Express
184	22503 Kanniyakumari - Dibrugarh Express
185	22504 Dibrugarh - Kanniyakumari Express
186	22601 MGR Chennai Central - Sainagar Shirdi Express
187	22602 Sainagar Shirdi - MGR Chennai Central Express
188	22603 Kharagpur - Villupuram Express
189	22604 Villupuram - Kharagpur Express
190	22605 Purulia - Tirunelveli Express
191	22606 Tirunelveli - Purulia Express

192	22615 Tirupati - Coimbatore Express
193	22616 Coimbatore - Tirupati Express
194	22617 Tirupati - SMVT Bengaluru Express
195	22618 SMVT Bengaluru - Tirupati Express
196	22619 Bilaspur - Tirunelveli Express
197	22620 Tirunelveli - Bilaspur Express
198	22625 MGR Chennai Central - KSR Bengaluru Express
199	22626 KSR Bengaluru - MGR Chennai Central Express
200	22637 MGR Chennai Central - Mangalore Central Express
201	22638 Mangalore Central - MGR Chennai Central Express
202	22639 MGR Chennai Central - Alappuzha Express
203	22640 Alappuzha - MGR Chennai Central Express
204	22641 Thiruvananthapuram Central - Shalimar Express
205	22642 Shalimar - Thiruvananthapuram Central Express
206	22643 Ernakulam - Patna Express
207	22644 Patna - Ernakulam Express
208	22645 Indore - Thiruvananthapuram North Express
209	22646 Thiruvananthapuram North - Indore Express
210	22647 Korba - Thiruvananthapuram North Express
211	22648 Thiruvananthapuram North - Korba Express
212	22649 MGR Chennai Central - Erode Express
213	22650 Erode - MGR Chennai Central Express
214	22651 MGR Chennai Central - Palakkad Express
215	22652 Palakkad - MGR Chennai Central Express
216	22669 Ernakulam - Patna Express
217	22670 Patna - Ernakulam Express
218	22681 Mysuru - MGR Chennai Central Express
219	22682 MGR Chennai Central - Mysuru Express
220	22697 Hubballi - MGR Chennai Central Express
221	22698 MGR Chennai Central - Hubballi Express
222	22715 Kacheguda - Madurai Express
223	22716 Madurai - Kacheguda Express
224	22815 Bilaspur - Ernakulam Express

225	22816 Ernakulam - Bilaspur Express
226	22817 Howrah - Mysuru Express
227	22818 Mysuru - Howrah Express
228	22833 Bhubaneswar - SMVT Bengaluru Express
229	22834 SMVT Bengaluru - Bhubaneswar Express
230	22837 Hatia - Ernakulam Express
231	22838 Ernakulam - Hatia Express
232	22851 Santragachi - Mangalore Central Express
233	22852 Mangalore Central - Santragachi Express
234	22863 Howrah - SMVT Bengaluru Express
235	22864 SMVT Bengaluru - Howrah Express
236	22877 Howrah - Ernakulam Express
237	22878 Ernakulam - Howrah Express
238	22887 Howrah - SMVT Bengaluru Express
239	22888 SMVT Bengaluru - Howrah Express
240	66017 Katpadi - Jolarpettai MEMU
241	66018 Jolarpettai - Katpadi MEMU
242	66025 Katpadi - Villupuram MEMU
243	66026 Villupuram - Katpadi MEMU
244	66027 Katpadi - Villupuram MEMU
245	66028 Tirupati - Katpadi MEMU
246	66033 Chennai Beach - Tiruvannamalai MEMU
247	66034 Tiruvannamalai - Tambaram MEMU
248	66057 Arakkonam - Katpadi MEMU
249	66058 Katpadi - Arakkonam MEMU
250	66059 Arakkonam - Vellore Cantt. MEMU
251	66060 Vellore Cantt. - Arakkonam MEMU
252	66061 Arakkonam - Vellore Cantt. MEMU
253	66062 Vellore Cantt. - Arakkonam MEMU
254	67205 Tirupati - Katpadi MEMU
255	67206 Katpadi - Tirupati MEMU
256	67207 Tirupati - Katpadi MEMU
257	67208 Katpadi - Tirupati MEMU

258	67209 Tirupati - Katpadi MEMU
259	67210 Katpadi - Tirupati MEMU

Besides, introduction of train services on any route/section, which is also an on-going process, depends on various factors which include:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

BENEFICIARIES SELECTED UNDER INSPIRE SHE

4056. SHRI ANTO ANTONY:

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

(a) the details and the number of applications received, students selected and scholarships awarded under Innovation in Science Pursuit for Inspired Research Scholarship for Higher Education (INSPIRE SHE) since 2019-20, year and State/UT-wise;

(b) whether the annual target of awarding 12,000 scholarships under INSPIRE SHE has been achieved each year-wise since 2019-20 and if so, the details thereof, and if not, the reasons for the shortfall;

(c) the details of funds allocated, released and utilised under INSPIRE SHE since 2019-20, year-wise;

(d) the gender-wise and rural-urban details of beneficiaries selected under INSPIRE SHE since 2019-20; and

(e) whether the Government has assessed the effectiveness of INSPIRE SHE in increasing the rate of talented youth entering higher education and research careers in basic and natural sciences?

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

(a) and (b): The annual target for awarding scholarships under the Innovation in Science Pursuit for Inspired Research - Scholarship for Higher Education (INSPIRE–SHE) Scheme, including both the Direct Mode and the Institution Mode, has been achieved. Scholarships under the Scheme are awarded strictly to eligible candidates as per the approved provisions and selection criteria. The year-wise and State/UT-wise details of applications received, students selected and scholarships awarded under INSPIRE-SHE since 2019-20 are given below:

State/UT	Total Applications received						Total number of students selected/scholarships awarded					
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
Andaman and Nicobar	0	2	0	0	0	0	0	2	0	0	0	0
Andhra Pradesh	160	55	49	35	40	14	95	25	18	18	32	0
Arunachal Pradesh	0	2	0	0	0	0	0	0	0	0	0	0
Assam	114	123	240	145	176	98	64	45	115	75	73	31
Bihar	686	945	345	289	299	655	433	292	154	165	165	257
Chandigarh	12	5	6	11	5	8	8	0	2	5	1	2
Chhattisgarh	249	296	373	503	610	494	172	132	273	345	420	300
Dadra Nagar Haveli	0	1	1	0	0	1	0	1	0	0	0	1
Delhi	195	201	134	116	108	96	119	41	50	46	51	41
Goa	6	3	3	1	6	1	5	1	2	1	5	1
Gujarat	267	273	234	124	121	54	173	116	192	78	79	26
Haryana	286	755	760	219	111	130	149	154	321	78	49	48
Himachal Pradesh	357	450	339	248	219	174	237	219	257	170	137	94
Jharkhand	49	80	47	69	54	36	23	20	22	24	23	10
Jammu & Kashmir	23	53	48	81	15	5	11	11	24	37	2	2
Karnataka	117	191	223	104	104	117	50	42	53	36	30	9
Kerala	977	1737	1807	1180	1043	893	525	299	731	410	365	158
Ladakh	0	0	0	1	1	0	0	0	0	0	0	0
Madhya Pradesh	821	1328	1047	743	811	1289	617	655	699	513	583	755
Maharashtra	685	822	1092	506	370	164	463	379	443	332	234	53
Manipur	171	197	178	154	194	151	116	111	172	118	138	93
Meghalaya	6	14	86	54	62	37	4	6	69	38	49	22
Mizoram	3	1	2	6	17	5	3	1	2	0	13	3
Nagaland	26	31	29	14	14	13	20	19	23	9	9	7
Odisha	301	229	409	228	192	434	99	84	93	121	108	151
Punjab	178	251	163	174	126	164	106	71	83	95	72	74
Puducherry	1	3	3	1	6	2	1	0	2	1	2	0
Rajasthan	4154	5090	2350	3703	3890	4384	2937	2756	1197	2777	2869	2430
Sikkim	0	2	1	1	0	0	0	0	0	0	0	0
Tamil Nadu	34	105	118	40	36	43	18	22	26	19	19	14

Telangana	110	168	102	25	78	55	52	41	38	6	27	17
Tripura	4	2	5	1	2	0	2	0	2	0	1	0
Uttar Pradesh	4111	7327	7460	5417	8505	10808	2579	3580	4217	3846	5372	6165
Uttarakhand	723	792	938	492	601	532	487	402	740	366	410	291
West Bengal	1956	2933	1495	2294	627	535	1196	934	839	810	367	239
Total	16782	24467	20087	16979	18443	21392	10764	10461	10859	10539	11705	11294

(c): The details of funds allocated, released and utilised under INSPIRE SHE since 2019-20, year-wise is given below:

Financial Year	**Total Amount allocated/released/utilized (Rs. in Cr.)**
2019-20	228.12
2020-21	238.64
2021-22	220.63
2022-23	233.02
2023-24	212.19
2024-25	213.86
2025-26	232.17

(d): The gender-wise and rural-urban details of beneficiaries selected under INSPIRE SHE since 2019-20 are given below:

Gender-wise details

Financial Year	Students Selected	Male	Female
2019-20	10764	5885	4879
2020-21	10461	5514	4947
2021-22	10859	4952	5907
2022-23	10539	4905	5634
2023-24	11705	5193	6512
2024-25	11294	4799	6495

Rural-urban details

Financial Year	Students Selected	Rural	Urban
2019-20	10764	7400	3364
2020-21	10461	7284	3177

2021-22	10859	7633	3226
2022-23	10539	7878	2661
2023-24	11705	7760	3945
2024-25	11294	6004	5290

(e): The Government regularly reviews the implementation and outcomes of the INSPIRE-SHE scheme.

ढेंकानाल में हमसफर एक्सप्रेस रेलगाड़ी का ठहराव

4057. श्री रुद्र नारायण पाणी:

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

(क) क्या पुरी से इंदौर के बीच चलने वाली हमसफर एक्सप्रेस रेलगाड़ी का ढेंकानाल (डीएनकेएल) में ठहराव नहीं है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ख) क्या सरकार का उक्त रेलगाड़ी का तत्काल प्रभाव से ठहराव प्रदान करने का विचार है, क्योंकि ढेंकानाल न केवल ओडिशा का एक प्रमुख शहर और जिला मुख्यालय है, बल्कि एक लोक सभा निर्वाचन क्षेत्र भी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) और (ख) वर्तमान में, ढेंकानाल 60 रेलगाड़ी सेवाओं द्वारा सेवित है, जिससे अन्य स्थानों के साथ-साथ दिल्ली, मुंबई, कोलकाता, सूरत, गांधीधाम, अजमेर, हटिया, श्री गंगानगर, जोधपुर, अमृतसर, विशाखापट्टणम, साईंनगर शिरडी जैसे विभिन्न शहरों और ओडिशा राज्य में स्थित प्रमुख स्थानों को सम्पर्कता प्रदान की जा रही है। ढेंकानाल को सेवित करने वाली रेलगाड़ियों की सूची इस प्रकार है:-

क्र.सं.	रेलगाड़ी का नाम और संख्या
1	20835 राउरकेला-पुरी वंदे भारत एक्सप्रेस
2	20836 पुरी-राउरकेला वंदे भारत एक्सप्रेस
3	20817 भुवनेश्वर-नई दिल्ली राजधानी एक्सप्रेस
4	20818 नई दिल्ली-भुवनेश्वर राजधानी एक्सप्रेस
5	12145 लोकमान्य तिलक (टी)-पुरी एक्सप्रेस
6	12146 पुरी-लोकमान्य तिलक (टी) एक्सप्रेस
7	12879 लोकमान्य तिलक (टी)-भुवनेश्वर एक्सप्रेस
8	12880 भुवनेश्वर-लोकमान्य तिलक (टी) एक्सप्रेस
9	12893 भुवनेश्वर-पुरुणाकटक एक्सप्रेस
10	12894 पुरुणाकटक-भुवनेश्वर एक्सप्रेस
11	12993 गांधीधाम-पुरी एक्सप्रेस
12	12994 पुरी-गांधीधाम एक्सप्रेस
13	18117 राउरकेला-गुणुपूर एक्सप्रेस
14	18118 गुणुपूर-राउरकेला एक्सप्रेस
15	18125 राउरकेला-पुरी एक्सप्रेस
16	18126 पुरी-राउरकेला एक्सप्रेस
17	18303 सम्बलपुर-पुरी एक्सप्रेस
18	18304 पुरी-सम्बलपुर एक्सप्रेस
19	18313 बौद्ध-भुवनेश्वर न्यू एक्सप्रेस
20	18314 भुवनेश्वर न्यू-बौद्ध एक्सप्रेस
21	18403 भुवनेश्वर-धनबाद एक्सप्रेस
22	18404 धनबाद -भुवनेश्वर एक्सप्रेस
23	18407 पुरी-कोरापुट एक्सप्रेस
24	18408 कोरापुट -पुरी एक्सप्रेस
25	18421 पुरी-सोनपुर एक्सप्रेस
26	18422 सोनपुर-पुरी एक्सप्रेस
27	18425 पुरी-दुर्ग एक्सप्रेस
28	18426 दुर्ग-पुरी एक्सप्रेस
29	18451 हटिया-पुरी एक्सप्रेस
30	18452 पुरी-हटिया एक्सप्रेस
31	20471 श्री गंगानगर-पुरी एक्सप्रेस
32	20472 पुरी-श्री गंगानगर एक्सप्रेस

33	20807 विशाखापट्टणम-अमृतसर एक्सप्रेस
34	20808 अमृतसर-विशाखापट्टणम एक्सप्रेस
35	20813 पुरी-जोधपुर एक्सप्रेस
36	20814 जोधपुर-पुरी एक्सप्रेस
37	20823 पुरी-अजमेर एक्सप्रेस
38	20824 अजमेर-पुरी एक्सप्रेस
39	20831 शालीमार-सम्बलपुर एक्सप्रेस
40	20832 सम्बलपुर-शालीमार एक्सप्रेस
41	20857 पुरी- साईंनगर शिरडी एक्सप्रेस
42	20858 साईंनगर शिरडी-पुरी एक्सप्रेस
43	20861 पुरी-अहमदाबाद एक्सप्रेस
44	20862 अहमदाबाद-पुरी एक्सप्रेस
45	22803 शालीमार-सम्बलपुर एक्सप्रेस
46	22804 सम्बलपुर -शालीमार एक्सप्रेस
47	22805 भुवनेश्वर-आनंद विहार टर्मिनल एक्सप्रेस
48	22806 आनंद विहार टर्मिनल-भुवनेश्वर एक्सप्रेस
49	22827 पुरी-सूरत एक्सप्रेस
50	22828 सूरत-पुरी एक्सप्रेस
51	22839 राउरकेला-भुवनेश्वर एक्सप्रेस
52	22840 भुवनेश्वर-राउरकेला एक्सप्रेस
53	22865 लोकमान्य तिलक (टी)-पुरी एक्सप्रेस
54	22866 पुरी-लोकमान्य तिलक (टी) एक्सप्रेस
55	22909 वलसाड-पुरी एक्सप्रेस
56	22910 पुरी- वलसाड एक्सप्रेस
57	68413 तालचेर-पुरी मेमू
58	68414 पुरी- तालचेर मेमू
59	68421 अनुगुल-पुरी मेमू
60	68422 पुरी-अनुगुल मेमू

इसके अलावा, 20917/20918 इंदौर-पुरी हमसफ़र एक्सप्रेस का अनुगुल/भुवनेश्वर में निर्धारित ठहराव है।

इसके अतिरिक्त, भारतीय रेल पर ठहराव प्रदान करना एक निरंतर चलने वाली प्रक्रिया है, जो परिचालनिक व्यवहार्यता व्यवहार्यता, संसाधनों की उपलब्धता, यातायात औचित्य आदि पर निर्भर करता है।

RAILWAY INFRASTRUCTURE IN WEST BENGAL

4058. SHRI SOUMENDU ADHIKARI:

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

(a) the details of the Government proposal to support the railway infrastructure in West Bengal;

(b) the details of new trains introduced/expanded/extended stations for the people of West Bengal during the last three years including the expansion of railway tracks and gauge conversion projects are taken/proposed during 2026-27; and

(c) the details of socio-economic proposal aimed at rehabilitating illegal occupants or encroachers living on railway land in the interest of the livelihoods of the people of West Bengal thereof?

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

(a) to (c): Budget allocation in the recent years has increased significantly. Budget allotment of projects is made commensurate to the progress achieved in any project. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of West Bengal is as under:-

Period	Outlay
2009-14	Rs.4,380 Cr./year
2026-27	Rs. 14,205 Cr. (More than 3 times)

Projects Sanctioned:

As on 01.04.2026, 63 projects (14 New Lines, 04 Gauge Conversions and 45 Doubling), covering a total length of 5,148 Km, costing ₹83,433 crore, falling fully/partly in West Bengal are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2026 (in Km)	Total Exp. upto March, 2026 (Rs. in Cr.)
New Lines	14	1,056	337	13,872
Gauge Conversion	4	1,201	854	3,676
Doubling/Multi-tracking	45	2,891	530	10,401
Total	**63**	**5,148**	**1,721**	**27,949**

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the State of West Bengal are as under:

S.No.	Project	Cost (Rs. in Cr.)
1	Rampurhat-Mandarhill new line (130 Km)	908
2	Azimganj-Murshidabad new line (7 Km)	164
3	Bardhaman-Katwa Gauge Conversion (52 Km)	696
4	Ahmedpur-Katwa Gauge Conversion (52 Km)	440
5	Panskura Kharagpur Doubling (45 Km)	408
6	Lalgola – Jiaganj Doubling (23 Km)	124

7	Krishnanagar-Bethuadahari Doubling (28 Km)	152
8	Nabadwipdham-Patuli Doubling (22 Km)	170
9	Bethuadhahari-Plassey Doubling (23 km)	132
10	Ambikakalna-Nabadwipdham Doubling (23 km)	145
11	Nalhati-Sagardighi Doubling (26 km)	193
12	Tamluk Jn.- Basulya Sutahata Doubling (24 km)	245
13	Plassey- Jiaganj Doubling (54 km)	234
14	Azimganj-Manigram Doubling (21 km)	150
15	New Coochbehar-Gumanihat Doubling (29 km)	330
16	New Coochbehar-Samuktala Road Doubling (29 km)	445
17	Sainthia-Tarapith 3rd line (22 Km)	186
18	Ambari Falakata-New Maynaguri Doubling (38 km)	843
19	Bandel-Boinchi - 3rd line (31 km)	546
20	Boinchi-Shaktigarh 3rd line (26 km)	424
21	Bazar Sau-Azimganj Jn. Doubling (42 km)	343
22	Sagardighi- Malda Town Doubling (25 Km)	248
23	Kharagpur-Narayangarh 3rd line (24 km)	270
24	Monigram-Nimtita Doubling (24 Km)	713
25	Purulia-Kotshila Doubling (36 Km)	393

Ongoing Projects:

Some of the projects falling fully/partly in the State of West Bengal which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Chandil- Damodar 3rd Line(121 Km)	1,932
2	Tarakeshwar-Bishnupur New Line (83 Km)	1,542
3	Sivok-Rangpo New Line (44 Km)	11,973
4	Balurghat-Hilli New Line (30 Km)	1,209
5	Kaliyaganj-Buniadpur New Line (33 Km)	1,147
6	Katihar-Kumedpur and Katihar-Mukuria Doubling	943

SN.	Project	Cost (Rs. in Cr.)
	(65 Km)	
7	Kharagpur-Adityapur 3rd line (132 Km)	3,450
8	Narayangarh-Bhadrak 3rd line (153 Km)	3,425
9	Kalipahari-Bakhtarnagar 5th Line (18Km)	350
10	Dankuni-Baltikuri 3rd & 4th line (18 Km)	429
11	Murarai-Barharwa 3rd Line (49 Km)	935
12	Ranaghat-Krishnanagar City 3rd Line (26 Km)	446
13	Aluabari Road-New Jalpaiguri 3rd & 4th Line (57 Km)	1,630
14	Sainthia-Pakur 4th Line (81 Km)	1,569
15	Santragachi- Kharagpur 4th Line (111 Km)	2,905
16	Barbenda-Damrughutu Doubling, Damrughutu-Bokaro Steel City 3rd & 4th Line (52 Km)	815
17	Ranaghat-Bangaon doubling (33 Km)	396
18	Hijli to Nimpura Through yard 3rd line (6 Km)	234
19	Doubling of New Jalpaiguri- Siliguri (7 Km)	215
20	Thakurganj-Siliguri Doubling (56 Km)	916
21	Bypass line at Rampur hat (12 Km)	190

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Railway acquires land through concerned State/District Authorities. All the activities in connection with land acquisition like assessment of amount of compensation to land losers etc. are under purview of the State Government. Compensation for land acquisition is made to the land losers by the Revenue Department of the State Government after demanding the same from Railways.

Coordination with State Government:

In order to strengthen coordination for expeditious implementation of railway

connectivity projects across state, monitoring progress of such projects & facilitating coordinated resolution of implementation issues, a task force has been constituted under chairmanship of Chief Secretary, West Bengal by Govt of West Bengal.

Chingrighata Matter:

Further, temporary diversion of traffic at Chingrighata crossing for launching of viaduct segments for construction of Kolkata Metro was permitted by state government in May-26 after almost 1.5 years since the request made. The work of Chingrighata crossing has finally been completed in May-26.

During last three years (i.e. 2023-24, 2024-25, 2025-26 and current financial year 2026-27), total 56 Nos. of Surveys (11 New Line, 45 Doubling) falling fully/partly in the State of West Bengal having a total length of 3,867 Km have been sanctioned.

Sanction of any railway project depend upon many parameters/factors which include the following:

- Anticipated traffic projections and Remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives,
- Railway’s own operational requirements
- Socio-economic considerations

- Overall availability of funds

Railway Infrastructure projects enable socio-economic development of the region including:

- Better integration of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region
- Reduces operational bottlenecks
- Development of tourism industry and increase in industrial activities in the region.

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

All these factors affect the completion time and cost of the project/s.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface and provision of platform shelter
- Provision of kiosks for local products through schemes like ‘One Station One Product’
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 102 stations, are located in West Bengal. The names of stations identified for development under Amrit Bharat Station Scheme in West Bengal are as following:

State	No. of Stations	Name of Stations
West Bengal	102	Adra, Alipurduar Jn., Aluabari Road, Ambika kalna, Anara, Andal Jn., Andul, Asansol Jn., Azimganj, Bagnan, Bally, Balurghat, Bandel Jn., Bangaon Jn., Bankura, Barabhum, Barasat, Barddhaman, Barrackpore, Belda, Berhampore Court, Bethuadahari, Bhaluka Road, Binnaguri, Bishnupur, Bolpur Shantiniketan, Burnpur, Canning, Chandan nagar, Chandpara, Chandrakona Road, Dalgaon, Dalkhola, Dankuni, Dhulian Ganga, Dhupguri, Digha, Dinhata, Dum Dum Jn., Falakata, Garbeta, Gede, Haldia, Haldibari, Harishchandrapur, Hasimara, Hijli, Howrah Jn, Jalpaiguri, Jalpaiguri Road, Jangipur Road, Jhalida, Jhargram, Joychandi Pahar Jn, Kaliyaganj, Kalyani, Kalyani Ghoshpara, Kamakhyaguri, Katwa Jn, Khagraghat Road, Kharagpur Jn, Kolkata, Krishnanagar City Jn, Kumedpur Jn, Madhukunda, Madhyamgram, Malda Court, Malda Town, Mecheda, Medinipur (Midnapore), Nabadwip Dham, Naihati Jn, New Alipurduar, New Cooch Behar, New Farakka Jn, New Jalpaiguri Jn, New Mal Jn, Ondagram, Panagarh, Pandabeswar, Panskura Jn, Purulia Jn, Rampurhat Jn, Ranaghat, Sainthia Jn, Salboni, Samsi, Santragachi, Sealdah, Shalimar, Shantipur, Sheoraphuli Jn., Shrirampur, Siliguri Jn., Sitarampur, Siuri, Sonarpur Jn., Suisa, Tamluk, Tarakeswar, Tulin, Uluberia

Completed Stations located in West Bengal:

Development works at railway stations under Amrit Bharat Station Scheme in West Bengal have been taken up at a good pace. Details of stations completed in West Bengal are as under:

State	No. of stations	Name of stations
West Bengal	13	Anara, Barabhum, Digha, Garbeta, Haldia, Haldibari, Jalpaiguri Road, Joychandi Pahar Junction, Kalyani Ghoshpara, Kamakhyaguri, Panagarh, Siuri, Tamluk

The activities for development at other stations of West Bengal have also been taken up at good pace and progress of some of the stations is as given below:

Stations of West Bengal:

- **Asansol Junction station:** The structural work of new station building block no. 4 of South Wing, building block no. 1, 2 and 3 of North Wing have been completed. The structural work of new station building block no. 3 of South Wing, extension of 6 m wide foot over bridge and air concourse have been taken up.
- **New Jalpaiguri Junction station:** The works of new station building at second entry, Rail Mail Service office building and structural work of new departure station building up to fourth floor have been completed. The structural works of new arrival station building at main entry, structural work of fifth and sixth floor of new departure station building, podium parking, elevated road and air concourse have been taken up.

- **Aluabari Road station:** The works of extension of platform no. 2, improvement of platform surface at platform no. 1 and 2, circulating area, parking, approach road and boundary wall have been completed. The works of 12 m wide foot over bridge, new station building block and improvement of platform shelter have been taken up.
- **New Farakka Junction station:** The works of improvement of station building, waiting halls, toilet, entrance porch, signages and installation of Train Indication Board have been completed. The works of improvement of circulating area and parking have been taken up.
- **Barddhaman station:** The works of new station building at second entry, entrance porch, waiting hall, booking counter, toilet, improvement of platform surface and platform shelters have been completed. The works of 6 m wide foot over bridge and improvement of circulating area have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways, is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Train services in West Bengal:

As the Railway network straddles across state boundaries, trains are introduced, as per network requirement, across such boundaries. However,

Indian Railways(IR) constantly endeavours to improve connectivity for the travelling passengers and to this end, IR, during the period 01.04.2024 to 30.06.2026, have introduced 138 train services including 18 Amrit Bharat services and 08 Vande Bharat services (06 Chair Car & 02 Sleeper) which cater to the needs of various stations located in the State of West Bengal. These are listed below:

SN	Train No. & Name
1	27575 Howrah-Kamakhya Vande Bharat Sleeper Express
2	27576 Kamakhya - Howrah Vande Bharat Sleeper Express
3	20871 Howrah - Rourkela Vande Bharat Express
4	20872 Rourkela-Howrah Vande Bharat Express
5	22309 Howrah - Bhagalpur Vande Bharat Express
6	22310 Bhagalpur-Howrah Vande Bharat Express
7	22303 Howrah - Gaya Vande Bharat Express
8	22304 Gaya-Howrah Vande Bharat Express
9	20603 Nagercoil - New Jalpaiguri Amrit Bharat Express
10	20604 New Jalpaiguri-Nagercoil Amrit Bharat Express
11	20609 Tiruchchirappalli – New Jalpaiguri Amrit Bharat Express
12	20610 New Jalpaiguri -Tiruchchirappalli Amrit Bharat Express
13	16107 Tambaram - Santragachi Amrit Bharat Express
14	16108 Santragachi -Tambaram Amrit Bharat Express
15	16597 SMVT Bengaluru - Alipurduar Amrit Bharat Express
16	16598 Alipurduar -SMVT Bengaluru Amrit Bharat Express
17	17065 Charlapalli - Shalimar Amrit Bharat Express
18	17066 Shalimar - Charlapalli Amrit Bharat Express
19	13435 Malda Town - Gomti Nagar Amrit Bharat Express
20	13436 Gomti Nagar- Malda Town Amrit Bharat Express
21	11031Panvel - Alipurduar Amrit Bharat Express
22	11032 Alipurduar - Panvel Amrit Bharat Express

23	22587 Banaras - Sealdah Amrit Bharat Express
24	22588 Sealdah-Banaras Amrit Bharat Express
25	13065 Howrah - Anand Vihar(T) Amrit Bharat Express
26	13066 Anand Vihar (T) - Howrah Amrit Bharat Express
27	18041Shalimar - MGR Chennai Express
28	18042 MGR Chennai - Shalimar Express
29	14021 Purulia - Anand Vihar(T) Express
30	14022 Anand Vihar (T) – Purulia Express
31	16523 SMVT Bengaluru - Balurghat Express
32	16524 Balurghat-SMVT Bengaluru Express
33	16223 SMVT Bengaluru - Radhikapur Express
34	16224 Radhikapur – SMVT Bengaluru Express
35	15701 Katihar - Siliguri Express
36	15702 Siliguri – Katihar Express
37	13125 Kolkata - Sairang Express
38	13126 Sairang – Kolkata Express
39	18063 Santragachi - Yelahanka Express
40	18064 Yelahanka – Santragachi Express
41	18641 Hatia - Durg Express
42	18642 Durg – Hatia Express
43	15675 New Jalpaiguri - Guwahati Express
44	15676 Guwahati-New Jalpaiguri Express
45	18039 Shalimar - Puri Express
46	18040 Puri – Shalimar Express
47	18015 Shalimar - Bhanjpur Express
48	18016 Bhanjpur-Shalimar Express
49	18017 Bhanjpur - Puri Express
50	18018 Puri – Bhanjpur Express
51	13115 Sealdah - Jalpaiguri Road Express
52	13116 Jalpaiguri – Sealdah Express
53	13427 Sahibganj - Howrah Express

54	13428 Howrah – Sahibganj Express
55	14011 Anand Vihar(T) - Radhikapur Express
56	14012 Radhikapur – Anand Vihar (T) Express
57	58029 Santragachi - Digha Passenger
58	58030 Digha – Santragachi Passenger
59	58025 Santragachi - Digha Passenger
60	58026 Digha – Santragachi Express
61	53091 Azimganj - Krishnanagar Passenger
62	53092 Krishnanagar – Azimganj Passenger
63	55055 (63039) Katwa - Ahmadpur MEMU
64	55056 (63040) Ahmadpur – Katwa MEMU
65	63041 Azimganj - Cossimbazar MEMU
66	63042 Cossimbazar – Azimganj MEMU
67	68121 Purulia - Howrah MEMU
68	68122 Howrah – Purulia MEMU
69	63045 Azimganj - Cossimbazar MEMU
70	63046 Cossimbazar – Azimganj MEMU
71	63057 Azimganj - Cossimbazar MEMU
72	63058 Cossimbazar – Azimganj MEMU
73	63552 Asansol - Andal MEMU
74	63550 Anadal Jn- Barddhaman MEMU
75	63591 Asansol - Bokaro Steel City MEMU
76	63592 Bokaro Steel City – Asansol MEMU
77	63549 Barddhaman-Asansol MEMU
78	31728 Krishnanagar - Ranaghat EMU
79	34336 Ballygunge - Sonarpur EMU
80	34796 Sonarpur - Namkhana EMU
81	34795 Namkhana - Sealdah EMU
82	34556 Sealdah - Canning EMU
83	34371 Canning - Ballygunge EMU
84	34338 Ballygunge - Sonarpur EMU

85	33370 Bangaon - Barasat EMU
86	31635 Sealdah - Ranaghat EMU
87	31544 Shantipur - Sealdah EMU
88	34866 Sonarpur - Diamond Harbour EMU
89	34883 Diamond Harbour - Ballygunge EMU
90	31787 Ranaghat - Shantipur EMU
91	33893 Dumdum Cantt. - Bongaon EMU
92	33372 Bongaon - Barasat EMU
93	31343 Bidhanagar Road - Kalyani EMU
94	31340 Kalyani - Sealdah EMU
95	31777 Berhampore Court - Lalgola EMU
96	33328 Hasnabad - Barasat EMU
97	33329/33324 Barasat - Basirhat EMU
98	33471 Dumdum Cantt. - Barasat EMU
99	33472 Barasat – Dumdum Cantt. EMU
100	33891 Dumdum Cantt. - Bangaon EMU
101	37355 Howrah - Tarakeshwar EMU
102	37356 Tarakeshwar – Howrah EMU
103	33761 Ranaghat - Sealdah EMU
104	33762 Sealdah – Ranaghat EMU
105	31845 Sealdah - Krishnanagar City EMU
106	31846 Krishnanagar City – Sealdah EMU
107	33331/33326 Barasat - Hasnabad EMU
108	33326 Hasnabad – Barasat EMU
109	31637 / 31638 Sealdah-Ranaghat EMU
110	31638 Ranaghat – Sealdah EMU
111	52545 Siliguri - Bhagalpur MEMU
112	52546 Bhagalpur – Siliguri MEMU
113	35023 Barddhaman - Katwa EMU
114	35024 Katwa – Barddhaman EMU

115	35061 Katwa - Azimganj EMU
116	35062 Azimganj – Katwa EMU
117	35041 Katwa - Ahmadpur EMU
118	35042 Ahmadpur – Katwa EMU
119	31847 Sealdah - Krishnanagar City EMU
120	31848 Krishnanagar City – Sealdah EMU
121	31344 Sealdah - Kalyani EMU
122	31347 Kalyani – Sealdah EMU
123	31881 Krishnanagar City - Amghata Halt EMU
124	31882 Amghata Halt – Krishnanagar City EMU
125	31883 Krishnanagar City - Amghata Halt EMU
126	31884 Amghata Halt – Krishnanagar City EMU
127	31885 Krishnanagar City - Amghata Halt EMU
128	31886 Amghata Halt – Krishnanagar City EMU
129	31761 Ranaghat - Gede EMU
130	31762 Gede – Ranaghat EMU
131	31762 Gede – Ranaghat EMU
132	31764 Gede - Ranaghat EMU
133	37418 Seoraphuli - Tarakeswar EMU
134	37417 Tarakeswar – Seoraphuli EMU
135	31887 Krishnanagar City – Amghata Halt EMU
136	31888 Amghata Halt – Krishnanagar City EMU
137	31889 Krishnanagar City – Amghata Halt EMU
138	31890 Amghata Halt – Krishnanagar City EMU

Proposals/ requests/ suggestions/ representations, both formal and informal *inter alia* for introduction/extension/increase in frequency of trains are

received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office etc. These proposals are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Besides, introduction of new train services, extension/increase in frequency of the existing train services, which is an on-going process, depends on various factors which include-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

ROLLOUT OF KAVACH 4.0 ON SOUTH WESTERN RAILWAY ZONE

4059. SHRI P. C. MOHAN:

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

(a) the details of the progress made in deployment of Kavach 4.0 on the South Western Railway zone including the route kilometres commissioned so far out of the 3,692 km identified for the zone and the locomotives fitted, zone-wise;

(b) the details of Phase-I (1,585 km) and Phase-II (2,200 km) works on South Western Railway including funds sanctioned and utilised for each phase, phase-wise;

(c) the details of specific sections and high-density corridors within Karnataka identified for Kavach implementation during 2026-27, Section and year-wise; and

(d) the details of the timeline prescribed for completion of network-wide Kavach deployment on the South Western Railway, the measures taken/being taken by the Government to accelerate installation and commissioning of Kavach in Karnataka?

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

(a) to (d):

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:

a. Installation of Station Kavach at each and every station, block section.
b. Installation of RFID Tags throughout the track length.
c. Installation of telecom Towers throughout the section.
d. Laying of Optical Fibre Cable along the track.
e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.26,

covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

S.N	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,423 Rkm**	
i	Tilak Bridge - Junction cabin – Palwal – Mathura –Kota-Nagda-Ratlam–Vadodara-Virar section	1,327
ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,210 Rkm**	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	Mirzapur - DDU (Excluding) section	64
iv.	DDU(FOC)-Bhabua Road section	50
v.	Sasaram - Phesar section	43
vi.	Gaya -Sarmatarn- Nimiaghat section	159
vii.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work has been taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways including 1568 Rkm passing through various sections of South Western Railway. Out of this, Hubballi - Arsikare, Ramnagar - Mysuru, Hosur - Dharamapuri and Tumkuru - Arsikare sections are passing through the state of Karnataka. In addition, Kavach work has been sanctioned for the remaining 2147 Rkm of South Western Railway.

11. The total Progress of key items of Kavach on Indian Railway sections are as under:-

S.N	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs. 3,875 Crores. The allocation of funds during the year 2026-27 is Rs. 2,066 Crores. Kavach work is going at good pace in the entire country including South Western Railway. Requisite funds are made available as per the progress of works.

BHARATNET PHASE-WISE SCHEMES

4060. SHRI EATALA RAJENDER:

SHRI CHAMALA KIRAN KUMAR REDDY:

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

(a) whether the Government proposes to strengthen network redundancy and ensure uninterrupted services under BharatNet Phase-wise scheme in the States, if so, the details thereof;

(b) the measures taken/being taken by the Government to strengthen network;

(c) whether the Government of Telangana has sought capital expenditure (CAPEX) support for implementing ring conversion topology in BharatNet Phase II areas proposes to significantly improve network resilience and service reliability and this project is linked to approval of Amended BharatNet Program (ABP) by DoT to Telangana, if so, the details thereof and the action taken thereon; and

(d) the steps taken/being taken for providing CAPEX support for Ring Conversion in BharatNet Phase II Area for Telangana State?

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

(a) and (b): Government of India has approved the Amended BharatNet Program (ABP) for upgradation of the existing network created under Phase-I and Phase-II of BharatNet and create incremental network for new Gram Panchayats (GPs) and to connect the non-GP villages on demand basis. The program includes ring architecture, single Project Implementing Agency (PIA) for construction and Operations & Maintenance (O&M) and dedicated Network Operation Centre (NOC).

(c) and (d): The Government of India has accorded in-principle approval to the proposal of Government of Telangana for implementation of Amended BharatNet Program in the State with provisioning of ₹3,189 crore including CAPEX to upgrade & connect 12,769 GPs in ABP and agreement for the same has already been shared with Government of Telangana.

OPERATIONAL AND MANAGEMENT CONTROL OF VODAFONE IDEA

4061. SHRI S. VENKATESAN:

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

(a) the details of percentage of equity currently held by the Government of India in Vodafone Idea (Vi);

(b) whether the Government become the major stakeholder in Vi and if so, the details thereof;

(c) the details of shareholding pattern of the other major stakeholders in Vodafone Idea (Vi);

(d) the details of the operational and management control of Vodafone Idea (Vi) at present;

(e) whether the Government does not have operational and management control of Vodafone Idea (Vi), and if so, whether this is considered a deviation from sound business governance practices; and

(f) if so, the reaction of the Government in this regard?

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

(a)**:** The Government presently holds 49 percent of the equity share capital of M/s Vodafone Idea Limited.

(b)**:** The Government of India is presently the single largest shareholder in Vodafone Idea Limited. The shares have been acquired through conversion of the Company's Adjusted Gross Revenue (AGR) and spectrum-related dues payable to the Government into equity shares.

(c): On the basis of publicly available information, the Vodafone Group and the Aditya Birla Group hold 16.07 percent and 9.57 percent, respectively, while the remaining 25.36 percent is held by other public shareholders, apart from the 49 percent shareholding of the Government of India.

(d)**:** The operational and management control of Vodafone Idea Limited is exercised by the Company's management under the oversight of its Board of Directors, in accordance with the applicable provisions of the Companies Act, 2013 and other applicable laws and regulations.

(e) and (f): The Government of India does not participate in the operational or day-to-day management of Vodafone Idea Limited and its shareholding is classified as Public Shareholding under the applicable Securities and Exchange Board of India regulations. Accordingly, there is no deviation from accepted corporate governance practices on this account.

दिल्ली और मुंबई में 5G सेवा

4062. श्री रामवीर सिंह बिधूड़ी:

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

(क) क्या बीएसएनएल द्वारा दिल्ली और मुंबई में 5जी सेवाएं शुरू किए जाने की संभावना है और यदि हाँ, तो तत्संबंधी ब्योरा क्या है;

(ख) क्या महानगर टेलीफोन निगम लिमिटेड अभी भी दिल्ली में काम कर रहा है या इसे बीएसएनएल में बदल दिया गया है और यदि हाँ, तो तत्संबंधी ब्योरा क्या है;

(ग) वर्तमान में दिल्ली में एमटीएनएल के लैंडलाइन और मोबाइल ग्राहकों का ब्यौरा तथा उनकी संख्या कितनी है; और

(घ) क्या दिल्ली और मुंबई में 5जी सेवाओं के शुरू होने के बाद मोबाइल ग्राहकों की संख्या में वृद्धि होने की संभावना है और यदि हाँ, तो तत्संबंधी ब्योरा क्या है?

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

(क): आत्मनिर्भर भारत की परिकल्पना के अनुरूप, दिनांक 31.07.2026 तक बीएसएनएल ने योजनाबद्ध एक लाख साइटों में से दिल्ली और मुंबई सहित पूरे भारत में 98,557 स्वदेशी 4जी साइटें संस्थापित की हैं, जिनमे से 97,213 4जी साइटें ऑन-एयर हैं। प्रौद्योगिकी की दृष्टि से ये उपकरण 5जी में उन्नयन करने योग्य हैं।

(ख) और (ग): दिल्ली में एमटीएनएल प्रचालन कार्य चला रहा है और दिनांक 31.03.2026 तक दिल्ली में एमटीएनएल के कुल 5,71,748 लैंडलाइन ग्राहक और 1,33,080 मोबाइल ग्राहक हैं।

(घ): दिल्ली और मुंबई में 5जी सेवाओं की शुरूआत से मोबाइल ग्राहकों की संख्या में वृद्धि होने की उम्मीद है। इसके अतिरिक्त, दिल्ली और मुंबई के सेवा क्षेत्रों में एक विशिष्ट फ्रेंचाइजी नेटवर्क स्थापित किया गया है। सिम – सेलिंग प्वाइंट ऑफ सेल (पीओएस) की संख्या में लगातार वृद्धि हुई है, जिससे इन क्षेत्रों में सिम की बिक्री और ग्राहक संख्या में उल्लेखनीय वृद्धि होने की उम्मीद है।

HOSTELS FOR MINORITIES

4063. SHRI K. C. VENUGOPAL:

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

(a) the total number of hostels constructed under the minority welfare schemes for minority students during the last five years;

(b) the number of hostels that are currently functional and the States where they are located;

(c) whether the Union Government are considering to construct more such hostels in the States particularly in Kerala; and

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

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

(a) and (b): The Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme and one of the flagship programmes of the Ministry of Minority Affairs. The scheme aims to create community infrastructure in Minority Concentration Areas across sectors such as education, health, skill development, women-centric initiatives, drinking water and sanitation, sports, renewable energy, and other essential community infrastructure.

During the last five years, 64 hostel projects have been sanctioned under PMJVK. PMJVK is a community infrastructure development scheme under which the assets created are intended for the benefit of the entire population of the identified Minority Concentration Areas. The implementation, operation, and maintenance of the sanctioned hostel projects are the

responsibility of the respective State Governments and Union Territory Administrations.

(c) and (d): The State-wise details of proposals received, including those from the State of Kerala, for construction of hostels during the year 2026–27 are given in the enclosed **Statement**.

The PMJVK Scheme is however, presently approved up to 31st March 2026.

STATEMENT

State-wise details of Proposals received for construction of Hostels under PMJVK

S.No.	State/UT	No. of Project Units for Hostels
1.	Andaman and Nicobar Islands	2
2.	Himachal Pradesh	2
3.	Jammu and Kashmir	3
4.	Jharkhand	35
5.	Karnataka	11
6.	Kerala	6
7.	Manipur	11
8.	Nagaland	3
9.	Odisha	78
10.	Punjab	3
11.	Sikkim	14
12.	Tamil Nadu	4
13.	Tripura	4
Total		**176**

ओडिशा में सेमीकंडक्टर मिशन के तहत रोजगार का सृजन

4064. डॉ. संबित पात्राः

क्या **इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी** मंत्री यह बताने की कृपा करेंगे किः

(क) ओडिशा में सेमीकंडक्टर मिशन के तहत कितने प्रत्यक्ष और अप्रत्यक्ष रोजगार सृजित किए जाने के लक्ष्य हैं;

(ख) क्या सरकार राज्य के युवाओं को चिप विनिर्माण और डिजाइनिंग में प्रशिक्षित करने के लिए सेमीकंडक्टर कौशल विकास केंद्र स्थापित करने की किसी योजना को लागू कर रही है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का ओडिशा में स्थानीय आईटीआई और पॉलिटेक्निक संस्थानों को सेमीकंडक्टर इकोसिस्टम के लिए तैयार करने के वास्ते उन्हें वित्तीय और तकनीकी सहायता प्रदान करने का प्रस्ताव है; और

(घ) यदि हाँ, तो ओडिशा में सेमीकंडक्टर मिशन के लिए स्वीकृत केंद्रीय योजना के अंतर्गत सेमीकंडक्टर फैब्रिकेशन और डिजाइन यूनिटों की संख्या कितनी है और प्रतिबद्ध निवेश तथा समय-सीमा का ब्यौरा क्या है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (घ): सेमीकंडक्टर के महत्व को स्वीकार करते हुए, सरकार ने सेमीकंडक्टर फैब, डिस्प्ले फैब सेमीकंडक्टर पैकेजिंग की स्थापना और भारतीय डिजाइन किए गए चिप्स को बढ़ावा देने के लिए जनवरी 2022 में सेमीकॉन इंडिया कार्यक्रम शुरू किया। इस कार्यक्रम के तहत, सरकार ने लगभग 1.64 लाख करोड़ रुपये की कुल निवेश प्रतिबद्धताओं के साथ 12 विनिर्माण परियोजनाओं को मंजूरी दी है।

इन 12 परियोजनाओं में से ओडिशा राज्य में निम्नलिखित दो परियोजनाओं को मंजूरी दी गई है:

(i) 3डी ग्लास सॉल्यूशंस इंक (3डीजीएस) एक वर्टिकली इंटीग्रेटेड उन्नत पैकेजिंग और एम्बेडेड ग्लास सब्सट्रेट विनिर्माण इकाई स्थापित कर रही है। ग्लास पैनल सब्सट्रेट उत्पादन, असेंबली और 3डी हेटरोजिनिस इंटीग्रेशन (3डीएचआई) के लिए प्रस्तावित स्थापित क्षमता क्रमशः लगभग 5800 पैनल/माह, 4.20 मिलियन यूनिट/माह और 1100 यूनिट/माह है। इस परियोजना में 280 से अधिक प्रत्यक्ष रोजगार के अवसर और सहायक इकाइयों में कई अप्रत्यक्ष रोजगार के अवसर सृजित करने की क्षमता है।

(ii) सिकसेम प्राइवेट लिमिटेड सिलिकॉन कार्बाइड एसआईसी) आधारित कंपाउंड सेमीकंडक्टर्स फैब और एसेम्बली, टेस्टिंग, मार्किंग एंड पैकेजिंग (एटीएमपी) सुविधा स्थापित कर रही है, जिसकी फैब्रिकेशन क्षमता 5,000 वेफर्स/माह और पैकेजिंग क्षमता 8 मिलियन यूनिट/माह है। इस परियोजना में लगभग 1000 प्रत्यक्ष रोजगार के अवसरों के साथ-साथ कई अप्रत्यक्ष रोजगार सृजित करने की क्षमता है।

इसके अलावा, चूंकि सेमीकंडक्टर उद्योग एक मूलभूत उद्योग है, इसलिए इन इकाइयों का अन्य क्षेत्रों में रोजगार सृजन और भविष्य में आपूर्ति श्रृंखला पर व्यापक प्रभाव पड़ता है।

सेमीकंडक्टर चिप्स के डिजाइन का समर्थन करने के लिए, इलेक्ट्रॉनिक डिजाइन ऑटोमेशन (ईडीए) उपकरणों की उपलब्धता एक महत्वपूर्ण आवश्यकता है। ये ईडीए उपकरण सेमीकंडक्टर डिजाइन के क्षेत्र में नई कंपनियों के लिए उच्च प्रवेश बाधाएं पैदा कर रहे हैं। इसलिए, सरकार ने सेमीकॉन इंडिया कार्यक्रम की डिजाइन लिंक्ड प्रोत्साहन (डीएलआई) योजना के तहत ईडीए उपकरणों तक मुफ्त पहुंच को सक्षम बनाया है। ईडीए उपकरणों तक मुफ्त पहुंच का लाभ उठाने के लिए ओडिशा में एक स्टार्टअप को मंजूरी दी गई है।

सरकार ने चिप डिजाइन में उद्योग के लिए तैयार जनशक्ति प्रदान करने के लिए चिप्स टू स्टार्टअप (सी2एस) कार्यक्रम भी शुरू किया। इस कार्यक्रम के तहत, अत्याधुनिक ईडीए उपकरणों तक अभिगम बिना किसी लागत के प्रदान की गई है। ओडिशा राज्य में सी2एस कार्यक्रम के तहत समर्थित संस्थानों की सूची इस प्रकार है:

#	जिला	संस्थापित करना
1	गंजम	पराला महाराजा इंजीनियरिंग कॉलेज, बेरहामपुर
2	सुंदरगढ़	राष्ट्रीय प्रौद्योगिकी संस्थान, राउरकेला
3	खोरधा	भारतीय प्रौद्योगिकी संस्थान, भुवनेश्वर
		अंतर्राष्ट्रीय सूचना प्रौद्योगिकी संस्थान, भुवनेश्वर
		कलिंग इंस्टीट्यूट ऑफ इंडस्ट्रियल टेक्नोलॉजी (केआईआईटी), भुवनेश्वर, ओडिशा
		ट्राइडेंट एकेडमी ऑफ टेक्नोलॉजी, भुवनेश्वर
		सेंचुरियन यूनिवर्सिटी ऑफ टेक्नोलॉजी एंड मैनेजमेंट, ओडिशा
		सीक्षा 'ओ' अनुसंधान, भुवनेश्वर, ओडिशा
		सी. वी. रमन ग्लोबल यूनिवर्सिटी, ओडिशा
		बीजू पटनायक प्रौद्योगिकी विश्वविद्यालय (बीपीयूटी), राउरकेला, ओडिशा
		सिलिकॉन यूनिवर्सिटी, ओडिशा
4	संबलपुर	वीर सुरेंद्र साई प्रौद्योगिकी विश्वविद्यालय, संबलपुर, ओडिशा
5	रायगढ़	गांधी इंस्टीट्यूट ऑफ इंजीनियरिंग एंड टेक्नोलॉजी (जीआईईटी) विश्वविद्यालय, गुनुपुर, ओडिशा

नाइलिट, सरकार का एक स्वायत्त समाज, उन्नत कौशल, क्षमता निर्माण, स्वदेशी अनुसंधान एवं विकास, अवसरंचना के विकास और डिजिटल प्लेटफार्मों के माध्यम से भारत के इलेक्ट्रॉनिक्स सिस्टम डिजाइन और विनिर्माण (ईएसडीएम) और सेमीकंडक्टर इकोसिस्टम को सुदृढ़ करने में भी सक्रिय रूप से योगदान दे रहा है। ओडिशा राज्य में, नाइलिट भुवनेश्वर, नाइलिट बालेश्वर में अपने विस्तार केंद्र के साथ, सेमीकंडक्टर और चिप डिजाइन प्रौद्योगिकियों सहित इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी (ईएंडआईटी) में शिक्षा, कौशल और क्षमता निर्माण संबंधी पहलें शुरू की है।

इसके अलावा, भारत सरकार ने देश में व्यावसायिक प्रशिक्षण की समग्र गुणवत्ता और प्रासंगिकता को बढ़ाने के लिए 60,000 करोड़ रुपये के कुल परिव्यय के साथ उन्नत आईटीआई (पीएम-सेतु) योजना के माध्यम से प्रधानमंत्री कौशल और रोजगार परिवर्तन शुरू किया। पीएम-सेतु योजना में एंकर इंडस्ट्री पार्टनर्स (एआईपी) की मदद से हब और स्पोक व्यवस्था में 1,000 सरकारी आईटीआई को अपग्रेड करने की परिकल्पना की गई है।

अपग्रेड में स्मार्ट क्लासरूम, आधुनिक लैब, डिजिटल सामग्री और उद्योग की जरूरतों के अनुरूप नए पाठ्यक्रम शामिल हैं। इस योजना का लक्ष्य भुवनेश्वर, चेन्नई, हैदराबाद, कानपुर और लुधियाना में स्थित पांच राष्ट्रीय कौशल प्रशिक्षण संस्थानों (एनएसटीआई) की क्षमता वृद्धि करना भी है, जिसमें वैश्विक भागीदारी के साथ प्रशिक्षकों के उन्नत प्रशिक्षण और पाठ्यक्रम विकास पर ध्यान देने के साथ कौशल के लिए क्षेत्र-विशिष्ट राष्ट्रीय उत्कृष्टता केंद्र स्थापित करना शामिल है। पीएम-सेतु योजना के तहत आईटीआई का चयन संबंधित राज्य/संघ राज्य क्षेत्र (यूटी) सरकारों द्वारा उद्योग के परामर्श से किया जाता है, जो उभरती कौशल आवश्यकताओं और स्थानीय औद्योगिक क्षमता के साथ संरेखण सुनिश्चित करता है।

RECEIVING OF CONTENT RELATED COMPLAINTS

4065. SHRI MOHIBBULLAH:

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

(a) the details of budget allocation, actual expenditure and revenue generation of public broadcasting services during each of the last five years along with the proportion funded through direct Government grants;

(b) the number of editorial or content-related complaints received alleging bias, lack of transparency or compromised independence and the findings recorded in internal reviews or oversight mechanisms;

(c) the number of grievances or formal representations received from journalists, employees or media bodies concerning autonomy, appointments or editorial functioning of public broadcasters;

(d) the findings of performance audits, reach surveys or evaluation studies regarding audience share, credibility perception and public trust levels; and

(e) the structural, legal or governance reforms introduced to strengthen editorial independence, financial transparency and institutional autonomy of public broadcasting services?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): Government has approved a Central Sector Scheme namely Broadcasting Infrastructure and Network Development (BIND) scheme for development, modernization and upgradation of broadcasting infrastructure of Prasar Bharati in the country for the years 2021-26. The scheme has been extended till 31.3.2027. The funds allocated in budget, actual expenditure and revenue generation is available on Prasar Bharati website.

Editorial matters are regularly reviewed by the Editor-in-Chief and senior editorial teams. When needed, guidance and corrective measures are taken to improve the quality, accuracy, balance, and presentation of news while

ensuring compliance with Prasar Bharati's editorial policies and Programme Code. Viewer complaints or feedback, including those related to editorial content, are forwarded to the relevant editorial team for appropriate action as per established policy.

In last one year, no grievances or formal representations received from journalists, employees or media bodies concerning autonomy, appointments or editorial functioning of public broadcasters. However 07 complaints regarding appointment were received from the applicants.

Akashvani covers about 98% of population and about 90% by area of the country. “DD Free Dish” is receivable anywhere in the country free of subscription charges. Prasar Bharati reviews viewership data, audience feedback, and social media analytics, and uses these insights to continuously improve the quality, content, and presentation of its news as part of its regular editorial process.

PDS IN WESTERN UTTAR PRADESH

4066. SHRI ZIA UR REHMAN:

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

(a) whether the Government has received complaints regarding irregularities in the Public Distribution System (PDS) in Western Uttar Pradesh; and

(b) if so, the details of action taken by the Government to ensure transparency and timely distribution of foodgrains?

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

(a): The Targeted Public Distribution System (TPDS) under the National Food Security Act (NFSA), 2013, is operated under the joint responsibility of the Central and the State/ Union Territory (UT) Governments. The Central Government is responsible for procurement, allocation and transportation of foodgrains up to the designated depots of the Food Corporation of India (FCI). The operational responsibilities for allocation of foodgrains within the States/ UTs, identification of eligible beneficiaries, issuance of ration cards to them, distribution of foodgrains to eligible beneficiaries under TPDS, issuance of license to Fair Price Shop dealers, supervision over and monitoring of functioning of FPSs, etc., rests with the concerned State/ UT Governments.

Helpline number 1967/1800-State series number is operational in all the States/ UTs for contacting and redressal of the complaints in the Public Distribution System and filing any type of complaints by the intended beneficiaries. Accordingly, as and when any type of complaints/ grievances related to TPDS are received in this Department from any source, they are sent to the concerned State/ UT Governments for inquiry and appropriate action.

The Government of Uttar Pradesh has reported that a total of 16390 complaints regarding irregularities in the PDS were received. Out of 16390

complaints, 12933 complaints have been investigated and disposed of as per rules.

(b): The steps taken by the Government for ensuring transparency and timely distribution in the Public Distribution System (PDS) are as follows:

i. Digitisation & Aadhaar seeding: Ration cards/beneficiary database 100% digitised in all States/UTs; 99.7% of ration cards Aadhaar-seeded, eliminating ineligible/duplicate cards.
ii. Transparency & grievance redressal: Transparency portals and online grievance redressal/toll-free helplines operational in all States/UTs.
iii. Online allocation & supply chain computerisation: Online allocation implemented in all States/UTs; supply chain computerised in 31 States/UTs (except Chandigarh, Puducherry and urban Dadra & Nagar Haveli, which have adopted DBT Cash Transfer).
iv. ePoS-based Aadhaar authentication at FPS level: 5.50 lakh (99.8%) of 5.51 lakh Fair Price Shops automated with ePoS devices, ensuring biometric authentication of beneficiaries at the point of distribution and curbing diversion.
v. One Nation One Ration Card (ONORC): Nationwide portability implemented across all 36 States/UTs, covering all PMGKAY beneficiaries; over 221 crore portability transactions recorded to date, reducing exclusion and duplicate entitlement claims.
vi. Rightful Targeting (RT): A dedicated de-duplication and beneficiary-verification exercise using Aadhaar/PDS data analytics has led to

identification and deletion of ineligible/duplicate beneficiaries, with 5.95 Cr flagged beneficiaries (excluding landholding cases) and 2.35 Cr deleted beneficiaries.

vii. SMART-PDS reform initiative: Being implemented with modules for Ration Card Management, Distribution, Supply Chain and Grievance Redressal to further standardise and digitally integrate State-level TPDS operations.

viii. NIRMAL & SAKSHAM: New initiatives under the SARTHAK PDS Umbrella Scheme (2026–31) aimed at strengthening data architecture/analytics (NIRMAL) and real-time data integration (including VLTS) from Procurement of food grains to Distribution to the beneficiaries (Saksham).

VANDE BHARAT EXPRESS TRAINS IN TAMIL NADU

4067. SHRI MALAIYARASAN D.:

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

(a) the details of the total number of Vande Bharat Express trains presently operational across the country particularly those covering Kallakurichi constituency of Tamil Nadu and other Southern States, route-wise;

(b) the details of the criteria adopted for selection of routes including extent to which passenger demand, regional connectivity and travel time reduction have been considered in introducing these services;

(c) whether the Government has conducted any assessment of occupancy levels, punctuality, affordability and passenger feedback regarding Vande Bharat Express trains since their introduction and if so, the details thereof;

(d) the details of funds allocated, sanctioned and utilised for manufacturing, upgrading and maintenance of Vande Bharat train sets during the last five years; and

(e) whether there are proposals to introduce new Vande Bharat services or extend existing routes in Tamil Nadu particularly those connecting Tier-2 and Tier-3 cities and if so, the details thereof?

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

(a) to (e): As the Railway network straddles across boundaries of State(s)/Constituency(ies), trains are introduced as per network requirements, across such boundaries.

Presently, Chinna Salem station, a major station serving the Kallakurichi constituency, is served by 12 trains as listed below:

SN	**Train No. and Name**
1	16529 SMVT Bengaluru - Karaikal Express
2	16530 Karaikal - SMVT Bengaluru Express
3	16573 Yesvantpur - Puducherry Express
4	16574 Puducherry - Yesvantpur Express
5	16855 Puducherry - Mangalore Central Express

6	16856 Mangalore Central - Puducherry Express
7	22153 Chennai Egmore - Salem Express
8	22154 Salem - Chennai Egmore Express
9	76813 Cuddalore Port - Salem DMU
10	76814 Salem - Cuddalore Port DMU
11	76815 Vriddhachalam - Salem DMU
12	76816 Salem - Vriddhachalam DMU

Further, Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande Bharat trains (Chair Car and Sleeper) with modern coaches, advanced safety features and passenger amenities.

Vande Bharat services (Chair Car):

Vande Bharat Chair Car services have the following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety - Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.

- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Better Ride Comfort.
- CCTVs in all Coaches.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach condition monitoring System (CCMS) display with remote monitoring

As on 06.08.2026, 81 pairs of Vande Bharat train services (Chair Car) are being operated on the Indian Railways network, as listed below:

SN	Train No. and Name
1	22435/22436 Varanasi - New Delhi Vande Bharat Express
2	22439/22440 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
3	20901/20902 Mumbai Central - Gandhinagar Capital Vande Bharat Express
4	22447/22448 New Delhi - Amb Andura Vande Bharat Express
5	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express
6	20825/20826 Bilaspur - Nagpur Vande Bharat Express
7	22301/22302 Howrah - New Jalpaiguri Vande Bharat Express
8	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express
9	22223/22224 Chhatrapati Shivaji Maharaj (T) - Sainagar Shirdi Vande Bharat Express
10	22225/22226 Chhatrapati Shivaji Maharaj (T) - Solapur Vande Bharat Express
11	20171/20172 Rani Kamlapati - Nizamuddin Vande Bharat Express
12	20701/20702 Secunderabad - Tirupati Vande Bharat Express

13	20643/20644 Chennai - Coimbatore Vande Bharat Express
14	20977/20978 Ajmer - Chandigarh Vande Bharat Express
15	20633/20634 Kasargod - Thiruvananthapuram Vande Bharat Express
16	22895/22896 Howrah - Puri Vande Bharat Express
17	22457/22458 Anand Vihar - Dehradun Vande Bharat Express
18	22227/22228 New Jalpaiguri - Guwahati Vande Bharat Express
19	20911/20912 Indore - Nagpur Vande Bharat Express
20	22229/22230 Chhatrapati Shivaji Maharaj (T) - Madgaon Vande Bharat Express
21	22349/22350 Patna - Ranchi Vande Bharat Express
22	20661/20662 Bengaluru - Dharwar Vande Bharat Express
23	20173/20174 Rani Kamlapati - Rewa Vande Bharat Express
24	22549/22550 Gorakhpur - Prayagraj Vande Bharat Express
25	12461/12462 Jodhpur - Sabarmati Vande Bharat Express
26	22925/22926 Ahmedabad - Okha Vande Bharat Express
27	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
28	20677/20678 Chennai - Narsapur Vande Bharat Express
29	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
30	20631/20632 Mangaluru - Thiruvananthapuram Central Vande Bharat Express
31	26963/26964 Udaipur - Asarva Vande Bharat Express
32	22347/22348 Howrah - Patna Vande Bharat Express
33	20835/20836 Rourkela - Puri Vande Bharat Express
34	20897/20898 Howrah - Ranchi Vande Bharat Express
35	22415/22416 Varanasi - New Delhi Vande Bharat Express
36	20641/20642 Bengaluru Cantt. - Coimbatore Vande Bharat Express
37	20645/20646 Madgaon - Mangaluru Vande Bharat Express
38	20705/20706 Nanded - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
39	22477/22478 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
40	22425/22426 Ayodhya Cantt. - Anand Vihar Vande Bharat Express

41	22487/22488 Delhi - Amritsar Vande Bharat Express
42	22961/22962 Mumbai Central - Ahmedabad Vande Bharat Express
43	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
44	20663/20664 Mysuru - Chennai Vande Bharat Express
45	22233/22234 New Jalpaiguri - Patna Vande Bharat Express
46	22469/22470 Khajuraho - Nizamuddin Vande Bharat Express
47	22231/22232 Kalaburagi - Bengaluru Vande Bharat Express
48	20841/20842 Bhubaneswar - Visakhapatnam Vande Bharat Express
49	22345/22346 Patna - Gomti Nagar Vande Bharat Express
50	20887/20888 Ranchi - Varanasi Vande Bharat Express
51	22545/22546 Lucknow - Dehradun Vande Bharat Express
52	22489/22490 Varanasi - Meerut City Vande Bharat Express
53	20627/20628 Chennai Egmore - Nagercoil Vande Bharat Express
54	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
55	22499/22500 Deoghar - Varanasi Vande Bharat Express
56	22309/22310 Howrah - Jamalpur Vande Bharat Express
57	20871/20872 Howrah - Rourkela Vande Bharat Express
58	20893/20894 Tatanagar - Patna Vande Bharat Express
59	20891/20892 Tatanagar - Brahmapur Vande Bharat Express
60	22303/22304 Howrah - Gaya Vande Bharat Express
61	20669/20670 Hubballi - Pune Vande Bharat Express
62	20673/20674 Chhatrapati Shahu Maharaj (T) Kolhapur - Pune Vande Bharat Express
63	20101/20102 Secunderabad - Nagpur Vande Bharat Express
64	20829/20830 Durg - Visakhapatnam Vande Bharat Express
65	21893/21894 Tatanagar - Patna Vande Bharat Express
66	21895/21896 Tatanagar - Patna Vande Bharat Express
67	20175/20176 Banaras - Agra Cantt. Vande Bharat Express
68	26901/26902 Sabarmati - Veraval Vande Bharat Express
69	26401/26402 Jammu Tawi - Srinagar Vande Bharat Express
70	26403/26404 Jammu Tawi - Srinagar Vande Bharat Express

71	26501/26502 Patliputra - Gorakhpur Vande Bharat Express
72	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express
73	26405/26406 Amritsar - Shri Mata Vaishno Devi Katra Vande Bharat Express
74	26101/26102 Pune - Ajni Vande Bharat Express
75	26301/26302 Jogbani - Danapur Vande Bharat Express
76	26481/26482 Jodhpur - Delhi Cantt. Vande Bharat Express
77	26471/26472 Bikaner - Delhi Cantt. Vande Bharat Express
78	26461/26462 Delhi - Firozpur Cantt. Vande Bharat Express
79	26651/26652 KSR Bengaluru - Ernakulam Vande Bharat Express
80	26505/26506 Khajuraho - Banaras Vande Bharat Express
81	26503/26504 Saharanpur - Gomtinagar Vande Bharat Express

Vande Bharat Services (Sleeper Trains):

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. These are aimed to improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey. Two such trains have already been manufactured. After extensive trials, these trains have been introduced on Indian Railways. The First Vande Bharat Sleeper service viz. 27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express has commenced regular operation w.e.f. 22.01.2026.

These train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.

- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

As on 06.08.2026, the following 01 pair of Vande Bharat train services (Sleeper Car) are being operated on the Indian Railways network:

SN	Train No. and Name
1	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express

Of the aforementioned 81 pairs of Vande Bharat train services (Chair Car) being operated on the Indian Railways network, at present, the States of Tamil Nadu, Keralam and Karnataka are served by 09 pairs of Vande Bharat trains, 03 pairs of Vande Bharat trains and 12 pairs of Vande Bharat trains respectively.

Similarly, the States of Andhra Pradesh and Telangana are presently served by 08 pairs of Vande Bharat trains and 05 pairs of Vande Bharat trains respectively. These are as listed below:

Vande Bharat trains serving the State of Tamil Nadu:

SN	Train no. and Name
1	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express
2	20627/20628 Chennai Egmore - Nagercoil Vande Bharat Express
3	20641/20642 Bengaluru Cantt. - Coimbatore Vande Bharat Express
4	20643/20644 MGR Chennai Central - Coimbatore Vande Bharat Express
5	20663/20664 Mysuru - MGR Chennai Central Vande Bharat Express
6	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
7	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
8	20677/20678 MGR Chennai Central - Narasapur Vande Bharat Express
9	26651/26652 KSR Bengaluru - Ernakulam Jn. Vande Bharat Express

Vande Bharat trains serving the State of Keralam:

SN	Train No. & Name
1	20631/20632 Mangaluru Central - Thiruvananthapuram Central Vande Bharat Express
2	20633/20634 Kasaragod - Thiruvananthapuram Central Vande Bharat Express
3	26651/26652 KSR Bengaluru - Ernakulam Jn. Vande Bharat Express

Vande Bharat trains serving the State of Karnataka:

SN	Train No. & Name
1	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express
2	20631/20632 Mangaluru Central - Thiruvananthapuram Central Vande Bharat Express
3	20641/20642 Bengaluru Cantt. - Coimbatore Vande Bharat Express
4	20645/20646 Madgaon - Mangaluru Central Vande Bharat Express
5	20661/20662 KSR Bengaluru - Dharwad Vande Bharat Express
6	20663/20664 Mysuru - MGR Chennai Central Vande Bharat Express
7	20669/20670 Hubballi - Pune Vande Bharat Express
8	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
9	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
10	22231/22232 Kalaburagi - SMVT Bengaluru Vande Bharat Express
11	26651/26652 KSR Bengaluru - Ernakulam Jn. Vande Bharat Express
12	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express

Vande Bharat trains serving the State of Andhra Pradesh:

SN	Train No. & Name
1	20677/20678 MGR Chennai Central - Narasapur Vande Bharat Express
2	20701/20702 Secunderabad - Tirupati Vande Bharat Express
3	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
4	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
5	20829/20830 Durg - Visakhapatnam Vande Bharat Express
6	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express
7	20841/20842 Bhubaneswar - Visakhapatnam Vande Bharat Express
8	22231/22232 Kalaburagi - SMVT Bengaluru Vande Bharat Express

Vande Bharat trains serving the State of Telangana:

S.N	Train no. and Name
1	20101/20102 Nagpur - Secunderabad Vande Bharat Express
2	20701/20702 Secunderabad - Tirupati Vande Bharat Express
3	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
4	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
5	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express

Besides, introduction/extension of train services including Vande Bharat train services and its variants, on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section
- Availability of path
- Availability of required rolling stock

- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

Punctuality:

Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints/congestion, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.
- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).
- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.

- IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.
- New generation High capacity Locomotives are being utilised for Right powering of trains.
- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

  (i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train

operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

(ii) **Modified Semi-Automatic Stop Signal (MASS) System:** MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

- **Modernisation of Signalling infrastructure:** Indian Railways is modernising the signalling infrastructure for enhanced reliability & safety. It is using reliable digital technology by provision of electronic interlocking systems with adequate redundancy (in power supply & transmission media), dual detection systems for train vehicle verification and replacement of electromechanical installations. Several improvement measures have been taken such as:

  a. Provision of Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling. It has been provided at 6671 stations as on 30.06.2026.

b. Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6671 stations upto 30.06.2026.

c. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026.

d. Signalling assets maintenance are planned & under taken during Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned in advance on rolling basis and executed.

- **Capacity enhancement and Infrastructure augmentation**

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000

Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:-

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	**514**	**40,000**	**12,583**	**3,05,253**

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77% while the punctuality of Vande Bharat services was over 85%.

Affordability:

Indian Railways (IR) caters to various segments of the travelling public and, accordingly, operates different types of train services like Suburban/Non-suburban ordinary train services, Mail/Express, Amrit Bharat, Vande Bharat, Vande Bharat Sleeper, Namo Bharat Rapid Rail, Tejas, Humsafar, Rajdhani, Shatabdi, Duronto and Garib Rath services etc.

Ministry of Railways while deciding the fare structure of various types of passenger services gives due consideration to aspects like the cost of service, value of service, type of services/facilities offered, affordability, competition from other competing modes and socio-economic considerations etc.

Vande Bharat services since its introduction in February 2019, have been proliferated to 81 routes (162 train Chair Car services) up to July 2026.

Vande Bharat trains operate as a distinct passenger service segment having specific fare structure with features like improved suspension systems, faster acceleration with semi-high speed operation, automatic plug doors, ergonomics seats, mini pantry, CCTV's, KAVACH etc.

The fares of Indian Railways are among the lowest in comparison to other countries in the world.

A comparison of the Indian Railway passenger fares (ordinary class) with the fares of the similar segment of services of the neighbouring countries is as under:

Country	**Approx lowest fare per PKM**	**Comparison with India**
India	~ ₹ 0.20	
Pakistan	~ ₹ 0.54	~ 2.5x higher
Bangladesh	~ ₹ 0.37	~ 2x higher
Sri Lanka	~₹ 0.51	~ 2.5x higher

Keeping in view the affordability, the fare structure of Vande Bharat train services for AC chair car over a journey between 300 km to 400 km is around ₹2.19 per PKM which is much lower than the fares of similar segment of services in countries like China, Japan and France, where it ranges from ₹7.00 to ₹20.00 per PKM.

The rationalised fare structure has facilitated the wider expansion of these services across the country reflecting strong passenger demand for these

services. Vande Bharat services have high occupancy level on all major routes with occupancy of Vande Bharat near 100% demonstrating a change in passenger preferences.

Indian Railways provides affordable transportation service to about 760 crore passengers annually. The fare structure of Indian Railways besides considering the socio-economic factors also largely aligns with the relevant best practices adopted by different railway systems of the world.

The total amount of subsidy given in FY 2024-25 on passenger tickets is provisionally estimated at ₹60,239 Crore, this amounts to a 43% subsidy on the cost of passenger travel. In other words, if the cost of providing services is ₹100 then the price of ticket is ₹57 only. There is no concession in fare in Vande Bharat trains, however four seats as reserved quota are earmarked for persons with disabilities (Divyangjans) in chair car of each train service.

The average overall occupancy of Vande Bharat Express trains since their introduction is around 100%.

The expenditure on infrastructure including that related to Vande Bharat trains is part of expenditure on overall maintenance and upgradation works of Railways and is incurred under both Revenue and Capital Segments.

NATIONAL GREEN HYDROGEN MISSION

4068. SHRIMATI GENIBEN NAGAJI THAKOR:

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

(a) the progress made under the National Green Hydrogen Mission (NGHM);

(b) the amount of funds allocated and utilized so far under NGHM; and

(c) the expected contribution of green hydrogen towards achieving net-zero emissions?

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 (c): The Government of India is implementing the National Green Hydrogen Mission (NGHM), with an objective to make India a global hub of production, usage and export of green hydrogen and its derivatives. The Mission was approved by the Union Cabinet in January 2023 with an overall outlay of Rs. 19,744 crores.

Under NGHM, India aims to establish green hydrogen production capacity of 5 Million Metric tonnes per annum by 2030, that corresponds to contribution of about 50 MMT per annum of CO2 emissions reduction.

The progress made under NGHM, is given below:

i. Under SIGHT (Strategic Interventions for Green Hydrogen Transition) programme:
   a. 3000 MW per annum of electrolyser manufacturing capacity has been awarded to 15 companies.
   b. 7,56,100 Metric Tonnes per Annum (MTPA) of green hydrogen production capacity stands awarded to 16 companies.
   c. Green Ammonia Sale and Purchase Agreements have been signed for the production and supply of 6,70,000 Metric Tonnes per Annum

(MTPA) of Green Ammonia (a derivative of Green Hydrogen) to 11 fertilizer units across India.

d. 30,000 tonnes per annum of green hydrogen production and supply capacity has been awarded for supply to the refineries of Indian Oil Corporation Ltd. (IOCL), Bharat Petroleum Corporation Limited (BPCL), Hindustan Petroleum Corporation Limited (HPCL) and Numaligarh Refinery Limited (NRL).

ii. Four pilot projects have been sanctioned for the use of hydrogen in steel sector.

iii. V. O. Chidambaranar Port Authority has been awarded a project for development of bunkering and refuelling facility for green methanol at the port.

iv. A project has been awarded to Shipping Corporation of India to acquire a dual-fuel ship capable of running on green methanol.

v. Twelve pilot projects have been sanctioned for deployment of 70 hydrogen - fuelled vehicles with 16 Hydrogen Refuelling Stations (HRS) across 21 different routes across India.

vi. Four projects have been awarded as Hydrogen Valley Innovation Clusters (HVICs) namely, Jodhpur hydrogen valley, Odisha hydrogen valley, Pune hydrogen valley and Kerala hydrogen valley.

vii. Seven projects (7 nos.) have been sanctioned for the establishment of testing facilities.

viii. Twenty-seven (27 nos.) projects have been sanctioned as part of Research and Development (R&D) scheme of NGHM.

ix. Four (4 nos.) projects have been awarded to be developed as Centre for Excellence in R&D.

As on 6th August 2026, an expenditure of ₹292.45 crores has been incurred under the National Green Hydrogen Mission.

EXPAND IPPB SERVICE

4069. DR. KALANIDHI VEERASWAMY:

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

(a) the total number of India Post Payments Bank (IPPB) access points, customers and banking outlets functioning in the country, State/UT-wise;

(b) the number of IPPB access points, doorstep banking service providers and digital banking transactions in Tamil Nadu during the last three years;

(c) whether the Government has any proposal to expand IPPB services in unbanked and underserved rural, tribal, coastal and urban poor areas, particularly in Tamil Nadu and if so, the details thereof;

(d) the details of funds allocated and utilized for expansion of IPPB infrastructure during the last three years, State-wise; and

(e) the measures taken to improve digital connectivity, financial literacy, cyber security and grievance redressal for IPPB customers, particularly senior citizens, women and beneficiaries of Direct Benefit Transfer (DBT) schemes?

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

(a): India Post Payments Bank (IPPB), set up under Department of Posts has 649 Banking Outlets, and 1.64 lakh access points through the post office network. State/Union Territory wise details are given in the enclosed **Statement.**

(b): IPPB access points, doorstep banking service providers and digital banking transactions in Tamil Nadu during the last three years are as under:

Financial Year	Doorstep Banking service providers	Access Points	Digital Transaction	
			Count (In crore)	Value (In Rs. crore)
2023-24	16968	11771	1.92	3,460.74
2024-25	15406	11734	2.15	4,939.93
2025-26	15189	11658	2.24	6,219.68

(c): IPPB services are provided through Post Offices which function as access points. As and when number of Post Offices changes, the IPPB access points also change. Currently IPPB services are offered through all Post Offices, many of which function in unbanked and underserved rural, tribal, coastal and urban poor areas, including in Tamil Nadu.

(d): Equity infusion of Rs 500 crore was made to IPPB in two tranches of Rs 250 crore in Financial Year 2023-24 & 2024-25 for the purpose of meeting regulatory requirement of Net Worth/ Leverage ratio and technology

upgradation. No separate allocation has been made for expansion of IPPB infrastructure state wise.

(e): IPPB has enhanced digital connectivity through paperless, biometric and face authenticated doorstep banking delivered via Postmen and Gramin Dak Sevaks (GDS). To promote financial literacy and cyber security awareness, IPPB conducted 11,926 financial literacy camps over the last three financial years, benefiting about 7.75 lakh participants, covering safe digital banking practices, prevention of cyber frauds, and secure usage of digital financial services, including for women and Direct Benefit Transfer (DBT) beneficiaries. IPPB has opened over 6.57 crore accounts for women, promoting their financial inclusion, and serves over 5.32 crore DBT beneficiaries. For senior citizens, IPPB enables Digital Life Certificate (DLC) submission through doorstep biometric authentication. For grievance redressal, IPPB provides a 24×7×365 Contact Centre with IVR and agent-assisted support in 13 languages, along with email-based support, ensuring prompt resolution of customer grievances nationwide.

STATEMENT

State/Union Territory wise details of Banking Outlets, and access points through the post office network

Sl.No.	STATE/UNION TERRITORY	Access Points (Post Offices)		IPPB Customers	IPPB Banking Outlets
1	ANDAMAN & NICOBAR ISLANDS	80		6,966	1
2	ANDHRA PRADESH	10,646		91,97,963	24
3	ARUNACHAL PRADESH	1,148		1,01,838	10

4	ASSAM	4,062		47,07,932	26
5	BIHAR	9,319		1,69,98,120	38
6	CHANDIGARH	48		71,146	1
7	CHHATTISGARH	4,699		28,88,991	27
8	DADRA NAGAR HAVELI & DAMAN & DIU	50		70,177	1
9	GOA	259		65,801	2
10	GUJARAT	8,834		44,53,036	31
11	HARYANA	2,704		13,45,708	20
12	HIMACHAL PRADESH	2,793		8,50,313	12
13	JAMMU & KASHMIR	1,616		2,55,523	7
14	JHARKHAND	4,572		31,38,536	22
15	KARNATAKA	9,677		68,83,968	31
16	KERALA	4,994		18,85,013	14
17	LADAKH	119		8,568	1
18	LAKSHADWEEP	10		1,062	1
19	MADHYA PRADESH	10,286		86,96,837	42
20	MAHARASHTRA	13,808		1,89,98,416	40
21	MANIPUR	714		3,45,755	9
22	MEGHALAYA	932		2,67,724	8
23	MIZORAM	458		1,31,308	6
24	NAGALAND	403		1,72,833	9
25	NCT OF DELHI	473		6,50,879	2
26	ODISHA	8,910		45,94,105	33
27	PUDUCHERRY	96		1,05,986	2
28	PUNJAB	3,805		11,64,983	22
29	RAJASTHAN	11,057		46,28,033	33
30	SIKKIM	212		16,403	1
31	TAMIL NADU	11,658		1,01,64,994	35
32	TELANGANA	6,229		55,27,094	23
33	TRIPURA	735		1,08,570	5
34	UTTAR PRADESH	17,933		2,18,18,542	73
35	UTTARAKHAND	2,733		6,54,872	12
36	WEST BENGAL	8,782		34,36,683	25
	Grand Total	**1,64,854**		**13,44,14,678**	**649**

DOMESTIC SELF-SUFFICIENCY IN CRITICAL MEDICAL RADIOISOTOPE SUPPLY

4070. SHRI RADHAKRISHNA:

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

(a) the details of domestic production capacity and actual output of critical medical radioisotopes such as Molybdenum-99/Technetium-99m used in Indian hospitals during each of the last five years;

(b) the quantity imported during the said period and the countries of origin;

(c) the details of the number of instances of supply shortage reported by hospitals/nuclear medicine centres during this period; and

(d) the steps taken by the Government to enhance domestic radioisotope production capacity and reduce import dependence?

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

(a): Molybdenum-99 (Mo-99), Iodine-131(I-131) and Lutetium-177 (Lu-177) are the most important reactor-produced medical radioisotopes, accounting for nearly 90% of all Nuclear Medicine applications. Owing to their relatively short half-lives, these medical radioisotopes are produced at regular intervals,

typically on a weekly or fortnightly basis in the Dhruva reactor, Bhabha Atomic Research Centre (BARC).

The total activity of ^{99}Mo, ^{131}I and ^{177}Lu based radiopharmaceutical products produced and supplied during the past five years is detailed below.

Radioisotope	**Production capacity (Ci)**	**Production Data (Ci)**				
		2021-22	**2022-23**	**2023-24**	**2024-25**	**2025-26**
Lu-177	50 Ci/batch	473	532	684	681	976
^{99}Mo-^{99m}Tc	50 Ci/week	662	693	268	283	550
I-131	50 Ci/week	749	813	710	623	770

(b): During maintenance shutdown of reactor/radiochemical processing facility or non-availability due to technical reasons, these radioisotopes are procured through imports from overseas producers for production and supply of radiopharmaceuticals to nuclear medicine centres.

The details of the medical radioisotopes imported during such periods, along with the quantities imported, are summarized in the Table below.

Radio-isotope	**Imported Quantities and Country of Origin(Curies)**				
	2021-22	**2022-23**	**2023-24**	**2024-25**	**2025-26**
Lu-177	-	-	-	10 Ci (Russia)	136 Ci (Russia)

Mo-99	460 Ci Australia, Russia	430 Ci Australia, Russia	30 Ci Egypt, Russia	230 Ci Egypt, Russia	516 Ci Belgium, Russia
I-131	219 Ci Poland, South Africa	-	-	174 Ci Poland, South Africa	421 Ci Russia, South Africa, Belgium

(c): While Board of Radiation & Isotope Technology (BRIT) a constituent unit under Department of Atomic Energy has been able to supply the confirmed orders to an extent of ~ 90 % in conditions of normal operations, there have been shortfalls due to unforeseen shutdown of reactor/radiochemical processing facilities due to technical reasons and non-availability of imported backup supplies during such contingencies.

The details of supply shortfalls during the past five years are presented below:

Radioisotope	**Short supply/Cancellation**				
	2021-22	**2022-23**	**2023-24**	**2024-25**	**2025-26**
Mo-99 (52 batches/annum)	2 batches	1 batch	13 batches	19 batches	Nil
I-131 (52 batches/annum)	1 batch	Nil	4 batches	10 batches	3 batches
Lu-177 (52 batches/annum)	Nil	2 batches	2 batches	7 batches	3 batches

(d): Bhabha Atomic Research Centre (BARC) a Research and Development unit under Department of Atomic Energy (DAE) has obtained administrative and financial sanction to the project “Engineering and Construction of Isotope Production Reactor”. It is expected that production is likely to start around 2035 with 0.5 MCi(million Curie) radio-isotope production capacity.

मध्य प्रदेश में ई-जागृति मंच का कार्यान्वयन

4071. श्री बंटी विवेक साहू:

क्या **उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण** मंत्री यह बताने की कृपा करेंगे किः

(क) क्या मध्य प्रदेश के छिंदवाड़ा जिले के जिला उपभोक्ता विवाद निवारण आयोग में ई-जागृति मंच के अंतर्गत डिजिटल प्रणाली का पूर्णतः कार्यान्वयन कर दिया गया है, यदि हाँ, तो उसकी वर्तमान स्थिति क्या है;

(ख) छिंदवाड़ा जिले में ई-जागृति मंच के माध्यम से उपलब्ध कराई जा रही सुविधाओं, जैसे ई-फाइलिंग, ऑनलाइन सुनवाई, वाद प्रबंधन तथा आदेशों की डिजिटल उपलब्धता का ब्यौरा क्या है;

(ग) उपभोक्ताओं को त्वरित, पारदर्शी तथा प्रारंभ से अंत तक ऑनलाइन विवाद निवारण सुविधा उपलब्ध कराने के लिए ई-जागृति मंच को अन्य डिजिटल प्रणालियों के साथ किस प्रकार एकीकृत किया गया है; और

(घ) क्या इस मंच के कार्यान्वयन से छिंदवाड़ा जिले में लंबित उपभोक्ता मामलों की संख्या में कमी, शिकायतों के समयबद्ध निस्तारण तथा उपभोक्ता आयोग की कार्यकुशलता में सुधार हुआ है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क) से (घ): उपभोक्ता मामले विभाग ने उपभोक्ता विवाद दर्ज करने और प्रबंधन की प्रक्रियाओं के आधुनिकीकरण तथा डिजिटलीकरण के लिए, 1 जनवरी, 2025 को ई-जागृति पोर्टल लॉन्च किया। यह पोर्टल आर्टिफिशियल इंटेलिजेंस (एआई) और मशीन लर्निंग (एमएल) का उपयोग करता है और इसमें फेसलेस ऑनबोर्डिंग और रोल-आधारित डैशबोर्ड जैसी विशेषताएं शामिल हैं। यह मौजूदा ऐप्लिकेशन (ओसीएमएस, ई-दाखिल, एनसीडीआरसी सीएमएस, कॉन्फोनेट) को एकल स्केलेबल प्लेटफ़ॉर्म में एकीकृत करता है, जिससे उपयोगकर्ता बहुभाषी समर्थन के साथ कहीं से भी बिना किसी बाधा के शिकायत दर्ज कर सकते हैं। यह पोर्टल उपभोक्ताओं को ऑनलाइन शिकायत फाइलिंग, दस्तावेज़ों के डिजिटल सबमिशन, शुल्क के ऑनलाइन भुगतान को सक्षम करके निवारण के लिए एक सुविधाजनक, पारदर्शी और प्रभावी माध्यम प्रदान करने के लिए तैयार किया गया है। साथ ही, यह वर्चुअल कोर्ट रूम की भी सुविधा देता है जो कहीं से भी मामलों की सुनवाई को सक्षम बनाता है और भौतिक अवसंरचना पर निर्भरता को कम करते हुए त्वरित निपटान सुनिश्चित करता है। वीडियो कॉन्फ्रेंसिंग मोड के माध्यम से सुनवाई करने के लिए वीसी उपकरण छिंदवाड़ा जिला उपभोक्ता विवाद प्रतितोष आयोग, मध्य प्रदेश में पहले ही संस्थापित किया जा चुका है और कार्यात्मक बना दिया गया है।

ई-जागृति पोर्टल लॉन्च होने के बाद से, छिंदवाड़ा जिला उपभोक्ता विवाद प्रतितोष आयोग, मध्य प्रदेश ने वीडियो कॉन्फ्रेंसिंग के ज़रिए कुल 57 उपभोक्ता मामलों की सुनवाई की है।

उपभोक्ताओं को दिए जाने वाले लाभों के अतिरिक्त, यह पोर्टल अधिवक्तओं और उपभोक्ता आयोग के अध्यक्षों/सदस्यों के लिए विशेष मॉड्यूल भी देता है, जिससे मामलों का प्रबंधन अधिक सुव्यवस्थित और प्रभावी हो जाता है। अधिवक्ता अपने मामलों की स्थिति की निगरानी कर सकते हैं, समय पर सुनवाई की सूचनाएं प्राप्त कर सकते हैं, व्यक्तिगत डैशबोर्ड के माध्यम से दस्तावेज़ अपलोड कर सकते हैं और हाइब्रिड या वर्चुअल सुनवाई में भाग ले सकते हैं। ये विशेषताएँ कागजी कार्रवाई और भौतिक उपस्थिति की आवश्यकता को काफी कम कर देती हैं, जिसके परिणामस्वरूप कानूनी अभ्यास अधिक निर्बाध और प्रभावी हो जाता है।

अध्यक्षों एवं सदस्यों के लिए ई-जागृति पोर्टल व्यापक डिजिटल केस रिकॉर्डों तक सुरक्षित, केंद्रीकृत पहुँच प्रदान करता है। इसके अतिरिक्त, इसमें स्मार्ट न्यायालय कैलेडंर, स्वचालित कारण सूची, विश्लेषणात्मक डैशबोर्ड तथा वर्चुअल न्यायालय जैसी उन्नत सुविधाएँ भी उपलब्ध कराई गई हैं। ये विशेषताएं न्यायिक प्रक्रियाओं को मानकीकृत करते हुए, विलंब को कम करते हुए, मामलों के निपटान की दरों में सुधार करते हुए और संसाधनों के अधिक कुशल उपयोग को सक्षम बनाते हुए, प्रभावी कार्यभार प्रबंधन, शेड्यूलिंग और मामलों की निगरानी को सुगम बनाती हैं।

ई-जागृति ने भौतिक कार्यवाहियों पर निर्भरता को कम किया है तथा न्याय प्रदायगी को गति प्रदान की है। ई-जागृति ने उपभोक्ता न्याय प्रदायगी को रूपांतरित कर दिया है, जिसके लिए इसे ई-गवर्नेंस 2026 के राष्ट्रीय पुरस्कारों में 341 नामांकनों में से श्रेणी-I में सिल्वर अवॉर्ड मिला है।

ई-जागृति पोर्टल के लॉन्च के बाद से, छिंदवाड़ा ज़िला उपभोक्ता विवाद प्रतितोष आयोग, मध्य प्रदेश में कुल 294 उपभोक्ता मामले दर्ज हुए और 348 मामलों (इनमें वे मामले भी शामिल हैं जो पिछले वर्षों में दर्ज किए गए थे) का निपटान किया गया, जिससे निपटान दर 118.37% प्राप्त हुई।

FLOOD FORECASTING AND EARLY WARNING SYSTEM IN NORTHEAST INDIA

4072. SHRI GAURAV GOGOI:

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

(a) whether the India Meteorological Department (IMD) issued advance rainfall alerts before the July 2026 floods in upper Assam and if so, the details thereof including the classification of rainfall and the associated weather system;

(b) whether the IMD has assessed the accuracy and lead time of its rainfall forecasts and warnings issued for flood-affected districts of Assam during the 2026 monsoon season and if so, the details thereof;

(c) whether El Niño and Indian Ocean Dipole conditions are factored into seasonal rainfall and flood-risk assessments for Northeast India and if so, the details thereof; and

(d) whether steps are being taken to improve the spatial resolution and accuracy of rainfall forecasts and extreme-weather warnings at the sub-district level in Northeast India and if so, the details thereof?

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

(a): Yes. The India Meteorological Department (IMD) issued advance district-level rainfall forecasts and colour-coded impact-based warnings for all districts of Upper Assam, including Jorhat, Golaghat, Sivasagar, and Charaideo, prior to and during the heavy to very heavy rainfall activity from 18th to 20th July 2026. The forecasts issued by IMD for the State captured the occurrence of the heavy and very heavy rainfall events with a lead time of 7 days, accompanied by daily colour-coded warnings valid for the subsequent 7 days. Standard rainfall

classifications per IMD guidelines were followed, categorizing rainfall intensity levels across light, moderate, heavy, and very heavy precipitation alongside spatial distribution scales ranging from scattered to widespread coverage.

The high rainfall event was driven by key synoptic weather systems and atmospheric components during 17th to 20th July 2026. On 17th July 2026, the mean sea level monsoon trough extended towards the Northeast Bay of Bengal, accompanied by a low-pressure area over Gangetic West Bengal and adjoining regions, along with an upper air cyclonic circulation over Northeast Assam and its neighborhood extending up to 1.5 km above mean sea level. Between 18th and 20th July 2026, the upper air cyclonic circulation over Northeast Assam shifted towards Central Assam and adjoining Nagaland between 1.5 km and 3.1 km above mean sea level and persisted through 20th July. Additionally, an upper air cyclonic circulation over North Jharkhand and adjoining Bihar, along with a connected atmospheric trough extending across Gangetic West Bengal and Bangladesh to Tripura, further sustained the strong monsoonal activity across Upper Assam. Daily weather bulletins detailing the episode remain archived and available with the Regional Meteorological Centre, Guwahati.

(b) : Yes. IMD regularly assesses the performance, accuracy, and lead time of its extreme heavy rainfall forecasts and warnings across all regions of Assam, divided into sub-regions including West Assam, South Assam, Central Assam, and Northeast Assam. The evaluation parameters primarily measure overall accuracy, detection probability, threat handling, and false alarm frequencies for

lead times spanning from Day 1 to Day 5. In West Assam, the overall forecast accuracy expressed as Percentage of Correct forecasts (PC) ranges from 72.14% on Day 1 to 80.94% on Day 5. The Probability of Detection (POD) stands at 0.6345 for Day 1 and gradually decreases to 0.1209 on Day 5. Correspondingly, the False Alarm Ratio (FAR) ranges from 0.738 on Day 1 to 0.9613 on Day 5, while the Critical Success Index (CSI) moves between 0.1936 on Day 1 and 0.0264 on Day 5.

In South Assam, the Percentage of Correct forecasts remains consistently high, ranging from 60.48% on Day 1 up to 84.68% on Day 5. The Probability of Detection records a value of 0.525 for Day 1 and decreases to 0.0425 for Day 5. The False Alarm Ratio varies from 0.855 on Day 1 to 0.75 on Day 5, whereas the Critical Success Index records values ranging between 0.12 on Day 1 and 0.0425 on Day 5. In Central Assam, the forecasting system demonstrates high overall accuracy, with the Percentage of Correct forecasts improving from 66.36% on Day 1 to 80.18% on Day 5. The Probability of Detection starts at 0.6929 on Day 1 and shifts to 0.0757 by Day 5. The False Alarm Ratio ranges from 0.8114 on Day 1 to 0.8883 on Day 5, while the Critical Success Index records a performance ranging between 0.1671 on Day 1 and 0.0429 on Day 5.

In Northeast Assam, the Probability of Detection is notable at 0.7229 on Day 1 and 0.1857 on Day 5, supported by a lower False Alarm Ratio ranging between 0.3913 on Day 1 and 0.5538 on Day 5. The Critical Success Index shows strong performance ranging from 0.4275 on Day 1 to 0.19 on Day 5. The

overall forecast accuracy in terms of Percentage of Correct forecasts for Northeast Assam remains stable across the lead times, measuring 58.47% on Day 1 and 51.61% on Day 5.

(c): India Meteorological Department considers large-scale climate drivers, including the El Niño–Southern Oscillation (ENSO) and the Indian Ocean Dipole (IOD), while preparing seasonal rainfall forecasts over India, including Northeast India. IMD's seasonal forecasting system utilizes a combination of dynamical coupled climate models and statistical techniques that incorporate various oceanic and atmospheric parameters such as sea surface temperatures, atmospheric circulation, ENSO, IOD, and other climate indicators. These factors are assessed collectively to generate probabilistic forecasts of seasonal rainfall.

For Northeast India, ENSO and IOD influence rainfall variability. While El Niño is generally associated with below-normal southwest monsoon rainfall over most parts of India, Northeast India receives normal to above-normal rainfall during some El Niño years. The relationship between El Niño and rainfall over Northeast India is relatively weak and complex compared to the rest of the country, as rainfall over the region is strongly influenced by factors such as Bay of Bengal moisture transport, monsoon circulation, and orographic effects. Consequently, the impact of El Niño on Northeast India's seasonal rainfall is not uniform and varies from one event to another. Currently, moderate El Niño conditions are prevailing, while IOD remains neutral, and these conditions have been incorporated into IMD's seasonal rainfall outlooks.

However, flood risk over Northeast India also depends on short-duration extreme rainfall events, river basin conditions, and catchment characteristics; therefore, flood-risk assessments are based on both seasonal climate outlooks and operational weather forecasts.

With regard to flood-risk assessment, IMD's rainfall forecasts and weather warnings form important meteorological inputs for flood forecasting. Operational flood forecasting in the country is carried out by the Central Water Commission (CWC), which integrates IMD's weather forecasts with hydrological observations, river gauge data, and hydrological models for issuing flood forecasts and warnings. Thus, ENSO and IOD contribute to seasonal assessment of rainfall variability and flood potential, while actual flood forecasts are based primarily on observed and forecast rainfall, river conditions, and hydrological modelling.

(d): Yes. To improve spatial resolution and accuracy at the sub-district level in the Northeast India, the advanced Numerical Weather Prediction model development has been operationalized, featuring the high-resolution New Bharat Forecasting System (BharatFS) at 6 km to cater to block and panchayat levels, supported by the enhanced computing power of the "Arunika" and "Arka" systems. Under Mission Mausam, the advanced Multi-Hazard Early Warning-Decision Support System (MHEW-DSS) has been introduced for real-time monitoring and forecasting. Furthermore, the observational network over Northeast India is being enhanced through the installation of state-of-the-art observing systems.

कृत्रिम बुद्धिमत्ता, अनुसंधान और नवाचार

4073. श्री हनुमान बेनीवालः

क्या **विज्ञान और प्रौद्योगिकी मंत्री** यह बताने की कृपा करेंगे किः

(क) क्या भारत में कृत्रिम बुद्धिमत्ता, क्वांटम प्रौद्योगिकी, सेमीकंडक्टर, बायोटेक्नोलॉजी और अन्य उभरती प्रौद्योगिकियों के क्षेत्रों में अनुसंधान और नवाचार को बढ़ावा देने के लिए विभिन्न योजनाएं लागू की जा रही हैं;

(ख) यदि हां, तो तत्संबंधी राज्य-वार और योजना-वार ब्यौरा क्या है;

(ग) क्या सकल घरेलू उत्पाद (जीडीपी) के प्रतिशत के रूप में अनुसंधान एवं विकास (आरएंडडी) पर अपेक्षाकृत कम व्यय, वैज्ञानिकों के रिक्त पद, अनुसंधान के बुनियादी ढांचे की कमी और मेधा पलायन जैसी चुनौतियां अनुसंधान की गति को प्रभावित कर रही हैं;

(घ) यदि हां, तो उक्त समस्याओं के समाधान के लिए सरकार द्वारा क्या ठोस कदम उठाए गए हैं;

(ङ) क्या सरकार का अनुसंधान एवं विकास पर व्यय को चरणबद्ध तरीके से बढ़ाकर जीडीपी के कम से कम 2 प्रतिशत तक करने का लक्ष्य निर्धारित करने का विचार है; और

(च) यदि हां, तो तत्संबंधी कार्य योजना का ब्यौरा क्या है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क) और (ख): भारत सरकार कृत्रिम बुद्धिमत्ता, क्वांटम प्रौद्योगिकी, सेमीकंडक्टर, जैव प्रौद्योगिकी तथा अन्य उभरती हुई प्रौद्योगिकियों के क्षेत्रों में अनुसंधान एवं नवाचार को विभिन्न योजनाओं एवं मिशन मोड कार्यक्रमों के माध्यम से बढ़ावा दे रही है। कुछ प्रमुख योजनाओं/कार्यक्रमों का ब्यौरा निम्नलिखित है:

क्र. सं.	योजना/कार्यक्रम	प्रमुख क्षेत्र	बजट परिव्यय

i.	अनुसंधान, विकास और नवाचार (आरडीआई) कोष	क्वांटम कंप्यूटिंग, रोबोटिक्स एवं अंतरिक्ष सहित गहन प्रौद्योगिकी; कृत्रिम बुद्धिमत्ता; जैव प्रौद्योगिकी; डिजिटल अर्थव्यवस्था; ऊर्जा सुरक्षा एवं ऊर्जा संक्रमण आदि	1.0 लाख करोड़ रुपए
ii.	राष्ट्रीय क्वांटम मिशन (एनक्यूएम)	क्वांटम कंप्यूटिंग, क्वांटम संचार, क्वांटम सेंसिंग एवं मेट्रोलॉजी, क्वांटम सामग्री एवं उपकरण	6,003.65 करोड़ रुपए
iii.	राष्ट्रीय अंतरविषयक साइबर भौतिकी प्रणाली मिशन (एनएम-आईसीपीएस)	कृत्रिम बुद्धिमत्ता, क्वांटम प्रौद्योगिकियां, रोबोटिक्स, साइबर सुरक्षा एवं अन्य उभरती प्रौद्योगिकियां	3,660 करोड़ रुपए
iv.	जैव-प्रौद्योगिकी अनुसंधान नवाचार और उद्यमिता विकास (बायो-राइड)	जैव प्रौद्योगिकी, जैव-विनिर्माण एवं बायोफाउंड्री आदि	9,197 करोड़ रुपए
v.	इंडिया एआई मिशन	कृत्रिम बुद्धिमत्ता	10,371.92 करोड़ रुपए
vi.	इंडिया सेमीकंडक्टर मिशन	सेमीकंडक्टर निर्माण, पैकेजिंग, डिजाइन एवं सेमीकंडक्टर पारिस्थितिकी तंत्र	76,000 करोड़ रुपए

एनएम-आईसीपीएस के अंतर्गत देशभर में 25 प्रौद्योगिकी नवाचार केंद्र (टीआईएच) तथा एनक्यूएम के अंतर्गत 4 प्रौद्योगिकी केंद्र (टी-केंद्र) स्थापित किए गए हैं। इनका ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग) और (घ): विज्ञान और प्रौद्योगिकी विभाग (डीएसटी) द्वारा हाल ही में प्रकाशित "अनुसंधान एवं विकास सांख्यिकी 2025-26" रिपोर्ट के अनुसार, जीडीपी के प्रतिशत के रूप में अनुसंधान एवं विकास पर सकल व्यय (जीईआरडी) वर्ष 2020-21 में 0.64% से बढ़कर वर्ष 2023-24 में 0.84% हो गया है। निरपेक्ष रूप से, इसमें पिछले वर्षों के दौरान निरंतर वृद्धि हुई है तथा यह वर्ष 2013-14 में ₹79,355.89 करोड़ से तीन गुना से अधिक बढ़कर वर्ष 2023-24 में

₹2,44,767.81 करोड़ हो गया है। इसके अतिरिक्त, सरकार द्वारा देश में अनुसंधान एवं विकास पर व्यय बढ़ाने, अनुसंधान अवसंरचना को सुदृढ़ करने तथा वैज्ञानिक प्रतिभाओं को देश में बनाए रखने के लिए विभिन्न कदम उठाए जा रहे हैं। इनमें निम्नलिखित प्रमुख उपाय शामिल हैं: वैज्ञानिक विभागों के लिए बजटीय आवंटन में निरंतर वृद्धि; अनुसंधान क्षमता एवं मानव संसाधन विकास को सुदृढ़ करने के उद्देश्य से मूलभूत एवं अनुप्रयुक्त अनुसंधान करने हेतु अनुसंधान संस्थानों को वित्तीय सहायता प्रदान करना; तथा देश में अत्याधुनिक अनुसंधान अवसंरचना का निर्माण करना। डीएसटी द्वारा विज्ञान एवं प्रौद्योगिकी अवसंरचना सुधार निधि (एफआईएसटी), विश्वविद्यालय अनुसंधान एवं वैज्ञानिक उत्कृष्टता संवर्धन (पीयूआरएसई), परिष्कृत विश्लेषणात्मक उपकरण सुविधाएं (एसएआईएफ) तथा परिष्कृत विश्लेषणात्मक एवं तकनीकी सहायता संस्थान (एसएटीएचआई) जैसी योजनाओं के माध्यम से तथा जैव प्रौद्योगिकी विभाग (डीबीटी) द्वारा शिक्षा एवं अनुसंधान हेतु विश्वविद्यालयों के अंतर्विषयक जीवन विज्ञान विभागों को प्रोत्साहन (डीबीटी-बिल्डर) कार्यक्रम के माध्यम से विश्वविद्यालयों एवं संस्थानों में अनुसंधान अवसंरचना को सहायता प्रदान की जा रही है। सरकार द्वारा राष्ट्रीय पोस्ट-डॉक्टोरल अध्येतावृत्ति (एनपीडीएफ), रामानुजन अध्येतावृत्ति, इंस्पाइर संकाय अध्येतावृत्ति, रामालिंगास्वामी पुनः प्रवेश अध्येतावृत्ति, जैव-चिकित्सीय अनुसंधान करियर कार्यक्रम तथा एम.के. भान-युवा शोधकर्ता अध्येतावृत्ति जैसी विभिन्न अध्येतावृत्ति योजनाओं के माध्यम से युवा शोधकर्ताओं को सहायता एवं प्रोत्साहन प्रदान किया जा रहा है। साथ ही, विदेशों में कार्यरत प्रतिभाशाली भारतीय शोधकर्ताओं को भारत वापस आकर उच्च गुणवत्ता वाले अनुसंधान कार्य करने के लिए आकर्षित करने हेतु भी इन अध्येतावृत्ति योजनाओं के माध्यम से सहायता प्रदान की जा रही है। इसके अतिरिक्त, डीएसटी की वैभव अध्येतावृत्ति विदेशों में कार्यरत वैज्ञानिकों, जिनमें अनिवासी भारतीय (एनआरआई) भी शामिल हैं, को भारतीय संस्थानों एवं विश्वविद्यालयों में सहयोगात्मक अनुसंधान करने हेतु एक मंच प्रदान करती है।

(ङ) और (च): सरकार सार्वजनिक वित्तपोषण में वृद्धि, निजी क्षेत्र की भागीदारी को प्रोत्साहित करने, परोपकारी योगदान को बढ़ावा देने तथा उद्योग एवं शिक्षा जगत के बीच सुदृढ़ सहयोग के माध्यम से अनुसंधान एवं विकास (आरएंडडी) में अधिक निवेश को निरंतर प्रोत्साहित कर रही है। इस दिशा में प्रमुख पहलों में अनुसंधान राष्ट्रीय शोध प्रतिष्ठान (एएनआरएफ) की स्थापना, अनुसंधान एवं नवाचार में निजी निवेश को उत्प्रेरित करने के लिए अनुसंधान, विकास एवं नवाचार (आरडीआई) कोष का सृजन तथा इस संबंध में सहायक नीतिगत उपाय शामिल हैं।

विवरण

राष्ट्रीय अंतरविषयक साइबर भौतिकी प्रणाली मिशन (एनएम-आईसीपीएस) के अंतर्गत प्रौद्योगिकी नवाचार केंद्र (टीआईएच) का ब्यौरा

क्र.सं.	टीआईएच का नाम	प्रमुख कार्यक्षेत्र का नाम	राज्य
1	रोबोटिक्स एवं स्वायत प्रणाली नवाचार प्रतिष्ठान के लिए आई-केंद्र, आईआईएस बेंगलुरु	रोबोटिक्स और एआई प्रणाली	कर्नाटक
2	आई-केंद्र एनटीआईएचएसी प्रतिष्ठान, आईआईटी कानपुर	साइबर सुरक्षा	उत्तर प्रदेश
3	आईआईटीआई दृष्टि सीपीएस प्रतिष्ठान, आईआईटी इंदौर	डिजिटल हेल्थकेयर	मध्य प्रदेश
4	अन्वेषण एवं खनन में प्रौद्योगिकी नवाचार प्रतिष्ठान, आईआईटी धनबाद	खनन (खनिजों की खोज से लाभान्वयन तक)	झारखंड
5	आईआईटी खड़गपुर एआई4आईसीपीएस आई-केंद्र प्रतिष्ठान, आईआईटी खड़गपुर	कृत्रिम बुद्धिमत्ता और मशीन लर्निंग	पश्चिम बंगाल
6	आईओटी एवं आईओई के लिए टीआईएच प्रतिष्ठान, आईआईटी बॉम्बे	इंटरनेट ऑफ थिंग्स और इंटरनेट ऑफ एवरीथिंग के लिए तकनीकें	महाराष्ट्र
		भारतजेन: भारत के लिए एक जेनरेटिव एआई तकनीक का समूह	

7	आईआईआईटी-एच डेटा आई-केंद्र प्रतिष्ठान, आईआईआईटी हैदराबाद	डेटा बैंक और डेटा सेवाएँ, डेटा विश्लेषण	तेलंगाना
8	आई-केंद्र दृष्टि प्रतिष्ठान, आईआईटी जोधपुर	कंप्यूटर विज़न, ऑगमेंटेड और वर्चुअल रियलिटी	राजस्थान
9	उपकरण सामग्री एवं प्रौद्योगिकी प्रतिष्ठान दिव्यसंपर्क के लिए आई-केंद्र रुड़की, आईआईटी रुड़की	उपकरण प्रौद्योगिकी और सामग्री	उत्तराखंड
10	आईआईटी पटना विश्लेषण आई-केंद्र प्रतिष्ठान, आईआईटी पटना	स्पीच, वीडियो और पाठ विश्लेषण	बिहार
11	आईआईटी मद्रास प्रवर्तक प्रौद्योगिकी प्रतिष्ठान, आईआईटी मद्रास	सेंसर, नेटवर्किंग, एक्चुएटर और कंट्रोल्स	तमिलनाडु
12	स्वायत नेविगेशन प्रतिष्ठान पर एनएमआईसीपीएस प्रौद्योगिकी नवाचार केंद्र (टीआईएचएएन), आईआईटी हैदराबाद	स्वायत नेविगेशन और डेटा अधिग्रहण प्रणाली (यूएवी, आरओवी आदि)	तेलंगाना
13	आई-डीएपीटी-केंद्र प्रतिष्ठान, आईआईटी (बीएचयू) वाराणसी	डेटा एनालिटिक्स और प्रेडिक्टिव टेकनॉलोजीस	उत्तर प्रदेश
14	आईआईटी गुवाहाटी प्रौद्योगिकी नवाचार एवं विकास प्रतिष्ठान, आईआईटी गुवाहाटी	पानी के नीचे खोज के लिए प्रौद्योगिकी	असम
15	आईआईटी मंडी आई-केंद्र एवं एचसीआई प्रतिष्ठान, आईआईटी मंडी	मानव-कंप्यूटर अंतःक्रिया	हिमाचल प्रदेश
16	कोबोटिक्स के लिए आई-केंद्र प्रतिष्ठान (आईएचएफसी), आईआईटी दिल्ली	कोबोटिक्स	दिल्ली
17	आईआईटी पलक्कड़ प्रौद्योगिकी आई-केंद्र प्रतिष्ठान, आईआईटी पलक्कड़	इंटेलिजेंट कोलैबोरेटिव सिस्टम्स	केरल
18	आईआईटी रोपड़ प्रौद्योगिकी एवं नवाचार प्रतिष्ठान, आईआईटी रोपड़	कृषि और जल के लिए प्रौद्योगिकी	पंजाब
19	आईआईआईटीबी कॉमेट प्रतिष्ठान, आईआईआईटी बेंगलुरु	उन्नत संचार प्रणाली	कर्नाटक

20	बीआईटीएस बीआईओसीवाईटीआईएच प्रतिष्ठान, बीआईटीएस पिलानी	बायो-सीपीएस	राजस्थान
21	आईडीईएएस- इंस्टीट्यूट ऑफ़ डेटा इंजीनियरिंग, एनालिटिक्स एंड साइंस फाउंडेशन, आईएसआई कोलकाता	डेटा साइंस, बिग डेटा एनालिटिक्स और डेटा क्यूरेशन आदि	पश्चिम बंगाल
22	आई-केंद्र अनुभूति-आईआईआईटीडी प्रतिष्ठान, आईआईआईटी दिल्ली	कॉग्निटिव कंप्यूटिंग और सोशल सेंसिंग	दिल्ली
23	आई-केंद्र क्वांटम प्रौद्योगिकी प्रतिष्ठान, आईआईएसईआर पुणे	क्वांटम प्रौद्योगिकी	महाराष्ट्र
24	आईआईटी तिरुपति नवाविष्कार आई-केंद्र प्रतिष्ठान, आईआईटी तिरुपति	पोजीशनिंग और प्रिसिजन टेक्नोलॉजीज़	आंध्र प्रदेश
25	आईआईटी भिलाई नवाचार एवं प्रौद्योगिकी प्रतिष्ठान, आईआईटी भिलाई	वित्तीय क्षेत्र के लिए प्रौद्योगिकी (फिनटेक)	छत्तीसगढ

राष्ट्रीय क्वांटम मिशन (एनक्यूएम) के अंतर्गत प्रौद्योगिकी केंद्र (टी-हब) का ब्यौरा

क्र.सं.	**टी-हब का नाम**	**प्रमुख कार्यक्षेत्र का नाम**	**राज्य**
1	आईआईएस बेंगलुरू में टी-हब	क्वांटम कम्प्यूटिंग	कर्नाटक
2	आईआईटी मद्रास में टी-हब	क्वांटम संचार	तमिलनाडु
3	आईआईटी बॉम्बे में टी-हब	क्वांटम सेंसिंग एवं मेट्रोलॉजी	महाराष्ट्र
4	आईआईटी दिल्ली में टी-हब	क्वांटम सामग्री एवं उपकरण	दिल्ली

COASTAL VULNERABILITY ASSESSMENT AND MONITORING

4074. SHRI. TANGELLA UDAY SRINIVAS:

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

(a) whether the Government has undertaken any assessment of coastal areas vulnerable to sea-level rise, coastal erosion and other climate-induced hazards and if so, the details thereof including vulnerable stretches in Andhra Pradesh;

(b) the details of projects, studies and monitoring initiatives undertaken during the last five years for the assessment and forecasting of coastal hazards along with the funds allocated, sanctioned and utilised thereunder, State-wise including Andhra Pradesh;

(c) whether any coastal districts or stretches in Andhra Pradesh have been identified for priority scientific assessment, monitoring or intervention support and if so, the details thereof; and

(d) whether the Government has developed coastal vulnerability maps, prediction models or early warning systems to assist States in planning climate-resilient coastal management and if so, the details thereof?

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

(a): Yes. The Ministry of Earth Sciences has undertaken assessments of coastal areas vulnerable to sea-level rise, coastal erosion and other climate-induced hazards through its institutes, namely the National Centre for Coastal Research (NCCR) and the Indian National Centre for Ocean Information Services (INCOIS).

NCCR has carried out an updated assessment of shoreline changes along the Indian coast for the period 1990–2022 using multi-temporal satellite imagery, supported by field investigations and numerical modelling. The assessment indicates that 36.2% of the Indian coastline is eroding, 37.8% is stable, and 26.0% is accreting.

In addition, INCOIS has prepared Multi-Hazard Vulnerability Maps (MHVMs) for the entire Indian coastline, including the Andhra Pradesh coast, by integrating multiple coastal hazard parameters, such as sea-level change, shoreline change rate, elevation contours, and water levels, to delineate areas vulnerable to coastal inundation and oceanogenic hazards. An atlas of the Multi-Hazard Vulnerability Maps has also been released.

The assessment indicates that shoreline changes result from a combination of natural processes and anthropogenic interventions. Along the Andhra Pradesh coast, recurrent tropical cyclones, monsoon floods, sea-level rise and extreme events are the major drivers of coastal erosion, while ports, harbours and river damming contribute to shoreline changes. Further, based on the assessments, Prakasam, Krishna and Srikakulam districts have been identified as relatively more vulnerable to coastal hazards, while the coastal stretches of Yanam, Krishna, East Godavari, West Godavari and Guntur have been identified as relatively more vulnerable to multiple coastal hazards.

(b): During the last five years, the National Centre for Coastal Research (NCCR) has undertaken major R&D studies under Prithvi Scheme on monitoring initiatives for coastal hazard assessment and forecasting. These

include the Shoreline Change Atlas (1990–2022), the Bio-Physical Vulnerability Index (BPVI), the Coastal Inundation Risk Atlas etc by integrating shoreline change, geomorphology, coastal elevation, tidal range & wave characteristics to assess coastal vulnerability. These studies and monitoring initiatives have been undertaken as part of the ongoing programmes/ projects of NCCR and an amount of Rs 182.4 Cr has been allocated for coastal research activities during the 15th Finance cycle.

(c) : Yes. Based on the shoreline change assessment, the National Centre for Coastal Research (NCCR) has identified priority erosion hotspots along the Andhra Pradesh coast by considering continuous erosion stretches exceeding 1 km in length with shoreline retreat rates greater than 3.0 m/year. Further, based on the Bio-Physical Vulnerability Index (BPVI) assessment, Prakasam, Krishna and Srikakulam districts have been identified as relatively more vulnerable along the Andhra Pradesh coast and are being accorded priority for scientific assessment and monitoring. Further, NCCR has also prepared the Shoreline Management Plan (SMP) for Andhra Pradesh and two Detailed Project Reports (DPRs) for coastal protection works in Kakinada and Vishakhapatnam which have been submitted to the Government of Andhra Pradesh.

(d) : Yes. The Ministry of Earth Sciences has developed coastal vulnerability maps, prediction models and early warning systems to support climate-resilient coastal management. The Indian National Centre for Ocean Information Services (INCOIS) has prepared the Multi-Hazard Vulnerability Maps (MHVM)

Atlas at a scale of 1:25,000 covering the entire Indian coastline to support coastal planning and management. INCOIS has also developed and operationalised ocean and coastal forecasting and early warning systems, including those for tsunamis, storm surges, high waves and coastal inundation, to assist Central and State agencies in disaster preparedness and coastal zone management.

In addition, the National Centre for Coastal Research (NCCR) undertakes R&D on coastal processes and shoreline management, and provides scientific support to coastal States/UTs by identifying vulnerable stretches, recommending site-specific mitigation measures, and preparing Shoreline Management Plans (SMPs) on a request/need basis. Shoreline Management Plans have been prepared for the coasts of Andhra Pradesh, Tamil Nadu, Puducherry and Kerala and shared with the respective State Governments to support climate-resilient coastal management through shoreline protection and climate change adaptation measures.

SHANTI ACT, 2025

4075. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

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

(a) the status of rules notified under the SHANTI Act, 2025 along with the details of private licences granted including reactor type and capacity;

(b) whether the Government has any effective mechanisms to check and monitor the construction delays and cost escalations in nuclear projects and if so, the details thereof;

(c) the details of prescribed timelines for construction/commissioning and penalties for non- compliance by private operators; and

(d) the rationale for restricting nuclear-related information from RTI disclosure under the SHANTI Act, 2025?

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

(a)**:** Rules under the SHANTI Act are currently in drafting stage and will be notified in accordance with due legislative processes, and the applications for licences from private parties will then be taken into consideration.

(b) and (c): Government regularly checks and monitors the progress of nuclear projects at various levels for timely completion, to avoid construction delays and cost escalations.

(d): The SHANTI Act specifies that the information which are regarded as "restricted information" and disclosure of such information which are detrimental to national security and public interest are exempted from

disclosure. These provisions are in alignment with the RTI Act. Further, SHANTI Act enables the Regulatory Board to ensure transparency by a planned public outreach and engagement with interested party on matter related to nuclear safety without disclosing restricted information.

OCCUPANCY RATES OF VANDE BHARAT EXPRESS TRAINS IN WEST BENGAL

4076. SHRI JAGANNATH SARKAR:

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

(a) the details of the average occupancy rates of the following Vande Bharat Express trains operating in and through West Bengal during the last six months:

(i) Howrah–New Jalpaiguri Vande Bharat

(ii) Howrah–Puri Vande Bharat

(iii) Howrah–Ranchi Vande Bharat

(iv) Howrah–Patna Vande Bharat

(v) New Jalpaiguri–Guwahati Vande Bharat

(vi) Howrah–Rourkela Vande Bharat

(vii) Howrah–Bhagalpur Vande Bharat

(viii) New Jalpaiguri-Patna Vande Bharat

(ix) Howrah–Gaya Vande Bharat Express

(x) Howrah–Kamakhya Vande Bharat Sleeper Express

(b) whether any of said trains have experienced occupancy rates below eighty percent (80%) during the last six months and if so, the details thereof; and

(c) whether the Government proposes to introduce a second Vande Bharat Express on the Howrah–New Jalpaiguri route and Howrah-Puri route to cater to the high passenger demand and if so, the details thereof?

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

(a) and (b): On Indian Railways, occupancy pattern of trains varies depending upon the season/period. Moreover, the overall occupancy of these Vande Bharat Trains during the period 01.01.2026 to 30.06.2026 is more than 100%. Further, occupancy of none of the Vande Bharat Express trains operating in and through West Bengal is less than 80%.

(c): Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande Bharat trains (Chair Car and Sleeper) with modern coaches, advanced safety features and passenger amenities.

Vande Bharat services (Chair Car)

Vande Bharat Chair Car services have the following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.

- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety - Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Better Ride Comfort.
- CCTVs in all Coaches.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach condition monitoring System (CCMS) display with remote monitoring.

As on 05.08.2026, the 81 pairs of Vande Bharat train services (Chair Car) are being operated on the Indian Railways network, as listed below:-

SN	Train No. and Name
1	22435/22436 Varanasi - New Delhi Vande Bharat Express
2	22439/22440 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
3	20901/20902 Mumbai Central - Gandhinagar Capital Vande Bharat Express
4	22447/22448 New Delhi - Amb Andura Vande Bharat Express

5	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express
6	20825/20826 Bilaspur - Nagpur Vande Bharat Express
7	22301/22302 Howrah - New Jalpaiguri Vande Bharat Express
8	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express
9	22223/22224 Chhatrapati Shivaji Maharaj (T) - Sainagar Shirdi Vande Bharat Express
10	22225/22226 Chhatrapati Shivaji Maharaj (T) - Solapur Vande Bharat Express
11	20171/20172 Rani Kamlapati - Nizamuddin Vande Bharat Express
12	20701/20702 Secunderabad - Tirupati Vande Bharat Express
13	20643/20644 Chennai - Coimbatore Vande Bharat Express
14	20977/20978 Ajmer - Chandigarh Vande Bharat Express
15	20633/20634 Kasargod - Thiruvananthapuram Vande Bharat Express
16	22895/22896 Howrah - Puri Vande Bharat Express
17	22457/22458 Anand Vihar - Dehradun Vande Bharat Express
18	22227/22228 New Jalpaiguri - Guwahati Vande Bharat Express
19	20911/20912 Indore - Nagpur Vande Bharat Express
20	22229/22230 Chhatrapati Shivaji Maharaj (T) - Madgaon Vande Bharat Express
21	22349/22350 Patna - Ranchi Vande Bharat Express
22	20661/20662 Bengaluru - Dharwar Vande Bharat Express
23	20173/20174 Rani Kamlapati - Rewa Vande Bharat Express
24	22549/22550 Gorakhpur - Prayagraj Vande Bharat Express
25	12461/12462 Jodhpur - Sabarmati Vande Bharat Express
26	22925/22926 Ahmedabad - Okha Vande Bharat Express
27	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
28	20677/20678 Chennai - Narsapur Vande Bharat Express
29	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
30	20631/20632 Mangaluru - Thiruvananthapuram Central Vande Bharat Express
31	26963/26964 Udaipur - Asarva Vande Bharat Express

32	22347/22348 Howrah - Patna Vande Bharat Express
33	20835/20836 Rourkela - Puri Vande Bharat Express
34	20897/20898 Howrah - Ranchi Vande Bharat Express
35	22415/22416 Varanasi - New Delhi Vande Bharat Express
36	20641/20642 Bengaluru Cantt. - Coimbatore Vande Bharat Express
37	20645/20646 Madgaon - Mangaluru Vande Bharat Express
38	20705/20706 Nanded - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
39	22477/22478 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
40	22425/22426 Ayodhya Cantt. - Anand Vihar Vande Bharat Express
41	22487/22488 Delhi - Amritsar Vande Bharat Express
42	22961/22962 Mumbai Central - Ahmedabad Vande Bharat Express
43	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
44	20663/20664 Mysuru - Chennai Vande Bharat Express
45	22233/22234 New Jalpaiguri - Patna Vande Bharat Express
46	22469/22470 Khajuraho - Nizamuddin Vande Bharat Express
47	22231/22232 Kalaburagi - Bengaluru Vande Bharat Express
48	20841/20842 Bhubaneswar - Visakhapatnam Vande Bharat Express
49	22345/22346 Patna - Gomti Nagar Vande Bharat Express
50	20887/20888 Ranchi - Varanasi Vande Bharat Express
51	22545/22546 Lucknow - Dehradun Vande Bharat Express
52	22489/22490 Varanasi - Meerut City Vande Bharat Express
53	20627/20628 Chennai Egmore - Nagercoil Vande Bharat Express
54	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
55	22499/22500 Deoghar - Varanasi Vande Bharat Express
56	22309/22310 Howrah - Jamalpur Vande Bharat Express
57	20871/20872 Howrah - Rourkela Vande Bharat Express
58	20893/20894 Tatanagar - Patna Vande Bharat Express

59	20891/20892 Tatanagar - Brahmapur Vande Bharat Express
60	22303/22304 Howrah - Gaya Vande Bharat Express
61	20669/20670 Hubballi - Pune Vande Bharat Express
62	20673/20674 Chhatrapati Shahu Maharaj (T) Kolhapur - Pune Vande Bharat Express
63	20101/20102 Secunderabad - Nagpur Vande Bharat Express
64	20829/20830 Durg - Visakhapatnam Vande Bharat Express
65	21893/21894 Tatanagar - Patna Vande Bharat Express
66	21895/21896 Tatanagar - Patna Vande Bharat Express
67	20175/20176 Banaras - Agra Cantt. Vande Bharat Express
68	26901/26902 Sabarmati - Veraval Vande Bharat Express
69	26401/26402 Jammu Tawi - Srinagar Vande Bharat Express
70	26403/26404 Jammu Tawi - Srinagar Vande Bharat Express
71	26501/26502 Patliputra - Gorakhpur Vande Bharat Express
72	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express
73	26405/26406 Amritsar - Shri Mata Vaishno Devi Katra Vande Bharat Express
74	26101/26102 Pune - Ajni Vande Bharat Express
75	26301/26302 Jogbani - Danapur Vande Bharat Express
76	26481/26482 Jodhpur - Delhi Cantt. Vande Bharat Express
77	26471/26472 Bikaner - Delhi Cantt. Vande Bharat Express
78	26461/26462 Delhi - Firozpur Cantt. Vande Bharat Express
79	26651/26652 KSR Bengaluru - Ernakulam Vande Bharat Express
80	26505/26506 Khajuraho - Banaras Vande Bharat Express
81	26503/26504 Saharanpur - Gomtinagar Vande Bharat Express

Vande Bharat Services (Sleeper Trains):

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. These are aimed to improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey. Two such trains have already been manufactured. After

extensive trials, these trains have been introduced on Indian Railways. The First Vande Bharat Sleeper service viz. 27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express has commenced regular operation w.e.f. 22.01.2026.

These train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.

- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

As on 05.08.2026, the following 01 pairs of Vande Bharat train services (Sleeper Car) are being operated on the Indian Railways network:

S.N	Train No. and Name
1	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express

Trains on Howrah-New Jalpaiguri sector:

At present, Howrah-New Jalpaiguri sector is served by 20 pairs of trains including 22301/22302 Howrah - New Jalpaiguri Vande Bharat Express & 27575/27576 Howrah-Kamakhya Vande Bharat Sleeper Express. These are listed below: -

S.N	Train No. & Name
1	22301/22302 Howrah - New Jalpaiguri Vande Bharat Express
2	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express
3	12041/12042 Howrah - New Jalpaiguri Shatabdi Express
4	12343/12344 Sealdah - Haldibari Express
5	12345/12346 Howrah - Guwahati Express
6	12363/12364 Kolkata - Haldibari Express
7	12377/12378 Sealdah - New Alipurduar Express
8	12501/12502 Kolkata - Agartala Garib Rath Express

9	12517/12518 Kolkata - Guwahati Garib Rath Express
10	13115/13116 Sealdah - Jalpaiguri Road Express
11	13125/13126 Kolkata - Sairang Express
12	13141/13142 Sealdah - New Alipurduar Express
13	13147/13148 Sealdah - Bamanhat Express
14	13173/13174 Sealdah - Sabroom Express
15	13175/13176 Sealdah - Silchar Express
16	13181/13182 Kolkata - Sighat Town Express
17	15643/15644 Puri - Kamakhya Express
18	15721/15722 Digha - New Jalpaiguri Express
19	15959/15960 Howrah - Dibrugarh Express
20	15961/15962 Howrah - Dibrugarh Express

Trains on Howrah-Puri sector

Similarly, Howrah-Puri sector is served by 12 pairs of trains including 22895/22896 Howrah-Puri Vande Bharat Express. These are listed below: -

S.N	Train No. & Name
1	22895/22896 Howrah - Puri Vande Bharat Express
2	12277/12278 Howrah - Puri Shatabdi Express
3	12821/12822 Howrah - Puri Express
4	12837/12838 Howrah - Puri Express
5	12881/12882 Shalimar - Puri Garib Rath Express
6	12887/12888 Shalimar - Puri Express
7	12895/12896 Shalimar - Puri Express
8	15643/15644 Kamakhya - Puri Express
9	18039/18040 Shalimar - Puri Express
10	18409/18410 Shalimar - Puri Express
11	22201/22202 Sealdah - Puri Duronto Express
12	22835/22836 Shalimar - Puri Express

Besides, introduction of train services, including Vande Bharat (Chair Car & Sleeper) services, on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

EXPLORATION FOR REE IN ROHTAS AND KAIMUR

4077. SHRI MANOJ KUMAR:

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

(a) whether the Geological Survey of India (GSI) or other central agencies have conducted G4/G3 stage mineral exploration for Rare Earth Elements (REE), Potash (Glauconite) and associated critical minerals in Rohtas and Kaimur districts of Bihar;

(b) if so, the details thereof including the survey findings, block locations, estimated mineral reserves and grade of deposits identified in these districts during the last five years;

(c) whether the Government proposes to auction any critical mineral blocks or issue exploration licenses in Rohtas and Kaimur under the amended Mines and Minerals (Development and Regulation) (MMDR) Act and if so, the details thereof; and

(d) the details of funds allocated and roadmap envisioned to promote sustainable mining and processing infrastructure for critical minerals in the Sasaram Lok Sabha Constituency?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) and (b): During the field season from 2021–22 to 2025–26, the Geological Survey of India (GSI) carried out one G3-stage exploration for Glauconite in the Madhukupia-Katudanr Block, Rohtas District, Bihar. The exploration resulted in the augmentation of 53.58 million tonnes of glauconite resources at an average grade of 4.36% K_2O in Glauconitic Sandstone and 354.24 million tonnes at an average grade of 4.68% K_2O in Grey Sandstone with black shale, both estimated at a 4% K_2O cut-off grade.

(c): The Central Government has successfully auctioned two Composite Licence blocks viz. Pipradih-Bhurwa Glauconite Block and Chutia-Nauhatta Glauconite Block in Rohtas District, Bihar under Tranche III. Further, Notice Inviting Tender for the auction of Nawara-Nawadih Glauconite Block and Tipa Glauconite Block in Rohtas district, Bihar has also been issued under Tranche VIII.

(d): National Critical Mineral Mission (NCMM) is a pan-India initiative which aims to secure long-term sustainable supply of critical minerals and strengthen India’s critical mineral value chains encompassing all stages from mineral

exploration and mining to beneficiation, processing, and recovery from end-of-life products.

DEVELOPMENT PROJECTS IN KARBI ANGLONG AND DIMA HASAO

4078. SHRI AMARSING TISSO:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

(a) the details of projects sanctioned, completed and under implementation in Karbi Anglong and Dima Hasao districts of Assam by the Government during the last five years, scheme-wise;

(b) the amount of funds sanctioned, released and utilised for these projects during the said period;

(c) whether the Government has received any proposal from the Karbi Anglong Autonomous Council seeking additional Central assistance of Rs. 1,000 crore for continuation and completion of ongoing developmental projects in Karbi Anglong under the Memorandum of Settlement in Karbi Anglong;

(d) if so, the present status thereof including the stage of examination; and

(e) whether any decision has been taken thereon and if so, the details thereof along with the expected timeline for its disposal?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR):

(a) and (b): The district wise details of projects sanctioned, including project name, approved cost, funds released, expenditure, and present status is available at https://nesetu.mdoner.gov.in/projects/map.

(c) to (e): Ministry of Home Affairs (MHA) has informed that it received a proposal dated 22.01.2026 from the Karbi Anglong Autonomous Territorial Council (KAATC) seeking sanction of ₹1,000 crore for continuation of ongoing developmental projects in the Karbi Anglong district. The proposal was forwarded to the Ministry of Development of North Eastern Region (MDoNER) on 03.03.2026 for consideration. Subsequently, MDoNER, vide its letter dated 23.03.2026, informed MHA that it is presently implementing only the projects under the Special Development Packages (SDPs) for KAATC envisaged in the Memoranda of Settlement signed with the Karbi Groups in 2011 and 2021.

AI RESEARCH FUNDING IN VIEW OF GROWING AI TALENT POOL

4079. SHRI E. TUKARAM:

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

(a) the details of budget allocation and actual expenditure under the IndiaAI Mission during 2025–26 and 2026–27 along with the reasons for the lower allocation in 2026–27 compared with the Mission's projected five-year outlay;

(b) whether the Government has undertaken any comparative assessment of India's Artificial Intelligence (AI) investment and R&D spending vis-à-vis major economies including the USA and China and if so, the details thereof;

(c) whether the Government has assessed the adequacy of AI research funding in view of India's growing AI talent pool;

(d) if so, the details of steps taken by the Government to improve utilisation of allocated funds and strengthen AI research and innovation; and

(e) whether the Government proposes to enhance the IndiaAI Mission outlay and if so, the details thereof?

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

(a): The IndiaAI Mission was approved in March 2024 with an outlay of ₹10,371.92 crore over a period of five years, to develop a comprehensive indigenous AI ecosystem covering AI compute infrastructure, foundation models, datasets, applications, talent development, startup financing and Safe and Trusted AI.

Budgetary allocation under the Mission has been made in a phased manner, commensurate with the implementation schedule and absorption capacity of individual Mission components, rather than being spread evenly across the five-year period. The year-wise budgetary allocation under the Mission is as follows:

Financial Year	Budgetary Allocation (₹ crore)
2024–25	173
2025–26	800
2026–27	1,000

(b) to (e): The Government is cognizant of the rapid pace of global investment in Artificial Intelligence and of the need to strengthen India's AI research, innovation and computing ecosystem in keeping with the country's growing AI talent base.

Towards this, the Government has undertaken the following initiatives under the IndiaAI Mission to strengthen India's AI research and innovation ecosystem, build indigenous AI capabilities and enhance the country's global competitiveness:

Compute:

- 15 Compute Service Providers have been empaneled over four rounds.
- 237 projects have been approved for subsidized compute support, with 93.18 lakh GPU hours sanctioned.
- A Purchase Order has been issued for a High-Performance AI Compute System of approximately 1.1 EFLOPS at the NIC Data Centre, Shastri Park, Delhi.

Sovereign Models:

20 indigenous foundation model proposals, comprising 12 Large Multimodal Models and 8 Small Language Models, have been identified for support. Notable outputs already launched include:

- Sarvam AI (Sarvam 30B/105B, Indus)
- BharatGen (Param2 17B text, Patram 7B VLM, Shrutam-2 ASR)
- Gnani.AI (5B Speech to Speech)
- Varyaa (Image & Text to Video Generation)
- Avataar (Varya 14B Distilled Video-Gen)
- NeuroDX (MANAS 1 40M and 400M: neurological screening)
- Zenteiq (BrahmAI 1B Tokeniser Suite)
- Shodh AI (1.6B multi-scale physics prototype, Agentic Tool Calling framework)

Application Development:

- 11 National-level Hackathons/Innovation Challenges launched.
- 20 AI solutions deployed across public-sector institutions.

Safe & Trusted AI:

- 13 projects addressing bias mitigation, machine unlearning, privacy preserving AI, algorithm auditing and explainability have been selected.

Center of Excellence:

- 58 AI Centres of Excellence have been approved for establishment across States and Union Territories, of which 22 have been approved and initiated across 13 States/UTs to date.

Talent development:

- 686 fellowships awarded across undergraduate, postgraduate and doctoral programmes in 178 institutions.

- YUVA AI for All programme completed by over 26.5 lakh individuals.

IndiaAI labs:

- 27 India Data and AI Labs established, supporting training for more than 3,500 students.
- 188 additional Labs have been identified for establishment across ITIs/Polytechnics.

No specific comparative assessment of India's AI investment and R&D spending vis-à-vis other economies, including the USA and China, has been undertaken by this Ministry. No proposal for enhancement of the approved outlay of the IndiaAI Mission has been formally approved or notified as on date.

AI CENTRES OF EXCELLENCE

4080. SHRI THARANIVENTHAN M. S.:

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

(a) the details of Artificial Intelligence (AI) Centres of Excellence and IndiaAI Mission projects sanctioned for Tamil Nadu since the launch of the Mission including their location, implementing agency, approved cost and present status;

(b) the total funds allocated, released and utilised for AI-related projects in Tamil Nadu under the IndiaAI Mission and other Central Government initiatives during each of the last three years;

(c) whether any universities, Indian Institutes of Technology (IITs), research institutions, startups or industry partners in Tamil Nadu have been selected to receive support under the IndiaAI Mission and if so, the details thereof; and

(d) whether the Government proposes to establish additional AI Centres of Excellence, AI compute infrastructure or AI innovation hubs in Tamil Nadu including Arani Lok Sabha Constituency and if so, the details and timeline thereof?

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

(a) to (d): India's AI policy is based on Prime Minister Narendra Modi's vision of democratizing technology. It is aimed at creating economic opportunities and employment for youth, while addressing risks associated with AI.

India's AI strategy builds on India's vibrant IT sector with annual revenue of 300 billion dollars and 60 Lakh strong workforce.

Research and Innovation in Artificial Intelligence:

The Government supports research and innovation towards state-of-the-art technology in Artificial Intelligence, as follows:

IndiaAI Mission:

IndiaAI Mission has seven pillars including development of AI models, applications, datasets, talent development, affordable compute and startup financing pillar.

IndiaAI Startup Financing Pillar:

The Government has approved a scheme for establishment of 58 Artificial Intelligence Centres of Excellence (AI-CoEs) CoEs across States and Union Territories. The AI-CoEs cover sectors such as healthcare, manufacturing, agriculture and logistics, and support skilled talent development.

Under the approved framework, Tamil Nadu has been allocated two (2) Artificial Intelligence Centres of Excellence (AI-CoEs) with a unit cost of Rs. 20 Crore each. Financial assistance is to be provided under a collaborative funding pattern, with contributions in the ratio of 40:40:20 from the Central Government, the State Government and the Industry Partner, respectively. A communication covering the approved framework has been shared to the state Government and the proposal is yet to be received from Tamil Nadu State Government.

Additionally, IndiaAI Mission in partnership with ITEL Foundation (Immersive Technology Entrepreneurship Labs) of IIT Madras, announced the BuildAI Pitch Event: a national-level pitch event designed to identify and nurture AI startups working to solve India's unique and complex challenges.

IndiaAI labs:

- 27 India Data and AI Labs established, supporting training for more than 3,500 students.
- 188 additional Labs have been identified for establishment across ITIs/Polytechnics, and 18 Data & AI Labs have been allocated to ITIs and Polytechnics in the state of Tamil Nadu.

Safe & Trusted AI:

- Under the Safe & Trusted AI pillar of the IndiaAI Mission, an AI Governance Testing Framework is being developed by Amrita Vishwa Vidyapeetham in collaboration with the Telecommunication Engineering Centre to evaluate Large Language Models across parameters such as traceability, transparency, risk assessment, contextual understanding and knowledge validation.
- In addition, IIT Madras, in collaboration with IIT Jodhpur, is developing Saakshya - a Multi-Agent, Retrieval-Augmented Generation enabled framework for deepfake detection and AI governance to strengthen capabilities for detecting AI-generated synthetic media and supporting trustworthy AI deployment.

Talent development:

- Under the IndiaAI Fellowship Programme, 686 fellowships were awarded across undergraduate, postgraduate and doctoral programmes in 178 institutions.
- 162 students from 16 institutions in Tamil Nadu have been awarded fellowships: 96 Undergraduate Fellowships, 33 Postgraduate Fellowships, 1 Integrated Dual Degree Fellowship and 32 Ph.D. Fellowships.

MINE ACCIDENTS AND LOSS OF LIVES

4081. PROF. SOUGATA RAY:

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

(a) the details of accidents and loss of lives in mines and coal mines across the country during the last three years, mine, State and mineral-wise;

(b) the details of the causes of such accidents, including roof falls, explosions, inundation, fires, slope failures, machinery-related accidents, transportation mishaps and other safety-related incidents along with the action taken against the mine operators found responsible;

(c) whether the Government has conducted any review of the implementation of mine safety standards and the effectiveness of inspections carried out by the Directorate General of Mines Safety (DGMS) and other competent authorities and if so, the details and findings thereof; and

(d) the steps taken by the Government to strengthen mine safety through modern technologies such as real-time monitoring systems, artificial intelligence, drones, gas detection systems, remote-operated equipment and enhanced enforcement mechanisms to prevent recurrence of such accidents and safeguard the lives of mine workers?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Details of accidents and loss of lives in mines, including coal mines, across the country during the last three years are given in the enclosed **Statement**.

(b): There are various reasons of such accidents; fall from height; flying pieces and explosive accidents; landslides; breakage of ropes, chains and suspension gear; dumper and drilling machine-related accidents; and accidents involving power cables etc. The action on mine-operators is taken as per the Occupational Safety, Health and Working Conditions (OSH&WC) Code, 2020 and the rules framed thereunder.

(c) and (d): Directorate General of Mines Safety (DGMS) has been entrusted the task of inspection of mines to ensure the compliance of the provisions of OSH&WC Code, 2020 for enhancing the safety of mine workers. Accordingly, DGMS has taken various steps to reduce the fatalities in mines and enforce the safety of workers engaged therein, which *inter-alia* include conducting regular enquiries into the accidents and dangerous occurrences to ascertain cause and circumstances, regular inspection of mines, development of standard protocols, holding national conferences on safety in mines, observance of safety weeks, campaigns, awareness etc.

Further, the OSH&WC Code, 2020 regulates working conditions and workplace environments to safeguard the health, safety and well-being of workers including mine workers. Various provisions have been made by the Government to strengthen mine safety, prevent recurrence of accidents and safeguard the lives of mine workers such as:

(i) to design, plan, work a mine including scientific method of work, pit slope, dump slope, Strata Control and Monitoring Plan (SCAMP) as defined by the scientific study.

(ii) for the introduction of new method, new technology, equipment and systems for enhanced safety and production through Standard Operation Procedure (SOP) / Code of Practice (COP).

(iii) for incorporating risk-based safety management plan for promoting self-regulation specific to individual mines on the basis of identified hazards for mitigating the risk through the control measures.

(iv) for emergency response and evacuation plan to deal with accident/ emergencies.

STATEMENT

Details of accidents in coal mines

YEAR	STATE	FATAL ACCIDENT	FATALITY	SERIOUS ACCIDENT	INJURED
2023	Chhattisgarh	2	2	12	13
2023	Gujarat	0	0	2	2
2023	Jharkhand	11	12	16	18
2023	Madhya Pradesh	2	2	5	5
2023	Maharashtra	3	3	2	2
2023	Odisha	6	8	1	4
2023	Tamil Nadu	1	1		0
2023	Telangana	6	6	67	67
2023	Uttar Pradesh	2	2	8	12
2023	West Bengal	5	5	4	7
2023 Total		**38**	**41**	**117**	**130**
2024	Chhattisgarh	6	6	10	10
2024	Gujarat	1	1	1	1
2024	Jharkhand	3	3	6	7
2024	Madhya Pradesh	7	8	6	11
2024	Maharashtra	2	2	4	4
2024	Odisha	3	3	2	2
2024	Tamil Nadu	2	2	2	2
2024	Telangana	7	8	86	86
2024	Uttar Pradesh	3	4	0	0

2024	West Bengal	4	12	2	3
2024 Total		**38**	**49**	**119**	**126**
2025	Chhattisgarh	6	7	6	8
2025	Gujarat			1	1
2025	Jharkhand	15	22	12	16
2025	Madhya Pradesh	4	6	9	10
2025	Maharashtra	2	2	7	7
2025	Odisha	4	4	3	3
2025	Telangana	3	3	80	82
2025	Uttar Pradesh	2	2	1	1
2025	West Bengal	5	5	0	0
2025 Total		**41**	**51**	**119**	**128**

Details of accidents in Non-coal mines:

YEAR	STATE	FATAL ACCIDENT	FATALITY	SERIOUS ACCIDENT	INJURED
2023	Andhra Pradesh	3	4	0	1
2023	Assam	0	0	3	3
2023	Chhattisgarh	2	2	0	0
2023	Gujarat	0	0	2	2
2023	Jharkhand	1	1	3	3
2023	Karnataka	3	3	5	6
2023	Madhya Pradesh	5	5	2	5
2023	Maharashtra	2	4	4	6
2023	Odisha	1	1	7	7
2023	Rajasthan	4	6	9	9
2023	Tamil Nadu	2	2	0	0
2023	Telangana	2	2	0	0
2023	Uttar Pradesh	3	3	0	1
2023 Total		**28**	**33**	**35**	**43**
2024	Andhra Pradesh	0	0	4	4
2024	Assam	1	1	2	2
2024	Chhattisgarh	1	1	3	3
2024	Jharkhand	3	4	4	8
2024	Karnataka	5	6	4	9

2024	Madhya Pradesh	4	5	4	6
2024	Maharashtra	2	2	1	3
2024	Odisha	4	4	7	8
2024	Rajasthan	7	8	2	15
2024	Tamil Nadu	2	2	0	1
2024	Telangana	1	1	0	0
2024	Uttar Pradesh	3	6	0	0
2024 Total		**33**	**40**	**31**	**59**
2025	Andhra Pradesh	4	12	3	9
2025	Assam	2	2	3	4
2025	Chhattisgarh	1	1	4	4
2025	Gujarat	1	1	1	1
2025	Jharkhand	2	3	3	3
2025	Karnataka	7	7	3	9
2025	Kerala	2	3	0	0
2025	Madhya Pradesh	4	5	4	17
2025	Maharashtra	1	2	2	3
2025	Odisha	4	4	2	2
2025	Rajasthan	4	4	3	3
2025	Tamil Nadu	2	2	0	0
2025	Tripura	1	1	1	1
2025	Uttar Pradesh	6	13	1	3
2025	West Bengal	2	3	0	0
2025 Total		**43**	**63**	**30**	**59**

पीडीएस के लाभार्थी

4082. श्रीमती मंजू शर्मा:

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

(क) पिछले पांच वर्षों के दौरान राजस्थान, हरियाणा और मध्य प्रदेश सहित पूरे देश के विभिन्न राज्यों में सार्वजनिक वितरण प्रणाली (पीडीएस) के अंतर्गत लाभार्थी के रूप में पंजीकृत लोगों की राज्यवार/संघ राज्यक्षेत्रवार संख्या कितनी है;

(ख) उक्त अवधि के दौरान सरकार द्वारा प्रत्येक पीडीएस केंद्र पर व्यय की गई निधि का योजनावार

और राज्यवार/संघ राज्यक्षेत्रवार ब्यौरा क्या है; और

(ग) पिछले पांच वर्षों के दौरान उक्त राज्यों सहित पूरे देश के विभिन्न राज्यों/संघ राज्यक्षेत्रों में सार्वजनिक वितरण प्रणाली से हटाए गए या स्वयं बाहर निकलने वाले लोगों की राज्यवार/संघ राज्यक्षेत्रवार संख्या कितनी है?

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

(क): पिछले पांच वर्षों के दौरान सार्वजनिक वितरण प्रणाली (पीडीएस) के तहत पंजीकृत लाभार्थियों की राज्य-वार संख्या दर्शाने वाला ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ख): विभाग मध्य प्रदेश सहित उन राज्यों द्वारा किए गए व्यय की प्रतिपूर्ति करता है जिन्होंने विकेंद्रीकृत खरीद (डीसीपी) पद्धति को चुना है, ताकि भारत सरकार द्वारा किए गए आवंटन के अनुसार केंद्रीय योजनाओं के लाभार्थियों को खाद्यान्न का वितरण किया जा सके। इसके अतिरिक्त, भारतीय खाद्य निगम (एफसीआई) द्वारा राज्यों को केंद्रीय पूल के लिए सुपुर्द किए गए खाद्यान्न की मात्रा के लिए निधि भी जारी की जाती है। आर्थिक लागत और केंद्रीय निर्गम मूल्य (सीआईपी), जिस पर राज्यों को खाद्यान्न जारी किया जाता है, के बीच के अंतर की प्रतिपूर्ति एफसीआई और डीसीपी राज्यों को खाद्य सब्सिडी के रूप की जाती है। डीसीपी राज्यों और एफसीआई को जारी की गई खाद्य सब्सिडी वित्त मंत्रालय (एमओएफ) द्वारा किए गए बजटीय आवंटन के अनुसार होती है। हरियाणा और राजस्थान, जो डीसीपी राज्य नहीं हैं, एफसीआई को राज्य द्वारा सुपुर्द किए गए खाद्यान्न के लिए सीधे एफसीआई से धनराशि प्राप्त करते हैं। पीएमजीकेएवाई के तहत पिछले 5 वर्षों और चालू वर्ष (दिनांक 06.08.2026 तक) के दौरान राज्यों को जारी की गई खाद्य सब्सिडी का ब्यौरा संलग्न **विवरण -II** में दिया गया है।

इसके अतिरिक्त, "एनएफएसए के अंतर्गत खाद्यान्नों के अंतरा-राज्यीय संचलन और एफपीएस डीलरों के मार्जिन के लिए राज्य एजेंसियों को सहायता" योजना के तहत, राज्यों/संघ राज्य क्षेत्रों को खाद्यान्नों के अंतरा-राज्यीय संचलन और प्रबंधन, एफपीएस डीलरों के मूल मार्जिन

और एफपीएस डीलरों के अतिरिक्त मार्जिन से संबंधित व्यय को पूरा करने के लिए धनराशि जारी की जाती है। इस योजना के तहत पिछले 5 वर्षों के दौरान राज्यों/संघ राज्य क्षेत्रों को जारी की गई धनराशि का ब्यौरा संलग्न **विवरण -III** में दिया गया है।

(ग): पिछले पांच वर्षों के दौरान हटाए गए अपात्र राशन कार्डों की राज्य-वार संख्या दर्शाने वाला ब्यौरा संलग्न **विवरण-IV** में दिया गया है।

<u>विवरण-I</u>

पिछले पांच वर्षों के दौरान सार्वजनिक वितरण प्रणाली (पीडीएस) के तहत पंजीकृत लाभार्थियों की राज्य-वार संख्या

क्र. सं.	राज्य का नाम	**2022**	**2023**	**2024**	**2025**	**2026**
1	अंडमान व निकोबार द्वीप समूह	59,751	61,660	59,374	61,330	59,943
2	आंध्र प्रदेश	2,72,16,706	2,68,23,000	2,68,23,000	2,68,23,000	2,68,23,000
3	अरुणाचल प्रदेश	7,90,149	8,71,000	8,71,000	8,71,000	8,35,600
4	असम	1,91,13,955	2,29,02,389	2,31,58,866	2,48,95,011	2,47,95,526
5	बिहार	8,78,09,595	8,71,16,000	8,38,00,818	8,49,92,572	8,15,60,965
6	चंडीगढ़	31,2570	3,23,354	3,55,674	3,41,821	3,23,863
7	छत्तीसगढ	2,00,25,662	2,00,00,746	1,99,21,016	1,98,62,836	2,00,13,615
8	दादरा और नगर हवेली एवं दमन और दीव	2,69,233	2,68,463	2,72,704	2,62,705	2,63,037
9	दिल्ली	72,78,300	72,78,000	72,77,742	72,77,759	72,03,523
10	गोवा	5,50,775	4,85,754	4,79,079	4,75,988	4,27,991
11	गुजरात	3,65,80,338	3,72,50,062	3,82,84,000	3,46,62,355	3,39,00,368
12	हरियाणा	1,21,44,184	1,26,49,000	1,26,49,000	1,26,49,000	1,26,49,000
13	हिमाचल प्रदेश	30,39,920	36,82,000	29,16,512	28,42,349	28,41,476
14	जम्मू और कश्मीर	65,91,225	66,47,484	66,53,230	67,47,183	68,49,967
15	झारखंड	2,67,00,527	2,64,25,000	2,63,99,419	2,63,59,428	2,63,63,132
16	कर्नाटक	4,03,51,902	4,01,93,000	4,01,93,000	4,01,93,000	4,01,93,000
17	केरल	1,51,23,924	1,52,26,706	1,50,61,242	1,48,36,824	1,54,80,000
18	लद्दाख	1,22,150	1,24,885	1,23,239	1,14,928	1,12,472
19	लक्षद्वीप	22,347	22,000	22,000	22,000	19,971
20	मध्य प्रदेश	5,10,14,671	5,26,52,028	5,46,42,000	5,36,23,491	5,17,61,115
21	महाराष्ट्र	6,49,33,968	6,65,71,685	6,84,32,163	6,80,73,038	6,78,54,698
22	मणिपुर	1,97,1573	20,52,296	20,92,507	21,10,631	21,09,004

23	मेघालय	21,45,055	21,14,904	21,16,248	21,15,609	21,22,538
24	मिजोरम	6,67,345	6,96,507	6,96,396	7,06,000	7,02,994
25	नागालैंड	11,59,673	11,64,722	12,24,649	11,55,588	11,10,821
26	ओडिशा	3,24,75,946	3,25,02,104	3,23,92,303	3,25,64,555	3,21,38,801
27	पुद्दुचेरी	6,35,751	6,34,000	6,34,000	6,34,000	6,34,000
28	पंजाब	1,57,60,065	1,41,51,000	1,41,51,000	1,41,51,000	1,41,51,000
29	राजस्थान	4,23,80,383	4,37,84,306	4,36,96,914	4,37,41,827	4,39,32,340
30	सिक्किम	3,80,775	3,81,502	3,83,502	3,72,205	3,77,271
31	तमिलनाडु	3,52,35,909	3,64,70,000	3,60,35,078	3,64,65,678	3,64,70,000
32	तेलंगाना	1,90,94,910	1,91,70,000	1,91,70,000	1,91,70,000	1,91,24,872
33	त्रिपुरा	24,27,512	24,42,730	24,35,165	23,35,070	23,34,431
34	उत्तराखंड	57,74,673	60,73,150	60,79,177	60,23,240	60,10,842
35	उत्तर प्रदेश	13,88,56,128	15,04,20,384	14,87,91,087	14,75,12,166	14,70,91,793
36	पश्चिम बंगाल	6,00,11,892	5,99,62,436	6,01,84,000	5,98,50,422	5,99,15,298
कुल		**77,90,29,442**	**79,95,94,257**	**79,84,77,104**	**79,48,95,609**	**78,85,58,267**

<u>विवरण –II</u>

पीएमजीकेएवाई के तहत पिछले 5 वर्षों और चालू वर्ष (दिनांक 06.08.2026 तक) के दौरान राज्यों को जारी की गई खाद्य सब्सिडी

(करोड़ रुपए में)

क्र. सं.	वित्तीय वर्ष	**2021-22**	**2022-23**	**2023-24**	**2024-25**	**2025-26**	**2026-27 (दिनांक 06.08.2026 की स्थिति के अनुसार)**
1	असम [क]	-	-	-	-	94.2	
2	बिहार	7671.9	10966.1	6557.64	9725.4	8885.76	2503.79
3	पंजाब	2047.53	1202.49	2064.56	2572.72	2584.29	507.82
4	मध्य प्रदेश	14420.62	9471.5	16939.27	10189.04	10850.51	560.63
5	आंध्र प्रदेश	9323.38	6635.97	6268.19	8398.98	7002.96	3025.42
6	तेलंगाना	7665.02	5242.76	5367.07	4178.27	2945.02	3983.33
7	उत्तर प्रदेश [ख]	-	-	-	9.09	189.07	
8	पश्चिम बंगाल	5421.34	6580.11		8899.88	11734.92	208.52

9	छत्तीसगढ	9047.77	7574.81	5236.13	5695.55	5063.63	108.53
10	उत्तराखंड	1554.43	1212.25	724.39	1159.26	764.32	
11	हिमाचल प्रदेश [ग]	-	-	47.38	-	-	12.4
12	तमिलनाडु	6250.93	8685.95	7072.53	6033.9	7763.16	2144.9
13	ओडिशा	7892.69	7600.05	14473.68	9948.83	8517.4	2448.04
14	कर्नाटक	1682.12	2191.75	1222.13	1281.18	2180.6	899.44
15	गुजरात	749.43	311.54	267.83	138.87	1.97	
16	केरल	1777.86	1544.89	1151.85	1062.36	900.51	294.85
17	महाराष्ट्र	4082.07	2725.75	3923.29	327.74	3650.5	2.75
18	झारखंड	-	-	42.77	502.99	453.78	
19	त्रिपुरा	15.58	148.67	106.51	64.26	67.95	
20	डीबीटी [घ]	186.87	187.9	267.6	221.95	267.27	60.95
21	विविध [ड.]			0.54	0.33	1.06	1.97
22	उप-योग (राज्य + डीबीटी) क्रम 1 से 22	79789.54	72282.49	71733.36	70410.6	73919	16763.34
23	एफसीआई	208929	200219.2	139661	129089.4	153820.9	58491
24	**कुल (राज्य + डीबीटी + एफसीआई) क्रम 22 + 23**	**288718.5**	**272501.69**	**211394.4**	**199500**	**227739.9**	**75254.34**

अप्रैल 2020 से दिसंबर 2022 तक प्रधानमंत्री गरीब कल्याण अन्न योजना के तहत, सभी एएवाई और पीएचएच लाभार्थियों को प्रति व्यक्ति प्रति माह 5 किलोग्राम अतिरिक्त खाद्यान्न निःशुल्क वितरित किया गया।

क. असम केवल 2 जिलों के लिए डीसीपी राज्य है और इसने 2023-24 से डीसीपी प्रणाली अपनाई है।

ख. उत्तर प्रदेश ने खरीद की गैर- डीसीपी प्रणाली अपनाई है, खाद्य और सार्वजनिक वितरण विभाग द्वारा गेहूं और चावल के लिए कोई सब्सिडी जारी नहीं की जा रही है। तथापि, उत्तर प्रदेश सरकार ने मोटे अनाज के वितरण के लिए खाद्य सब्सिडी जारी की है।

ग. हिमाचल प्रदेश 2022-23 से डीसीपी राज्य है।

घ. डीबीटी योजना के तहत, 2015-16 से चंडीगढ़, पुददुचेरी और दादरा एवं नगर हवेली के संघ राज्य क्षेत्रों को सब्सिडी जारी की जा रही है।

ड. विविध मदों में स्कैन के संवर्धन के लिए एनआईसीएसआई को भुगतान शामिल है।

<u>विवरण –III</u>

योजना के तहत पिछले 5 वर्षों के दौरान राज्यों/संघ राज्य क्षेत्रों को जारी की गई धनराशि

(करोड़ रुपए में)

क्र. सं.	राज्य का नाम	2021-22	2022-23	2023-24	2024-25	2025-26
1.	अंडमान व निकोबार द्वीप समूह	0.00	0.00	0.00	0.00	0.00
2.	आंध्र प्रदेश	122.37	91.73	105.44	281.23	391.40
3.	अरुणाचल प्रदेश	0.00	44.19	8.39	31.32	8.42
4.	असम	545.75	826.91	321.75	443.94	324.42
5.	बिहार	743.27	881.05	434.73	807.42	364.15
6.	चंडीगढ़	0.37	0.00	0.00	0.00	0.00
7.	छत्तीसगढ	72.48	181.88	355.06	84.38	89.06
8.	दिल्ली	26.27	48.88	0.00	175.18	46.78
9.	दादरा और नगर हवेली एवं दमन और दीव	1.01	1.55	0.87	1.89	0.00
10.	गोवा	2.66	4.69	5.67	0.00	7.73
11.	गुजरात	309.46	260.20	124.37	503.25	231.58
12.	हरियाणा	178.23	43.26	45.78	308.83	34.18
13.	हिमाचल प्रदेश	17.69	188.03	29.58	42.74	41.94
14.	जम्मू एवं कश्मीर	47.51	184.08	139.96	89.82	54.54
15.	झारखंड	282.50	187.02	99.64	101.25	431.25
16.	कर्नाटक	764.16	354.89	148.70	112.18	671.32
17.	केरल	121.00	110.03	403.63	72.07	84.69
18.	लद्दाख	0.00	0.00	1.38	0.00	0.00
19.	लक्षद्वीप	0.00	0.00	0.00	0.00	0.00
20.	मध्य प्रदेश	129.13	844.50	234.66	247.90	214.74
21.	महाराष्ट्र	289.72	621.69	703.54	765.27	439.10
22.	मणिपुर	81.19	31.54	36.46	0.00	29.41
23.	मेघालय	38.78	79.78	20.59	33.54	32.80
24.	मिजोरम	7.71	12.57	0.00	6.54	10.74

25.	नागालैंड	8.15	61.06	31.42	30.74	15.85
26.	ओडिशा	294.18	110.86	872.57	195.70	225.09
27.	पुद्दुचेरी	2.25	2.13	0.00	0.00	0.00
28.	पंजाब	51.08	0.00	50.06	263.05	53.18
29.	राजस्थान	585.84	406.77	479.15	257.65	311.15
30.	सिक्किम	7.59	12.33	3.85	3.85	8.11
31.	तमिलनाडु	131.65	543.01	145.90	524.60	92.66
32.	तेलंगाना	69.18	147.95	378.50	111.84	75.54
33.	त्रिपुरा	64.53	49.15	23.92	29.97	78.68
34.	उतर प्रदेश	195.77	1325.40	3213.86	614.57	683.67
35.	उत्तराखंड	67.19	379.83	58.71	106.01	79.38
36.	पश्चिम बंगाल	741.32	535.06	226.32	698.67	315.70
	जारी कुल	**6000.00**	**8572.03**	**8704.46**	**6945.39**	**5447.25**

<u>विवरण -IV</u>

पिछले पांच वर्षों के दौरान हटाए गए अपात्र राशन कार्डों की राज्य-वार संख्या

क्र. सं.	**राज्य/संघ राज्य क्षेत्र का नाम**	**2021**	**2022**	**2023**	**2024**	**2025**
1	आंध्र प्रदेश	13,128	30,94,232	52,610	512	102
2	अंडमान और निकोबार	196	950	47	49,215	50,681
3	अरुणाचल प्रदेश	-	1,151	328	268	1,128
4	असम	11,120	28,590	38,590	1,61,516	24,381
5	बिहार	15,678	1,61,809	4,49,525	16,86,266	1,49,043
6	चंडीगढ़	-	684	2,291	207	2,401
7	छत्तीसगढ	10,400	20,715	29,108	57,371	60,496
8	दादर और नगर हवेली एवं दमन और दीव	2,454	73	1	151	1,101
9	दिल्ली	448	116	3,686	61,292	11,438
10	गोवा	805	2,117	5,801	166	3,467

11	गुजरात	2,19,151	1,32,519	1,35,362	30,889	69,102
12	हरियाणा	-	1,96,174	8,49,972	3,28,557	1,34,3474
13	हिमाचल प्रदेश	2,538	3,299	7,551	9,673	7,400
14	जम्मू और कश्मीर	33,677	2,927	5,403	4,767	3,036
15	झारखंड	-	75,137	29,771	6,374	67,730
16	कर्नाटक	42,558	48,477	74,401	27,105	50,594
17	केरल	1,04,511	41,998	40,800	11,555	7,261
18	लद्दाख	614	30	58	615	764
19	लक्षद्वीप	33	38	89	88	32
20	मध्य प्रदेश	9,93,704	98,186	4,96,092	7,04,848	2,60,285
21	महाराष्ट्र	36,119	1,44,985	2,01,676	1,74,342	1,33,469
22	मणिपुर	9,411	30,493	9,684	7,215	6,515
23	मेघालय	-	402	1,612	449	102
24	मिजोरम	1,637	3,617	4,115	2,548	742
25	नागालैंड	-	3,428	3,177	3,924	1,347
26	ओडिशा	-	64,122	31,240	19,420	1,21,134
27	पुद्दुचेरी	1,731	538	847	898	763
28	पंजाब	3,305	1,52,497	1,23,722	7,520	2,290
29	राजस्थान	1,35,283	2,65,390	26,386	1,03,444	6,05,826
30	सिक्किम	-	458	0	604	2,116
31	तमिलनाडु	2,00,942	86,150	73,875	63,905	33,339
32	तेलंगाना	-	4,988	34,064	3,424	1,40,947
33	त्रिपुरा	1,100	1,254	800	467	4,334
34	उत्तर प्रदेश	7,19,213	9,99,100	7,00,138	8,41,123	5,97,012
35	उत्तराखंड	49,712	66,627	9,691	4,589	3,014
36	पश्चिम बंगाल	2,93,326	6,47,003	7,56,860	5,09,952	3,74,519
	सकल योग	**29,02,794**	**63,80,274**	**41,99,373**	**48,85,259**	**41,41,385**

सफर-मेघ प्रणाली

4083. श्री तनुज पुनिया:

क्या **पृथ्वी विज्ञान** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने देश के पर्वतीय और मैदानी क्षेत्रों में अचानक आने वाली बाढ़ और बहुत भारी बारिश का सटीक अनुमान लगाने के लिए एआई-आधारित सफर-मेघ प्रणाली स्थापित की है और यदि हाँ, तो तत्संबंधी तकनीकी क्षमताएँ क्या हैं; और

(ख) उत्तर प्रदेश, हिमाचल प्रदेश और उत्तराखंड में मॉनसून से हुई भारी तबाही के दौरान इस प्रणाली द्वारा किए गए अनुमान कितने सटीक सिद्ध हुए हैं?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क) और (ख): जल शक्ति मंत्रालय के अंतर्गत केंद्रीय जल आयोग (CWC) देश में बाढ़ पूर्वानुमान प्रदान करने वाली मुख्य एजेंसी के रूप में काम करता है। साथ ही, पृथ्वी विज्ञान मंत्रालय के अंतर्गत भारत मौसम विज्ञान विभाग (IMD) अत्याधुनिक आर्टिफिशियल इंटेलिजेंस (AI) और मशीन लर्निंग तकनीकों का उपयोग करता है। ये तकनीकें हाई-रिज़ॉल्यूशन डायनामिकल न्यूमेरिकल वेदर प्रेडिक्शन (NWP) मॉडल के साथ जुड़ी होती हैं, ताकि उत्तर प्रदेश, हिमाचल प्रदेश और उत्तराखंड सहित पहाड़ी और मैदानी इलाकों में अलग-अलग जगहों और समय के हिसाब से मौसम का सटीक पूर्वानुमान किया जा सके।

यह तकनीकी फ्रेमवर्क कई स्रोतों से मिलने वाले डेटा का उपयोग करता है। इसमें डॉपलर मौसम रडार, स्वचालित मौसम स्टेशन, मौसम संबंधी सैटेलाइट और पुराने मौसम के रिकॉर्ड से मिलने वाली रियल-टाइम जानकारी को मिलाकर ज़िले, ब्लॉक और स्टेशन के स्तर पर प्रभाव-आधारित पूर्वानुमान और जोखिम-आधारित चेतावनियां तैयार की जाती हैं। मौसम की निगरानी

करने वाले इंफ्रास्ट्रक्चर में लगातार सुधार और AI-आधारित अनुमान लगाने वाले मॉडल की वजह से, मॉनसून से प्रभावित राज्यों में बहुत भारी बारिश और स्थानीय स्तर पर मौसम की गंभीर घटनाओं का पूर्वानुमान लगाने की सटीकता पिछले दशक की तुलना में लगभग 40 प्रतिशत बेहतर हुई है।स्थान -स्थान के हिसाब से दी जाने वाली ये पूर्व चेतावनियां और कार्रवाई के सुझाव आपदा प्रबंधन प्राधिकारियों और स्थानीय प्रशासन के साथ आसानी से साझा किए जाते हैं, ताकि समय रहते तैयारी और बचाव के उपाय किए जा सकें।

SKILL GAP IN SEMICONDUCTOR MANUFACTURING SECTORS

4084. SHRI SUNIL BOSE:

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

(a) the current status of the implementation of the five semiconductor projects approved under the India Semiconductor Mission (ISM) including their expected timelines for completion;

(b) the details of specific measures undertaken by the Government to address the skill gap in the semiconductor manufacturing sector including collaborations with Indian Institutes of Technology (IITs), private colleges and international training facilities;

(c) the strategies in place to develop a local talent pool skilled in the production of speciality materials, gases, substrates and related equipment for the semiconductor ecosystem

(d) the expected outcomes of the Rs. 76,000-crore outlay under the ISM in terms of creating a diversified and resilient semiconductor supply chain; and

(e) the details of steps being taken by the Government to ensure timely execution of the approved projects and their alignment with India's goal of achieving self-reliance in the semiconductor industry?

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

(a) to (e): Recognising the importance of semiconductors, the Government launched Semicon India Programme in January 2022 for setting up of semiconductor fabs, display fabs semiconductor packaging and also for promotion of India designed chips. Under this programme, the Government has approved 12 manufacturing projects with total investment commitments of about ₹1.64 lakh crore. Out of these 12 projects, commercial production has already started from 3 units. The remaining projects are in various phases of implementation.

India has adopted a multi-pronged approach to build a robust semiconductor talent pipeline as a part of Semicon India Programme, more recently, Semicon 2.0. The objective is to create a workforce capable of supporting the entire semiconductor value chain from chip design and fabrication to assembly, testing, marking and packaging (ATMP).

Infrastructure Provisioning and Curriculum Development:

One of the important focuses of the government has been to integrate semiconductor education curriculum in engineering institutes and colleges. To advance this government has taken following initiatives:

i. The Government launched Chips to Startup (C2S) programme to provide industry ready manpower in chip design. Under this programme, access to cutting-edge chip design tools has been provided at no cost to 332 academic institutions . The State-wise list of organizations supported for EDA tools by the ChipIN Centre under C2S Programme is at https://c2s.gov.in/EDA_Tool_Support.jsp. So far, the usage of these chip design tools has exceeded 240 lakh hours. So far, ~68,000 persons have been trained and 175 designs taped out from SCL Mohali.

ii. A Skilled Manpower Advanced Research and Training (SMART) Lab has been set up in NIELIT Calicut with an aim to train 1 lakh engineers in the domains of VLSI, Embedded Systems and IoT. More than 1 lakh candidates have already been trained

iii. A Committee was constituted with the representatives from semiconductor industry, academia and Government to develop a roadmap for "India as a Semiconductor Talent Nation". The “Semicon India Future Skills Talent Committee Report” was submitted by the Committee. Based on the committee report and recommendation of MeitY, All India Council for Technical Education (AICTE) has launched the new curriculum for UG, Diploma, Minor Degree in Semiconductor domain, as a step towards creation of Talent pool in Semiconductor domain.

Semiconductor fabrication and ATMP Skilling:

Similarly in the area of semiconductor fabrication and ATPM/OSAT, the government has taken following initiatives to build the talent pipeline in semiconductor manufacturing:

i. The project titled "Setting up of Semiconductor Assembly & ESD Training Laboratory at NIELIT Guwahati", has been approved by MeitY. The project aims to establish a state-of-the-art Semiconductor Assembly, Testing, Marking and Packaging (ATMP) training facility to support the growing semiconductor manufacturing ecosystem, particularly the upcoming semiconductor manufacturing initiatives in the North Eastern Region.
ii. ISM has also partnered with Lam Research for conducting a large-scale training programme in nanofabrication and process-engineering skills. These would further augment skilled workforce for ATMP and advanced packaging. The program aims to generate 60,000 trained manpower in 10 years.

Industry partnerships:

The Government has also partnered with the industry for upgradation of skills in semiconductor technologies to provide industry grade skills. These include:

i. Under the FutureSkills PRIME programme, implemented by MeitY in partnership with NASSCOM, online courses are offered for skilling, reskilling and upskilling in emerging technologies including semiconductors.
ii. MoU between ISM and NAMTECH: This MoU aims to build India's semiconductor workforce pipeline by training approximately 5,000

professionals over the next five years. MoU involves developing structured certification programs jointly endorsed by ISM to ensure national and international recognition; facilitating faculty exchange and global collaboration through ISM-linked partners; creating student internship and apprenticeship opportunities across ISM-supported fabs, ATMPs, OSATs, and design houses.

iii. MoU with IBM: Establishes a semiconductor research centre in India, focusing on R&D, IP sharing, chip prototyping, and innovation across advanced semiconductor technologies.

Semicon 2.0:

The approved projects under the Semicon India Programme have generated demand for an upstream supply chain. To further promote atmanirbharta and build a robust supply chain, the Union Cabinet, under the vision of Hon'ble PM, has approved Semicon2.0 on 15.07.2026 with an outlay of ₹1.275 lakh crore. Semicon 2.0 is built on following six pillars that encompass all aspects of the semiconductor ecosystem:

S.N	Pillars	Segment
1	Design of Chips	Strategic & commercial chips
2	Machines and materials	Equipment, chemicals, gases, materials
3	Setting up more Fabs	Silicon, display, compound etc.
4	Further strengthening the ATMP/OSAT industry	Advanced & legacy packaging
5	Research & Development	Advanced technologies
6	Talent Development	Design & manufacturing talent

Steps taken for timely execution of approved projects:

The Government has put in place a comprehensive project governance and monitoring framework to ensure timely execution of approved semiconductor projects. The key measures are as follows:

i. The Government has created a dedicated agency in the form of ISM, to act as a nodal agency for the semiconductor policy framework. ISM has been mandated not only to facilitate the investment, but also to ensure the timely implementation of the approved projects.

ii. ISM has recently launched “Investors Support” portal to provide information relating to Government schemes, policies, approved projects under Semicon India Programme, regulatory requirements etc. This portal serves as a single-window platform for information facilitation and support to investors. The portal provides an end-to-end online grievance redressal and coordination mechanism by enabling users/investors to submit, track, and monitor their grievances/concerns/queries through a centralized platform.

iii. Legally Binding Fiscal Support Agreement (FSA): India Semiconductor Mission (ISM) enters into a legally binding Fiscal Support Agreement with each approved applicant. The agreement clearly defines project milestones, timelines, and obligations, making adherence to these milestones contractually binding on the project company.

iv. Regular reporting of physical and financial progress by the approved project companies on quarterly basis.

v. Project Management Consultancy (PMC): ISM has onboarded a Project Management Consultancy (PMC) to provide project monitoring and oversight. The PMC deploys onsite consultants at project locations for day-to-day monitoring, identification of implementation challenges, and reporting to ISM.

IMPACT OF THE WEP ON WOMEN-LED ENTERPRISES AND ECONOMIC EMPOWERMENT

4085. SHRI GANESH SINGH:

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

(a) the details of progress made under the Women Entrepreneurship Platform (WEP) since its launch including the number of women entrepreneurs supported through funding linkages, mentorship, incubation, skilling and networking initiatives, State-wise and district-wise;

(b) the details of major outcomes achieved in terms of enterprise creation, business expansion, employment generation and enhanced access to finance for women-led enterprises;

(c) the details of partnerships established with financial institutions, incubators, industry bodies and Government schemes to strengthen the women entrepreneurship ecosystem; and

(d) whether any impact assessment has been undertaken regarding the contribution of WEP towards increasing women's participation in entrepreneurship and economic development and if so, the details thereof

along with the details of beneficiaries, State and District-wise particularly in Madhya Pradesh including Satna?

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

(a) and (b): The Women Entrepreneurship Platform (WEP) functions as an aggregator platform that brings together Government, financial institutions, incubators, industry associations, academic institutions and ecosystem partners to support women entrepreneurs. WEP does not directly implement programmes and instead, serves as an ecosystem platform that has developed multiple pathways to enable end-to-end support to women entrepreneurs throughout their entrepreneurial journey. WEP extends support through its marquee assets, namely the Knowledge Portal, Mentorship Platform, Award to Reward (ATR) programme, WEP State Chapters, and Community Platform. The status is as follows:

- Over 1.1 lakh registered users have joined WEP to access entrepreneurship-related resources and ecosystem support.
- WEP has successfully launched State Chapters in 5 States to strengthen State-level entrepreneurial ecosystems.
- The WEP Knowledge Portal hosts 1,395 curated resources to support women entrepreneurs with relevant information and opportunities.

Further, in collaboration with the WEP Platform of NITI Aayog, the M/o Skill Development and Entrepreneurship (MSDE) launched the Swavalambini- a Women Entrepreneurship Programme in February 2025 in the North-Eastern States of Assam, Meghalaya and Mizoram; Uttar Pradesh and Telangana as a pilot project. The programme aims to cultivate an entrepreneurial mindset among female students through Entrepreneurship Awareness Training (EAP) for 1,200 students, and out of these students providing Entrepreneurship Development Programme (EDP) for 600 students.

Furthermore, Swavalambini aims to recognise and reward successful women entrepreneurs emerging from the programme through the Award to Rewards Initiative of WEP Platform of NITI Aayog.

(c): WEP partners with different Organisations, Industry bodies, Financial institutions etc for specific programmes based on thematic areas and beneficiary requirements.

(d): Yes, WEP has engaged **Indian Institute of Management Ahmedabad** to undertake a multi-year impact assessment and performance evaluation of the platform. In Madhya Pradesh, the Empowering Rural Women Kirana Store Entrepreneurs programme is being implemented by WEP, across three districts—Vidisha, Raisen and Barwani—and has covered 120 women entrepreneurs.

EXPANSION OF 4G/5G MOBILE CONNECTIVITY IN WARANGAL

4086. DR. KADIYAM KAVYA:

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

(a) the status of expansion of 4G/5G mobile connectivity in Warangal district during the last three years particularly in rural and tribal areas and if so, the details thereof;

(b) the details of number of mobile towers sanctioned, installed and operational under various Central Government initiatives including the Digital Bharat Nidhi (formerly Universal Service Obligation Fund); and

(c) the steps taken to eliminate mobile network black spots and improve telecom coverage in the district?

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

(a) to (c): As of June 2026, of the 218 villages in Warangal district (as per the data of the Registrar General of India), 217 villages have mobile connectivity, 216 villages have 4G connectivity, and 47 villages have 5G connectivity.

As on 30.06.2026, 1,074 4G Base Transceiver Stations (BTSs) and 239 5G BTSs are providing connectivity in Warangal district including rural and urban areas.

Mobile coverage for any uncovered inhabited villages is provided by the Telecom Service Providers (TSPs) based on the techno-commercial viability. Government has approved various schemes with funding from Digital Bharat Nidhi (DBN), for expansion of telecom connectivity through installation of mobile towers in the uncovered rural and remote areas of the country. As on

30.06.2026, under these Government-funded mobile connectivity schemes, 4G mobile services have been provided in one village, namely Mahadevuniguda, in Warangal district of Telangana.

Further, the Government has approved the Amended BharatNet Programme for providing high-speed fiber broadband connectivity to all the Gram Panchayats (GPs), and non-GP villages on demand basis. During June 2026, 178 GPs are operational in Warangal district under BharatNet.

PERMISSIBLE LIMITS OF BROKEN RICE IN PDS

4087. SHRI K. E. PRAKASH:

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

(a) whether the Union Government has assessed the preparedness of State procurement agencies and rice mills before revising the permissible limits of broken rice supplied under the Public Distribution System with effect from July 1, 2026;

(b) if so, whether any representations have been received from the State Government of Tamil Nadu or rice milling associations regarding implementation of the revised quality norms;

(c) whether the Government proposes to provide any transition period, technical assistance or financial support to facilitate compliance with the revised standards; and

(d) the details of the steps taken by the Government to ensure that implementation of the revised norms does not adversely affect procurement, milling operations and timely distribution of foodgrains under the National Food Security Act?

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

(a): Cabinet Committee on Economic Affairs on 01.07.2026 has approved nation-wide rollout of supply of improved-quality rice with upto 10% broken in case of raw rice and with upto 5% broken in case of parboiled rice under Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) and Other Welfare Scheme (OWS). The supply of improved rice would be done in a phased manner in two years (upto KMS 2027-28).

Government has taken up the roll out of the Improved Rice scheme in a well planned manner following trial milling study by FCI and successful implementation of pilot and phase-1.

Initially, Department of Food and Public Distribution in February 2024, conducted a trial milling through FCI in 3 States i.e. Punjab, Telangana & Chhattisgarh. In the trial milling it was found that it is feasible to achieve raw rice with reduced broken upto 10% and extra broken separately.

Thereafter, a pilot was done in 4 State i.e. Punjab, Haryana, Andhra Pradesh and Telangana for 10000 MT each.

After successful completion of pilot, phase-1 of the scheme is being implemented in 7 States for 50 LMT quantity.

Deliberations with various stakeholder through field visits, meetings and State Level Conferences were held. The state agencies also held meetings with millers.

(b): No.

(c) and (d): The transition would be undertaken in a phased manner over two procurement seasons (upto KMS 2027-28), enabling gradual adoption by the procuring agencies and rice millers. During the transition period, procurement would continue under both CMR with 25% broken rice and Improved rice.

Additional Milling charges at the rate of Rs. 2.23/quintal paddy and Storage charges at the rate of Rs 1.23/quintal per Month are reimbursed to Millers for processing of Improved quality rice.

The distribution of foodgrains to beneficiaries under Pradhan Mantri Garib Kalyan Anna Yojana will continue as per entitlement.

IMPACT OF SUPER EL-NINO

4088. SHRI BALWANT BASWANT WANKHADE:

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

(a) the precautionary and preparedness measures adopted by the Government to manage the possible impact of the predicted Super El-Nino on country's climate;

(b) whether the Ministry of Earth Sciences is working in collaboration with other Ministries to ensure farmers and the rural economy are not seriously affected in case of a weakened monsoon due to the El-Nino and if so, the details thereof and if not, the reasons therefor; and

(c) the details of the Government's plan of action if the country face a serious drought situation due to El-Nino?

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

(a): There is no official classification or definition of a "Super El Nino" by the World Meteorological Organization (WMO) or the India Meteorological Department (IMD), under the Ministry. El Nino events are classified based on Sea Surface Temperature (SST) anomalies in the equatorial Pacific Ocean as weak, moderate, strong, or very strong. IMD has predicted the development of El Nino conditions during the 2026 southwest monsoon season. El Nino conditions were weak during June 2026 and intensified to moderate levels in July 2026. It is likely to be moderate in August and moderate to strong category by September. El Nino is likely to strengthen further during the October–December 2026 season and may reach a very strong category. However, its

exact intensity and impacts over the Indian region depend on the evolution of coupled ocean–atmosphere conditions, of which El Nino is one factor. IMD continuously monitors the evolution of oceanic and atmospheric conditions and issues regular seasonal and monthly forecasts and advisories.

IMD issued a below-normal rainfall forecast for the 2026 Southwest Monsoon season. In its First Stage Long Range Forecast, issued on 13 April 2026, IMD predicted seasonal rainfall to be 92% of the Long Period Average (LPA) with a model error of ±5%. Subsequently, in the Second Stage Long Range Forecast, IMD revised the seasonal rainfall forecast to 90% of the LPA with a model error of ±4%.

(b) and (c): India Meteorological Department continuously monitors the evolution of El Nino and other climate drivers and issues regular seasonal/monthly forecasts, extended-range forecasts, and weather advisories to the Central and State Governments and other stakeholders. IMD provides regular update on monsoon rainfall at daily interval and El Nino condition at monthly interval. IMD also provides rainfall at district and block levels to all stakeholders. The forecasts and warnings are shared through multiple communication channels for use by disaster management authorities, State Governments, district administrations, and other stakeholders to support preparedness and response measures. The warnings are also disseminated to various stakeholders, including the Ministry of Home Affairs, National Disaster Management Authority, State Disaster Management Authorities, Deputy Commissioners, District Magistrates, Central Government departments and

ministries and the media. In addition, IMD regularly participates in meeting conducted by Prime Minister's Office (PMO), Ministry of Agriculture and Farmers Welfare (MoAFW), providing relevant meteorological inputs to support planning and decision-making. Under crop weather watch of MoAFW every week, IMD provides past rainfall and forecast of rainfall for next two weeks.

किसान रेल और कृषि रसद

4089. श्री राहुल कस्वां:

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

(क) क्या सरकार ने कृषि, डेयरी, बागवानी और अन्य खराब होने वाले उत्पादों के लिए रेल परिवहन, शीत श्रृंखला और कृषि संभार तंत्र की वर्तमान प्रणाली का कोई आकलन किया है और यदि हां, तो इसके प्रमुख निष्कर्ष क्या हैं;

(ख) किसान रेल और कृषि संभार तंत्र से संबंधित योजनाओं की वर्तमान प्रगति का ब्यौरा क्या है और किसानों की भागीदारी और परिवहन लागत पर उनका क्या प्रभाव पड़ा है;

(ग) क्या सरकार ने कृषि उत्पादों की परिवहन लागत को कम करने, बाजारों तक समय पर पहुंच सुनिश्चित करने और किसानों को बेहतर मूल्य प्रदान करने के लिए कोई व्यापक कार्यनीति तैयार की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार का कृषि उत्पादन क्षेत्रों में रेल आधारित शीतागारों, माल टर्मिनलों और कृषि संभार तंत्र अवसंरचना का विस्तार करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (घ): क्षेत्रीय रेलों द्वारा कृषि उत्पादों और अन्य नश्यवान वस्तुओं के परिवहन में शामिल संबंधित स्थानीय एजेंसियों के साथ नियमित बातचीत की जाती है। इसके अलावा, क्षेत्रीय रेलों में

कार्यरत व्यवसाय विकास इकाइयां नश्यवान वस्तुओं के परिवहन सहित व्यवसाय की आवश्यकता का आकलन करने के लिए विभिन्न हितधारकों के साथ बातचीत करती हैं।

अगस्त, 2020 में इसकी शुरुआत होने के बाद से, विभिन्न राज्यों में 167 मार्गों पर कुल 2,364 किसान रेल सेवाएं परिचालित की गई हैं। इसके अलावा, अत्यधिक नश्यवान पण्यों के आवागमन को सुविधाजनक बनाने के लिए रेफ्रिजरेटेड पार्सल वैन की शुरुआत हेतु प्रावधान किया गया है। ऐसी 20 रेफ्रिजरेटेड पार्सल वैन उत्पादनाधीन हैं और मांग तथा भविष्य की आवश्यकताओं के आधार पर रेलवे चल स्टॉक में अतिरिक्त वैन जोड़ी जाएंगी।

खाद्य अनाज सहित कृषि उत्पादों के कंटेनरों में परिवहन को बढ़ावा देने के लिए भी कदम उठाए गए हैं, जो परिवहन का एक सुरक्षित और कुशल अंतर-मॉडल साधन है। कंटेनर में खाद्यान्न, आटा और दालों के परिवहन को सुविधाजनक बनाने के लिए, हाल ही में प्रति किलोमीटर आधारित मूल्य निर्धारण प्रणाली (पण्य श्रेणी और दूरी स्लैब आधारित माल भाड़ा प्रणाली के बजाय) को अपनाया गया है।

गति शक्ति कार्गो टर्मिनल (जीसीटी) नीति के तहत, कृषि उत्पादों सहित विभिन्न प्रकार के पण्यों के लिए बेहतर रेल संपर्क और आधुनिक कार्गो सम्हलाई अवसंरचना की सुविधा प्रदान की जाती है। जीसीटी के विकास ने तीव्र और अधिक कुशल लदान/उतराई के माध्यम से रेल माल ढुलाई आवागमन को सुदृढ़ किया है, प्रारंभिक छोर और अंतिम छोर संभार-तंत्र लागत को कम किया है, माल डिब्बा टर्नअराउंड में सुधार किया है और माल ढुलाई को सड़क से रेल में मोडल शिफ्ट की सुविधा प्रदान की है। इस नीति ने गोदामों, साइलो, कोल्ड स्टोरेज और अन्य मूल्यवर्धित संभार-तंत्र सुविधाओं के निर्माण को सक्षम किया है। इससे स्थानीय कृषि उद्योगों और किसानों की प्रतिस्पर्धात्मकता बढ़ी है, साथ ही रोजगार सृजन और क्षेत्रीय आर्थिक विकास को बढ़ावा मिला है।

अब तक, 142 गति शक्ति कार्गो टर्मिनलों (जीसीटी) को प्रतिवर्ष 224 मिलियन टन (एमटीपीए) की अनुमानित माल सम्हलाई क्षमता के साथ कमीशन किया गया है। इस नीति के माध्यम से इन जीसीटी में लगभग 10,000 करोड़ रु. का निजी निवेश जुटाया गया है। उपरोक्त के

अलावा, 310 अन्य स्थानों पर जीसीटी के विकास के लिए सैद्धांतिक अनुमोदन (आईपीए) प्रदान किए गए हैं।

इसके अलावा, कार्गो से संबंधित सुविधा (सीआरएफ) पर नीतिगत दिशानिर्देश मौजूदा टर्मिनलों के निकट खाली पड़ी रेल भूमि पर गोदामों, साइलो, कोल्ड स्टोरेज, छंटाई, ग्रेडिंग, पैकेजिंग और एकत्रीकरण सुविधाओं सहित मूल्यवर्धित संभार-तंत्र अवसंरचना के विकास की अनुमति प्रदान करते हैं। ऐसी सुविधाएं कृषि उत्पादों की गुणवत्ता को बनाए रखने, कटाई के बाद होने वाली हानी को कम करने, आपूर्ति श्रृंखला दक्षता में सुधार करने, निर्बाध मल्टीमॉडल संभार-तंत्र को सुविधाजनक बनाने और किसानों को कुशल रेल-आधारित परिवहन के माध्यम से बाजारों तक बेहतर पहुंच प्रदान करने में सहायता प्रदान करती हैं।

STATUS OF EARLY WARNING SYSTEMS

4090. SHRI BALRAM NAIK PORIKA:

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

(a) the current status of country's early warning systems for cyclones, tsunamis and floods;

(b) the details of ongoing research on climate change impacts on the Himalayan and coastal regions;

(c) the steps taken to strengthen the seismological monitoring network in earthquake-prone zones; and

(d) the details of outlay proposed for polar and ocean research expeditions during the current financial year?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH

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

(a): Under Mission Mausam, the India Meteorological Department has strengthened its observational network with 50 Doppler Weather Radars, 1,008 Automatic Weather Stations, and 6,885 rain gauge stations nationwide. These advancements have improved severe weather forecast accuracy by 40–50% over the past decade, significantly reducing cyclone track, landfall, and intensity errors. For flood monitoring, 25 Flood Meteorological Offices issue daily 7-day Quantitative Precipitation Forecasts across 220 sub-basins to assist the Central Water Commission, alongside operational integrated flood warning systems in Chennai and Mumbai.

Additionally, INCOIS acts as the designated Tsunami Service Provider for 28 Indian Ocean Rim nations, using real-time ocean observations and multi-channel dissemination platforms like *SACHET* and the *SAMUDRA* app to issue alerts. Through the UNESCO-IOC Tsunami Ready Recognition Programme, 26 coastal villages in Odisha have already been recognized for local preparedness.

The Multi-Hazard Early Warning- Decision Support System (MHEW-DSS) is an advanced digital forecasting platform developed by the India Meteorological Department (IMD), under the Ministry of Earth Sciences

(MoES), using open-source technology and in-house expertise. Introduced as a landmark digital transformation initiative under Mission Mausam, the system strengthens India's real-time weather monitoring and early warning capabilities. The MHEW-DSS reflects the Government of India's vision of a "Weather Ready and Climate Smart Nation" and embodies the philosophy of "Har Har Mausam, Har Ghar Mausam," ensuring that timely and actionable weather information reaches every household, sector, and region.

(b) : Climate research in the Himalayan region focuses on cascading hazards, glaciology, and hydrological dynamics. NCESS leads flood and hydrological modelling for Garhwal Himalaya hazard studies, while NCPOR conducts long-term monitoring of eight benchmark glaciers across Himachal Pradesh and Arunachal Pradesh from its high-altitude 'Himansh' research station at 4,080 meters. In coastal zones, INCOIS research under the Deep Ocean Mission projects mean sea-level rise along the Indian coastline between 0.62 meters and 0.87 meters by 2100 under a high-emission scenario. Meanwhile, NIOT maintains an extensive ocean observational network consisting of OMNI moored buoys, coastal HF radars, and tsunami buoys. These field efforts are complemented by MoES policy publications and IMD’s GIS-based web Climate Hazards and Vulnerability Atlas of India.

The Indian Institute of Tropical Meteorology (IITM), Pune, under its ongoing project “Metropolitan Air Quality and Weather Forecasting Services (MAQWFS)”, is conducting an integrated atmospheric and cryospheric observational experiment over the Gangotri–Gaumukh and Satopanth

Glaciers. As part of the Glacier Expedition, IITM under the Ministry of Earth Sciences (MoES) has undertaken mobile atmospheric observations along the Gangotri–Gaumukh–Tapovan transect and established a continuous monitoring station at Bhojbasa, located at approximately 3,500 metres above mean sea level. These observations are aimed at improving the understanding of atmospheric processes and their interactions with the cryosphere in the Himalayan region.

(c) : The National Center for Seismology under the Ministry of Earth Sciences has significantly expanded the National Seismological Network from 86 observatories in 2014 to 174 active observatories across the country. To prioritize high-hazard areas, 89 of these observatories are strategically placed within high-risk Seismic Zones IV and V. This continuous real-time monitoring capability has successfully lowered the nationwide earthquake detection threshold to Magnitude 3.0, with an enhanced threshold of Magnitude 2.5 achieved for Delhi-NCR and the North-Eastern regions.

(d) : For the current financial year 2026–27, the proposed budget allocation for the National Centre for Polar and Ocean Research under the Polar Science and Cryosphere Research (PACER) scheme stands at ₹270.00 crore.

RURAL AWARENESS PROGRAMME ON DATA PRINCIPAL RIGHTS

4091. SHRI KARAN BHUSHAN SINGH:

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

(a) the status of phased implementation of the Digital Personal Data Protection Rules, 2025 including functioning of the Data Protection Board of India since 13th November, 2025 and preparedness for Consent Manager registration from 13th November, 2026;

(b) whether Village Level Entrepreneurs operating the over 5.8 lakh Common Service Centres (CSCs) who process citizens' Aadhaar, banking and health data daily, qualify as "Data Fiduciary" under the Act and their compliance obligations, if any;

(c) whether a rural awareness programme on data principal rights — consent, correction, erasure and grievance redressal — is proposed through the CSC network particularly in aspirational districts such as Gonda; and

(d) the vernacular/simplified grievance redressal mechanism, if any, being designed for rural citizens with limited digital literacy as most CSC users in districts like Gonda lack access to formal written consent processes?

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

(a) to (d): The Digital Personal Data Protection Act, 2023 (“Act”) provides for the processing of digital personal data in a manner that recognises both the rights of the individual to protect their personal data and the need to process such personal data for lawful purposes.

The Act, and the Digital Personal Data Protection Rules, 2025 ("Rules") notified on 13 November, 2025 provide a timeline for phased implementation of its provisions over an eighteen-month transition period, including the establishment of the Data Protection Board ("Board"). The Rules specify the following implementation timelines:

- Phase 1: Establishment and operationalisation of the Data Protection Board of India
  - As notified, the Board is composed of a Chairperson and four Members, who are to be appointed through a Search-cum-Selection Committee. The advertisement for recruitment to the posts of Chairperson and Members was published in the *Employment News* on 6 June 2026.
  - The Board has to function in a digital manner.
- Phase 2 (within one year): Registration and functioning of Consent Managers
- Phase 3 (within eighteen months): Compliance obligations for Data Fiduciaries including data principal rights, security safeguards and breach notification.

Under the DPDP Act, a Data Fiduciary is any person who alone or in conjunction with others determines the purpose and means of processing personal data. A Data Fiduciary, the applicable obligations under the Act and Rules would include, when the relevant provisions come into force:

- having a valid contract with the Data Processors
- providing valid notices accessible in 22 Indian languages and obtaining consent where required;
- implementing reasonable security safeguards;
- responding to Data Principal requests;
- facilitating correction and erasure where applicable;
- establishing an effective grievance redressal mechanism and prominently publishing on its website or application the period, not exceeding ninety days, within which grievances shall be addressed
- reporting personal data breaches; and
- complying with other obligations prescribed under the Act and Rules.

Key obligations of a data processor (an entity that processes personal data on behalf of a data fiduciary):

- Process data only on behalf of the Data Fiduciary
- Ensure reasonable security safeguards
- Comply with contractual and legal requirements specified in the processing contract with the Data Fiduciary and support compliance with the DPDP Act

CSC e-Governance Services India Limited provides assisted access to digital services through its VLEs, who support citizens in understanding and availing various Government services. CSC VLE is not authorised to collect and store any data of citizens during the course of providing services.

Citizens can also access grievance redressal support through the CSC Helpdesk (14599), Digital Seva Portal and the State/District CSC network.

Awareness programme:

Capacity building and public awareness form integral components of the Government's strategy for promoting data protection and cyber security. Training programmes are conducted across sectors to strengthen IT security capabilities, while public awareness initiatives—including Cyber Security Awareness Month, Safer Internet Day, workshops, conferences, expert sessions, and digital outreach campaigns—are undertaken to educate citizens on online safety, secure digital transactions, their rights and responsibilities under the DPDP Act, and responsible use of digital services.

Through the combined implementation of legal, technical, institutional, and awareness measures, the Government is committed to fostering a secure, resilient, and trustworthy digital ecosystem that safeguards the interests of citizens, businesses, and critical national infrastructure.

TRANSPARENT AUCTION OF MINES UNDER NCMM

4092. SHRI SUKANTA KUMAR PANIGRAHI:

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

(a) whether the Government has accelerated mineral exploration, transparent auction of major, minor and critical mineral blocks and operationalisation of auctioned mines under the National Critical Mineral Mission and other reforms during Field Season 2025–26 and if so, the details thereof;

(b) the details of mineral blocks operationalised and their contribution towards domestic production, investment, employment and import substitution;

(c) the details of budget allocation, expenditure, royalty/revenue realised from minor minerals in Odisha during the last three years particularly in Kandhamal, Boudh, Nayagarh and Ganjam along with measures taken to promote scientific, sustainable and technology-driven mining while preventing illegal extraction, district-wise; and

(d) the roadmap for strengthening India's long-term mineral security and critical mineral value chains?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Ministry of Mines has undertaken a series of legislative, policy and institutional measures to improve ease of doing business, accelerate mineral exploration, ensure transparent auction of major and critical mineral blocks, and facilitate timely operationalisation of auctioned mineral blocks. During Field Season 2025-26, the Geological Survey of India (GSI) completed field execution of 457 mineral exploration projects, including 230 projects on critical and strategic minerals, across the country. The National Mineral Exploration and Development Trust (NMEDT) also sanctioned 84 exploration projects for critical and strategic minerals during FY 2025-26.

(b): Since the introduction of the auction regime in 2015, 721 mineral blocks have been successfully auctioned, comprising 459 Mining Lease (ML) blocks

and 262 Composite Licence (CL) blocks. Of these, 56 critical and strategic mineral blocks (ML-8, CL-48) have been auctioned by the Central Government. In addition, the Central Government has also auctioned 11 Exploration Licence (EL) blocks which include six blocks of critical minerals. These measures have also contributed to a significant increase in domestic production of major minerals. During the period from FY 2015–16 to FY 2025–26, production of major minerals such as iron ore, limestone, chromite and several other minerals, registered significant growth. Iron ore production increased from 158 MT to 312 MT, limestone from 307 MT to 483 MT, and chromite from 2.91 MT to 3.37 MT during this period.

(c): As per Section 15 of the Mines and Minerals (Development and Regulation) (MMDR) Act, 1957, the State Governments are empowered to regulate the grant of minor mineral concessions, including fixation and collection of royalty and other charges. Further, under Section 23C of the Act, the State Governments are empowered to frame rules to prevent illegal mining, transportation and storage of minerals. As per the information furnished by the Government of Odisha, the details of budget allocation and expenditure on minor minerals in Odisha, and royalty/revenue realised from minor minerals in Odisha as well as in Kandhamal, Boudh, Nayagarh and Ganjam districts during the last three years are given in the enclosed **Statement.**

The Government of Odisha has further informed that it has adopted several measures to promote scientific, sustainable and technology-driven mining and to curb illegal extraction of minor minerals. These include

preparation and periodic revision of District Survey Reports (DSRs), digital allocation of minor mineral resources through e-Lottery, mandatory statutory clearances, implementation of the Integrated Minor Minerals Mining Management System (i4MS), online e-Transit Pass (e-TP) system, DGPS and drone surveys, technology-based surveillance through CCTV and GPS-enabled monitoring, multi-tier enforcement mechanisms, standard operating procedures for enforcement, regular joint raids, and promotion of environmentally sustainable mining practices.

(d): The Union Cabinet has approved the National Critical Mineral Mission (NCMM) on 29 January, 2025 to secure a long-term sustainable supply of critical minerals and strengthen India's critical mineral value chains encompassing all stages from mineral exploration and mining to beneficiation, processing, and recovery from end-of-life products. Further, to diversify the sources of critical minerals, strengthen supply chain resilience, and enhance domestic exploration, production and processing of critical minerals, Ministry has undertaken several measures, which inter alia include:

(i) Ministry of Mines has successfully auctioned 56 critical mineral blocks. Additionally, the Central Government has also successfully auctioned 11 blocks of Exploration License, which include six blocks of critical minerals.

(ii) The Mines and Minerals (Development and Regulation) Act (MMDR Act), 1957 has been amended in 2025 whereby the scope of National Mineral Exploration and Development Trust (NMEDT) has been expanded to support critical mineral exploration and mining overseas.

(iii) During the Union Budget 2024–25, customs duties were eliminated on 25 critical minerals. In Budget 2025–26, Basic Customs Duty (BCD) was exempted on cobalt powder and waste, scrap of lithium-ion batteries, etc. Further, in Budget 2026–27, BCD was exempted on the import of capital goods required for processing of critical minerals in India.

(iv) MMDR Act, 1957, was amended in 2023 to introduce the Exploration Licenses (EL) regime for deep-seated and critical minerals. The EL holder is entitled to a share in the auction premium payable by the mining lease/composite licence holder, as prescribed.

(v) To encourage and incentivize private-sector participation in mineral exploration, scheme for partial reimbursement of exploration expenses has been introduced for holders of Composite Licences (CL) (reimbursement of up to 50%, subject to a ceiling of ₹8 crore) and holders of Exploration Licence (EL) (up to 50% of expenses, with a maximum limit of ₹20 crore).

(vi) Ministry of Mines has launched a scheme for reimbursement of up to 50% of the eligible exploration expenditure incurred by Composite Licence (CL) holders on approved exploration activities in offshore CL blocks, subject to a maximum limit of ₹300 crore.

(vii) The Union Cabinet approved a ₹1,500 crore Incentive Scheme to develop recycling capacity for the separation and production of critical minerals from secondary sources. The Scheme was launched on 02.10.2025.

(viii) Guidelines for funding Pilot Projects for Recovery of Critical Minerals from overburden/tailings/fly ash/ Red mud etc. were issued on 14.11.2025.

(ix) To promote Indian public and private sector entities to undertake mineral exploration in overseas jurisdictions, the Ministry of Mines circulated "Overseas Mineral Exploration Promotion Guidelines" on 16 July 2026.

STATEMENT

Budget Allocation and Expenditure on Minor Minerals (₹ in crore)

Financial Year	Budget Allocation	Expenditure
2023-24	1.80	0.50
2024-25	117.59	5.67
2025-26	177.61	14.05

Royalty/Revenue Collection from Minor Minerals (₹ in crore)

Financial Year	Total Revenue Collection in Odisha	Kandhamal	Boudh	Nayagarh	Ganjam
2023-24	1,487.55	23.17	18.96	25.57	125.11
2024-25	1,776.10	30.58	26.17	34.08	143.63
2025-26	1,841.56	29.38	42.67	35.18	118.81

STATE-LED IMPLEMENTATION MODEL

4093. SHRI CHAMALA KIRAN KUMAR REDDY:

SHRI EATALA RAJENDER:

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

(a) whether the Telangana has opted to follow ‘State-led Implementation Model’ for implementing BharatNet Phase-II Project and scope of T-Fiber project consists of connecting 10757 GPs and Mandals and if so, the details thereof;

(b) whether architecture of T-Fiber project is unique and this project has been going on for implementation in GPs and Mandals and if so, the details thereof;

(c) the details of handing over of National Optical Fibre Network (NOFN) Phase-I executed by BBNL in the 9 districts (erstwhile Khammam, Nizamabad and Rangareddy) to have a unified and integrated network in the State;

(d) approval of DPR submitted to undertake conversion of NOFN Phase-I network to BharatNet Phase-III architecture;

(e) whether the extension of BharatNet Udyami Incentive Scheme to T-Fiber for enhancing the rural broadband proliferation and if so, the details thereof; and

(f) whether the extending long-term interest free loan of Rs. 1779 crore to the Government of Telangana for T-Fibre to avoid financial burden through the loans already availed from Bank of Maharashtra @ 9.4% and if so, the details of action taken thereon?

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

(a) to (f): Yes, Telangana has opted to follow ‘State-Led Implementation Model’ for implementation of BharatNet phase-II project in the state of Telangana through T-Fiber with the scope of 10,787 Gram Panchayats (GPs), out of which 8,887 GPs had been connected in Telangana under BharatNet Phase-II project.

Further, the Government of India has approved the Amended BharatNet Program (ABP) for upgradation of the existing network created under Phase-I and Phase-II of BharatNet and to create incremental network for new GPs, and to connect the non-GP villages on demand basis, and operation & maintenance of GPs. The Government of India has accorded In-Principle approval to the proposal of Government of Telangana for implementation of Amended BharatNet Program in the State with provisioning of ₹3,189 crore to upgrade & connect 12,769 GPs in ABP and agreement for the same has already been shared with the Government of Telangana.

Under the ABP, Fibre-to-the-Home (FTTH) connections are provisioned across all the States/Union Territories, including Telangana, through the BharatNet Udyami (BNU) model, with subsidy support from the Government of India.

पीएम-कुसुम के लिए पोर्टल

4094. डॉ. राजेश मिश्रा:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) राष्ट्रीय स्तर पर प्रधानमंत्री-किसान ऊर्जा सुरक्षा एवं उत्थान महाअभियान (पीएम-कुसुम) की उपलब्धि का प्रतिशत क्या है;

(ख) क्या पीएम-कुसुम के तहत सौर पंप राजसहायता आवेदनों के लिए बनाए गए ऑनलाइन पोर्टल सर्वर समस्याओं और अन्य कारणों से अधिकांश समय बंद रहते हैं, जिसके परिणामस्वरूप ग्रामीण किसान पंजीकरण से वंचित हो जाते हैं और यदि हाँ, तो तत्सम्बन्धी ब्यौरा क्या है;

(ग) क्या विशेषकर सीधी लोक सभा निर्वाचन क्षेत्र में वर्ष 2024-25 और 2025-26 के दौरान मध्य प्रदेश के लिए पीएम-कुसुम के तहत सरकार द्वारा निर्धारित लक्ष्य प्राप्त कर लिए गए हैं और यदि हाँ, तो तत्सम्बन्धी ब्यौरा क्या है;

(घ) क्या सरकार किसानों की सुविधा के लिए 24 घंटे सेवा और ओपन-एंडेड विंडो बनाए रखने हेतु राष्ट्रीय डेटाबेस को उन्नत करने की किसी योजना पर विचार कर रही है और यदि हाँ, तो तत्सम्बन्धी ब्यौरा क्या है; और

(ङ) क्या उन गांवों में जहाँ नेटवर्क संपर्क उपलब्ध नहीं है वहाँ ऑफलाइन आवेदनों के लिए कोई योजना है और यदि हाँ, तो तत्सम्बन्धी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): पीएम कुसुम के अंतर्गत राज्य-वार प्रगति संलग्न **विवरण** में दी गई है।

दिनांक 31.07.2026 की स्थिति के अनुसार, योजना के तहत कुल 15.81 गीगावॉट स्थापित किया गया है।

(ख): पीएम-कुसुम एक मांग संचालित योजना है और क्षमताओं का आवंटन राज्य द्वारा की गई मांग के आधार पर किया जाता है। संबंधित राज्य पोर्टलों के माध्यम से लाभार्थियों का चयन और योजना का कार्यान्वयन राज्य कार्यान्वयन एजेंसी (एसआईए) की जिम्मेदारी है।

पीएम कुसुम का राष्ट्रीय पोर्टल योजना की प्रभावी निगरानी के लिए है, जहां स्थापना के आधार पर और योजना के दिशानिर्देशों के प्रावधानों के अनुसार राज्यवार सौर पंपों को सिंक्रोनाइज किया जाता है।

(ग): मंत्रालय SIA को लक्ष्य आवंटित करता है जो बदले में विभिन्न जिलों को उनकी मांग के अनुसार आवंटित करते हैं।

SIA द्वारा राज्य के बारे में दी गई सूचना के अनुसार, सीधी लोकसभा निर्वाचन क्षेत्र के तहत हुई प्रगति इस प्रकार है:

	प्राप्त आवेदन	स्थापित
भाग- A (MW)	26	1.5
भाग- B (पंपों की संख्या)	706	334
भाग- C (पंपों की संख्या)	शून्य	शून्य

(घ) और (ङ): कोई प्रस्ताव विचाराधीन नहीं है।

विवरण

पीएम कुसुम योजना के तहत दिनांक 31.07.2026 तक प्रगति

क्र. स.	राज्य का नाम	भाग-A (MW)		भाग-B (संख्या)		भाग-C (संख्या)				
		स्वीकृत	स्थापित	स्वीकृत	स्थापित	स्वीकृत (IPS)	स्थापित (IPS)	स्वीकृत (FLS)	स्थापित (FLS)	स्थापित (कुल)
1	अरुणाचल प्रदेश	0	0	700	699	0	0	0	0	0
2	असम	2	0	4000	1695	0	0	0	0	0
3	छत्तीसगढ़	366	19	0	0	0	0	10523	622	622
4	बिहार	0	0	0	0	0	0	140300	6070	6070
5	गुजरात	175	0	22792	22792	0	0	467114	304948	304948
6	गोवा	24	4	900	200	0	0	11000	700	700
7	हरियाणा	158	75.21	197655	195521	0	0	2899	0	0
8	हिमाचल प्रदेश	100	100	1270	1103	0	0	0	0	0
9	जम्मू और कश्मीर	0	0	5000	4873	0	0	0	0	0
10	झारखंड	0	0	86985	74201	0	0	0	0	0
11	कर्नाटक	0	0	41365	29513	0	0	763588	150490	150490
12	केरल	0	0	8	8	9448	4063	22368	11809	15872
13	लद्दाख	0	0	1400	315	0	0	0	0	0
14	मध्य प्रदेश	1401	230.66	59400	26478	0	0	175000	71934	71934
15	महाराष्ट्र	260	21	575000	559409	0	0	875000	875000	875000
16	मणिपुर	0	0	450	160	0	0	0	0	0

17	मेघालय	0	0	2735	98	0	0	0	0	0
18	मिजोरम	0	0	1700	613	0	0	0	0	0
19	नागालैंड	0	0	265	265	0	0	0	0	0
20	ओडिशा	90	6	18441	16052	0	0	5223	0	0
21	पुडुचेरी	0	0	72	0	0	0	0	0	0
22	पंजाब	0	0	18048	17928	186	25	0	0	25
23	राजस्थान	5618	1442.43	134752	127639	2138	2138	400000	229994	232132
24	तमिलनाडु	3	3	5187	5186	0	0	0	0	0
25	तेलंगाना	1797	84	7000	0	28000	0	0	0	0
26	त्रिपुरा	5	0	11114	9401	3600	1375	0	0	1375
27	उत्तर प्रदेश	1	1	107266	71538	12000	8654	370000	2477	11131
28	उत्तराखंड	0	0	3685	2980	0	0	0	0	0
29	पश्चिम बंगाल	0	0	0	0	20	4	0	0	4
30	अंडमान और निकोबार द्वीप समूह	0	0	0	0	0	0	0	0	0
31	आंध्र प्रदेश	0	0	0	0	0	0	293587	0	0
	कुल	**10000**	**1986.30**	**1307190**	**1168667**	**55392**	**16259**	**3536602**	**165404**	**167030 3**

INSTALLATION OF KAVACH ON HIGH-DENSITY RAILWAY ROUTES

4095. DR. BHOLA SINGH:

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

(a) the details of the progress made in deployment of Kavach 4.0 across the country including route kilometres and locomotives covered, zone-wise;

(b) the details of railway routes passing through Bulandshahr Lok Sabha Constituency identified/covered for installation of Kavach;

(c) whether the Government proposes to extend Kavach to other railway sections serving Bulandshahr and adjoining districts;

(d) if so, the details and timeline fixed thereof; and

(e) the measures taken/being taken by the Government to expedite Kavach deployment on high-density and high-traffic railway routes?

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

(a) to (e):

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:
    a. Installation of Station Kavach at each and every station, block section.
    b. Installation of RFID Tags throughout the track length.
    c. Installation of telecom Towers throughout the section.
    d. Laying of Optical Fibre Cable along the track.

e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.

6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

S.N	Section	Progress (Route Km)
(1)	**Delhi-Mumbai route: 1,423 Rkm**	
i	Tilak Bridge - Junction cabin – Palwal – Mathura –Kota-Nagda-Ratlam–Vadodara-Virar section	1,327

ii	Vadodara – Ahmedabad section	96
(2)	**Delhi – Howrah route: 1,210 Rkm**	
i	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii	Kanpur – Lucknow section	71
iii	Mirzapur - DDU (Excluding) section	64
iv	DDU(FOC)-Bhabua Road section	50
v	Sasaram - Phesar section	43
vi	Gaya -Sarmatarn- Nimiaghat section	159
vii	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work has been taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways. Further, Kavach work is planned for Aligarh – Chandausi & Hapur - Khurja sections passing through Bulandshahr Lok Sabha constituency.

11. The total Progress of key items of Kavach on Indian Railway sections are as under:-

S.N	Item	Progress
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.
14. The funds utilized on Kavach works so far up to Jun'26 is Rs. 3,875 Crores. The allocation of funds during the year 2026-27 is Rs. 2,066 Crores. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.

RISE IN THE CUSTOMER FOOD PRICE INDEX

4096. ADV. PRIYA SAROJ:

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

(a) the details of the factors identified by the Government for the rise in the Consumer Food Price Index (CFPI) in the year 2026 particularly the sharp increase in prices of tomatoes and other essential vegetables;

(b) the details of the quantity of wheat and rice available in the Central Pool as against the prescribed buffer norms, State-wise, as on July 2026;

(c) whether the Government has assessed the impact of rising food inflation on procurement operations during the year 2026 Rabi Marketing Season and if so, the details thereof;

(d) the details of the quantity of wheat procured in Uttar Pradesh during the year 2026 Rabi Marketing Season against the procurement target, district-wise; and

(e) the details of the market intervention measures undertaken by the Government to stabilise prices of essential food commodities and prevent excessive price volatility in the country?

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

(a): Department of Consumer Affairs monitors the daily prices of 41 essential food commodities submitted by the 579 price monitoring centres across the country. Retail prices of essential food items like cereals, pulses, potato etc. are largely stable in comparison to the prices last year while retail prices of edible oils remains elevated due to high import dependence and uncertainties on account of geopolitical tensions. Retail prices of highly perishable commodities like tomatoes and other vegetables vulnerable to volatility in prices due to various factors such as seasonality in production and temporary supply chain disruptions.

(b): The details of the quantity of wheat and rice available in the Central Pool as against the prescribed buffer norms, State-wise, as on July 2026 are given in the enclosed **Statement-I**.

(c): Prices of cereals (wheat & rice) and pulses remain moderated on the back of record foodgrains production in 2025-26, robust procurement and comfortable stocks with the government.

(d): The details of the quantity of wheat procured in Uttar Pradesh during the year 2026 Rabi Marketing Season against the procurement target, district-wise are given in the enclosed **Statement II.**

(e): Government keeps a close watch on the production and availability of essential commodities through regular reviews by the Inter-Ministerial Committee (IMC). The Committee reviews, on regular basis, the scenario and the indicative trends in prices of essential agri-horticultural commodities and suggests measures to enhance availability through increased domestic production and rationalisation in export-import policies.

Government of India sells surplus food grains (Wheat & Rice), beyond the Public Distribution System (PDS) and Other Welfare Schemes (OWS) requirements, through open sale under Open Market Sale Scheme (Domestic) (OMSS(D)). This helps increase the availability of foodgrains in the market, control inflation, ensure food security and make foodgrains more affordable for the general population. In addition, Bharat Atta and Bharat Rice were launched on 6.11.2023 and 6.02.2024, respectively, with a view to provide atta (wheat flour) and rice to general consumers at subsidized rates under Open Market Sale Scheme (Domestic) (OMSS(D)) policy.

Pulses from the Price Stabilisation Fund (PSF) buffer are released in a regulated manner to augment the availability and cool down the market prices.

Market interventions through buffer stock also help in nudging the market players lower their prices. Buffer stock of pulses also acts as deterrent against speculative hoarding and manipulation by market players. During 2025-26, a total of 4.04 lakh tonnes of pulses were released from the PSF buffer through open market sale. In addition, pulses were also supplied to States/UTs for their welfare schemes on continuous basis, as per demand and availability. In case of onion, a total of 2.87 lakh tonnes of Rabi-2025 harvest were procured during 2025-26. The buffer stock of onion plays critical role in controlling the seasonal fluctuation in prices during the period between Rabi and Kharif onion harvests when prices tend to rise due to the depletion in stored Rabi onions. Onions from the government buffer are released during this lean season in regulated and targeted manner through retail and bulk sales to augment the market availability and stabilise the prices.

STATEMENT- I

TOTAL STOCKS OF FOODGRAINS IN CENTRAL POOL AS ON 01.07.2026 (Opening Balance)

(Figs. In LMT)

Region	STOCK WITH FCI			STOCK WITH STATE AGENCIES#			TOTAL CENTRAL POOL STOCK		
	RICE	WHEAT	TOTAL	RICE	WHEAT	TOTAL	RICE	WHEAT	TOTAL
	2	3	4	5	6	7	8	9	10
Bihar	2.58	8.35	10.93	9.65	0.22	9.87	12.23	8.57	20.80
Jharkhand	3.52	0.52	4.04	0.78	0.15	0.93	4.30	0.67	4.97
Odisha	4.63	0.33	4.96	3.16	0.00	3.16	7.79	0.33	8.12
West Bengal	1.06	6.93	7.99	6.30	0.00	6.30	7.36	6.93	14.29
Zonal Total	**11.79**	**16.13**	**27.92**	**19.89**	**0.37**	**20.26**	**31.68**	**16.50**	**48.18**
Assam	3.02	0.56	3.58	0.00	0.00	0.00	3.02	0.56	3.58
Arunachal Pr.	0.36	0.00	0.36	0.00	0.00	0.00	0.36	0.00	0.36

Tripura	0.37	0.05	0.42	0.00	0.00	0.00	0.37	0.05	0.42
Mizoram	0.19	0.01	0.20	0.00	0.00	0.00	0.19	0.01	0.20
Meghalaya	0.25	0.04	0.29	0.00	0.00	0.00	0.25	0.04	0.29
Manipur	0.39	0.00	0.39	0.00	0.00	0.00	0.39	0.00	0.39
Nagaland	0.44	0.00	0.44	0.00	0.00	0.00	0.44	0.00	0.44
Zonal Total	**5.02**	**0.66**	**5.68**	**0.00**	**0.00**	**0.00**	**5.02**	**0.66**	**5.68**
Delhi	0.90	2.21	3.11	0.00	0.00	0.00	0.90	2.21	3.11
Haryana	45.30	28.34	73.64	0.00	79.40	79.40	45.30	107.74	153.04
Himachal Pr.	0.28	0.58	0.86	0.00	0.01	0.01	0.28	0.59	0.87
J&K	1.67	0.83	2.50	0.00	0.00	0.00	1.67	0.83	2.50
Punjab	154.25	25.16	179.41	0.00	114.85	114.85	154.25	140.01	294.26
Rajasthan	0.21	30.91	31.12	0.00	0.00	0.00	0.21	30.91	31.12
Uttar Pr.	30.82	28.50	59.32	0.00	0.00	0.00	30.82	28.50	59.32
Uttrakhand	0.22	1.46	1.68	0.70	0.05	0.75	0.92	1.51	2.43
Zonal Total	**233.65**	**117.99**	**351.64**	**0.70**	**194.31**	**195.01**	**234.35**	**312.30**	**546.65**
Andhra Pr.	15.31	0.41	15.72	7.95	0.00	7.95	23.26	0.41	23.67
Karnataka	8.91	1.05	9.96	0.00	0.00	0.00	8.91	1.05	9.96
Kerala	4.89	0.71	5.60	0.00	0.00	0.00	4.89	0.71	5.60
Tamil Nadu	10.78	1.10	11.88	4.50	0.00	4.50	15.28	1.10	16.38
Telangana	19.37	0.37	19.74	6.61	0.00	6.61	25.98	0.37	26.35
Zonal Total	**59.26**	**3.64**	**62.90**	**19.06**	**0.00**	**19.06**	**78.32**	**3.64**	**81.96**
Gujarat	3.77	5.48	9.25	0.10	1.10	1.20	3.87	6.58	10.45
Maharashtra	7.96	9.25	17.21	1.97	0.00	1.97	9.93	9.25	19.18
Madhya Pr.	8.09	2.78	10.87	5.93	164.98	170.91	14.02	167.76	181.78
Chhattisgarh	18.77	0.08	18.85	3.85	0.00	3.85	22.62	0.08	22.70
Zonal Total	**38.59**	**17.59**	**56.18**	**11.85**	**166.08**	**177.93**	**50.44**	**183.67**	**234.11**
Total	**348.31**	**156.01**	**504.32**	**51.50**	**360.76**	**412.26**	**399.81**	**516.77**	**916.58**
Wheat lying in mandies	**0.00**	**0.17**	**0.17**	**0.00**	**3.86**	**3.86**	**0.00**	**4.03**	**4.03**
Stock in Transit	**3.30**	**1.94**	**5.24**	**0.00**	**0.00**	**0.00**	**3.30**	**1.94**	**5.24**
Total (All India)	**351.61**	**158.12**	**509.73**	**51.50**	**364.62**	**416.12**	**403.11**	**522.74**	**925.85**

*** Raj. (FCI 0.05 LMT, State agencies 0.21 LMT), UP (FCI 0.12 LMT, State agencies 3.62 LMT), MP (State agencies 0.01 LMT), Himachal Pradesh (State agencies 0.01 LMT), Bihar (State agencies 0.02 LMT).**

 # As reported by State Govt.

1.Transit figures are estimated.

2. Rice does not include unmilled paddy with FCI / State Agencies in terms of Rice.

3.Total quantity of unmilled Paddy with FCI and State Agencies = 387.45 LMT (FCI =0.04 LMT; State Agencies= 387.41 LMT). CMR that could be derived aking out-turn ratio as 67% =259.59 LMT.

STATEMENT- II

Food and Civil Supplies Department, Government of Uttar Pradesh					
Wheat Procurement Summary (Marketing Year: 2026-2027) (2026-2027)					
Sl. No.	Division	District	Procurement Target (in Million Tonnes)	Cumulative Procurement (in Million Tonnes)	Percentage of Procurement against Target
1	**2**	**3**	**4**	**5**	**6**
1	Ayodhya	Amethi	27500	27257.45	99.12
		Ambedkar Nagar	31500	31730.69	100.73
		Ayodhya	19500	20742.22	106.37
		Barabanki	27000	25070.87	92.86
		Sultanpur	19500	23266.61	119.32
Ayodhya Division Total			**125000**	**128067.84**	**102.45**
2	Aligarh	Aligarh	41500	41602.84	100.25
		Eta	23500	28442.83	121.03
		Kasganj	10500	11464.93	109.19
		Hathras	15000	16561.95	110.41
Aligarh Division Total			**90500**	**98072.55**	**108.37**
3	Agra	Agra	25500	16630.91	65.22
		Firozabad	16500	18611.82	112.80
		Mathura	50500	32934.22	65.22
		Mainpuri	23500	26788.13	113.99
Agra Division Total			**116000**	**94965.08**	**81.87**
4	Azamgarh	Azamgarh	37000	36382.19	98.33
		Balia	31000	34387.24	110.93
		Mau	21500	20621.85	95.92
Azamgarh Division Total			**89500**	**91391.28**	**102.11**
5	Kanpur	Etawah	23500	21078.99	89.70
		Auraiya	19500	18533.44	95.04
		Kannauj	8500	9291.12	109.31
		Kanpur Dehat	37500	28650.33	76.40
		Kanpur Nagar	27500	20184.60	73.40

		Farrukhabad	15500	11522.43	74.34
Kanpur Division Total			**132000**	**109260.91**	**82.77**
6	Gorakhpur	Kushinagar	15500	13901.88	89.69
		Gorakhpur	27500	24630.98	89.57
		Devariya	18000	23328.91	129.61
		Maharaj Ganj	57000	37551.17	65.88
Gorakhpur Division Total			**118000**	**99412.94**	**84.25**
7	Chitrakut	Chitrakut	17000	18486.74	108.75
		Banda	32500	33952.89	104.47
		Mahoba	55500	36751.65	66.22
		Hamirpur	75000	50985.15	67.98
Chitrakoot Division Total			**180000**	**140176.42**	**77.88**
8	Jhansi	Jalaun	88000	56244.96	63.91
		Jhansi	99500	82575.85	82.99
		Lalitput	69000	62987.55	91.29
Jhansi Division Total			**256500**	**201808.35**	**78.68**
9	Devipatan	Gonda	28000	28360.84	101.29
		Balrampur	17500	21607.11	123.47
		Bahraich	63500	44405.01	69.93
		Shrawasti	20500	18102.65	88.31
Devipatan Division Total			**129500**	**112475.61**	**86.85**
10	Prayagraj	Kaushambi	54500	32293.83	59.25
		Pratapgarh	23500	29161.07	124.09
		Prayagraj	57000	77990.80	136.83
		Fatehpur	38500	37420.48	97.20
Prayagraj Division Total			**173500**	**176866.18**	**101.94**
11	**Bareilly**	Pilibhit	83000	35654.81	42.96
		Badaun	48500	40984.06	84.50
		Bareilly	64000	50835.78	79.43
		Shahjanpur	87000	70978.63	81.58
मण्डल बरेली योग Bareilly Division Total			**282500**	**198453.29**	**70.25**
12	Basti	Basti	19500	20872.75	107.04
		Sant Kabir Nagar	14500	13374.22	92.24
		Siddharthnagar	26500	21861.56	82.50
Basti Division Total			**60500**	**56108.53**	**92.74**

13	Meerut	Ghaziabad	2000	1779.45	88.97
		Gautam Budh Nagar	5500	5764.34	104.81
		Buland Shahar	26500	15519.97	58.57
		Baghpat	5000	3051.37	61.03
		Meerut	7000	6119.65	87.42
		Hapur	5000	4219.21	84.38
Meerut Division Total			**51000**	**36453.98**	**71.48**
14	Muradabad	Amroha	10500	10453.27	99.55
		Bijnor	18500	17380.66	93.95
		Muradabad	29500	31133.98	105.54
		Rampur	43500	36747.03	84.48
		Sambhal	32000	36061.74	112.69
Moradabad Division Total			**134000**	**131776.67**	**98.34**
15	Luckow	Unnao	20500	24343.42	118.75
		Khiri	79000	68216.51	86.35
		Raebareli	32000	29745.06	92.95
		Lucknow	8500	7884.04	92.75
		Sitapur	47500	50064.62	105.40
		Hardoi	52000	35340.10	67.96
Lucknow Division Total			**239500**	**215593.76**	**90.02**
16	Varanasi	Ghazipur	43000	36632.38	85.19
		Chandauli	40000	29743.89	74.36
		Jaunpur	33500	32216.02	96.17
		Varanasi	12000	8935.99	74.47
Varanasi Division Total			**128500**	**107528.28**	**83.68**
17	Vidhyanchal	Mirzapur	56000	46620.48	83.25
		Sant Ravidas Nagar	10500	10277.35	97.88
		Sonbhadra	27500	26983.97	98.12
Vindhyachal Division Total			**94000**	**83881.80**	**89.24**
18	Shaharanpur	Muzzafarnagar	14500	16637.10	114.74
		Shamli	25000	13114.36	52.46
		Sharanpur	60000	44375.25	73.96
Saharanpur Division Total			**99500**	**74126.71**	**74.50**
Grand Total			**2500000**	**2156420.18**	**86.26**

Food and Civil Supplies Department, Government of Uttar Pradesh					

नीलाम किए गए कोयला ब्लॉकों का संचालन

4097. श्री सुनील कुमार:

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

(क) विगत तीन वर्षों के दौरान सरकार द्वारा खनन के लिए नीलाम किए गए कोयला ब्लॉकों के संचालन में क्या प्रगति हुई है और झारखंड, ओडिशा और छत्तीसगढ़ में ऐसे ब्लॉकों की कुल संख्या कितनी है जहां उत्पादन पहले ही शुरू हो चुका है;

(ख) शेष नीलाम किए गए कोयला ब्लॉकों में उत्पादन शुरू न होने के क्या कारण हैं;

(ग) झारखंड में सेंट्रल कोलफील्ड्स लिमिटेड (सीसीएल) की बनियाडीह ओपन कास्ट खान में आउटसोर्स किए गए ओपन कास्ट खनन कार्यों की वर्तमान स्थिति क्या है; और

(घ) क्या आउटसोर्सिंग कंपनियों द्वारा स्थानीय निवासियों को रोजगार उपलब्ध नहीं कराए जाने के कारण खनन क्षेत्रों के निकट बार-बार झड़पें होती रहती हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): जून 2020 में वाणिज्यिक कोयला ब्लॉक नीलामी ढांचे के शुभारंभ के बाद से, कुल 141 कोयला ब्लॉकों की सफलतापूर्वक नीलामी की गई है, जिनमें से 30 जून 2026 तक देश भर में 132 ब्लॉक आवंटित किए जा चुके हैं। आबंटित 132 वाणिज्यिक कोयला ब्लॉकों में से 23 ब्लॉकों ने सभी अपेक्षित सांविधिक स्वीकृतियां प्राप्त करने के बाद खान खोलने की अनुमति (एमओपी) प्राप्त कर ली है।

शेष 109 ब्लॉक कोयला ब्लॉक अन्वेषण, खनन योजना तैयार करना, पर्यावरण स्वीकृति प्राप्त करना, वन स्वीकृति प्राप्त करना आदि जैसे विकास के विभिन्न चरणों में हैं। आंशिक रूप से और पूरी तरह से अन्वेषित ब्लॉकों के लिए निर्धारित प्रचालन समय-सीमा आवंटन की तारीख से

क्रमशः 66 महीने और 51 महीने है (नीलामी के 15वें दौर से क्रमशः 52 और 40 महीने तक संशोधित)। उत्पादन शुरू न होने का कारण यह है कि ब्लॉक या तो अन्वेषण चरण में हैं या खान प्रचालन के लिए आवश्यक सांविधिक स्वीकृति प्राप्त कर रहे हैं जैसे कि पर्यावरण मंजूरी (ईसी), वन मंजूरी (एफसी), खनन पट्टे को प्रदान करने और निष्पादन, भूमि अधिग्रहण और पुनर्वास और अपनी निर्धारित समयसीमा के भीतर खनन अवसंरचना का विकास।

दिनांक 30.6.2026 तक, 23 प्रचालनरत वाणिज्यिक कोयला ब्लॉकों में से 15 ब्लॉकों ने कोयला उत्पादन शुरू कर दिया है और शेष 8 ब्लॉक खान अवसंरचना विकास के विभिन्न चरणों में हैं। इन 15 खानों में से 9 खानें झारखंड, ओडिशा और छत्तीसगढ़ राज्यों में स्थित हैं। इन खानों का विवरण (वर्ष-वार और कुल) निम्नानुसार है:

वित्त वर्ष	**झारखंड**	**ओडिशा**	**छत्तीसगढ़**	**कुल**
2023-24	0	1	5	6
2024-25	1	0	1	2
2025-26	0	1	0	1
कुल (संचयी)	**1**	**2**	**6**	**9**

(ग): झारखंड में सेंट्रल कोलफील्ड्स लिमिटेड (सीसीएल) के क्षेत्राधिकार के अंतर्गत "बनियाडीह ओपन कास्ट खान" के नाम से कोई ओपन कास्ट खान नहीं है। इसलिए, सीसीएल में ऐसी खान में आउटसोर्स किए गए ओपन कास्ट खनन प्रचालनों अथवा इसकी वर्तमान स्थिति का प्रश्न नहीं उठता।

(घ): यद्यपि कानून और व्यवस्था राज्य का विषय है, फिर भी कंपनियों के आवंटितियों और कोल इंडिया लिमिटेड की सहायक कंपनियों ने ऐसी किसी घटना की सूचना नहीं दी है, जिससे आउटसोर्सिंग ठेकेदारों द्वारा स्थानीय निवासियों को रोजगार न देने के कारण खनन क्षेत्रों के पास बार-बार या व्यवस्थागत टकराव हुआ हो। स्थानीय मांगों से जुडे छिट-पुट मामलों का कोयला कंपनियों द्वारा राज्य सरकार और स्थानीय प्रशासन के साथ सक्रिय समन्वय से तुरंत समाधान किया जाता है।

सतत विकास लक्ष्य

4098. श्री रमाशंकर विद्यार्थी राजभर:

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

(क) वर्ष 2030 तक सतत विकास लक्ष्यों (एसडीजी) को प्राप्त करने के लिए निर्धारित संकेतकों के अनुसार भारत द्वारा वर्तमान में की गई प्रगति का ब्यौरा क्या है;

(ख) राष्ट्रीय औसत से कम दर्ज किए गए राज्यों और जिलों का कार्य-निष्पादन क्या है;

(ग) पूर्वांचल के पिछड़े जिलों विशेषकर देवरिया और बलिया के लिए तैयार की गई विशेष विकास कार्यनीति का ब्यौरा क्या है; और

(घ) क्या सरकार प्रत्येक वर्ष सतत विकास लक्ष्यों के संकेतकों की जिला-वार रैंकिंग को संसद के पटल पर रखने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) और (ख): नीति आयोग ने एसडीजी इंडिया इंडेक्स विकसित किया है, जो राष्ट्रीय संकेतक ढांचे और भारत सरकार के संबंधित मंत्रालयों/विभागों द्वारा उपलब्ध कराए गए आंकड़ों का उपयोग करते हुए 17 सतत विकास लक्ष्यों (एसडीजी) पर राज्यों और संघ राज्य क्षेत्रों की प्रगति का आकलन करता है। एसडीजी इंडिया इंडेक्स एसडीजी प्राप्त करने की दिशा में राज्यों और संघ राज्य क्षेत्रों द्वारा की गई प्रगति को प्रस्तुत करता है और प्रतिस्पर्धी और सहकारी संघवाद को बढ़ावा देता है। राज्यों का प्रदर्शन सार्वजनिक रूप से उपलब्ध है और इसे https://www.niti.gov.in/sites/default/files/2024-07/SDG_India_Index_2023-24.pdf से प्राप्त किया जा सकता है।

इसके अतिरिक्त, नीति आयोग और पूर्वोत्तर क्षेत्र मंत्रालय (एमडीओएनईआर) द्वारा पूर्वोत्तर क्षेत्र जिला एसडीजी सूचकांक के माध्यम से पूर्वोत्तर राज्यों के लिए जिला-स्तरीय मूल्यांकन किया गया है। कुछ राज्य सरकारों ने एसडीजी इंडिया इंडेक्स की कार्यप्रणाली के आधार पर राज्य-

विशिष्ट जिला एसडीजी सूचकांक भी तैयार किए हैं। पूर्वोत्तर एसडीजी जिला सूचकांक की नवीनतम रिपोर्ट यहां से प्राप्त की जा सकती है: https://www.niti.gov.in/sites/default/files/2025-07/SDG-NER-Report.pdf

(ग): नीति आयोग ने 2018 में आकांक्षी जिला कार्यक्रम (एडीपी) और 2023 में आकांक्षी ब्लॉक कार्यक्रम (एबीपी) शुरू किया, जिसका उद्देश्य 117 जिलों और 513 ब्लॉकों को तेजी से बदलना है। एडीपी के तहत प्रगति की निगरानी 49 प्रमुख प्रदर्शन संकेतकों (केपीआई) के माध्यम से की जाती है, जो शासन और सेवा वितरण के लिए एक संरचित दृष्टिकोण सुनिश्चित करते हैं। एबीपी प्रगति की निगरानी करने, विभिन्न जिलों के बीच स्वस्थ प्रतिस्पर्धा को बढ़ावा देने और जमीनी स्तर पर सेवा वितरण में सुधार करने के लिए महत्वपूर्ण सामाजिक क्षेत्रों में, 40 प्रमुख प्रदर्शन संकेतकों (केपीआई) का उपयोग करता है। आकांक्षी जिलों और आकांक्षी ब्लॉकों के प्रदर्शन की नियमित रूप से समीक्षा की जाती है, और उन्हें परिभाषित संकेतकों पर की गई प्रगति के आधार पर रैंक किया जाता है, जो क्रमशः एडीपी (http://championsofchange.gov.in/site/coc-home/) और एबीपी (https://abp.championsofchange.gov.in/) के लिए चैंपियंस ऑफ चेंज डैशबोर्ड पर सार्वजनिक रूप से उपलब्ध है।

देवरिया जिले के गौरी बाजार ब्लॉक और बलिया जिले के बांसडीह और चिलकहर ब्लॉक को आकांक्षी ब्लॉक कार्यक्रम (एबीपी) के तहत चिन्हित किया गया है।

(घ): जी नहीं।

CAREER PROGRESSION FOR WOMEN RESEARCHERS

4099. DR. D. RAVI KUMAR:

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

(a) whether the Government has assessed the participation and retention of women in science, technology, engineering and research careers and if so, the details thereof;

(b) whether any study has been undertaken to identify barriers to career progression for women researchers and if so, the details thereof;

(c) the schemes currently being implemented to support women scientists returning to research after career breaks; and

(d) the outcomes of such initiatives?

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

(a): The Government has assessed the participation of women in science, technology, engineering, and research careers through its national statistical frameworks. The Department of Science and Technology (DST), through its Research & Development Statistics 2025-2026 report, has documented a steady increase in women's participation in STEM research careers, from 13% in 2000–01 to 18.6% in 2020–21 and further to 29% in 2023-24. These statistics provide an assessment of women's participation in the STEM research workforce.

(b): Several studies have been undertaken by policy and research institutions, including NITI Aayog, the Department of Science and Technology (DST), and CSIR-National Institute of Science Communication and Policy Research (CSIR-NIScPR), to identify barriers to the career progression of women researchers. These include NITI Aayog's “From Intent to Impact: A Compendium of Good Practices on Gender Parity at Workplace (2025)”, CSIR-NIScPR's “Women in STEM - A CSIR Survey Towards Gender Parity (2022)”, and DST's “Research and Development Statistics reports (2026)”. The studies indicate that while a significant number of women complete postgraduate and doctoral education, they continue to face structural, institutional, and socio-cultural barriers that impede their career progression. Key challenges identified include career interruptions due to caregiving responsibilities; inadequate childcare infrastructure; limited availability of structured returnship programmes, flexible work arrangements and mentorship opportunities; work-life balance pressures and the impact of these factors on health and well-being.

(c) and (d): The Government is implementing several schemes to support women scientists returning to research after career breaks across different stages of their careers. The Department of Science and Technology (DST) implements the Women in Science and Engineering-KIRAN (WISE-KIRAN) scheme, which includes WISE-PhD, WISE Post-Doctoral Fellowship (WISE-PDF), WISE-Societal Challenges with Opportunities (WISE-SCOPE), WISE Internship in Intellectual Property Rights (WISE-IPR) and WIDUSHI. These

programmes support women in pursuing doctoral and post-doctoral research, translational research, intellectual property rights training, and continued research engagement for senior women scientists.

The Department of Biotechnology (DBT) implements the Biotechnology Career Advancement and Re-orientation (BioCARe) scheme to facilitate the re-entry of women scientists into biotechnology and allied research after career breaks. The Department of Health Research (DHR), Ministry of Health & Family Welfare, implements the Women Scientist Scheme (WSS) under the Central Sector Scheme Human Resource Development for Health Research to support women researchers returning to biomedical and health research after career breaks due to motherhood or family responsibilities.

These initiatives have yielded significant outcomes. Under WISE-KIRAN, over 4,000 women scientists have been supported for research, while 942 women have been trained in Intellectual Property Rights, of whom 413 have become registered patent agents. Under the BioCARe scheme, 415 women researchers have been supported across research institutions and universities in the country, facilitating their re-entry into research careers.

श्योपुर में बीएसएनएल टावर्स

4100. **श्री शिवमंगल सिंह तोमरः**

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

(क) क्या मध्य प्रदेश के श्योपुर जिले में प्रस्तावित बीएसएनएल टावरों का कार्य वर्तमान में लंबित पड़ा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) यदि हां, तो उक्त लंबित कार्य की वर्तमान स्थिति क्या है;

(ग) उक्त कार्य को पूरा करने के लिए अलग-अलग क्या समय-सीमा निर्धारित की गई है; और

(घ) इस कार्य के निष्पादन में विलंब के क्या कारण हैं और इसे शीघ्र पूरा करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं?

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

(क) से (घ): बीएसएनएल ने मध्य प्रदेश के श्योपुर जिले में दिनांक 30-06-2026 की स्थिति के अनुसार 43 टावरों में से 32 मोबाइल टावरों को चालू कर दिया है। इसके कार्यान्वयन में राइट ऑफ वे अनुमति, वन संबंधी मंजूरी में देरी होना, सुदूर क्षेत्रों में लॉजिस्टिक्स संबंधी मुद्दे शामिल हैं०। इनका समाधान आवधिक समीक्षाओं और अंतर-मंत्रालयी/राज्य स्तरीय समन्वय के माध्यम से किया जाता है।

CONSTRUCTION OF ROBs AND RUBs IN TELANGANA

4101. SHRI KONDA VISHWESHWAR REDDY:

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

(a) the number of ROBs and RUBs sanctioned, completed and under construction in Telangana during the last five years including those in the Chevella Lok Sabha Constituency;

(b) the details of funds sanctioned, released and utilised for the said works, project-wise;

(c) the number of pending proposals received for ROBs/RUBs in the said Lok Sabha Constituency and their present status;

(d) whether any sanctioned projects are delayed and if so, the reasons therefor including delays due to land acquisition, utility shifting, cost-sharing, statutory clearances or other issues pending with the Government of Telangana/other agencies, project-wise; and

(e) the steps taken/to be taken by the Government to resolve such issues and expedite completion of the pending projects?

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

(a) to (e): Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 viz-a-viz 2014-26 (Upto May'26) is as under:

Period	**ROBs/ RUBs constructed**
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (520 Nos. in the State of Telangana)

As on 01.06.2026, 4,993 Nos. ROB / RUB works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 118 Nos. ROB /

RUB works at a cost of approx. ₹ 4,883 Cr are sanctioned in the state of Telangana which are at various stages of planning and execution.

There are 20 Nos. ROBs/RUBs in Chevella Lok Sabha Constituency. Further, 04 Nos. RUB works have been sanctioned at a cost of approx. ₹ 43 Cr in the Chevella Lok Sabha Constituency which are at various stages of planning and execution. The Details are as under:

#	LC Details	ROB/ RUB	Cost of work (approx ₹ in Cr.)	Remarks
1	LC No. 8 at Km 10/5-6 on Vikarabad-Parli section	RUB	10	Boxes have already been inserted under tracks. The work of approach portion has been taken up.
2	LC No. 9 at Km 15/7-8 on Vikarabad-Parli section	RUB	13	Tender has been awarded.
3	LC No. 9 at Km 55/12-14 on Vikarabad-Parli section	RUB	14	Boxes have already been inserted under tracks. The work of approach portion has been taken up.
4	LC No. 23 at Km 152/4-6 on Vikarabad-Parli section	RUB	6	Railway portion has been completed by Railway and the construction work of approach portion is taken up by State Govt.

In the State of Telangana, 16 Nos. ROBs are delayed on account of the State Govt. The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	15
2.	Finalization of Alignment by State Govt.	01

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.

iii. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

PROTECTION AND DEVELOPMENT OF WAQF PROPERTIES

4102. SHRI ABU TAHER KHAN:

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

(a) the details of the total area and number of Waqf properties in West Bengal as per Waqf Board records;

(b) the details of steps taken by the Government to prevent encroachment and ensure proper 1010tilization of Waqf properties for education and health care; and

(c) the quantum of funds provided to State Waqf Board for digitization and management of Waqf assets?

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

(a): As informed by the State Waqf Board of West Bengal, as on 07.08.2026, a total of 1,15,551 waqf properties has been registered on the Unified Waqf Management, Empowerment, Efficiency and Development (UMEED) Portal with a total area of 81,841 acres.

(b): As per Section 32 of the UMEED Act, 1995, the general superintendence of all auqaf in a State vests in the Waqf Board established or the State. It is the duty of the Waqf Board to exercise its powers under this Act to ensure that the auqaf under its superintendence are properly maintained, controlled and administered and the income thereof is duly applied to the objects and for the purposes for which the auqaf were created or intended.

Section 54 of the UMEED Act, 1995, provides for the process of removal of encroachment from waqf properties. As per the Act, the Chief Executive Officer (CEO) of the State Waqf Board, upon receiving a complaint or otherwise, may conduct an inquiry and if satisfied that the property is a waqf property and there has been encroachment, may make an application to the Tribunal for grant of order for removal of such encroachment. The Tribunal upon receipt of such application, for reasons to be recorded therein, may make an order of eviction after giving an opportunity of being heard to the person against whom the application has been made.

In accordance with provisions of Section 3-B (1) of the UMEED Act, 1995, the process of uploading, verification and validation of waqf property details on the UMEED Central Portal-2025 is ongoing. Accordingly, information on utilisation for the intended purposes such as education and healthcare can be ascertained once the process of data uploading and validation is completed.

(c): A total amount of Rs. 49.25 lakhs has been sanctioned and released by the Ministry of Minority Affairs to the West Bengal State Waqf Board during the F.Y. 2025–26 including for digitization and management of waqf assets.

STRENGTHENING INDIA'S INDIGENOUS NUCLEAR ENERGY ECOSYSTEM

4103. SHRI JAGDAMBIKA PAL

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

(a) whether the Government has undertaken a comprehensive review of India’s long-term nuclear energy strategy including the development of indigenous nuclear technologies and advanced reactor systems and if so, the details thereof;

(b) whether the Government proposes to encourage greater participation of the private sector in nuclear manufacturing, engineering services, research and development and supply chains while ensuring robust regulatory oversight and nuclear safety and if so, the details thereof;

(c) whether the Government proposes to accelerate the development and deployment of thorium-based nuclear technologies to strengthen India’s long-term energy security and reduce dependence on imported nuclear fuel and if so, the details thereof; and

(d) the details of policy measures taken or proposed to be taken to build a globally competitive, self-reliant and technologically advanced nuclear energy ecosystem in the country?

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

(a): Yes, India's long-term nuclear energy strategy is guided by the three-stage nuclear power programme aiming for utilisation of vast thorium reserves for energy security in a sustainable manner.

The strategy has been further strengthened through the Nuclear Energy Mission (NEM) announced in the Union Budget 2025–26 aimed for expansion of nuclear energy with the objective of achieving 100 GWe by 2047. A two-pronged strategy adopted to accelerate nuclear capacity addition; (i) Deployment of large reactors such as 700 MWe indigenous Pressurised Heavy Water Reactors (PHWRs) and advanced reactor designs at green field sites for rapid expansion; and (ii) Development & deployment of Small Modular Reactors (SMRs) in brown field sites for repurposing retiring fossil fuel-based power plants, captive plants for energy intensive industries, and off-grid applications for remote locations.

The Mission also aims to develop and operationalise at least five indigenous Small Modular Reactors (SMRs) by 2033. In this regard, Bhabha Atomic Research Centre (BARC) a constituent Unit of Department of Atomic Energy (DAE) has undertaken the design and development of indigenous SMRs, namely 220 MWe Bharat Small Modular Reactor (BSMR-200), and 55 MWe Small Modular Reactor (SMR-55) for power generation, and a High Temperature Gas Cooled Reactor (HTGCR) having capacity up to 5 MWth, which can be coupled with suitable thermochemical cycle for hydrogen production.

Indira Gandhi Centre for Atomic Research (IGCAR) a constituent Unit of DAE, is piloting the second stage of India's Nuclear Power Programme and is mandated to conduct a broad based multidisciplinary programme of scientific research and advanced engineering development, directed towards establishment of technology of Sodium Cooled Fast Breeder Reactors (FBR) and associated closed fuel cycle facilities, a cornerstone of India's long-term nuclear strategy. This includes the development and applications of new and improved materials, techniques, equipment and systems for FBRs, pursuance of research in basic sciences, engineering and technology to achieve breakthroughs in Fast Reactor technology.

Towards this IGCAR has set up and operated a number of facilities and there has been continuous increase in the implementation of R&D infrastructure projects towards achieving the mission oriented targets.

The Government has also enacted the Sustainable Harnessing and Advancement of Nuclear Energy for Transforming India (SHANTI) Act, 2025 to enable a wider participation of both public and private sectors. Further, the Government has announced measures for enabling R&D in SMRs and new advanced technologies. The aforementioned measures envisage a significant contribution from indigenous PHWR technology based nuclear power plants.

(b): Yes, DAE is aiming to encourage greater participation of the private sector in nuclear manufacturing, engineering services, research and development and supply chains. In this regard, the SHANTI Act, 2025 has been enacted for participation of public and private entities in the field of nuclear energy, while

ensuring the highest standards of safety, security, safeguards and regulatory oversight.

DAE is engaging Indian industries through knowledge sharing and handholding for new technology developments for the SMRs, thus developing nuclear vendors for self-reliance in the field of nuclear technology encouraging R&D ecosystem in private sector. Development of critical items such as low alloy steel forgings for reactor pressure vessels and reactivity control drive mechanisms has already been realised through domestic industry, while development of other critical equipment has been initiated with the domestic industry and start-up.

Thus, Indian industries play a key role in the manufacture of equipment for these reactors, strengthening indigenous capabilities and the domestic nuclear supply chain.

Greater participation of the private entities also in nuclear sector is envisaged after the entry in to force of the reforms under the SHANTI Act 2025, which also puts in place a robust regulatory oversight and nuclear safety by according statutory status to the Atomic Energy Regulatory Board.

DAE also promotes Make in India policy of the Government of India and development of new vendors.

(c): India is pursuing the Three-Stage Nuclear Power Programme, based on a closed fuel cycle, to achieve optimum utilisation of its limited uranium resources and exploit its abundant thorium reserves. Thorium unlike uranium, is a fertile material and needs to be converted to fissile uranium-233 in a

nuclear reactor, before it can be used to generate energy by nuclear fission. In first stage, domestically available natural uranium is used as fuel in Pressurised Heavy Water Reactors (PHWRs), followed by reprocessing of the spent fuel of PHWRs to extract plutonium. In second stage U-238 is further bred into Pu-239 in Fast Breeder Reactors (FBRs) utilizing reprocessed Pu-239 as fuel. In third stage, only after adequate capacity of FBRs is installed, large scale utilisation of thorium will follow, making use of fissile uranium-233 bred from thorium in a breeder reactor initially utilizing Pu-239 as driver fuel. In this regard, the Department has undertaken sustained research and development for thorium utilisation. Thorium Oxide (Thoria) pellets have been used in the initial cores of operating PHWRs, and Thoria-based fuels have been irradiated in BARC research reactors. The irradiated Thoria pins have been reprocessed to obtain uranium-233, which has been fabricated as fuel for KAMINI reactor installed at Indira Gandhi Centre for Atomic Research (IGCAR), Kalpakkam.

The Three-Stage Indian Nuclear Power Programme can provide long term energy security and reducing dependence on imported nuclear fuel.

(d): DAE has undertaken several measures to build a globally competitive, self-reliant and technologically advanced nuclear energy ecosystem in the country. These include:

1. SHANTI Act, 2025, which envisages participation of public and private entities in nuclear manufacturing, engineering services, research and development and supply chains.

2. Implementation of the Nuclear Energy Mission with development of at least five indigenous SMRs by 2033.
3. Design and development of indigenous technologies such as BSMR-200, SMR-55 and HTGCR.
4. Expansion of indigenous nuclear medicine infrastructure through the Isotope Production Reactor (IPR) to substantially augment domestic production and making India self-reliant in the field of medical isotopes.
5. Continued capacity building in reactor design, manufacturing, construction and the nuclear fuel cycle, thereby supporting long-term energy security and self-reliance.

MERGER OF KONKAN RAILWAY CORPORATION LIMITED

4104. SHRI KOTA SRINIVASA POOJARY:

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

(a) whether the Government has repeatedly informed the Parliament that merger of Konkan Railway Corporation Limited (KRCL) with Indian Railways is possible only after participating State Governments relinquish equity stakes and if so, the details thereof;

(b) whether State Government of Karnataka has written multiple letters seeking an exit mechanism for relinquishing its equity in KRCL and if so, the details thereof along with those letters remain unanswered and the reasons for not responding;

(c) whether the similar exit request has been received from State Government of Maharashtra and if so, the details thereof including reply has been sent;

(d) whether the Third Financial Restructuring of KRCL includes dedicated funding for doubling of Konkan Railway line and if so, the details thereof; and

(e) whether the Government proposes to initiate merger of Konkan Railway with Indian Railways in view of three of four participating States having exited or expressed willingness to exit KRCL and if so, the details and timeline thereof and if not, the reasons therefor?

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

(a) to (e): Konkan Railway Corporation Limited (KRCL) was established in 1990 for construction of a 739 km line along the Western Coast from Roha (Maharashtra) to Thokur (Karnataka), connecting Mumbai to Mangalore, with five shareholders, namely, Ministry of Railways, Government of Maharashtra, Government of Goa, Government of Karnataka and Government of Kerala. The present shareholding structure of KRCL is as under:-

S.N	Name of Share holder	Shareholding in %
1	Government of India through Ministry of Railways	66.79
2	Government of Maharashtra	14.91
3	Government of Karnataka	10.17
4	Government of Goa	4.07
5	Government of Kerala	4.07

The infrastructure of KRCL, having become about 30 years old, requires substantial investment towards renewal/replacement of assets including rehabilitation of tunnels to ensure safety and also to increase capacity.

To meet this funding requirements, all shareholder State Governments were approached by the Ministry of Railways either to contribute towards the required capital expenditure in proportion to their shareholding or to relinquish their equity in favour of the Ministry of Railways.

In response, only the Government of Goa had agreed to transfer its shareholding to the Ministry of Railways.

The Government of Maharashtra has demanded reimbursement of its share capital contribution and the Government of Karnataka has sought various exit options.

However, the merger/integration of KRCL with Indian Railways is subject to KRCL becoming a 100% Central Government-owned entity through relinquishment/transfer of the equity held by the participating State Governments. Such relinquishment/transfer is required to be dealt with in accordance with the Shareholding Agreement, which remains valid up to the date of discharge of all liabilities of the Corporation, and subject to requisite corporate, legal, administrative and other applicable approvals.

Out of the 739-route km of Konkan Railway jurisdiction, doubling of about 55 km between Roha-Veer and Madgaon-Majorda sections has already been completed. The work of preparation of feasibility survey for doubling of

identified sections (263 km) to increase the capacity of route has been sanctioned.

The 3rd financial Restructuring of KRCL includes Capital restructuring and capex works related to safety, capacity augmentation, asset replacement and passenger amenities.

VANDE BHARAT TRAIN BETWEEN AMRITSAR AND PUNE

4105. SHRI GURJEET SINGH AUJLA:

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

(a) whether the Government has examined the long-pending demand for direct Vande Bharat service between Amritsar and Pune considering the large number of passengers from Amritsar, Jalandhar, Ludhiana, Batala, Gurdaspur, Pathankot, Beas and adjoining areas who travel regularly to Pune for employment, education, business, defence services, healthcare and pilgrimage and if so, the details thereof;

(b) whether the Government is aware that in absence of a direct train passengers are compelled to travel via Mumbai or other junctions resulting in longer travel time, additional expenditure/considerable inconvenience and if so, the details thereof;

(c) whether the Government proposes to conduct a feasibility study to introduce a daily Vande Bharat Express on this important route to strengthen connectivity between North and Western India; and

(d) if so, the details thereof including expected timeline for its introduction and if not, the reasons therefor?

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

(a) to (d): Presently, Jalandhar, Ludhiana and Pathankot are connected to Pune by the daily services of 11077/11078 Pune-Jammu Tawi Jhelum Express.

Further, both Amritsar and Beas are connected to Jalandhar by 54 pairs and 52 pairs of train services respectively. The list of train services are as under:

Train services between Jalandhar and Amritsar

S.N	Train no. and name
1	14627/14628 Saharsa-Chheharta Amrit Bharat Express
2	14663/14664 New Jalpaiguri-Amritsar Amrit Bharat Express
3	12013/12014 New Delhi-Amritsar Shatabdi Express
4	12029/12030 New Delhi-Amritsar Shatabdi Express
5	12031/12032 New Delhi-Amritsar Shatabdi Express
6	12053/12054 Haridwar-Amritsar Jan Shatabdi Express
7	12203/12204 Saharsa-Amritsar Garib Rath Express
8	11057/11058 Chhatrapati Shivaji Maharaj (T)-Amritsar Express
9	12317/12318 Kolkata-Amritsar Express
10	12357/12358 Kolkata-Amritsar Express
11	12379/12380 Sealdah-Amritsar Express
12	12407/12408 New Jalpaiguri-Amritsar Express
13	12411/12412 Chandigarh-Amritsar Express

14	12421/12422 H.S.Nanded-Amritsar Express
15	12483/12484 Thiruvananthapuram North-Amritsar Express
16	12497/12498 New Delhi-Amritsar Express
17	12715/12716 H.S.Nanded-Amritsar Express
18	12903/12904 Bandra (T)-Amritsar Express
19	12925/12926 Bandra (T)-Amritsar Express
20	13005/13006 Howrah-Amritsar Express
21	14505/14506 Amritsar-Nangal Dam Express
22	14541/14542 Chandigarh-Amritsar Express
23	14603/14604 Narpatganj-Amritsar Express
24	14615/14616 Lalkuan-Amritsar Express
25	14617/14618 Purnia Court-Amritsar Express
26	14623/14624 Varanasi-Chheharta Express
27	14631/14632 Dehradun-Amritsar Express
28	14649/14650 Jaynagar-Amritsar Express
29	14653/14654 Hisar-Amritsar Express
30	14673/14674 Jaynagar-Amritsar Express
31	14679/14680 Delhi-Amritsar Express
32	14719/14720 Bikaner-Amritsar Express
33	14803/14804 Bhagat Ki Kothi-Jammu Tawi Express
34	15015/15016 Amritsar-Lalkuan Express
35	15135/15136 Chhapra-Amritsar Express
36	15211/15212 Darbhanga-Amritsar Express
37	15531/15532 Saharsa-Amritsar Express
38	15707/15708 Katihar-Amritsar Express
39	15933/15934 New Tinsukia-Amritsar Express
40	18101/18102 Tatanagar-Jammu Tawi Express
41	18103/18104 Tatanagar-Amritsar Express
42	18237/18238 Korba-Amritsar Express
43	18309/18310 Sambalpur-Jammu Tawi Express

44	19325/19326 Indore-Amritsar Express
45	19415/19416 Sabarmati-SMVD Katra Express
46	19611/19612 Ajmer-Amritsar Express
47	19613/19614 Ajmer-Amritsar Express
48	20807/20808 Visakhapatnam-Amritsar Express
49	22125/22126 Nagpur-Amritsar Express
50	22423/22424 Gorakhpur-Amritsar Express
51	22429/22430 Delhi-Pathankot Express
52	22445/22446 Kanpur Central-Amritsar Express
53	64551/64552 Ludhiana-Chheharta MEMU
54	74641/74642 Jalandhar City-Amritsar DEMU

Train services between Jalandhar and Beas:

S.N	Train no. and name
1	14627 Saharsa-Chheharta Amrit Bharat Express
2	12029 New Delhi-Amritsar Shatabdi Express
3	12031 New Delhi-Amritsar Shatabdi Express
4	12013 New Delhi-Amritsar Shatabdi Express
5	12053 Haridwar-Amritsar Jan Shatabdi Express
6	11057 Chhatrapati Shivaji Maharaj (T)-Amritsar Express
7	12203 Saharsa-Amritsar Garib Rath Express
8	12317 Kolkata-Amritsar Express
9	12357 Kolkata-Amritsar Express
10	12379 Sealdah-Amritsar Express
11	12407 New Jalpaiguri-Amritsar Express
12	12411 Chandigarh-Amritsar Express
13	12421 H.S. Nanded-Amritsar Express
14	12483 Thiruvananthapuram North-Amritsar Express
15	12497 New Delhi-Amritsar Express
16	12715 H.S. Nanded-Amritsar Express

17	12903 Bandra (T)-Amritsar Express
18	12925 Bandra (T)-Amritsar Express
19	13005 Howrah-Amritsar Express
20	14506 Nangal Dam-Amritsar Express
21	14541 Chandigarh-Amritsar Express
22	14603 Narpatganj-Amritsar Express
23	14615 Lalkuan-Amritsar Express
24	14617 Purnia Court-Amritsar Express
25	14631 Dehradun-Amritsar Express
26	14649 Jaynagar-Amritsar Express
27	14653 Hisar-Amritsar Express
28	14673 Jaynagar-Amritsar Express
29	14679 Delhi-Amritsar Express
30	14719 Bikaner-Amritsar Express
31	14803 Bhagat Ki Kothi-Jammu Tawi Express
32	15016 Lalkuan-Amritsar Express
33	15135 Chhapra-Amritsar Express
34	15211 Darbhanga-Amritsar Express
35	15531 Saharsa-Amritsar Express
36	15707 Katihar-Amritsar Express
37	15933 New Tinsukia-Amritsar Express
38	18101 Tatanagar-Jammu Tawi Express
39	18103 Tatanagar-Amritsar Express
40	18237 Korba-Amritsar Express
41	18309 Sambalpur-Jammu Tawi Express
42	19325 Indore-Amritsar Express
43	19415 Sabarmati-SMVD Katra Express
44	19611 Ajmer-Amritsar Express
45	19613 Ajmer-Amritsar Express
46	20807 Visakhapatnam-Amritsar Express
47	22125 Nagpur-Amritsar Express

48	22423 Gorakhpur-Amritsar Express
49	22429 Delhi-Pathankot Express
50	22445 Kanpur Central-Amritsar Express
51	64551 Ludhiana-Chheharta MEMU
52	74641 Jalandhar City-Amritsar DEMU

Similarly, Batala and Gurdaspur are connected to Pathankot by 13 pairs and 12 pairs of train services. The lists of train services are as under:

Train services between Pathankot and Batala:

SN	Train no. and name
1	26405/26406 Amritsar-SMVD Katra Vande Bharat Express
2	19415/19416 Sabarmati-SMVD Katra Express
3	14803/14804 Bhagat Ki Kothi-Jammu Tawi Express
4	18101/18102 Tatanagar-Jammu Tawi Express
5	18309/18310 Sambalpur-Jammu Tawi Express
6	14633/14634 Amritsar-Pathankot Express
7	22429/22430 Delhi-Pathankot Express
8	54611/54612 Amritsar-Pathankot Passenger
9	54613/54614 Amritsar-Pathankot Passenger
10	54615/54616 Amritsar-Pathankot Passenger
11	74671/74672 Amritsar-Pathankot DEMU
12	74673/74674 Verka-Pathankot DEMU
13	74675/74676 Amritsar-Pathankot DEMU

Train services between Pathankot and Gurdaspur:

SN	Train no. and name
1	26405/26406 Amritsar-SMVD Katra Vande Bharat Express
2	14803/14804 Bhagat Ki Kothi-Jammu Tawi Express

3	18101/18102 Tatanagar-Jammu Tawi Express
4	18309/18310 Sambalpur-Jammu Tawi Express
5	14633/14634 Amritsar-Pathankot Express
6	22429/22430 Delhi-Pathankot Express
7	54611/54612 Amritsar-Pathankot Passenger
8	54613/54614 Amritsar-Pathankot Passenger
9	54615/54616 Amritsar-Pathankot Passenger
10	74671/74672 Amritsar-Pathankot DEMU
11	74673/74674 Verka-Pathankot DEMU
12	74675/74676 Amritsar-Pathankot DEMU

Besides, introduction of train services including Vande Bharat train services and its variants, on any route/section, is an on-going process, depends on various factors including:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

NATIONAL FILM DEVELOPMENT CORPORATION

4106. SHRI MANOJ TIWARI:

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

(a) whether the Government has decided to strengthen the National Film Development Corporation (NFDC) under any new national policy or action plan for the promotion of Indian cinema, regional films, independent filmmakers, emerging talent as well as feature films, short films and documentaries;

(b) if so, the details thereof including the financial, institutional and programmatic support proposed under the said policy;

(c) whether the Government has any proposal to establish regional centres of the NFDC across various States and Union Territories to promote film production, film training, film distribution, international co-productions and to encourage the production of films and documentaries showcasing India's cultural diversity, the lives and contributions of unsung heroes from different States and patriotic themes including documentaries highlighting the dedication and sacrifices of the Indian Armed Forces; and

(d) if so, the details thereof along with the timeline for implementation and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (d): The Government allocates funds under the Development, Communication and Dissemination of Filmic Content (DCDFC) Scheme to the National Film Development Corporation (NFDC). NFDC’s objectives are to promote the creation, innovation, and dissemination of film content.

The scheme supports the organization of and participation in national and international film festivals to promote Indian films. It provides financial assistance to filmmakers and film-related institutions to enhance the visibility and global reach of Indian cinema. It also promotes the preservation, restoration, digitization, and archiving of India's film heritage.

Film shooting permissions are facilitated through the India Cine Hub (ICH). It is a single-window digital portal managed by NFDC. It facilitates domestic and international producers to obtain filming permissions and access information on filming locations across the country. The Ministry also supports filmmakers and other creative professionals by organizing and supporting film festivals, workshops, screenings, masterclasses etc.

CYBER SECURITY PREPAREDNESS OF CENTRAL GOVERNMENT DIGITAL PLATFORMS

4107. SHRI RAJMOHAN UNNITHAN:

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

(a) whether the Government has reviewed the cyber security preparedness of Central Government digital platforms and citizen service portals and if so, the details thereof;

(b) the details of number of cyber security incidents reported during the last three years along with the corrective measures taken by the Government thereon;

(c) whether any assistance has been extended to States including Kerala for strengthening cyber security infrastructure and digital resilience; and

(d) the details of measures taken by the Government to enhance cyber security awareness, data protection and secure digital governance?

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

(a) to (d): Government is committed to ensuring an open, safe, trusted and accountable cyberspace. Several legal, technical and administrative policy measures have been implemented to strengthen the cyber security preparedness of Central Government digital platforms and citizen service portals, protect digital infrastructure and enhance cyber resilience.

Indian Computer Emergency Response Team (CERT-In) has been designated as the national agency for responding to cyber security incidents under Section 70B of the Information Technology Act, 2000.

As per the information reported to and tracked by CERT-In, the total number of cyber security incidents observed during the last three years are given below:

Year	No of incidents
2023	15,92,917
2024	20,41,360
2025	29,44,248

On observing cyber security incidents including those related to Government-managed platforms, CERT-In advises remedial measures to concerned organizations and coordinates incident response measures with affected organizations, service providers, respective sector regulators as well as Law Enforcement Agencies.

The Government has institutionalized a nationwide integrated and coordinated system to deal with cyber-attacks in the country. These measures, inter alia, include:

a. National Cyber Security Coordinator (NCSC) under the National Security Council Secretariat (NSCS) to ensure coordination related to cyber security amongst different agencies.
b. National Cyber Coordination Centre (NCCC), implemented by CERT-In, examines cyberspace to detect cyber security threats and shares threat intelligence with concerned organisations, State Governments and stakeholder agencies for taking appropriate action.
c. National Critical Information Infrastructure Protection Centre (NCIIPC) has been established under Section 70A of the Information Technology Act, 2000 for protection of Critical Information Infrastructure (CII).
d. NCIIPC provides near real-time threat intelligence and situational awareness, issues regular alerts and advisories to Critical Information Infrastructure (CII)/Protected System (PS) entities, periodically undertakes vulnerability and risk assessment of CII/Protected Systems and provides feedback to the concerned entities.

e. Cyber Swachhta Kendra (CSK)

- A citizen-centric service provided by CERT-In, which extends the vision of Swachh Bharat to the Cyber Space.
- It is the Botnet Cleaning and Malware Analysis Centre and helps to detect malicious programs and provides free tools to remove the same.
- It also provides cyber security tips and best practices for citizens and organisations.

f. Sectoral Computer Security Incident Response Team (CSIRT)

- CSIRT in the Finance sector (CSIRT-Fin) under CERT-In is operational since May 2022 to coordinate cyber incident response in the banking and financial sector.
- CSIRT-Power has been operational since September 2024 as an extended arm of CERT-In to coordinate cyber security issues within the power sector entities.

g. CERT-In operates an automated cyber threat intelligence exchange platform for sharing tailored alerts with organisations across sectors for proactive threat mitigation.

h. CERT-In has formulated a Cyber Crisis Management Plan (CCMP) for countering cyber-attacks and cyber terrorism for implementation by all Ministries/Departments, State Governments and their organizations.

i. Cyber security mock drills are conducted regularly by CERT-In, to enable assessment of cyber security posture and preparedness of organisations in Government and critical sectors.

j. CERT-In has created a panel of 'Information Security Auditing Organisations' for auditing, including vulnerability assessment and penetration testing of computer systems, networks, websites and applications of various organizations of the Government and critical sectors. 237 information security auditing organisations are empanelled by CERT-In to support and audit implementation of Information Security Best Practices.

k. All the Government websites and applications are audited with respect to cyber security prior to their hosting. The auditing of the websites and applications is conducted on a regular basis after hosting also.

l. CERT-In issues alerts and advisories regarding latest cyber threats/vulnerabilities and countermeasures to protect computers, networks and data on an ongoing basis.

m. The Government has put in place a statutory framework under the Digital Personal Data Protection Act, 2023. The rules framed, thereunder, to ensure that the sharing and processing of citizens’ digital personal data for law enforcement purposes is undertaken in a lawful, secure and accountable manner.

n. **Information Security Education and Awareness (ISEA) Workshops**

- The Ministry of Electronics and Information Technology (MeitY) is implementing the ISEA project for generating human resources in Information Security and creating general awareness on various aspects of cyber hygiene & cyber security among the masses.
- 6,650 awareness workshops have been conducted across the country covering over 11.37 lakh participants, including students, teachers, law enforcement personnel, Government officials, and the general public. This includes 70 awareness workshops organized in Kerala covering 9481 participants
- Further, multilingual awareness material in the form of handbooks, short videos, posters, brochures, cartoon stories for children, etc. published and disseminated through print, electronics, social media, and www.isea.gov.in & https://staysafeonline.in/ .

o. **National Cyber Security Awareness Activities**

- The Government organises events and activities for citizens as well as the technical cyber community across the country. Some of these include:
- National Cyber Security Awareness Month (NCSAM) in October every year
- Safer Internet Day on the second Tuesday of February
- Swachhta Pakhwada (1st –15th February), and
- Cyber Jagrookta Diwas (CJD) on the first Wednesday of every month

p. **Training programs by CERT-In**

- CERT-In conducts cyber security training programs in collaboration with Industry partners to upskill the cyber security workforce in Government, public and private organizations. 32 and 13 training programs were conducted covering 20799 and 12109 participants including 786 and 411 participants from Kerala during the year 2025 and 2026 (upto June) respectively
- CERT-In is regularly sharing safety and security tips and awareness posters, info-graphics and videos through its official websites and social media handles such as Facebook, X(Twitter), Instagram, YouTube and LinkedIn for sensitizing internet users on cyber security attacks and frauds and prevention measures.

PHASE I OF NATIONAL AI SKILLING INITIATIVE

4108. ADV. GOWAAL KAGADA PADAVI:

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

(a) the total number of applications received and participants enrolled under Phase I of the National Artificial Intelligence (AI) Skilling Initiative;

(b) the total number of participants who have completed Phase I of the programme;

(c) the total number of participants that have enrolled for Phase II of the programme;

(d) the details of the Phase I and Phase II curriculum of the programme including course duration and modules covered; and

(e) the agency/organisation responsible for developing the curriculum, the role of the Government in curriculum design and key findings of the needs assessment or skill-gap study on the basis of which the programme was developed?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): The total number of applications received, and participants enrolled under Phase I of the National Artificial Intelligence (AI) Skilling Initiative as on date is 60,253.

The total number of participants who have completed 2 Modules of Phase I of the programme are 4620 and those who have completed all 4 Modules of Phase I of the programme are 552.

Phase I of the programme comprises four modules with a total duration of 33 hours, delivered through two learning platforms. The details of the Modules of Phase I are as under:-

Platform 1:

- Module 1: AI Essentials – gain practical skills to boost daily productivity, synthesize data, and create content.
- Module 2: Prompting Essentials – framework to write professional prompts.

Platform 2:

- Module 3: Introduction to Generative AI – grasp Large Language Model (LLM) fundamentals and responsible AI guidelines.
- Module 4: Generative AI Leader – master workflow automation and strategic Gen AI organisational transformation.

The details of Phase II, including the curriculum, modules and course duration, are under finalisation.

The curriculum has been jointly designed and developed by the IICT and private sector partners to impart foundational and practical AI skills. The advanced skilling component is conducted by IICT for joint certification.

The Government's role has been to provide strategic direction and facilitating the implementation of the programme through IICT with the objective of enhancing AI literacy and equipping students with industry-relevant digital skills.

SERVICE-READY UNDER BHARATNET PROJECT IN KARNATAKA

4109. DR. C. N. MANJUNATH:

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

(a) the details and number of Gram Panchayats made service-ready under the BharatNet Project in Karnataka including Bengaluru Rural Lok Sabha Constituency and the details of works

under the Amended BharatNet Programme (ABP);

(b) whether the Government has assessed the utilisation of BharatNet connectivity including last-mile broadband access, in rural areas of Karnataka and if so, the details thereof;

(c) the details and number of PM-WANI public Wi-Fi hotspots established and the status of 5G network rollout and Base Transceiver Stations (BTSs) commissioned in Karnataka particularly in the rural and peri-urban areas of the Bengaluru Rural Lok Sabha Constituency, district-wise; and

(d) the measures taken or proposed to strengthen last-mile connectivity, expand PM-WANI services, accelerate 5G coverage and bridge the digital divide in rural and semi-urban areas of Karnataka?

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

(a) and (b): The Government of India approved the Amended BharatNet Program (ABP) on 04.08.2023 for the upgradation/creation of network in all 2.65 lakh Gram Panchayats (GPs) across the country using ring topology, including 6,090 GPs in Karnataka. As on 30.06.2026, 344 Gram Panchayats (GPs) in Karnataka have been upgraded. Under the ABP, Government has made provision for 1.5 crore Fibre-To-The-Home (FTTH) connections across the country including Karnataka, with priority to cover Government institutions, including schools, Primary Health Centres, Anganwadis and Panchayat offices.

(c): As on 30.06.2026, the total number of Prime Minister Wi-Fi Access Network Interface (PM-WANI) Public Data Offices (PDOs) in Karnataka is

21,843 including 6,911 Wi-Fi hotspots in the rural area. Further, 5G networks have been rolled out across all States/UTs in the country, including Karnataka. As on 30.06.2026, 35,388 nos of 5G Base Transceiver Stations (BTSs) have been made operational in Karnataka which includes 1,112 nos of 5G BTSs in Bengaluru Rural Lok Sabha Constituency. District-wise details are given in the enclosed **Statement**.

(d): The Department of Telecommunications issued policy interventions on 16.09.2024 to reduce costs and enhance the viability of Public Data Offices (PDOs) and Public Data Office Aggregators (PDOAs) for expansion of PM-WANI PDOs, including in rural and remote areas. The measures include enabling PM-WANI through FTTH connections, aggregation of multiple access points, mobile data offloading, and promotional messaging with user consent. Further, home and business Wi-Fi access points have been enabled to join the PM-WANI network, along with inter-PDOA roaming for seamless user access.

The Government has undertaken various initiatives under the Digital Bharat Nidhi (DBN) to bridge the digital divide in rural and remote areas, including BharatNet for providing broadband connectivity to Gram Panchayats (GPs) and villages and the 4G Saturation Scheme for providing mobile coverage in uncovered rural and remote areas across the country, including Karnataka. As on 30.06.2026, under the DBN funded schemes, 23,426 mobile towers have been made on air across the country including 2,821towers in Karnataka.Further, 5G networks have been rolled out in all States/UTs, including Karnataka.

STATEMENT

Details of 5G BTSs and PM-WANI Public Data Offices (PDOs) in the Karnataka as on 30.06.2026

SL NO.	District	5G BTS	PM-WANI Public Data Offices (PDOs)
1	Bagalkote	735	424
2	Ballari	713	294
3	Belagavi	2,078	908
4	Bengaluru Rural	1,030	1,166
5	Bengaluru Urban	11,763	10,535
6	Bidar	678	241
7	Chamarajanagara	357	197
8	Chikkaballapura	612	240
9	Chikkamagaluru	537	390
10	Chitradurga	576	500
11	Dakshina Kannada	1,505	811
12	Davangere	675	464
13	Dharwad	1,036	590
14	Gadag	364	235
15	Hassan	817	529
16	Haveri	505	190
17	Kalaburagi	942	495
18	Kodagu	274	182
19	Kolar	795	330
20	Koppal	532	134
21	Mandya	836	192
22	Mysuru	1,714	500
23	Raichur	711	298
24	Ramanagara	598	64
25	Shivamogga	787	536
26	Tumakuru	1,148	297
27	Udupi	747	297

28	Uttara Kannada	618	478
29	Vijayanagar	391	49
30	Vijayapura	942	215
31	Yadgir	372	62
Grand Total		**35,388**	**21,843**

पंढरपुर-शेगांव नई रेलवे लाइन

4110. श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:

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

(क) क्या धार्मिक/पर्यटन और क्षेत्रीय आर्थिक विकास को ध्यान में रखते हुए पंढरपुर, कुर्दुवाड़ी, परंडा, भूम, मंजरसुम्बा, जियोराई, छत्रपति संभाजीनगर और शेगांव देवस्थान को जोड़ने वाली प्रस्तावित नई रेल लाइन के लिए सर्वेक्षण कराने और विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के लिए कोई प्रस्ताव सरकार के विचाराधीन है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) सर्वेक्षण को शीघ्र स्वीकृति प्रदान करने और उक्त परियोजना की विस्तृत परियोजना रिपोर्ट प्रदान करने तथा आवश्यक सर्वेक्षण कार्य शुरू करने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है; और

(ग) उक्त रेल लाइन के लिए व्यवहार्यता अध्ययन, सर्वेक्षण और विस्तृत परियोजना रिपोर्ट तैयार करने के लिए संभावित समय-सीमा का ब्यौरा क्या है?

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

(क) से (ग): भारतीय रेल नेटवर्क पर पंढरपुर, कुर्डुवाडी, छत्रपति संभाजीनगर तथा शेगांव रेलवे स्टेशन पहले से विद्यमान स्टेशन हैं तथा दौंड, अहिल्यानगर, मनमाड तथा जलगांव स्टेशन के रास्ते जुड़े हुए हैं।

परांडा स्टेशन, कुर्डुवाडी रेलवे स्टेशन से लगभग 21 कि.मी. दूर है, भूम स्टेशन, बार्शी टाउन रेलवे स्टेशन से लगभग 37 कि.मी. दूर है। मंजरसुम्भा तथा गेवराई स्टेशन, बीड रेलवे स्टेशन से क्रमशः लगभग 20 कि.मी. तथा 31 कि.मी. दूर हैं, जो निकटवर्ती क्षेत्रों के लिए परिवहन केंद्र के रूप में कार्य करते हैं।

क्षेत्र में संपर्कता में सुधार लाने हेतु निम्नलिखित कार्य भी स्वीकृत/पूर्ण किए गए हैं:-

क्र.सं.	**परियोजना**	**लागत (करोड़ रु. में)**	**स्थिति**
1.	दौंड-मनमाड दोहरीकरण (236 कि.मी.)	3,426	परियोजना हाल ही में कमीशन की गई है।
2.	अहिल्यानगर-बीड-परली वैजनाथ (261 कि.मी.)	5,800	अहिल्यानगर (अहमदनगर)-बीड-बदवानी खंड (201 कि.मी.) कमीशन किया जा चुका है। शेष खंड में कार्यों का ब्यौरा निम्नानुसार है:- 371 हेक्टेयर भूमि में से 366 हेक्टेयर अधिगृहीत की जा चुकी है। 20 में से 19 बड़े पुल पूर्ण किए जा चुके हैं। 23 में से 11 ऊपरी सड़क पुल (आरओबी) पूर्ण किए जा चुके हैं।

क्षेत्र में संपर्क को और बेहतर बनाने के लिए निम्नलिखित अंतिम स्थान निर्धारण सर्वेक्षण (एफएलएस) भी स्वीकृत किए गए हैं:-

क्र.सं.	**परियोजना**	**स्थिति**
1.	जालना-खामगांव नई लाइन (162 कि.मी.)	अंतिम स्थान निर्धारण सर्वेक्षण (एफएलएस) पूर्ण किया जा चुका है तथा विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की जा चुकी है।
2.	पुणे-अहिल्यानगर नई लाइन (134 कि.मी.)	अंतिम स्थान निर्धारण सर्वेक्षण (एफएलएस) पूर्ण किया जा चुका है तथा विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की जा चुकी है।
3.	धाराशिव-बीड-छत्रपति	विस्तृत परियोजना रिपोर्ट तैयार करने हेतु अंतिम स्थान

	संभाजीनगर नई लाइन (240 कि.मी.)	निर्धारण सर्वेक्षण (एफएलएस) को स्वीकृति दी गई है। प्रस्तावित संरेखण गेवराई से होकर गुजर रहा है।
4.	छत्रपति संभाजीनगर-अहिल्यानगर नई लाइन (110 कि.मी.)	विस्तृत परियोजना रिपोर्ट तैयार करने हेतु अंतिम स्थान निर्धारण सर्वेक्षण (एफएलएस) को स्वीकृति दी गई है।

विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने के पश्चात, परियोजना की स्वीकृति के लिए राज्य सरकारों सहित विभिन्न हितधारकों से परामर्श तथा आवश्यक अनुमोदनों जैसे नीति आयोग, वित्त मंत्रालय आदि का मूल्यांकन आवश्यक होता है। चूंकि परियोजना की मंजूरी सतत और गतिशील प्रक्रिया है, अतः इसकी सटीक समय-सीमा विभिन्न हितधारकों द्वारा मूल्यांकन और अनुमोदन पर निर्भर करती है।

महाराष्ट्र

रेल बजट:

पिछले वर्षों में बजट आबंटन में उल्लेखनीय वृद्धि हुई है। महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना संबंधी परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,171 करोड़ रु. प्रति वर्ष
2026-27	23,926 करोड़ रुपए (20 गुना से अधिक)

रेलपथ निर्माण:

2009-14 और 2014-26 के दौरान महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों के निर्माण का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	292 कि.मी.	58.4 कि.मी. प्रति वर्ष
2014-26	2,585 कि.मी.	215.4 कि.मी. प्रति वर्ष (लगभग 4 गुना)

स्वीकृत परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली 1,42,635 करोड़ रु. की लागत से 5,956 कि.मी. कुल लंबाई की 52 परियोजनाओं (13 नई लाइनें, 02 आमान परिवर्तन और 37 दोहरीकरण) को स्वीकृत किया गया है। सारांश निम्नानुसार है:-

कोटि	**स्वीकृत परियोजनाओं की संख्या**	**कुल लंबाई (कि.मी. में)**	**मार्च, 2026 तक कमीशन की गई लंबाई (कि.मी. में)**	**मार्च, 2026 तक किया गया व्यय (करोड़ रु. में)**
नई लाइन	13	1,399	266	13,065
आमान परिवर्तन	02	609	334	5,013
दोहरीकरण/बहुपथन	37	3,948	998	16,704
कुल	52	5,956	1,598	34,782

हाल ही में पूरी की गई परियोजनाएं:

महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली और हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र. सं.	परियोजना	लागत (करोड़ रु. में)
1	पुणे-मिराज-लोंडा दोहरीकरण (467 कि.मी.)	6,463
2	होटगी-कुडगी-गदग दोहरीकरण (284 कि.मी.)	2,459
3	मनमाड-जलगांव तीसरी लाइन (160 कि.मी.)	1,677
4	जबलपुर-गोंदिया आमान परिवर्तन (300 कि.मी.)	2,005
5	छिंदवाड़ा-नागपुर आमान परिवर्तन (150 कि.मी.)	1,512
6	पनवेल-पेन दोहरीकरण (35 कि.मी.)	263
7	पेन-रोहा दोहरीकरण (40 कि.मी.)	330
8	उधना-जलगांव दोहरीकरण (307 कि.मी.)	2,448
9	मुदखेड़-परभणी दोहरीकरण (81 कि.मी.)	673
10	भुसावल-जलगांव तीसरी लाइन (24 कि.मी.)	325

11	जलगांव-भुसावल चौथी लाइन (24 कि.मी.)	261
12	दौंड-गुलबर्गा दोहरीकरण (225 कि.मी.)	3,182
13	दौंड-मनमाड दोहरीकरण (236 कि.मी.)	3,426

चालू परियोजनाएं:

महाराष्ट्र राज्य में रेल अवसंरचना को और बेहतर बनाने के लिए निम्नलिखित कार्य शुरू किए गए हैं:-

क्र. सं.	**परियोजना का नाम**	**लागत (करोड़ रु. में)**
1	अहिल्यानगर-परली वैजनाथ नई लाइन (261 कि.मी.)	5,800
2	बारामती-लोणांद नई लाइन (64 कि.मी.)	1,844
3	वर्धा-नांदेड़ नई लाइन (284 कि.मी.)	5,248
4	इंदौर-मनमाड नई लाइन (360 कि.मी.)	18,529
5	वाडसा-गढ़चिरौली नई लाइन (52 कि.मी.)	1,886
6	जालना-जलगांव नई लाइन (174 कि.मी.)	5,804
7	वर्धा-नागपुर तीसरी लाइन (76 कि.मी.)	917
8	वर्धा-बल्लारशाह तीसरी लाइन (132 कि.मी.)	1,755
9	इटारसी-नागपुर तीसरी लाइन (280 कि.मी.)	2,607
10	राजनांदगांव-नागपुर तीसरी लाइन (228 कि.मी.)	3,545
11	वर्धा-नागपुर चौथी लाइन (79 कि.मी.)	1,215
12	जलगांव-मनमाड चौथी लाइन (160 कि.मी.)	2,574
13	भुसावल-खंडवा तीसरी और चौथी लाइन (131 कि.मी.)	3,285
14	सोलापुर-तुलजापुर-उस्मानाबाद नई लाइन (84 कि.मी.)	3,296
15	पनवेल-चौक दोहरी लाइन (17 कि.मी.)	491
16	वर्धा-बल्हारशाह चौथी लाइन (135 कि.मी.)	2,226
17	इटारसी-नागपुर चौथी लाइन (297 कि.मी.)	5,010
18	वर्धा-भुसावल तीसरी और चौथी लाइन (314 कि.मी.)	9,197
19	गोंदिया-डोंगरगढ़ चौथी लाइन (84 कि.मी.)	2,223
20	गोंदिया-बल्हारशाह दोहरीकरण (240 कि.मी.)	4,819
21	कल्याण-कसारा तीसरी लाइन (68 कि.मी.)	1,433
22	नाइगांव-जुइचेंद्र दोहरी कॉर्ड लाइन (5 कि.मी.)	176
23	नीलजे-कोपर दोहरी कॉर्ड लाइन (5 कि.मी.)	338

24	बदलापुर-कर्जत तीसरी और चौथी लाइन (32 कि.मी.)	1,324
25	आसनगांव-कसारा चौथी लाइन (35 कि.मी.)	794
26	कसारा-मनमाड तीसरी और चौथी लाइन (131 कि.मी.)	10,154
27	गोंदिया-जबलपुर दोहरीकरण (231 कि.मी.)	5,236
28	चालीसगांव रेल ओवर रेल फ्लाईओवर (11 कि.मी.)	264
29	चिखली और सोमताने (4 कि.मी.) के बीच कॉर्ड लाइन	172
30	पुंताम्बा - साईनगर शिर्डी दोहरीकरण (17 कि.मी.)	227

इसके अलावा, पिछले तीन वर्षों अर्थात 2023-24, 2024-25, 2025-26 और मौजूदा वित्त वर्ष 2026-27 के दौरान, महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाले कुल लंबाई 6,872 कि.मी. के 60 सर्वेक्षण कार्य (21 नई लाइन और 39 दोहरीकरण) स्वीकृत किए गए हैं।

किसी भी रेल परियोजना की स्वीकृति कई मापदंडों/कारकों पर निर्भर करती है जिसमें निम्नलिखित शामिल हैं:

- प्रत्याशित यातायात संभावनाएं और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा मुहैया कराई गई प्रथम और अंतिम स्थान संपर्कता
- अनुपलब्ध कड़ियों का संयोजन और अतिरिक्त मार्ग प्रदान करना
- संकुलित/संतृप्त लाइनों का संवर्धन
- राज्य सरकारों/केंद्रीय मंत्रालयों/जन प्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

रेल अवसंरचना परियोजनाएं क्षेत्र के सामाजिक-आर्थिक विकास को सक्षम बनाती हैं, जिसमें शामिल हैं:

- देश के अन्य हिस्सों के साथ क्षेत्र का बेहतर एकीकरण
- वस्तुओं और सेवाओं की तीव्र आवाजाही

- संभार तंत्र दक्षता में सुधार लाना
- लाइन क्षमता बढ़ाना
- क्षेत्र के लोगों के लिए प्रत्यक्ष और अप्रत्यक्ष रोजगार के अवसरों में वृद्धि करना
- परिचालनिक बाधाएं कम करना
- क्षेत्र में पर्यटन उद्योग का विकास और औद्योगिक गतिविधियों में वृद्धि।

रेल परियोजना/परियोजनाओं का पूरा होना कई कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वानिकी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियाँ
- परियोजना स्थल के क्षेत्र में कानून और व्यवस्था की स्थिति
- परियोजना स्थल विशेष के लिए वर्ष में कार्य अनुकूल महीनों की संख्या आदि।

ये सभी कारक परियोजना/परियोजनाओं के समापन समय और लागत को प्रभावित करते हैं।

रेल परियोजनाओं के प्रभावी और त्वरित कार्यान्वयन के लिए सरकार द्वारा किए गए विभिन्न उपायों में निम्नानुसार है:

- निधियों के आबंटन में पर्याप्त वृद्धि।
- फील्ड स्तर पर शक्तियों का प्रत्यायोजन।
- विभिन्न स्तरों पर परियोजना की प्रगति की कड़ी निगरानी।

- परियोजनाओं से संबंधित अन्य मुद्दों के समाधान के लिए भूमि अधिग्रहण, वानिकी और वन्यजीव संबंधी मंजूरी के लिए राज्य सरकारों और संबंधित प्राधिकारियों के साथ नियमित अनुवर्ती कार्रवाई।

बुलेट ट्रेन परियोजनाः

वर्तमान में, मुंबई-अहमदाबाद उच्च गति रेल (एमएएचएसआर) परियोजना (508 कि.मी.) का निष्पादन किया जा रहा है। मुंबई, ठाणे, विरार, बोईसर, वापी, बिलिमोरा, सूरत, भरुच, वडोदरा, आणंद, अहमदाबाद और साबरमती में 12 स्टेशनों के निर्माण की योजना सहित यह परियोजना गुजरात, महाराष्ट्र राज्यों और केंद्र शासित प्रदेश दादरा और नगर हवेली से होकर गुजर रही है। एमएएचएसआर परियोजना के लिए संपूर्ण भूमि (1389.5 हेक्टेयर) का अधिग्रहण कर लिया गया है। सभी सांविधिक स्वीकृतियाँ प्राप्त कर ली गई हैं। सभी 1651 जनोपयोगिताओं को स्थानांतरित कर दिया गया है। महाराष्ट्र राज्य में भूमि अधिग्रहण में विलंब के कारण यह परियोजना 2021 तक प्रभावित रही है। महाराष्ट्र में 2022 से भूमि अधिग्रहण में तेजी आई है।

अभी तक विभिन्न प्रमुख मदों की प्रगति निम्नानुसार है:

मद	**प्रगति**
पियर्स	452 किलोमीटर
गर्डर	356 किलोमीटर
ट्रैक बेड	209 किलोमीटर
ओएचई मास्ट	190 किलोमीटर

स्टेशनों की प्रगति नीचे दी गई है:-

क्र.सं.	**स्टेशन**	**स्थिति**
1	साबरमती	नींव संबंधी कार्य पूरा किया जा चुका है, प्लेटफॉर्म स्लैब और छत की संरचना संबंधी और फिनिशिंग के कार्य प्रगति पर हैं।
2	अहमदाबाद	संरचना संबंधी कार्य पूरा कर लिया गया है। फिनिशिंग कार्य शुरू कर दिया गया है।
3	आणंद/नडियाद	

4	वडोदरा	नींव संबंधी कार्य पूरा कर लिया गया है, संरचना संबंधी और फिनिशिंग कार्य शुरू कर दिया गया है।
5	भरुच	संरचनात्मक कार्य पूरा कर लिया गया है और फिनिशिंग कार्य शुरू कर दिया गया है।
6	सूरत	
7	बिलीमोरा	
8	वापी	
9	बोईसर	नींव संबंधी कार्य शुरु किया गया है और अंतिम चरण में है। संरचना संबंधी कार्य शुरु हो चुके हैं।
10	विरार	
11	ठाणे	
12	बीकेसी (मुंबई)	यह एक भूमिगत स्टेशन है। नींव संबंधी कार्य लगभग पूरा किया जा चुका है और बेस स्लैब का कार्य शुरू कर दिया गया है।

नदी पुलों के कार्यों की प्रगति निम्नानुसार है:-

क्र.सं.	**नदी का नाम**	**स्थिति**
1	साबरमती नदी (480 मीटर)	उप-संरचना का कार्य पूरा हो गया है, अधिसंरचना का कार्य शुरू कर दिया गया है।
2	मेशवा नदी (120 मीटर)	पुल निर्माण कार्य पूरा कर लिया गया है।
3	वत्रक नदी (280 मीटर)	
4	मोहर (शेढ़ी) नदी (160 मीटर)	
5	माही नदी (720 मीटर)	12 में से 11 कुओं के कार्य पूरे कर लिए गए हैं, 5 स्पैन संस्थापित कर दिए गए हैं।
6	विश्वामित्री नदी (80 मीटर)	पुल निर्माण का कार्य पूरा किया जा चुका है।
7	धादर नदी (120 मीटर)	
8	नर्मदा नदी (1366 मीटर)	25 में से 21 कुओं का निर्माण कार्य पूरा कर लिया गया है; 4 स्पैन लाँच किए गए हैं।
9	किम नदी (120 मीटर)	पुल निर्माण कार्य पूरा कर लिया गया है।
10	तापी नदी (720 मीटर)	नींव संबंधी कार्य शुरु कर लिया गया है, 12 में से 10 कुओं का कार्य पूरा किया जा चुका है।

11	मिंडहोला नदी (240 मीटर)	पुल निर्माण कार्य पूरा किया जा चुका है।
12	पूर्णा नदी (360 मीटर)	
13	अंबिका नदी (200 मीटर)	
14	वेंगनिया नदी (200 मीटर)	
15	कावेरी नदी (120 मीटर)	
16	खरेरा नदी (120 मीटर)	
17	औरंगा नदी (320 मीटर)	
18	पार नदी (320 मीटर)	
19	कोलक नदी (160 मीटर)	
20	दमन गंगा नदी (360 मीटर)	
21	डारोथा नदी (80 मीटर)	
22	जगनी नदी (360 मीटर)	नींव संबंधी कार्य पूरा कर लिया गया है।
23	वैतरणा नदी (2320 मीटर)	12 पाइल कैप और 11 पियर (58 में से) का कार्य पूरा कर लिया गया है।
24	उल्हास नदी शाखा (120 मीटर)	नींव संबंधी कार्य शुरू करने के लिए अस्थायी पहुंच पुल (टैब) का कार्य पूरा कर लिया गया है।
25	देसाई खाड़ी नदी पुल (400 मीटर)	भू-तकनीकी जांच (जीटीआई) का कार्य पूरा किया जा चुका है और डिजाइन का कार्य शुरू कर दिया गया है।

समुद्र के नीचे सुरंग (लगभग 21 कि.मी.) का कार्य शुरू किया गया है, जिसमें से महाराष्ट्र में घनसोली और शिलफाटा के बीच 4.8 किलोमीटर सुरंग का कार्य पूरा किया जा चुका है।

सूरत-वापी रेलखंड (97 कि.मी.) पर नदी पुल निर्माण सहित सभी सिविल निर्माण कार्य पूरे किए जा चुके हैं और 87% ट्रैक बेड बिछा दिया गया है।

बहरहाल, बुलेट ट्रेन परियोजना अत्यंत जटिल और प्रौद्योगिकी प्रधान परियोजना है। सिविल संरचनाओं, रेलपथ, विद्युतीय, सिगनल प्रणाली और दूरसंचार के सभी संबंधित कार्यों और

ट्रेनसेट की आपूर्ति के पूरा होने के बाद ही संपूर्ण परियोजना के समापन की सटीक समय-सीमा का उचित रूप से निर्धारण किया जा सकता है।

इसके अलावा, राष्ट्रीय परिवहन अवसंरचना को सुदृढ़ बनाने, क्षेत्रीय संपर्कता, आर्थिक विकास, पर्यटन, निवेश और रोजगार सृजन को बढ़ावा देने तथा सड़क और हवाई परिवहन से रेल में मोडल शिफ्ट को प्रोत्साहित करने हेतु सरकार ने केंद्रीय बजट 2026-27 में निम्नलिखित सात नए उच्च गति रेल (एचएसआर) कॉरिडोरों के विकास की घोषणा की है:-

(i) मुंबई-पुणे

(ii) पुणे-हैदराबाद

(iii) हैदराबाद-बेंगलूरु

(iv) हैदराबाद-चेन्नै

(v) चेन्नै-बेंगलूरु

(vi) दिल्ली-वाराणसी

(vii) वाराणसी-सिलीगुड़ी

अत्यधिक पूंजी प्रधान होने के कारण, किसी भी हाई स्पीड रेल कॉरिडोर/परियोजना को स्वीकृति देने का निर्णय कई कारकों जैसे विस्तृत परियोजना रिपोर्ट का परिणाम, तकनीकी-आर्थिक व्यवहार्यता अध्ययन और वित्तपोषण विकल्पों आदि जैसे संसाधनों की उपलब्धता पर निर्भर करता है।

डेडिकेटेड फ्रेट कॉरिडोर:

रेल मंत्रालय ने दो समर्पित माल यातायात कॉरिडोरों यथा लुधियाना से सोननगर तक ईस्टर्न डेडिकेटेड फ्रेट कॉरिडोर (1337 कि.मी.) और जवाहरलाल नेहरू पोर्ट टर्मिनल (जेएनपीटी) से दादरी तक वेस्टर्न डेडिकेटेड फ्रेट कॉरिडोर (1506 कि.मी.) का निर्माण कार्य शुरू किया है।

ईडीएफसी और डब्ल्यूडीएफसी का कार्य पूरा कर लिया गया है और इसे कमीशन कर दिया गया है। औसतन डीएफसी पर प्रतिदिन 443 से अधिक गाड़ियां परिचालित की जाती हैं। पूर्वी और

पश्चिमी समर्पित माल ढुलाई कॉरिडोरों (ईडीएफसी और डब्ल्यूडीएफसी) के पूरी तरह से चालू खंडों में सुदृढ़ परिचालनिक निष्पादन हो रहा है। माल ढुलाई की मात्रा में लगातार वृद्धि हुई है, जिसमें उच्चतर औसत गति, तीव्र टर्नअराउंड और विश्वसनीयता में वृद्धि हुई है। कॉरिडोर में कंटेनर, कोयला और थोक कार्गो की आवाजाही में लगातार वृद्धि हो रही हैं, जो माल ढुलाई परिवहन में क्षमता वृद्धि में महत्वपूर्ण योगदान प्रदान कर रहे हैं।

समर्पित माल कॉरिडोरों द्वारा माल यातायात को पूर्वी समर्पित माल कॉरिडोरों और पश्चिमी समर्पित माल कॉरिडोरों की ओर डायवर्ट कर पारंपरिक नेटवर्क पर अतिरिक्त मार्ग सृजित करने में योगदान दिया है। इसके परिणामस्वरूप, रेलवे को अपने नेटवर्क पर अतिरिक्त माल और कोचिंग सेवाओं के परिचालन में सफलता प्राप्त हुई है। डीएफसी ने तीव्र पारगमन समय, उच्च थ्रूपुट और डबल-स्टैक कंटेनर संचालन (विशेष रूप से पश्चिमी डीएफसी पर) को सक्षम किया है। इन सुधारों ने समग्र लॉजिस्टिक्स लागत को कम करने, आपूर्ति श्रृंखला दक्षता में सुधार लाने और भारतीय उद्योगों की प्रतिस्पर्धात्मकता बढ़ाने में योगदान दिया है।

केंद्रीय बजट 2026 में पूर्व में डानकुनि को पश्चिम में सूरत से जोड़ने वाले एक नए समर्पित माल कॉरिडोर की घोषणा की गई है। इस कॉरिडोर के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने/अद्यतन करने का कार्य शुरू कर दिया गया है।

BHARAT SANCHAR NIGAM LIMITED (BSNL) ENGAGES

4111. SHRI SACHITHANANTHAM R.:

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

(a) whether the Bharat Sanchar Nigam Limited (BSNL) engages with approved contractors for contract labour for the operation and maintenance of basic telecom services including office upkeep, driving, conservancy, tower

maintenance and Optical Fibre Cable (OFC) maintenance and if so, the details thereof;

(b) whether the provisions of the relevant labour laws and rules including payment of minimum wages, Employees' Provident Fund, Employees' State Insurance, Bonus, maintenance of attendance registers and issuance of wage slips are being duly implemented in respect of such contract workers and if so, the details thereof and if not, the reasons therefor;

(c) the details of the category-wise minimum wages fixed and payable to contract workers engaged in office upkeep, driving, conservancy, tower maintenance and Optical Fibre Cable (OFC) maintenance in BSNL along with the details of the applicable wage rates; and

(d) the details of names and designations of the officers designated as the Principal Employer or otherwise responsible for monitoring the engagement of contractors and ensuring compliance with labour laws in respect of the contract labour system in each BSNL Telecom circle along with the details thereof?

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

(a) to (d): BSNL engages contractors through a transparent tendering process, in accordance with its procurement policy and applicable statutory provisions, for providing services (Service Level Agreement based) for the operation and maintenance of basic telecom services including office upkeep, driving, conservancy, tower maintenance and Optical Fibre Cable (OFC) maintenance.

The contract stipulates compliance with all applicable labour laws and statutory provisions, including payment of minimum wages, Employees' Provident Fund, Employees' State Insurance, Bonus and maintenance of statutory records as applicable.

Circle Head/Business Area Head is responsible for monitoring the engagement of contractors. The statutory compliance with labour laws lies with the contractor with oversight by the BSNL.

MINING-REFORM INCENTIVES UNDER SASCI

4112. DR. PRASHANT YADAORAO PADOLE:

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

(a) the details of the mining-reform incentive component under the Scheme for Special Assistance to States for Capital Investment (SASCI) for Financial Years 2026-27 and the reform areas for which States/ UTs are eligible for incentives;

(b) the details of the numbers of States that availed the incentive during the previous fiscal year and the total amount disbursed; and

(c) whether any State has so far met the prescribed reform conditions and become eligible for the incentive under the current fiscal year and if so, the details thereof along with the number of major mineral blocks auctioned with pre-embedded clearances under the scheme so far?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): In FY 2026–27, under Part-V (Mining Sector Reforms) of the Scheme for Special Assistance to States for Capital Investment (SASCI) mining reforms have been classified in three components viz. Component-I (Implementation of Mining Reforms), Component-II (Mine Operationalization) and Component-III (State Mining Readiness Index-based Reforms). The States/ UTs (with legislature) are eligible to apply for incentives under these components on completion of the prescribed reform actions including, *inter-alia*, State's integration with Unified Mining Portal (UMP) of Ministry of Mines; constitution of pre-auction committee and State level coordination committee; publication of annual auction calendar for major minerals; successful auctioning of major mineral blocks with pre-embedded clearances; and operationalization of auctioned major mineral blocks as per prescribed target.

(b): In FY 2025-26, 14 States and 1 UT (with legislature) fulfilled the prescribed reform conditions and availed a total incentive of ₹3,000 crore. The details of these States/ UT along with amount released in FY 2025-26 are given at **Statement**.

(c): In FY 2026-27, no State/ UT (with legislature) has been assessed so far under the Scheme since the application window is open till 15.12.2026 for Component-I & Component-III and till 31.12.2026 for Component-II.

STATEMENT

S. No.	State/ UT	Amount released in FY 2025-26 (₹ crore)
1	Andhra Pradesh	100
2	Assam	500
3	Goa	500
4	Gujarat	500
5	Himachal Pradesh	100
6	Kerala	100
7	Maharashtra	100
8	Mizoram	100
9	Nagaland	100
10	Punjab	200
11	Rajasthan	200
12	Sikkim	100
13	Tripura	100
14	Uttarakhand	200
15	Jammu & Kashmir	100
Total		**3000**

कोयला डिपो में आग

4113. श्रीमती प्रतिभा सुरेश धानोरकर:

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

(क) क्या सरकार को बल्लारपुर क्षेत्र (सस्ती उप-क्षेत्र) में कोयला डिपो में पिछले एक सप्ताह से लगी भीषण आग की जानकारी है जिसके परिणामस्वरूप लाखों टन कोयले की हानि हुई है और यदि हां, तो उक्त आग से कितनी आर्थिक हानि होने का अनुमान है;

(ख) क्या इस घटना की जांच के लिए किसी उच्च स्तरीय जांच समिति का गठन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) वायु गुणवत्ता और स्थानीय निवासियों के स्वास्थ्य पर आग के प्रतिकूल प्रभाव को कम करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं, और

(घ) आग बुझाने और भविष्य में ऐसी घटनाओं की पुनरावृत्ति को रोकने के लिए कौन-कौन से वैज्ञानिक उपाय और मानक संचालन प्रक्रिया (एसओपी) तैयार की जा रही हैं?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): बल्लारपुर क्षेत्र (सस्ती उप-क्षेत्र) में कोयले के स्टॉक में स्वत: हुआ मामूली तापन देखा गया, जिसे उपयुक्त व्यवस्था के साथ तुरंत नियंत्रित किया गया। चूंकि स्वत: हुआ मामूली तापन को तुरंत नियंत्रित किया गया था, इसलिए कोयले का कोई नुकसान नहीं हुआ। घटना की जांच के लिए कोई उच्च स्तरीय जांच समिति गठित नहीं की गई है।

(ग): चूंकि स्वत: तापन की घटना मामूली थी और उपयुक्त व्यवस्था के साथ इसे तुरंत नियंत्रित किया गया था, इसलिए नियमित पर्यावरण निगरानी (आरईएम) प्रणाली में वायु गुणवत्ता पर किसी प्रतिकूल प्रभाव की सूचना प्राप्त नहीं हुई है। आरईएम वायु गुणवत्ता में किसी भी बदलाव की वास्तविक समय की निगरानी करता है।

(घ): निम्नलिखित वैज्ञानिक उपाय और मानक संचालन प्रक्रियाएं (एसओपी) तैयार की गई हैं:

- गुंबद के आकार में कोयले के स्टॉक का रखरखाव किया जाता है।
- कोयले के स्टॉक की ऊंचाई 3 मीटर से कम रखी जाती है।
- फर्स्ट इन, फर्स्ट आउट (फीफो) की निकासी नीति का पालन किया जाता है।
- कोयला स्टॉक के चारों ओर निरंतर जल आपूर्ति व्यवस्था के साथ महत्वपूर्ण स्थानों पर फायर हाइड्रेंट का रखरखाव किया जाता है।
- अग्निशमन संगठन का गठन कानून के अनुसार सुनिश्चित किया जाता है।
- पर्याप्त कोयला परिवहन अनुबंध (1.5 गुणा) का पालन किया जाता है।
- स्वत: होने वाले तापन के शुरुआती लक्षणों का पता लगाने के लिए गुणवत्ता निरीक्षण किया जाता है।

THE NORTH -EASTERN STATES

4114. SHRI BIPLAB KUMAR DEB:

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

(a) whether nuclear technologies developed by the Bhabha Atomic Research Centre (BARC) are being used in Tripura and other North-Eastern States in the agriculture sector for improving crop quality and for seed preservation and if so, the details thereof; and

(b) the details of Government's action plan for the expansion of radiation technology-based facilities for the food processing industries in North -Eastern India?

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

(a): Improved crop varieties developed by Bhabha Atomic Research Centre (BARC) using radiation-based mutation breeding program are being utilized in the agriculture sector across the country, including the North-Eastern States. BARC groundnut varieties, TKG 19A, TG 37A, TG 38 and TG 51 are found suitable for Northern Eastern States and are recommended for cultivation by the Indian Council of Agricultural Research (ICAR). In Assam, BARC has

collaborated with Assam Agricultural University (AAU), Jorhat for field evaluation of Trombay mutant lines and radiation-based improvement of crops. The collaboration includes multi-location evaluation of Trombay lines of different crops, mutation breeding for improvement of local rice varieties, capacity building and training of scientists and students in radiation technologies for crop improvement.

(b): BARC has developed radiation-based food preservation and food processing technologies to reduce the post harvesting losses and extend shelf life of agri products. Also, radiation-based protocols have also been developed for various agricultural products like vegetables, fruits, pulses, spices etc. The technology have been transferred to private entrepreneurs on non-exclusive basis, for commercialization and can be implemented through the licensees.

Further, Government has implemented policy measures to expand the radiation technology for food preservation at the country level. Government of India has announced incentives for setting up of multiproduct food irradiation units under 'Integrated Cold Chain & Value Addition Infrastructure' of the Pradhan Mantri Kisan Sampada Yojana (PMKSY) scheme across the nation in 2024-25. This scheme is open for application by the interested stakeholders.

विवादित वक्फ संपत्तियों की निगरानी के लिए डिजिटल प्लेटफॉर्म

4115. श्री इमरान मसूद:

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

(क) क्या सरकार ने वक्फ संपत्तियों के डिजिटलीकरण, प्रलेखन और पारदर्शी प्रबंधन के लिए कोई नई राष्ट्रीय कार्य योजना लागू की है और यदि हां, तो राज्य-वार अब तक डिजिटलीकृत की गई वक्फ संपत्तियों का ब्यौरा क्या है;

(ख) क्या अतिक्रमण और विवादित वक्फ संपत्तियों की निगरानी के लिए कोई डिजिटल प्लेटफॉर्म विकसित किया गया है; और

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

अल्पसंख्यक कार्य मंत्री (श्री किरेन रीजीजू)

(क) से (ग): एकीकृत वक्फ प्रबंधन, सशक्तिकरण, दक्षता एवं विकास (UMEED) अधिनियम, 1995 यथासंशोधित वक्फ (संशोधन) अधिनियम, 2025, दिनांक 08.04.2025 से लागू किया गया है। UMEED अधिनियम, 1995 की धारा 3(टक) के अनुसार, वक्फ संपत्तियों का विवरण अपलोड करने, नए वक्फ का पंजीकरण करने तथा वक्फ संपत्तियों के समग्र प्रबंधन एवं प्रशासन को सुगम बनाने के लिए अल्पसंख्यक कार्य मंत्रालय द्वारा UMEED केंद्रीय पोर्टल-2025 विकसित किया गया है एवं इसे दिनांक 06.06.2025 को प्रारंभ किया गया है। दिनांक 07.08.2026 की स्थिति के अनुसार, UMEED केंद्रीय पोर्टल-2025 पर अपलोड की गई वक्फ संपत्तियों का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

UMEED अधिनियम, 1995 की धारा 54 के अंतर्गत, वक्फ संपत्तियों से अतिक्रमण हटाने की प्रक्रिया का प्रावधान है। राज्य वक्फ बोर्ड के मुख्य कार्यकारी अधिकारी, शिकायत प्राप्त होने पर तथा अन्यथा जांच कर सकते है और जांच करने के पश्चात यदि इस बात से संतुष्ट हो कि संबंधित संपत्ति वक्फ संपत्ति है और उस पर अतिक्रमण किया गया है, तो वे ऐसे अतिक्रमण को हटाने का आदेश प्राप्त करने के लिए अधिकरण के समक्ष आवेदन प्रस्तुत कर सकते हैं। ऐसे आवेदन की प्राप्ति पर, अधिकरण, कारणों को अभिलेखबद्ध करते हुए, जिस व्यक्ति के विरूद्ध आवेदन किया गया है, उस व्यक्ति को सुनवाई का अवसर प्रदान करने के पश्चात, वक्फ संपत्ति से उनकी बेदखली का आदेश पारित कर सकता है।

जैसा कि, सरकार द्वारा UMEED केंद्रीय पोर्टल-2025 प्रारंभ किया गया है तथा दिनांक 07.08.2026 की स्थिति के अनुसार राज्य वक्फ बोर्डों द्वारा पोर्टल पर कुल 53,952 अतिक्रमित वक्फ संपत्तियों का विवरण अपलोड किया गया है।

विवरण

UMEED केंद्रीय पोर्टल-2025 पर अपलोड की गई वक्फ संपत्तियों का राज्य/संघ राज्य क्षेत्र-वार ब्यौरा (दिनांक 07.08.2026 की स्थिति के अनुसार)

क्र.सं.	राज्य वक्फ बोर्ड	निर्माणकर्ता द्वारा प्रविष्टि हेतु प्रस्तुत की गई वक्फ संपत्तियों की संख्या	निर्माणकर्ता द्वारा प्रस्तुत वक्फ संपत्तियों की संख्या (जांचकर्ता के स्तर पर लंबित)	जांचकर्ता द्वारा प्रस्तुत वक्फ संपत्तियों की संख्या (अनुमोदक के स्तर पर लंबित)	अनुमोदक द्वारा अनुमोदित वक्फ संपत्तियों की संख्या	अब तक शुरू/पूर्ण की गई वक्फ संपत्तियों की कुल संख्या	अनुमोदक द्वारा अस्वीकृत वक्फ संपत्तियों की कुल संख्या	जांचकर्ता द्वारा अस्वीकृत की गई वक्फ संपत्तियों की कुल संख्या	निर्माणकर्ता को वापस भेजी गई वक्फ संपत्तियों की कुल संख्या
		(क)	(ख)	(ग)	(घ)	(क+ख+ग+घ+ङ+च+छ)	(ङ)	(च)	(छ)
1	अंडमान और निकोबार द्वीप समूह	58	0	1	147	213	2	0	5
2	आंध्र प्रदेश	318	429	63	14698	15584	17	0	59
3	असम	72	412	31	190	734	17	0	12
4	बिहार शिया	245	28	5	5955	6312	24	0	55
5	बिहार सुन्नी	1357	1734	48	6700	11419	152	0	1428
6	चंडीगढ़	1	0	0	22	23	0	0	0
7	छत्तीसगढ़	132	38	0	2089	2444	129	0	56
8	दिल्ली	270	1688	297	352	3233	6	25	595
9	गुजरात	2844	26	9	24508	30789	204	0	3198
10	हरियाणा	408	0	0	12919	13447	7	0	113
11	हिमाचल प्रदेश	58	16	0	837	915	0	0	4
12	जम्मू एवं कश्मीर	223	34	10	25248	25568	5	0	48
13	झारखंड	221	750	3	135	1109	0	0	0
14	कर्नाटक	4114	58	2	53509	58846	64	0	1099

15	केरल	3898	8024	24	63086	79929	78	1	4818
16	लक्षद्वीप	131	37	0	298	479	5	0	8
17	मध्य प्रदेश	1939	6076	566	22362	32375	798	0	634
18	महाराष्ट्र	4486	10402	52	46961	71947	754	0	9292
19	मणिपुर	17	89	91	374	576	0	0	5
20	मेघालय	0	0	0	13	13	0	0	0
21	ओडिशा	471	126	357	4118	6773	1579	1	121
22	पुदुचेरी	24	62	4	507	624	0	0	27
23	पंजाब	735	7	1	25374	26339	93	0	129
24	राजस्थान	2342	664	95	17418	32705	3713	150	8323
25	तमिलनाडु	2187	991	2	8014	15120	2903	0	1023
26	तेलंगाना	3797	1	7	54605	63982	1807	0	3765
27	दादरा एवं नगर हवेली और दमन एवं दीव	1	1	0	0	2	0	0	0
28	त्रिपुरा	23	0	0	2710	2778	0	0	45
29	उत्तराखंड	276	91	146	1605	2385	7	1	259
30	उत्तर प्रदेश शिया	1001	327	26	4758	8170	184	0	1874
31	उत्तर प्रदेश सुन्नी	13866	5720	198	103184	152697	4983	0	24746
32	पश्चिम बंगाल	3676	1515	12	115551	131764	143	0	10867
कुल		**49191**	**39346**	**2050**	**618247**	**799294**	**17674**	**178**	**72608**

CONSTRAINTS FACED IN DEPLOYING AI

4116. SHRI VISHALDADA PRAKASHBAPU PATIL:

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

(a) whether the Government is aware that India continues to face constraints in deploying Artificial Intelligence (AI) at scale due to inadequate computing infrastructure, fragmented datasets and skill shortages;

(b) if so, the details of steps being taken by the Government to resolve the aforementioned issues;

(c) whether such structural gaps are limiting India’s ability to achieve its stated ambitions of Digital India, AI-led governance and development of sovereign AI capabilities particularly in sectors like agriculture, health and public service delivery; and

(d) if so, the details of steps being taken by the Government to ensure that India does not remain dependent on foreign AI models and third-party platforms, thereby risking data sovereignty, algorithmic dependence and systemic vulnerabilities in critical governance systems?

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

(a) and (b): India's AI strategy is based on the Hon'ble Prime Minister's vision to democratize the use of technology. It aims to address India centric challenges and create economic and employment opportunities for all Indians.

The Government is cognizant of the risks associated with limited domestic capabilities in AI research ecosystems, and has adopted a multi-pronged and calibrated approach under the IndiaAI Mission to build technological sovereignty across the AI value chain.

IndiaAI Mission

The Government approved the IndiaAI Mission on 7th March 2024 with a total outlay of Rs. 10,371.92 crore over five years. It establishes a robust and inclusive AI ecosystem aligned with India's development goals.

Compute:

- 15 Compute Service Providers have been empaneled over four rounds.
- 237 projects have been approved for subsidized compute support, with 93.18 lakh GPU hours sanctioned.
- A Purchase Order has been issued for a High-Performance AI Compute System of approximately 1.1 EFLOPS at the NIC Data Centre, Shastri Park, Delhi.

Talent development:

- 686 fellowships awarded across undergraduate, postgraduate and doctoral programmes in 178 institutions.
- YUVA AI for All programme completed by over 26.5 lakh individuals.

IndiaAI labs:

- 27 India Data and AI Labs established, supporting training for more than 3,500 students.
- 188 additional Labs have been identified for establishment across ITIs/Polytechnics.

(c) and (d): The Government has undertaken a structured approach to mainstream AI in governance and priority sectors, including agriculture, health and public service delivery, so as to address the referred structural gaps:

IndiaAI Application Development Initiative (IADI):

Through innovation challenges, grant programmes and hackathons, IADI has built a pipeline of AI solutions across priority sectors including healthcare, agriculture, governance, climate, cybersecurity and financial regulation, with pathways from ideation to pilot deployment and scale. Under this pillar, the IndiaAI Mission has launched 11 national-level hackathons and innovation challenges across these sectors.

i. The IndiaAI Innovation Challenge focused on AI solutions in healthcare, agriculture, governance, learning disabilities and climate change. 30 solutions were shortlisted in Stage 1 for pilot implementation with Central Ministries, States and Public Sector Organisations. Subsequently, five teams (one per sector) were selected for national-level deployment, with pilots underway across multiple States.

ii. The IndiaAI I4C CyberGuard AI Hackathon, conducted in collaboration with the Indian Cyber Crime Coordination Centre (I4C), developed AI solutions for classification of cybercrime complaints and identification of emerging crime patterns on the National Cyber Crime Reporting Portal (NCRP). The shortlisted solution has been integrated with I4C systems.

iii. The IndiaAI–GSI Mineral Targeting with AI Hackathon, organised in partnership with the Geological Survey of India, focused on leveraging AI/ML for advanced mineral prognostication using geoscientific datasets such as geology, geophysics, geochemistry, and remote sensing.

iv. The Cancer AI & Technology Challenge (CATCH), in collaboration with the National Cancer Grid, aims to strengthen cancer screening, diagnostics, treatment support, and healthcare operations. The top shortlisted teams are undergoing ethical review prior to implementation.

v. The IndiaAI Face Authentication Challenge aims to enhance the integrity of public examinations through AI-enabled de-duplication and one-to-many photo verification. Two teams have been selected for deployment at the Union Public Service Commission (UPSC), and deployment has commenced.

vi. The IndiaAI Intelligent Document Processing (IDP) Challenge aims to automate extraction, classification, validation, and structuring of information from complex multilingual documents. Two shortlisted teams are being deployed at UPSC, and implementation is underway.

vii. The IndiaAI Innovation Challenge 2026, supported by the Ministry of Ayush and the Ministry of MSME, promotes AI solutions for AYUSH healthcare and MSMEs. Applications have been received across multiple problem statements, with Stage 1 evaluations underway, followed by prototype development and deployment.

viii. The IndiaAI Challenge for Transforming Governance, in partnership with the Real Time Governance Society (RTGS), Government of Andhra Pradesh, addresses AI use cases across key departments. Applications have been received, Stage 1 evaluations are underway, and prototype development and pilot implementation are planned.

ix. The IndiaAI Financial Compliance Reporting Challenge, in collaboration with the National Financial Reporting Authority (NFRA), promotes AI-enabled compliance monitoring and risk assessment.

x. The CDSCO–IndiaAI Health Innovation Acceleration Hackathon, organised with the Central Drugs Standard Control Organisation (CDSCO), focuses on AI-driven automation of regulatory workflows, including document summarisation, anonymisation, and inspection reporting. Prototype development and deployment are planned.

xi. The PMJAY Auto Adjudication Hackathon, in collaboration with the National Health Authority (NHA), supports the development of AI-based adjudication frameworks for PMJAY claims, resulting in multiple prototypes and pilot deployments.

Center of Excellence:

- 58 AI Centres of Excellence have been approved for establishment across States and Union Territories, of which 22 have been approved and initiated across 13 States/UTs to date.

Sovereign Models:

20 indigenous foundation model proposals, comprising 12 Large Multimodal Models and 8 Small Language Models, have been identified for support. Notable outputs already launched include:

- Sarvam AI (Sarvam 30B/105B, Indus)
- BharatGen (Param2 17B text, Patram 7B VLM, Shrutam-2 ASR)
- Gnani.AI (5B Speech to Speech)

- Varyaa (Image & Text to Video Generation)
- Avataar (Varya 14B Distilled Video-Gen)
- NeuroDX (MANAS 1 40M and 400M: neurological screening)
- Zenteiq (BrahmAI 1B Tokeniser Suite)
- Shodh AI (1.6B multi-scale physics prototype, Agentic Tool Calling framework)

आकांक्षी जिला कार्यक्रम

4117. डॉ. राजीव भारद्वाज:

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

(क) देश भर में आकांक्षी जिला कार्यक्रम (एडीपी) के अंतर्गत चयनित सबसे पिछड़े और कम विकसित जिलों की कुल संख्या कितनी है;

(ख) क्या हिमाचल प्रदेश का चंबा जिला उक्त कार्यक्रम के अंतर्गत शामिल है; और

(ग) यदि हां, तो उक्त जिले में पर्यटन की संभावनाओं को उजागर करने और रोजगार के अवसर पैदा करने के लिए किए जा रहे प्रयासों का ब्यौरा क्या है?

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

(क) और (ख): आकांक्षी जिला कार्यक्रम (एडीपी) के तहत 27 राज्यों और 1 संघ राज्य क्षेत्र में से 117 आकांक्षी जिलों का चयन किया गया है। चंबा जिले को एडीपी के तहत शामिल किया गया है।

(ग): चम्बा जिले में पर्यटन को बढ़ावा देने के उद्देश्य से, राज्य सरकार ने जिले की अपार पर्यटन संभावनाओं को उजागर करने, अज्ञात गंतव्यों को प्रदर्शित करने के साथ-साथ इसे रोजगार प्रदाता के रूप में बदलने के उद्देश्य से “चलो चंबा” अभियान जैसी पहल शुरू की है। इसके अलावा, जिले

में मिंजर महोत्सव के दौरान मेलों का भी आयोजन किया जाता है, जिसमें पूरे देश और दुनिया भर के लोग भाग लेते हैं। इसे राज्य सरकार द्वारा हिमाचल प्रदेश के अंतर्राष्ट्रीय मेलों में से एक घोषित किया गया है, जिसने चंबा की संपूर्ण पर्यटन क्षमता में वृद्धि की है।

ANALYTICAL INDICATORS AND SOCIO-ECONOMIC METRICS

4118. SHRI ADITYA YADAV:

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

(a) the details of specific analytical indicators and socio-economic metrics developed by NITI Aayog to measure, monitor and address the widening regional economic and per-capita income disparities between highly industrialised States and lagging States;

(b) the nature of planning assistance or policy recommendations provided to the Ministry of Finance to correct fiscal imbalances faced by heavily indebted or low-resource States;

(c) whether NITI Aayog's cooperative federalism indices such as the State Health Index or Innovation Index take into weightage the structural historical disadvantages of backward regions and if so, the details thereof; and

(d) the details of concrete policy models proposed to revive agrarian economies and prevent large-scale unorganised distress migration to urban conglomerates?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE

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

(a) and (b): NITI Aayog released the second edition of “Fiscal Health Index (FHI)” on 11th March, 2026. The FHI provides a comprehensive, data driven assessment of the fiscal health of States and to support evidence based fiscal policymaking. It highlights policy priorities such as strengthening state’s own revenue mobilisation, improving the quality of expenditure, rationalising committed expenditure, adopting medium term fiscal planning frameworks, enhancing public financial management systems, improving fiscal transparency, and monitoring off budget borrowings. The detailed methodology, state wise ranking and analysis can be seen at **https://niti.gov.in/sites/default/files/2026-03/Fiscal-Health-Index-2026.pdf.**

(c): NITI Aayog has developed various indices, including State Health Index and India Innovation Index, to support evidence-based policymaking and foster cooperative and competitive federalism. These indices are based on clearly defined methodologies and indicators drawn from official data sources. The methodologies of these indices are designed to facilitate objective comparison across States/UTs by using standardized indicators and transparent frameworks, while taking into account relevant structural and contextual factors, such as geographical size, governance and fiscal characteristics, as appropriate to the respective index.

(d): Government of India is implementing several schemes/ programmes viz. Pradhan Mantri Kisan Samman Nidhi (PM-KISAN), Pradhan Mantri Kisan

Maan Dhan Yojana (PM-KMY), Pradhan Mantri Fasal Bima Yojana (PMFBY), Modified Interest Subvention Scheme (MISS), Agriculture Infrastructure Fund (AIF), Formation and Promotion of 10,000 new Farmer Producers Organizations (FPOs), Namo Drone Didi, National Mission on Natural Farming (NMNF), Pradhan Mantri Annadata Aay SanraksHan Abhiyan (PM-AASHA), Agri Fund for Start-Ups & Rural Enterprises' (AgriSURE), Paramparagat Krishi Vikas Yojana (PKVY), Soil Health & Fertility (SH&F) etc. for the welfare of farmers.

पीएम-एसजीएमबीवाई के अंतर्गत राजसहायता में वृद्धि

4119. श्री लालजी वर्मा:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने यह प्रमाणित करने के लिए कोई लेखा परीक्षा कराई है कि 'प्रधानमंत्री सूर्य घर मुफ्त बिजली योजना' (पीएम-एसजीएमबीवाई) केवल मध्यम वर्ग के गृह स्वामियों तक ही सीमित नहीं है, बल्कि गरीब और किरायेदार परिवारों तक भी पहुंची है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार उच्च प्रारंभिक निवेश (उपभोक्ता अंशदान) और जटिल बैंक ऋण प्रक्रियाओं को देखते हुए सब्सिडी राशि बढ़ाने या ब्याज मुक्त ऋण सुविधाएं प्रदान करने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सौर प्रणालियों (सोलर सिस्टम) के जीवन-चक्र रखरखाब (लाइफ-साइकिल मेंटेनेंस) और बैटरी बदलने के लिए कोई वित्तीय सुरक्षा तंत्र स्थापित किया गया है ताकि पच्चीस वर्षों के बाद उपभोक्ताओं पर कोई वित्तीय बोझ न पड़े और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या उक्त योजना वास्तविक बिजली मांग और खपत के पैटर्न को ध्यान में रखकर तैयार की गई है या यह केवल तकनीकी लक्ष्यों को प्राप्त करने के उद्देश्य से की गई एक कवायद 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) और (ख): फरवरी 2024 में शुरू की गई पीएम सूर्य घर मुफ्त बिजली योजना (पीएमएसजी: एमबीवाई) एक मांग-संचालित योजना है, जिसमें देश के सभी आवासीय उपभोक्ता, जिनके पास स्थानीय डिस्कॉम के साथ ग्रिड से जुड़ा बिजली कनेक्शन है, योजना के राष्ट्रीय पोर्टल (www.pmsuryaghar.gov.in) पर आवेदन करके रूफटॉप सोलर (आरटीएस) सिस्टम की स्थापना के लिए योजना का लाभ उठा सकते हैं।

रूफटॉप सोलर सिस्टम की कम क्षमता की आवश्यकता वाले गरीब और कम आय वाले परिवारों द्वारा योजना को अपनाने की सुविधा के लिए, निम्नलिखित प्रावधान किए गए हैं:

i. आरटीएस क्षमता के पहले दो kWp के लिए बेंचमार्क लागत के 60% तक उच्च केंद्रीय वित्तीय सहायता।
ii. राष्ट्रीयकृत बैंकों से 10 वर्ष की अवधि के लिए 2 लाख रुपये तक का संपार्श्विक-मुक्त (बिना गारंटी) ऋण, रेपो दर प्लस 50 बीपीएस (वर्तमान में 5.75% प्रति वर्ष) की रियायती ब्याज दर पर उपलब्ध है। इस ऋण के लिए जनसमर्थ पोर्टल के साथ एकीकृत योजना के राष्ट्रीय पोर्टल पर आवेदन किया जा सकता है।
iii. आवासीय उपभोक्ताओं के शुरुआती निवेश की आवश्यकता को कम करने के लिए RESCO/यूटिलिटी-लेड एग्रीगेशन (ULA) मॉडल शामिल किए गए।

(ग): RTS प्रणाली स्थापित करने वाले विक्रेता स्थापना के पहले पांच वर्षों तक प्रणाली के रखरखाव के लिए ज़िम्मेदार हैं और उसके बाद, उपभोक्ता अपनी आवश्यकता के अनुसार विस्तारित रखरखाव का विकल्प चुन सकते हैं। यह अनुमान लगाया गया है कि प्रारंभिक निवेश का

भुगतान पांच साल की अवधि के भीतर किया जाएगा और उसके बाद आरटीएस प्रणाली द्वारा आपूर्ति की जाने वाली बिजली अगले 20 वर्षों के लिए परिवार द्वारा बिजली पर खर्च को बचाएगी।

(घ): पीएम-सूर्य घर: मुफ़्त बिजली योजना (PMSG: MBY) का मुख्य उद्देश्य देश में रूफटॉप सोलर (RTS) क्षमता की हिस्सेदारी बढ़ाना और परिवारों को स्वयं बिजली उत्पादन करने के लिए सशक्त बनाना है। इस योजना का लक्ष्य 1 करोड़ घरों में रूफटॉप सोलर (RTS) सिस्टम स्थापित करना है, जिससे आवासीय क्षेत्र में लगभग 30 GW RTS क्षमता जुड़ेगी। इससे बिजली वितरण कंपनियों (DISCOMs) को दिन के समय की चरम मांग को पूरा करने और वितरण घाटे को कम करने में लाभ होगा। यह वर्ष 2030 तक गैर-जीवाश्म ईंधन स्रोतों से 500 GW स्थापित क्षमता प्राप्त करने के राष्ट्रीय लक्ष्य को पूरा करने में भी सहायक होगा।

VANDE BHARAT EXPRESS/AMRIT BHARAT EXPRESS TRAINS

4120. SHRIMATI SHAMBHAVI:

DR. LATA WANKHEDE:

SHRI RAJESH VERMA:

SHRIMATI DAGGUBATI PURANDESWARI:

SHRI ARUN BHARTI:

SHRI ATUL GARG:

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

(a) the total number of new Vande Bharat Express and Amrit Bharat Express trains introduced/operationalized during 2025-26 are originating from or passing through Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh;

(b) the details of the specific routes covered, the average daily occupancy rates and the total revenue generated by these premium train services in

Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh during the last one year;

(c) the details of the central financial expenditure incurred on upgrading the maintenance depots and pit lines to service these advanced train sets in Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh;

(d) whether the Government has received reports of stone-pelting incidents or cattle run-overs affecting the punctuality and safety of the Vande Bharat trains in Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh; and

(e) the details of the physical security and track fencing measures being implemented by the Government along the vulnerable sections of the railway tracks in Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh?

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

(a) to (e): As the Railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. However, Indian Railways is focussed on providing affordable, good quality services to all sections of society. Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande Bharat trains (Chair Car and Sleeper) and Amrit Bharat trains with modern coaches, advanced safety features and passenger amenities.

Vande Bharat services (Chair Car)

Vande Bharat Chair Car services have the following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety - Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Better Ride Comfort.
- CCTVs in all Coaches.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach condition monitoring System (CCMS) display with remote monitoring

During 2025-2026, 15 pairs of Vande Bharat (Chair Car) Express have been introduced on the Indian Railways network and as on 05.08.2026, 81 pairs of Vande Bharat train services (Chair Car) are being operated on the Indian Railways network, as listed below:-

S.N	Train No. and Name
1	22435/22436 Varanasi - New Delhi Vande Bharat Express
2	22439/22440 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
3	20901/20902 Mumbai Central - Gandhinagar Capital Vande Bharat Express
4	22447/22448 New Delhi - Amb Andura Vande Bharat Express
5	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express
6	20825/20826 Bilaspur - Nagpur Vande Bharat Express
7	22301/22302 Howrah - New Jalpaiguri Vande Bharat Express
8	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express
9	22223/22224 Chhatrapati Shivaji Maharaj (T) - Sainagar Shirdi Vande Bharat Express
10	22225/22226 Chhatrapati Shivaji Maharaj (T) - Solapur Vande Bharat Express
11	20171/20172 Rani Kamlapati - Nizamuddin Vande Bharat Express
12	20701/20702 Secunderabad - Tirupati Vande Bharat Express
13	20643/20644 Chennai - Coimbatore Vande Bharat Express
14	20977/20978 Ajmer - Chandigarh Vande Bharat Express
15	20633/20634 Kasargod - Thiruvananthapuram Vande Bharat Express
16	22895/22896 Howrah - Puri Vande Bharat Express
17	22457/22458 Anand Vihar - Dehradun Vande Bharat Express
18	22227/22228 New Jalpaiguri - Guwahati Vande Bharat Express
19	20911/20912 Indore - Nagpur Vande Bharat Express
20	22229/22230 Chhatrapati Shivaji Maharaj (T) - Madgaon Vande Bharat Express
21	22349/22350 Patna - Ranchi Vande Bharat Express
22	20661/20662 Bengaluru - Dharwar Vande Bharat Express
23	20173/20174 Rani Kamlapati - Rewa Vande Bharat Express
24	22549/22550 Gorakhpur - Prayagraj Vande Bharat Express
25	12461/12462 Jodhpur - Sabarmati Vande Bharat Express
26	22925/22926 Ahmedabad - Okha Vande Bharat Express
27	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
28	20677/20678 Chennai - Narsapur Vande Bharat Express
29	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
30	20631/20632 Mangaluru - Thiruvananthapuram Central Vande Bharat Express
31	26963/26964 Udaipur - Asarva Vande Bharat Express

32	22347/22348 Howrah - Patna Vande Bharat Express
33	20835/20836 Rourkela - Puri Vande Bharat Express
34	20897/20898 Howrah - Ranchi Vande Bharat Express
35	22415/22416 Varanasi - New Delhi Vande Bharat Express
36	20641/20642 Bengaluru Cantt. - Coimbatore Vande Bharat Express
37	20645/20646 Madgaon - Mangaluru Vande Bharat Express
38	20705/20706 Nanded - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
39	22477/22478 New Delhi - Sri Mata Vaishno Devi Katra Vande Bharat Express
40	22425/22426 Ayodhya Cantt. - Anand Vihar Vande Bharat Express
41	22487/22488 Delhi - Amritsar Vande Bharat Express
42	22961/22962 Mumbai Central - Ahmedabad Vande Bharat Express
43	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
44	20663/20664 Mysuru - Chennai Vande Bharat Express
45	22233/22234 New Jalpaiguri - Patna Vande Bharat Express
46	22469/22470 Khajuraho - Nizamuddin Vande Bharat Express
47	22231/22232 Kalaburagi - Bengaluru Vande Bharat Express
48	20841/20842 Bhubaneswar - Visakhapatnam Vande Bharat Express
49	22345/22346 Patna - Gomti Nagar Vande Bharat Express
50	20887/20888 Ranchi - Varanasi Vande Bharat Express
51	22545/22546 Lucknow - Dehradun Vande Bharat Express
52	22489/22490 Varanasi - Meerut City Vande Bharat Express
53	20627/20628 Chennai Egmore - Nagercoil Vande Bharat Express
54	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
55	22499/22500 Deoghar - Varanasi Vande Bharat Express
56	22309/22310 Howrah - Jamalpur Vande Bharat Express
57	20871/20872 Howrah - Rourkela Vande Bharat Express
58	20893/20894 Tatanagar - Patna Vande Bharat Express
59	20891/20892 Tatanagar - Brahmapur Vande Bharat Express
60	22303/22304 Howrah - Gaya Vande Bharat Express
61	20669/20670 Hubballi - Pune Vande Bharat Express
62	20673/20674 Chhatrapati Shahu Maharaj (T) Kolhapur - Pune Vande Bharat Express
63	20101/20102 Secunderabad - Nagpur Vande Bharat Express

64	20829/20830 Durg - Visakhapatnam Vande Bharat Express
65	21893/21894 Tatanagar - Patna Vande Bharat Express
66	21895/21896 Tatanagar - Patna Vande Bharat Express
67	20175/20176 Banaras - Agra Cantt. Vande Bharat Express
68	26901/26902 Sabarmati - Veraval Vande Bharat Express
69	26401/26402 Jammu Tawi - Srinagar Vande Bharat Express
70	26403/26404 Jammu Tawi - Srinagar Vande Bharat Express
71	26501/26502 Patliputra - Gorakhpur Vande Bharat Express
72	26751/26752 Belagavi - KSR Bengaluru Vande Bharat Express
73	26405/26406 Amritsar - Shri Mata Vaishno Devi Katra Vande Bharat Express
74	26101/26102 Pune - Ajni Vande Bharat Express
75	26301/26302 Jogbani - Danapur Vande Bharat Express
76	26481/26482 Jodhpur - Delhi Cantt. Vande Bharat Express
77	26471/26472 Bikaner - Delhi Cantt. Vande Bharat Express
78	26461/26462 Delhi - Firozpur Cantt. Vande Bharat Express
79	26651/26652 KSR Bengaluru - Ernakulam Vande Bharat Express
80	26505/26506 Khajuraho - Banaras Vande Bharat Express
81	26503/26504 Saharanpur - Gomtinagar Vande Bharat Express

Vande Bharat Services (Sleeper Trains):

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. These are aimed to improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey. Two such trains have already been manufactured. After extensive trials, these trains have been introduced on Indian Railways. The First Vande Bharat Sleeper service viz. 27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express has commenced regular operation w.e.f. 22.01.2026.

These train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

As on 03.08.2026, the following 01 pairs of Vande Bharat trains (Sleeper Car) are being operated on the Indian Railways network:

SN	Train No. and Name
1	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express

Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.
- Improved LED Light fitting & Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.

- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

During 2025-2026, 28 pairs of Amrit Bharat trains were introduced on the Indian Railways network and as on 05.08.2026, the following 36 pairs Amrit Bharat Express trains are being operated on the Indian Railways network:

SN	Train No. and Name
1	11015/11016 Lokmanya Tilak (T) - Saharsa Amrit Bharat Express
2	13697/13698 Gaya - Delhi Amrit Bharat Express
3	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
4	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
5	15561/15562 Darbhanga - Gomtinagar Amrit Bharat Express
6	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat Express
7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
9	13435/13436 Malda Town - Gomtinagar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
12	14627/14628 Saharsa - Chheharta Amrit Bharat Express
13	19623/19624 Madar - Darbhanga Amrit Bharat Express
14	16601/16602 Erode - Jogbani Amrit Bharat Express
15	19021/19022 Udhna - Brahmapur Amrit Bharat Express
16	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
17	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
19	11031/11032 Panvel - Alipurduar Amrit Bharat Express
20	16107/16108 Tambaram - Santragachi Amrit Bharat Express

21	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat
26	16329/16330 Nagercoil - Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express
29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express
30	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
31	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
32	22589/22590 Banaras- Hadapsar Amrit Bharat Express
33	22111/22112 Lokmanya Tilak(T)- Ayodhya Amrit Bharat Express
34	14663/14664 Amritsar- New Jalpaiguri Amrit Bharat Express
35	19725/19726 Khatipura- Darbhanga Amrit Bharat Express
36	11431/11432 Pune - Danapur Amrit Bharat Express

Bihar:

Presently, 14 pairs of Vande Bharat services and 25 pairs of Amrit Bharat services are catering to the needs of the passengers of the stations located in the State of Bihar. These services are as under:

Vande Bharat serving Bihar:

SN	Train No. and Name
1	20887/20888 Ranchi - Banaras Vande Bharat Express
2	20893/20894 Tatanagar - Patna Vande Bharat Express
3	21893/21894 Tatanagar - Patna Vande Bharat Express
4	21895/21896 Tatanagar - Patna Vande Bharat Express
5	22233/22234 New Jalpaiguri - Patna Vande Bharat Express

6	22301/22302 Howrah - New Jalpaiguri Vande Bharat Express
7	22303/22304 Howrah - Gaya Vande Bharat Express
8	22309/22310 Howrah - Jamalpur Vande Bharat Express
9	22345/22346 Patna - Gomti Nagar Vande Bharat Express
10	22347/22348 Howrah - Patna Vande Bharat Express
11	22349/22350 Patna - Ranchi Vande Bharat Express
12	22499/22500 Deoghar - Varanasi Vande Bharat Express
13	26301/26302 Jogbani - Danapur Vande Bharat Express
14	26501/26502 Patliputra - Gorakhpur Vande Bharat Express

Amrit Bharat serving Bihar:

SN	Train No. and Name
1	11015/11016 Lokmanya Tilak(T) - Saharsa Amrit Bharat Express
2	11031/11032 Panvel - Alipurduar Amrit Bharat Express
3	11431/11432 Pune - Danapur Amrit Bharat Express
4	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
5	13435/13436 Malda Town - Gomti Nagar Amrit Bharat Express
6	13697/13698 Gaya - Delhi Amrit Bharat Express
7	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
8	14627/14628 Saharsa - Chheharta Amrit Bharat Express
9	14663/14664 New Jalpaiguri - Amritsar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
12	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
13	15561/15562 Darbhanga - Gomti Nagar Amrit Bharat Express
14	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat
15	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
16	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
17	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express

19	16601/16602 Erode - Jogbani Amrit Bharat Express
20	19623/19624 Madar - Darbhanga Amrit Bharat Express
21	19725/19726 Khatipura - Darbhanga Amrit Bharat Express
22	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
23	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
24	22361/22362 Rajendra Nagar (T) - New Delhi Amrit Bharat Express
25	22587/22588 Sealdah - Banaras Amrit Bharat Express

Andhra Pradesh:

Presently, 08 pairs of Vande Bharat services and 12 pairs of Amrit Bharat services cater to the needs of the passengers of the stations located in the State of Andhra Pradesh. These services are as under:

Vande Bharat serving Andhra Pradesh:

SN	Train No. and Name
1	20677/20678 MGR Chennai Central - Narasapur Vande Bharat Express
2	20701/20702 Secunderabad - Tirupati Vande Bharat Express
3	20703/20704 Kacheguda - Yesvantpur Vande Bharat Express
4	20707/20708 Secunderabad - Visakhapatnam Vande Bharat Express
5	20829/20830 Durg - Visakhapatnam Vande Bharat Express
6	20833/20834 Visakhapatnam - Secunderabad Vande Bharat Express
7	20841/20842 Bhubaneswar - Visakhapatnam Vande Bharat Express
8	22231/22232 Kalaburagi - SMVT Bengaluru Vande Bharat Express

Amrit Bharat serving Andhra Pradesh:

SN	Train No. and Name
1	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
2	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express
3	16107/16108 Tambaram - Santragachi Amrit Bharat Express

4	16357/16358 Nagercoil - Charlapalli Amrit Bharat Express
5	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
6	16601/16602 Erode - Jogbani Amrit Bharat Express
7	16619/16620 Podanur - Dhanbad Amrit Bharat Express
8	17041/17042 Charlapalli - Thiruvananthapuram North (Kochuveli) Amrit Bharat Express
9	17065/17066 Charlapalli - Shalimar Amrit Bharat Express
10	19021/19022 Udhna - Brahmapur Amrit Bharat Express
11	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
12	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express

Madhya Pradesh:

Presently, 05 pairs of Vande Bharat services and 07 pairs of Amrit Bharat services cater to the needs of the passengers of the stations located in the State of Madhya Pradesh. These services are as under:

Vande Bharat serving Madhya Pradesh:

SN	Train No. and Name
1	20171/20172 Rani Kamalapati - Hazrat Nizamuddin Vande Bharat Express
2	20173/20174 Rani Kamalapati - Rewa Vande Bharat Express
3	20911/20912 Indore Junction - Nagpur Junction Vande Bharat Express
4	22469/22470 Khajuraho - Hazrat Nizamuddin Vande Bharat Express
5	26505/26506 Khajuraho - Banaras Vande Bharat Express

Amrit Bharat serving Madhya Pradesh:

SN	Train No. and Name
1	11015/11016 Mumbai LTT - Saharsa Amrit Bharat Express
2	11031/11032 Panvel - Alipurduar Amrit Bharat Express
3	11431/11432 Pune - Danapur Amrit Bharat Express

4	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
5	16601/16602 Erode - Jogbani Amrit Bharat Express
6	22111/22112 Mumbai LTT - Ayodhya Cantt Amrit Bharat Express
7	22589/22590 Banaras - Hadapsar (Pune) Amrit Bharat Express

Uttar Pradesh:

Presently, 16 pairs of Vande Bharat services and 23 pairs of Amrit Bharat services cater to the needs of the passengers of the stations located in the State of Uttar Pradesh. These services are as under:-

Vande Bharat serving Uttar Pradesh:

SN	Train No. and Name
1	20171/20172 Rani Kamalapati - Hazrat Nizamuddin Vande Bharat Express
2	20175/20176 Banaras - Agra Cantt Vande Bharat Express
3	20887/20888 Ranchi - Varanasi Vande Bharat Express
4	22345/22346 Patna - Gomti Nagar Vande Bharat Express
5	22415/22416 Varanasi - New Delhi Vande Bharat Express
6	22425/22426 Ayodhya Cantt - Anand Vihar (T) Vande Bharat Express
7	22435/22436 Varanasi - New Delhi Vande Bharat Express
8	22457/22458 Anand Vihar (T) - Dehradun Vande Bharat Express
9	22469/22470 Khajuraho - Hazrat Nizamuddin Vande Bharat Express
10	22489/22490 Varanasi - Meerut City Vande Bharat Express
11	22499/22500 Deoghar - Varanasi Vande Bharat Express
12	22545/22546 Lucknow - Dehradun Vande Bharat Express
13	22549/22550 Gorakhpur - Prayagraj Vande Bharat Express
14	26501/26502 Patliputra - Gorakhpur Vande Bharat Express
15	26503/26504 Saharanpur - Gomti Nagar Vande Bharat Express
16	26505/26506 Khajuraho - Banaras Vande Bharat Express

Amrit Bharat serving Uttar Pradesh:

SN	Train No. and Name
1	11015/11016 Lokmanya Tilak(T) - Saharsa Amrit Bharat Express
2	11031/11032 Panvel - Alipurduar Amrit Bharat Express
3	11431/11432 Pune - Danapur Amrit Bharat Express
4	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
5	13435/13436 Malda Town - Gomti Nagar Amrit Bharat Express
6	13697/13698 Gaya - Delhi Amrit Bharat Express
7	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
8	14627/14628 Saharsa - Chheharta Amrit Bharat Express
9	14663/14664 New Jalpaiguri - Amritsar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
12	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
13	15561/15562 Darbhanga - Gomti Nagar Amrit Bharat Express
14	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat
15	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
16	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
17	16601/16602 Erode - Jogbani Amrit Bharat Express
18	19623/19624 Madar - Darbhanga Amrit Bharat Express
19	19725/19726 Khatipura - Darbhanga Amrit Bharat Express
20	22111/22112 Mumbai LTT - Ayodhya Cantt Amrit Bharat Express
21	22361/22362 Rajendra Nagar (T) - New Delhi Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	22589/22590 Banaras - Hadapsar (Pune) Amrit Bharat Express

Besides, introduction of new train services, including Vande Bharat services, Amrit Bharat services and its variants, to cater to various routes/sections, is an on-going process, which depends on various factors including:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets
- Occupancy and the traffic requirement of the section

Further, on Indian Railways, revenue generation is not maintained train wise.

Occupancy of Vande Bharat Express and Amrit Bharat Express

During 2025-26 & 2026-27 (upto June, 2026), the overall occupancy of all Vande Bharat Express and Amrit Bharat Express trains touching stations of Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh is 99.78% & 112.11% respectively.

Maintenance Depots and Pit-Lines

Maintenance Depot/Pit-Line etc., facilities are planned and executed as per operational and maintenance requirement. Further, the modernization of maintenance depots/pit lines etc., on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds.

Security and Safety

Legal action is taken against the offenders of stone pelting under the relevant provision of law. The following preventive measures are taken by the Railways to safeguard the lives of passengers and damage to Railway Property:

I. Regular drives are conducted against anti-social elements like drunkard, mischievous elements etc. in the effected section/black spots and the apprehended persons are prosecuted under legal provisions of law.

II. The train escorting parties have been sensitized to remain more vigilant in the vulnerable sections/spots, where incidents of vandalizing on trains are frequently reported.

III. Various awareness programme including OPERATION SATHI are conducted regularly in inhabited areas adjacent to Railway track to sensitize people towards the menace of stone pelting and its consequences.

IV. Detailed guidelines have been issued regarding action to be taken to control incidents of stone pelting on moving trains. Analysis of these incidents followed by substantive action is taken to curb these incidents.

V. Regular co-ordination with GRP/Local Police is maintained by RPF, sharing the critical information to control the menace of pelting of stones on trains.

VI. State Level Security Committee of Railways (SLSCR) have been constituted for all State Union Territories under the Chairmanship of respective Director General of Police Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.

Safety of train operations is accorded top priority on Indian Railways (IR). As one of the important safety measures, provision of safety fencing has

been taken up on routes where the permitted speed of train operations exceeds 110 kmph, as well as at other vulnerable locations, to prevent trespassing and ensure safe train operation. Pedestrian subways are also being provided with safety fencing in order to facilitate crossing of railway alignment by cattle, pedestrians and smaller vehicles.

Till date, about 19,700 km of fencing has been provided along the railway tracks in Indian Railways which includes sections situated in Bihar, Madhya Pradesh, Andhra Pradesh and Uttar Pradesh.

उत्तर प्रदेश के आकांक्षी जिले और ब्लॉक

4121. श्री नीरज मौर्य:

श्री बाबू सिंह कुशवाहा:

श्रीमती रूचि वीरा:

श्री देवेश शाक्य:

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

(क) वित्तीय वर्ष 2025-26 के दौरान उत्तर प्रदेश के आकांक्षी जिलों और ब्लॉकों में विशेष रूप से बरेली, बदायूं, जौनपुर, एटा-कासगंज जिलों में, आकांक्षी जिला एवं ब्लॉक कार्यक्रम के तहत अवसंरचना, स्वास्थ्य, शिक्षा, पेयजल, पोषण एवं मॉडल सेवा केंद्रों जैसे विभिन्न क्षेत्रों के लिए स्वीकृत, आवंटित और उपयोग की गई निधि कितनी है तथा प्राप्त वास्तविक उपलब्धियों का जिला-वार, ब्लॉक-वार और योजना-वार ब्यौरा क्या है;

(ख) क्या यह सच है कि पोर्टल पर प्रगति की रिपोर्ट दर्ज किए जाने के बावजूद उत्तर प्रदेश के कई आकांक्षी जिलों, ब्लॉकों और ग्रामीण क्षेत्रों में, विशेषकर बरेली, बदायूं, जौनपुर, एटा-कासगंज जिलों में रखरखाव, तकनीकी कर्मियों, नियमित संचालन, बिजली इंटरनेट कनेक्टिविटी और अन्य

उपकरणों की कमी के कारण डिजिटल कक्षाएं, मॉडल आंगनवाड़ी केंद्र और पेयजल परियोजनाएं पूरी क्षमता से कार्य नहीं कर रही हैं और यदि हां, तो उक्त परियोजनाओं की संख्या कितनी है और उन्हें पुन: पूर्ण रूप से कार्यशील बनाने के लिए सरकार द्वारा क्या सुधारात्मक कदम उठाए गए हैं;

(ग) उत्तर प्रदेश के आकांक्षी ब्लॉकों में, विशेष रूप से बरेली, बदायूं, जौनपुर, एटा-कासगंज जिलों में, व्यावसायिक कौशल प्रशिक्षण कार्यक्रमों, स्वरोजगार तथा सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) के लिए निर्धारित लक्ष्यों की तुलना में वर्तमान स्थिति और प्राप्त वास्तविक उपलब्धियां क्या हैं और रोजगार प्राप्त करने वाले युवाओं की संख्या कितनी है; और

(घ) क्या सरकार का उत्तर प्रदेश के दूरस्थ क्षेत्रों में, विशेष रूप से बरेली, बदायूं, जौनपुर और एटा-कासगंज जिलों में, अंतिम व्यक्ति तक गुणवत्तापूर्ण सेवाओं, विशेषकर शिक्षा, स्वास्थ्य देखभाल और बुनियादी सुविधाएं प्रदान करने की निरंतर उपलब्धता सुनिश्चित करने के लिए एक नई कार्य योजना या निगरानी तंत्र लागू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) और (ग): आकांक्षी जिला और आकांक्षी ब्लॉक कार्यक्रम क्रमशः 49 और 40 मुख्य प्रदर्शन संकेतकों (केपीआई) के आधार पर 'चैंपियंस ऑफ चेंज' पोर्टल के माध्यम से आकांक्षी जिलों और आकांक्षी ब्लॉकों के प्रदर्शन की निगरानी करते हैं, जो एडीपी के लिए http://championsofchange.gov.in/site/coc-home/ और एबीपी के लिए https://abp.championsofchange.gov.in/ पर सार्वजनिक रूप से उपलब्ध है। त्रैमासिक डेल्टा रैंकिंग के आधार पर शीर्ष प्रदर्शन करने वाले जिलों और ब्लॉकों को पुरस्कार प्रणाली के माध्यम से प्रोत्साहित किया जाता है। उत्तर प्रदेश में पुरस्कार विजेता जिलों और ब्लॉकों को जारी की गई धनराशि और उनकी प्रगति का ब्यौरा संलग्न **विवरण I और II** में दिया गया है।

(ख): नीति आयोग द्वारा जिला स्तर और ब्लॉक स्तर की परियोजनाओं का कोई डेटा नहीं रखा जाता है।

(घ): सरकार लोगों के सामाजिक-आर्थिक कल्याण में सुधार लाने के लिए देशभर में कई योजनाओं और कार्यक्रमों को लागू कर रही है, जैसे राष्ट्रीय स्वास्थ्य मिशन (एनएचएम), आयुष्मान भारत प्रधानमंत्री जन आरोग्य योजना, सक्षम आंगनवाड़ी और मिशन पोषण 2.0, समग्र शिक्षा, प्रधानमंत्री ग्राम सड़क योजना, प्रधानमंत्री आवास योजना (ग्रामीण), जल जीवन मिशन, प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) / राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए), आदि। प्रत्येक योजना के प्रदर्शन की निगरानी के लिए उसमें एक अंतर्निहित तंत्र मौजूद है।

विवरण- I

वित्त वर्ष 2025-26 के दौरान उत्तर प्रदेश के आकांक्षी जिलों और ब्लॉकों के लिए स्वीकृत और उपयोग की गई निधियों का ब्यौरा

एडीपी के तहत आकांक्षी जिलों को स्वीकृत और उनके द्वारा उपयोग की गई निधियां			
क्रम सं	**जिला**	**कुल स्वीकृत राशि (लाख रूपये में)**	**कुल उपयोग की गई राशि (लाख रूपये में)**
1	बहराइच	349.525	0
2	बलरामपुर	5	0
3	चंदौली	155	0
4	चित्रकूट	155	0
5	फतेहपुर	149	0
6	श्रावस्ती	5	0
7	सिद्धार्थनगर	257.5	224.53
8	सोनभद्र	5	0

एबीपी के तहत आकांक्षी ब्लॉकों को स्वीकृत और उनके द्वारा उपयोग की गई निधियां				
क्रम सं	**जिला**	**ब्लॉक**	**कुल स्वीकृत राशि (लाख रुपये में)**	**कुल उपयोग की गई राशि (लाख रुपये में)**
1	अलीगढ़	गंगीरी	15.30	0.00
2	अम्बेडकर नगर	भीटी	15.30	0.00
3	अम्बेडकर नगर	भियांव	5.30	0.00
4	अम्बेडकर नगर	टांडा	5.30	0.00

5	अमेठी	जगदीशपुर	55.30	0.00
6	अमेठी	जामो	15.30	0.00
7	अमेठी	शुकुल बाज़ार	5.30	0.00
8	बहराइच	हुज़ूरपुर	15.30	0.00
9	बलिया	बांसडीह	15.30	0.00
10	बलिया	चिलकहर	5.30	0.00
11	बलरामपुर	श्रीदत्तगंज	15.30	0.00
12	बांदा	बबेरू	71.70	0.00
13	बांदा	बिसंडा	5.30	0.00
14	बाराबंकी	निन्दौरा	5.30	0.00
15	बाराबंकी	पूरेदलई	89.95	0.00
16	बरेली	बहेड़ी	100.44	0.00
17	बरेली	दमखोदा	5.30	0.00
18	बरेली	फतेहगंज (पश्चिम)	5.30	0.00
19	बस्ती	हरैया	15.30	0.00
20	बस्ती	कुदरहा	84.30	0.00
21	बिजनौर	कोतवाली	15.30	0.00
22	बिजनौर	नजीबाबाद	102.88	0.00
23	बदायूँ	अम्बियापुर	5.30	0.00
24	बदायूँ	आसफपुर	15.30	0.00
25	चंदौली	चहनिया	15.30	0.00
26	चित्रकूट	रामनगर	34.99	0.00
27	देवरिया	गौरी बाज़ार	15.30	9.53
28	एटा	अवागढ़	15.30	0.00
29	एटा	जैथरा	5.30	0.00
30	फ़र्रुखाबाद	नवाबगंज	61.91	0.00
31	फ़र्रुखाबाद	राजेपुर	52.18	0.00
32	फतेहपुर	हथगाम	15.30	8.52

33	गाज़ीपुर	वराचकवार	5.30	0.00
34	गाज़ीपुर	विरनो	15.30	0.00
35	गोंडा	बभनजोत	5.30	0.00
36	गोंडा	पंडरी कृपाल	15.30	0.00
37	गोंडा	रुपईडीह	5.30	0.00
38	गोरखपुर	बांसगांव	15.30	0.00
39	गोरखपुर	ब्रह्मपुर	5.30	0.00
40	हरदोई	संडीला	90.30	0.00
41	जालौन	जालौन	5.30	0.00
42	जालौन	रामपुरा	15.30	0.00
43	जौनपुर	मछली शहर	15.30	0.00
44	जौनपुर	रामपुर	5.30	0.00
45	कासगंज	अमनपुर	15.30	0.00
46	कासगंज	गंजडुंडवारा	5.30	0.00
47	कौशाम्बी	कौशाम्बी	98.70	0.00
48	कौशाम्बी	मंझनपुर	5.30	0.00
49	खेरी	बांकेगंज	5.30	0.00
50	खेरी	धौरहरा	15.30	0.00
51	कुशीनगर	विशुनपुरा	15.30	0.00
52	ललितपुर	मडावरा	93.30	25.21
53	महाराजगंज	मिठौरा	175.41	11.78
54	महोबा	कबरई	52.50	0.00
55	मिर्ज़ापुर	हलिया	5.30	0.00
56	मिर्ज़ापुर	पटेहरा	15.30	3.88
57	पीलीभीत	पूरनपुर	15.30	0.00
58	प्रयागराज	बहरिया	180.30	0.00
59	प्रयागराज	कोरांव	177.30	5.67
60	रामपुर	सैदनगर	15.30	6.00

61	सम्भल	असमोली	15.30	0.00
62	सम्भल	गुन्नौर	5.30	0.00
63	श्रावस्ती	जमुनहा	165.30	10.00
64	सिद्धार्थनगर	खेसरहा	111.83	0.55
65	सीतापुर	बिसवां	15.30	0.00
66	सोनभद्र	चतरा	15.30	7.20
67	संत कबीर नगर	बघौली	15.30	0.00
68	संत रविदास नगर	औराई	15.30	2.60

<u>विवरण- II</u>

एडीपी के तहत उत्तर प्रदेश के आकांक्षी जिलों के समग्र स्कोर पर आधारित प्रगति (स्थापना से अब तक):

क्रम.सं	जिले का नाम	आधारभूत स्तर (जून 2018)	वर्तमान मार्च 2026	प्रतिशतता में सुधार
1	चित्रकूट	44.70	67.48	51%
2	फतेहपुर	41.00	65.62	60%
3	बहराइच	37.40	65.63	75%
4	श्रावस्ती	37.10	61.11	65%
5	बलरामपुर	36.00	58.37	62%
6	सिद्धार्थनगर	35.70	64.84	82%
7	चंदौली	42.40	66.42	57%
8	सोनभद्र	38.00	67.06	76%

एबीपी के तहत उत्तर प्रदेश के आकांक्षी ब्लाकों की समग्र स्कोर पर आधारित प्रगति (स्थापना से अब तक):

क्रम सं	जिले का नाम	ब्लॉक का नाम	आधारभूत स्तर (मार्च 2023)	वर्तमान (मार्च 2026)	प्रतिशतता में सुधार
1	अलीगढ़	गंगीरी	58.90	78.13	33%
2	अम्बेडकर नगर	भीटी	61.50	77.08	25%
3	अम्बेडकर नगर	भियांव	59.60	81.04	36%

4	अम्बेडकर नगर	टांडा	63.80	78.83	24%
5	अमेठी	जगदीशपुर	53.20	76.01	43%
6	अमेठी	जामो	58.60	80.86	38%
7	अमेठी	शुकुल बाज़ार	60.50	76.35	26%
8	बहराइच	हुज़ूरपुर	55.70	76.03	37%
9	बलिया	बांसडीह	46.60	75.43	62%
10	बलिया	चिलकहर	58.40	75.78	30%
11	बलरामपुर	श्रीदत्तगंज	53.00	78.36	48%
12	बांदा	बबेरू	57.90	74.75	29%
13	बांदा	बिसंडा	52.40	69.72	33%
14	बाराबंकी	निन्दौरा	56.60	78.47	39%
15	बाराबंकी	पूरेदलई	36.80	77.06	109%
16	बरेली	बहेड़ी	59.90	83.13	39%
17	बरेली	दमखोदा	58.80	79.57	35%
18	बरेली	फतेहगंज (पश्चिम)	60.90	82.68	36%
19	बस्ती	हरैया	56.80	78.33	38%
20	बस्ती	कुदरहा	57.80	76.62	33%
21	बिजनौर	कोतवाली	60.00	78.89	31%
22	बिजनौर	नजीबाबाद	60.40	77.11	28%
23	बदायूँ	अम्बियापुर	52.70	71.54	36%
24	बदायूँ	आसफपुर	50.40	74.09	47%
25	चंदौली	चहनिया	64.10	79.34	24%
26	चित्रकूट	रामनगर	63.90	75.03	17%
27	देवरिया	गौरी बाज़ार	59.00	80.07	36%
28	एटा	अवागढ़	60.00	75.83	26%
29	एटा	जैथरा	61.80	81.73	32%
30	फ़र्रुखाबाद	नवाबगंज	61.20	79.59	30%
31	फ़र्रुखाबाद	राजेपुर	52.50	76.54	46%

32	फतेहपुर	हथगाम	54.40	81.35	49%
33	गाज़ीपुर	वराचकवार	59.80	76.05	27%
34	गाज़ीपुर	विरनो	55.80	77.95	40%
35	गोंडा	बभनजोत	59.30	78.94	33%
36	गोंडा	पंडरी कृपाल	56.00	74.48	33%
37	गोंडा	रुपईडीह	50.60	78.14	55%
38	गोरखपुर	बांसगांव	59.90	80.72	35%
39	गोरखपुर	ब्रह्मपुर	56.00	80.21	43%
40	हरदोई	संडीला	52.80	76.98	46%
41	जालौन	जालौन	56.80	76.24	34%
42	जालौन	रामपुरा	59.00	80.33	36%
43	जौनपुर	मछली शहर	63.90	81.24	27%
44	जौनपुर	रामपुर	62.40	76.77	23%
45	कासगंज	अमांपुर	59.80	76.11	27%
46	कासगंज	गंजडुंडवारा	63.30	72.05	14%
47	कौशाम्बी	कौशाम्बी	56.10	81.07	45%
48	कौशाम्बी	मंझनपुर	58.20	82.75	42%
49	खेरी	बांकेगंज	61.40	79.44	29%
50	खेरी	धौरहरा	51.80	74.20	43%
51	कुशीनगर	विशुनपुरा	55.20	79.18	43%
52	ललितपुर	मडावरा	54.50	76.77	41%
53	महाराजगंज	मिठौरा	52.40	75.64	44%
54	महोबा	कबरई	60.70	76.28	26%
55	मिर्ज़ापुर	हलिया	53.00	74.82	41%
56	मिर्ज़ापुर	पटेहरा	55.00	75.84	38%
57	पीलीभीत	पूरनपुर	57.40	73.78	29%
58	प्रयागराज	बहरिया	58.90	82.58	40%
59	प्रयागराज	कोरांव	56.60	73.73	30%

60	रामपुर	सैदनगर	57.70	78.61	36%
61	सम्भल	असमोली	59.70	79.65	33%
62	सम्भल	गुन्नौर	52.30	72.34	38%
63	श्रावस्ती	जमुनहा	49.60	73.00	47%
64	सिद्धार्थ नगर	खेसरहा	50.40	77.15	53%
65	सीतापुर	बिसवां	52.60	72.10	37%
66	सोनभद्र	चतरा	61.50	77.56	26%
67	संत कबीर नगर	बघौली	54.80	76.94	40%
68	संत रविदास नगर	औराई	56.90	78.98	39%

भारत आटा पहल

4122. श्री आशीष दुबे:

श्री राहुल सिंह लोधी:

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

(क) 'भारत आटा' पहल का ब्यौरा क्या है और उक्त कल्याणकारी पहल के संबंध में सरकार का दीर्घकालिक दृष्टिकोण क्या है;

(ख) क्या उक्त व्यवस्था के अंतर्गत आपूर्ति किए जाने वाले गेहूं के आटे का खुदरा मूल्य प्रचलित बाजार मूल्य की तुलना में रियायती रखा गया है ताकि आम जनता के लिए इसकी वहनीयता सुनिश्चित की जा सके;

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

(घ) देशव्यापी मांग की पूर्ति हेतु पर्याप्त बफर स्टॉक बनाए रखने के लिए सरकार द्वारा किए गए उपायों का ब्यौरा क्या है तथा अंतिम छोर तक वितरण नेटवर्क में आने वाली बाधाओं को दूर करने के लिए क्या रणनीति अपनाई गई है?

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

(क) से (ग): खुले बाजार बिक्री योजना (घरेलू) [ओएमएसएस (डी)] नीति के अंतर्गत सामान्य उपभोक्ताओं को रियायती दरों पर आटा (गेहूं का आटा) उपलब्ध कराने के उद्देश्य से दिनांक 06.11.2023 को भारत आटा योजना शुरू की गई थी। भारत आटा पहल के तहत, एफसीआई, ओएमएसएस (डी) नीति के अंतर्गत तीन केंद्रीय सहकारी एजेंसियों नामत: राष्ट्रीय सहकारी उपभोक्ता संघ लिमिटेड (एनसीसीएफ), राष्ट्रीय कृषि सहकारी विपणन संघ लिमिटेड (एनएएफईडी) और केंद्रीय भंडार को भारत सरकार द्वारा समय-समय पर निर्धारित आरक्षित मूल्य पर गेहूं की आपूर्ति करता है। ये एजेंसियां गेहूं को पीसकर आटा बनाती हैं और इसे 'भारत आटा' ब्रांड नाम से भारत सरकार द्वारा निर्धारित रियायती खुदरा मूल्य पर बेचती हैं। इसके अलावा, सरकार ने ओएमएसएस (डी) नीति 2026-27 के दौरान भारत आटा के लिए गेहूं की बिक्री पर 2.35 रुपये प्रति किलोग्राम की दर से मूल्य स्थिरीकरण कोष (पीएसएफ) सहायता जारी रखने का निर्णय लिया है।

(घ): सरकार देशव्यापी मांग को पूरा करने के लिए पर्याप्त बफर स्टॉक बनाए रखती है और वर्तमान में, ओएमएसएस (डी) नीति 2026-27 के तहत भारत आटा की खुदरा बिक्री के लिए 0.5 लाख टन गेहूं आवंटित किया है। इसके अलावा, मौजूदा बाजार स्थितियों और मांग को ध्यान में रखते हुए भारत आटा पहल के तहत, गेहूं के आवंटन की समय-समय पर समीक्षा की जाती है। एनएएफईडी/एनसीसीएफ/केंद्रीय भंडार के अपने स्टोर, मोबाइल वैन और ई-वाणिज्य/बड़े चेन रिटेलर्स के माध्यम से भारत आटा की बिक्री की अनुमति है।

समय उपयोग सर्वेक्षण

4123. श्री हरीश चंद्र मीनाः

क्या **सांख्यिकी और कार्यक्रम कार्यान्वयन** मंत्री यह बताने की कृपा करेंगे किः

(क) ग्रामीण महिलाओं द्वारा किए जाने वाले अवैतनिक कृषि और संबद्ध कार्यों के संबंध में नवीनतम राजस्थान-विशिष्ट समय उपयोग सर्वेक्षण के निष्कर्षों का ब्यौरा क्या है तथा राष्ट्रीय औसत की तुलना में इसकी स्थिति क्या है;

(ख) क्या सर्वेक्षण की कार्यप्रणाली में टोंक-सवाई माधोपुर के कृषि समुदायों में प्रचलित पशुपालन और चारा संग्रहण में महिलाओं द्वारा किए जाने वाले अवैतनिक श्रम को पर्याप्त रूप से शामिल किया गया है;

(ग) क्या इन आंकड़ों ने ग्रामीण महिला कृषि श्रमिकों के लिए किसी कल्याणकारी या सामाजिक सुरक्षा योजना के स्वरुप को प्रभावित किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) समय उपयोग सर्वेक्षण के अगले चरण की समय-सीमा क्या है और क्या राजस्थान के लिए जिला-स्तरीय पृथक्करण की कोई योजना है?

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

(क) से (घ): सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय ने राजस्थान सहित सभी राज्यों/ संघ राज्य क्षेत्रों को कवर करते हुए दो राष्ट्रवार समय उपयोग सर्वेक्षण किए गए हैं। पहला अखिल भारतीय समय उपयोग सर्वेक्षण जनवरी से दिसंबर, 2019 के दौरान किया गया था और दूसरा सर्वेक्षण जनवरी से दिसंबर, 2024 की अवधि के दौरान किया गया था। समय उपयोग सर्वेक्षण (टीयूएस) का प्राथमिक उद्देश्य अवैतनिक और सवेतन कार्यकलापों में पुरुषों और महिलाओं की भागीदारी को मापना है। समय उपयोग सर्वेक्षण (टीयूएस) ग्रामीण महिलाओं द्वारा कृषि और संबद्ध कार्यों, पशुपालन और चारा संग्रह जैसी कार्यकलापों में किए गए अवैतनिक श्रम को नहीं दर्शाता है। उपरोक्त संकेतक पर राजस्थान सहित अलग-अलग राज्य-वार और जिला-स्तरीय डेटा टीयूएस में तैयार नहीं किए जाते हैं।

टीयूएस के अनुमान 6 वर्ष और उससे अधिक आयु के व्यक्तियों के लिए राजस्थान सहित अखिल भारतीय और राज्य/ संघ राज्य क्षेत्रों के स्तर पर उपलब्ध हैं। 2024 में आयोजित

नवीनतम टीयूएस के आधार पर, ग्रामीण राजस्थान और ग्रामीण अखिल भारतीय स्तर पर टीयूएस कार्यकलाप वर्गीकरण के प्रमुख विभाजन के कार्यकलापों में 6 वर्ष और उससे अधिक आयु के प्रति व्यक्ति द्वारा एक दिन में (मिनट में) औसतन बिताया गया समय तालिका 1 में दिया गया हैः

तालिका 1: टीयूएस कार्यकलाप वर्गीकरण के प्रमुख वर्गों की कार्यकलापों में औसतन 6 वर्ष और उससे अधिक आयु के प्रति व्यक्ति द्वारा एक दिन में बिताए गए मिनट

वर्गीकरण ग्रामीण

कार्यकलाप का विवरण	राजस्थान (ग्रामीण)			अखिल भारत (ग्रामीण)		
	पुरुष	स्त्री	व्यक्ति	पुरुष	स्त्री	व्यक्ति
रोजगार और संबंधित कार्यकलाप	243	78	158	273	70	171
अपने अंतिम उपयोग के लिए वस्तुओं का उत्पादन	39	76	58	25	29	27
घर के सदस्यों के लिए अवैतनिक घरेलू सेवाएँ	19	206	116	23	238	131
घर के सदस्यों के लिए अवैतनिक देखभाल	13	42	28	14	47	30
अवैतनिक स्वैच्छिक, प्रशिक्षु और अन्य अवैतनिक कार्य	2	1	1	1	1	1
सीखना (शिक्षण)	104	84	94	96	84	90
समाजीकरण और संचार, सामुदायिक भागीदारी और धार्मिक अभ्यास	150	134	142	128	127	128
संस्कृति, अवकाश, जन-संचार और खेल के प्रकार	158	115	136	165	137	151
स्व-देखभाल और रखरखाव (नींद सहित)	711	703	707	715	707	711

NEW RAILWAY LINES IN UTTAR PRADESH

4124. SHRI ANAND BHADAURIA:

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

(a) whether Government proposes for laying of new railway lines from Hardoi-Lakhimpur, Farrukhabad-Gola and Jharekhapur-Bahraich (Uttar Pradesh) in view of the problems being faced by residents of these areas in absence of railway connectivity;

(b) if so, the details thereof;

(c) whether the Government is likely to ensure survey for above mentioned new railway lines on priority basis and start laying of these lines during the current year; and

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

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

(a) to (d): Hardoi and Lakhimpur are already connected through existing railway network via Balamau, Sitapur. Farrukhabad and Gola Gokarannath are already connected through existing railway network via Kasganj and Bareilly. Jharekapur and Bahraich are already connected through existing railway network via Burhwal and Gonda.

To improve connectivity in the surrounding area, Bahraich-Khalilabad New Line project (240 Km) has been sanctioned at a cost of ₹4,940 crore. An expenditure of ₹1,525 crore has been incurred upto March 2026 and an outlay of ₹686 crore has been provided for this project for the year 2026-27.

The project has been notified as “Special Railway Project” for acquisition of land through State Government. Major section-wise progress is as under:

Section	Status
Khalilabad-Bansi (54 Km)	• 246.81 Ha. out of 254.44 Ha. land has been acquired. • 37.03L Cum. out of 61.71L Cum. earth work has been completed. • Section involves construction of 26 major bridges and 7 station buildings. • 27 out of 56 RUBs have been completed. • 4 ROBs have been planned.
Bansi-Ikauna (120 Km)	• 48.02 Ha. out of 568.22 Ha. land has been acquired.
Ikauna-Bahraich (66 Km)	• 274.17 Ha. out of 329.60 Ha. land has been acquired.

To provide direct connectivity, survey for Farrukhabad-Shahjahanpur-Gola Gokarannath New Line (151 Km) was carried out. However, the project has low traffic projections.

Also, to provide direct connectivity from Sitapur (approx. 20 Km from Jharekapur) to Bahraich, Final Location Survey (FLS) for Sitapur City-Bahraich New Line (99 Km) has been sanctioned for preparation of Detailed Project Report (DPR).

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

Uttar Pradesh

Railway Budget:

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

Period	Outlay
2009-14	₹1,109 crore/year
2026-27	₹20,012 crore (More than 18 times)

Track construction:

The details of constructing new tracks falling fully/partly in the State of Uttar Pradesh are as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199 Km per year
2014-26	5,499 Km	458 Km per year (More than 2 times)

Projects sanctioned:

As on 01.04.2026, 49 projects (09 New Line, 01 Gauge Conversion and 39 Doubling) of 3,691 Km length, costing ₹62,417 crore falling fully/partly in the State of Uttar Pradesh are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (Km)	Length Commissioned (Km)	Exp upto Mar'26 (₹ in Cr.)
New Line	09	1,200	365	11,885
Gauge Conversion	01	11	0	27
Doubling/ Multitracking	39	2,480	985	21,631
Total	**49**	**3,691**	**1,350**	**33,543**

Recently completed projects:

Details of some of the recently completed projects falling fully/partly in the State of Uttar Pradesh are as under:

S.N.	Project	Cost (₹ in Cr.)
1	Meerut-Muzaffarnagar Doubling (55 Km)	430
2	Bahraich-Nepal Ganj Gauge Conversion (56 Km)	342
3	Ballia-Ghazipur City Doubling (65 Km)	650
4	Ghazipur City-Tarighat New Line (17 Km)	1,766
5	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
6	Gonda-Bahraich Gauge Conversion (60 Km)	318
7	Barabanki-Akbarpur Doubling (161 Km)	1,700
8	Kaptanganj-Chhapra Gauge Conversion (234 Km)	819
9	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589
10	Indara-Dohrighat Gauge Conversion (34 Km)	213
11	Lucknow-Pilibhit Gauge Conversion (263 Km)	1,634
12	Bhadoi-Janghai Doubling (31 Km)	168
13	Lahota-Bhadoi Doubling (39 Km)	184
14	Etawah-Mainpuri New Line (58 Km)	313
15	Phaphamau-Prayagraj Doubling (14 Km)	212
16	Muzaffarnagar-Tapri Doubling (52 Km)	525
17	Utretia-Raibareilly Doubling (66 Km)	662
18	Raibareilly-Amethi Doubling (60 Km)	668
19	Alamnagar-Utretia Doubling (20 Km)	358
20	Bhimsen-Jhansi Doubling (206 Km)	2,620
21	Domingarh-Kusumhi 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508
22	Malhaur-Daliganj Doubling (13 Km)	183
23	Ruma Chakeri-Chandari 3rd Line (13 Km)	177
24	Bareilly-Tanakpur Gauge Conversion (102 Km)	313
25	Rosa- Burhwal Doubling (181 Km)	2,094
26	Jaunpur-Akbarpur Doubling (77 Km)	676

27	Ramna-Singrauli Doubling (160 Km)	2,436
28	Janghai-Phaphamau Doubling (47 Km)	414
29	Varanasi-Prayagraj Doubling (120 Km)	2,018
30	Karaila Road-Shaktinagar Doubling (32 Km)	763
31	Deoband-Roorkee New Line (27 Km)	1,289
32	Agra-Etawah New Line(110 Km)	427
33	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1,778
34	Janghai-Pratapgarh-Amethi Doubling (87 km)	1,429
35	Burhwal-Gonda 3rd Line (62 Km)	1,308

Ongoing projects:

Some of the projects falling fully/partly in the State of Uttar Pradesh which have been taken up are as under:

SN	Project	Cost (₹ in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal-Gonda Kacheri 4th Line (56 Km)	796
3	Bahraich-Khalilabad New Line (240 Km)	4,940
4	Katra-Ayodhya Dham Doubling (10 Km)	466
5	Pt. Deen Dayal Upadhyaya-Prayagraj 3rd Line (150 Km)	2,649
6	Billi-Chunar Doubling (102 Km)	1,424
7	Chhapra-Ballia Doubling (65 Km)	1,046
8	Etah-Kasganj New Line (29 Km)	389
9	Gorakhpur-Valmikinagar Doubling (96 Km)	1,121
10	Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km)	2,464
11	Jhansi- Manikpur & Khairar-Bhimsen Doubling (431 Km)	4,330
12	Sahjanwa-Dohrighat New Line (81 Km)	1,320
13	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 Km)	1,508
14	Bhatni-Aunrihar Doubling (117 Km)	2,529
15	Mathura-Jhansi 3rd line (274 Km)	5,961
16	Agra Fort-Bandikui Doubling (150 Km)	988

17	Barabanki-Malhaur 3rd & 4th Line (33 Km)	450
18	Phaphamau-Unchahar Doubling (72 Km)	899
19	Aunrihar-Varanasi City 3rd Line (31 Km)	497
20	Ghaziabad-Sitapur 3rd & 4th Line (403 Km)	14,926
21	Nagda-Mathura 3rd & 4th Line (568 Km)	16,403
22	Burhwal-Sitapur City 3rd & 4th Line (103 Km)	2,276

In last three years 2023-24, 2024-25, 2025-26 and current financial year 2026-27, 78 surveys (13 New Line, 02 Gauge Conversion and 63 Doubling) covering a total length of 3,860 Km has been sanctioned falling fully/partly in the State of Uttar Pradesh.

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway’s operational requirements
- Socio-economic considerations
- Overall availability of funds

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

शिवहर जिले में रेल संपर्क का अभाव

4125. श्रीमती लवली आनंद:

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

(क) क्या सरकार को इस बात की जानकारी है कि बिहार का शिवहर जिला अभी भी सीधी रेल सेवा से वंचित है, जिसके कारण स्थानीय लोगों को आवागमन, व्यापारिक गतिविधियों को संचालित करने तथा शिक्षा एवं स्वास्थ्य सेवाएं प्राप्त करने में अत्यधिक कठिनाइयों का सामना करना पड़ रहा है;

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

(ग) शिवहर जिले को राष्ट्रीय रेल नेटवर्क से जोड़ने के संबंध में प्राप्त प्रस्तावों पर सरकार द्वारा अब तक क्या कार्रवाई की गई है तथा इस संबंध में किए गए कार्य की वर्तमान स्थिति क्या है;

(घ) क्या सरकार का शिवहर जिले को राष्ट्रीय रेल नेटवर्क से जोड़ने के लिए किसी नई रेल लाइन या रेल परियोजना को स्वीकृत करने का विचार है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इसके कब तक स्वीकृत किए जाने की संभावना है?

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

(क) से (ङ): शिवहर जिले में संपर्कता को बेहतर बनाने के लिए सीतामढ़ी - शिवहर (28 कि.मी.) नई रेल लाइन परियोजना को 567 करोड़ रुपए की लागत से स्वीकृति प्रदान की गई है। इस परियोजना को विशेष रेल परियोजना घोषित किया गया है।

कार्य की स्थिति निम्नानुसार है:

- भूमि अधिग्रहण: 160 हेक्टेयर में से 98 हेक्टेयर भूमि का अधिग्रहण किया जा चुका है।
- रेवासी और शिवहर स्टेशनों के बीच बागमती नदी (600 मीटर से अधिक लंबी) पर विशाल पुल का निर्माण कार्य शुरू किया गया है।

बिहार:

रेल बजट:

हाल के वर्षों में बजट आवंटन में पर्याप्त वृद्धि हुई है। बिहार राज्य में पूर्णत:/अंशत: पड़ने वाली अवसंरचना संबंधी परियोजनाओं के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,132 करोड़ रुपए/वर्ष
2026-27	10,379 करोड़ रुपए (9 गुना से अधिक)

रेलपथ निर्माण:

बिहार राज्य में पूर्णतः/अंशत: पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने के कार्य के ब्यौरे निम्नानुसार हैं:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	318 कि.मी.	63.6 कि.मी./वर्ष
2014-26	2,034 कि.मी.	169.5 कि.मी./वर्ष (2.5 गुना से अधिक)

स्वीकृत परियोजनाएं:

दिनांक 01.04.2026 की स्थिति के अनुसार, बिहार राज्य में पूर्णतः/अंशत: पड़ने वाली 96,651 करोड़ रुपए की लागत से 5,067 किलोमीटर कुल लंबाई की 59 परियोजनाओं (32 नई लाइन, 01 आमान परिवर्तन और 26 दोहरीकरण) को स्वीकृत किया गया है। सार निम्नानुसार है:-

कोटि	**स्वीकृत परियोजनाओं की संख्या**	**कुल लंबाई (कि.मी. में)**	**मार्च, 2026 तक कमीशन की गई लंबाई (कि.मी. में)**	**मार्च, 2026 तक कुल व्यय (करोड़ रु. में)**
नई लाइन	32	2,616	533	14,806
आमान परिवर्तन	1	69	52	544
दोहरीकरण/बहुपथन	26	2,382	465	14,509
कुल	59	5,067	1,050	29,860

हाल ही में पूरी हुई परियोजनाएं:

बिहार में पूर्णतः/अंशतः पड़ने वाली हाल ही में पूरी हुई कुछ परियोजनाओं का विवरण निम्नानुसार है:

क्र.सं.	**परियोजना**	**लागत (करोड़ रु. में)**
1	पटना पुल (28 कि.मी.)	3,310
2	मुंगेर रेल सह सड़क पुल (15 कि.मी.)	3,040
3	कोसी पुल (22 कि.मी.)	863
4	दनियावां-बिहारशरीफ नई लाइन (38 कि.मी.)	354
5	चांदन -बांका नई लाइन (40 कि.मी.)	496
6	रामपुरहाट-मंदारहिल नई लाइन (130 कि.मी.)	908
7	महाराजगंज-मसरख नई लाइन (35 कि.मी.)	412
8	राजगीर-तिलैया और नटेसर-इस्लामपुर नई लाइन (67 कि.मी.)	726
9	जयनगर-नरकटियागंज आमान परिवर्तन (260 कि.मी.)	967
10	कप्तानगंज-छपरा आमान परिवर्तन (234 कि.मी.)	819

11	सकरी-निर्मली, सहरसा-फारबिसगंज आमान परिवर्तन (206 कि.मी.)	2,113
12	मानसी-सहरसा, सहरसा-पूर्णिया, बनमखी - बिहारीगंज आमान परिवर्तन (169 कि.मी.)	752
13	साहिबगंज-पीरपैंती दोहरीकरण (23 कि.मी.)	129
14	महेशकुंट-थानाबिहपुर दोहरीकरण (32 कि.मी.)	115
15	हाजीपुर-रामदयालु नगर दोहरीकरण (48 कि.मी.)	367
16	पीरपैंती-भागलपुर दोहरीकरण (51 कि.मी.)	493
17	किऊल-गया दोहरीकरण (124 कि.मी.)	2,462
18	हाजीपुर-बछवाड़ा दोहरीकरण (72 कि.मी.)	930
19	अररिया-गलगलिया (ठाकुरगंज) नई लाइन (110 कि.मी.)	2,132
20	समस्तीपुर-दरभंगा दोहरीकरण (38 कि.मी.)	874

चालू परियोजनाएं:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएं जो शुरू की गई हैं, इस प्रकार हैः

क्र.सं.	परियोजना	लागत (करोड़ रु. में)
1	सकरी - हसनपुर नई लाइन (76 कि.मी.)	802
2	फतुहा - इस्लामपुर नई लाइन (167 कि.मी.)	3,158
3	कोडरमा - तिलैया नई लाइन (65 कि.मी.)	2,287
4	हाजीपुर - सगौली नई लाइन (151 कि.मी.)	2,820
5	अररिया - सुपौल नई लाइन (96 कि.मी.)	2,170
6	कुर्सेला - बिहारीगंज नई लाइन (58 कि.मी.)	194
7	पीरपैंती - जसीडीह नई लाइन (97 कि.मी.)	2,700
8	छितौनी - तुमकुही रोड नई लाइन (59 कि.मी.)	1,881
9	जलालगढ़ - किशनगंज नई लाइन (51 कि.मी.)	407
10	सीतामढ़ी - निर्मली नई लाइन (189 कि.मी.)	2,833
11	बिहटा - औरंगाबाद नई लाइन (120 कि.मी.)	3,606
12	गया - चतरा और गया - नटेसर नई लाइन (135 कि.मी.)	4,543
13	सुल्तानगंज - कटुरिया नई लाइन (77 कि.मी.)	291
14	जयनगर - बिजलपुरा आमान परिवर्तन (69 कि.मी.)	900
15	धनबाद - सोननगर तीसरी लाइन (291 कि.मी.)	7,906

16	सगौली - वाल्मीकिनगर दोहरीकरण (110 कि.मी.)	1,456
17	मुजफ्फरपुर - सुगौली दोहरीकरण (101 कि.मी.)	1,745
18	बरौनी - बछवाड़ा तीसरी और चौथी लाइन (32 कि.मी.)	486
19	नरकटियागंज - दरभंगा, सीतामढ़ी - मुजफ्फरपुर दोहरीकरण (256 कि.मी.)	4,080
20	छपरा-बलिया कहीं-कहीं दोहरीकरण (65 कि.मी.)	1,046
21	कटिहार - कुमेदपुर और कटिहार - मुकुरिया दोहरीकरण (65 कि.मी.)	943
22	सोन नगर - अंडाल बहुपथन (749 कि.मी.)	12,334
23	पुनारख - बख्तियारपुर नई चौथी लाइन और शेष तीसरी लाइन (28 कि.मी.)	422
24	अलुआबाड़ी रोड - ठाकुरगंज दोहरीकरण (20 कि.मी.)	327
25	भागलपुर - जमालपुर तीसरी लाइन (53 कि.मी.)	1,156
26	भागलपुर – दुमका - रामपुरहाट दोहरीकरण (177 कि.मी.)	3,169
27	बख्तियारपुर – राजगीर - तिलैया दोहरीकरण (104 कि.मी.)	2,192
28	बख्तियारपुर - फतुहा तीसरी और चौथी लाइन (24 कि.मी.)	931
29	पुनारख किऊल तीसरी और चौथी लाइन (50 कि.मी.)	2,668
30	किऊल - झाझा तीसरी लाइन (54 कि.मी.)	962
31	मानसी - सहरसा दोहरीकरण (44 कि.मी.)	499

रेल परियोजना/परियोजनाओं का पूरा होना कई कारकों पर निर्भर करता है, जिनमें निम्नलिखित शामिल हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वानिकी स्वीकृति
- अतिलंघनकारी जनोपयोगी सुविधाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियाँ
- क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक परिस्थितियाँ

- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना स्थल विशेष के लिए एक वर्ष में कार्य करने के महीनों की संख्या आदि।

सभी कारक परियोजना/परियोजनाओं के पूरा होने के समय और लागत को प्रभावित करते हैं।

STRENGTHENING CREDIT ACCESS THROUGH NMDFC

4126. SHRI BALABHADRA MAJHI:

SHRI ANUP SANJAY DHOTRE:

DR. NISHIKANT DUBEY:

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

(a) the details of the financial assistance disbursed and the number of beneficiaries covered under the National Minorities Development and Finance Corporation (NMDFC) during 2025–26 and 2026–27, State-wise and category-wise including Nabarangpur Lok Sabha Constituency of Odisha and Akola district of Maharashtra;

(b) the steps taken by the Government to expand access to concessional credit for minority beneficiaries through Term Loan and Micro Finance schemes in the country, State-wise including Nabarangpur Lok Sabha Constituency of Odisha and Akola district of Maharashtra;

(c) whether any initiative has been taken to strengthen partnerships with State Channelising Agencies, banks and other financial institutions to improve the loan delivery mechanism and if so, the details thereof;

(d) the steps taken by the Government to promote entrepreneurship, self-employment and livelihood opportunities through financial assistance

supported by NMDFC during the last three years, year-wise, particularly in Nabarangpur Lok Sabha Constituency of Odisha and Akola district of Maharashtra; and

(e) whether the Government proposes to further enhance the outreach of NMDFC schemes and simplify access to financial assistance for eligible beneficiaries, particularly in Nabarangpur Lok Sabha Constituency and Akola district of Maharashtra and if so, the details thereof?

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

(a): The National Minorities Development & Finance Corporation (NMDFC), a Central Public Sector Enterprise under the Ministry of Minority Affairs, implements concessional credit schemes for self-employment and income-generating activities of eligible beneficiaries belonging to notified minority communities, namely Muslims, Christians, Sikhs, Buddhists, Parsis and Jains through State Channelizing Agencies (SCAs) nominated by respective State Govt./ UT Administration and select banks. The details of the financial assistance disbursed and the number of beneficiaries covered under NMDFC schemes during 2025–26 and 2026–27, State-wise and Scheme-wise, are given in the enclosed **Statement-I** and **II**.

Further, Govt. of Odisha had nominated Orissa Backward Classes Finance & Development Cooperative Corporation (OBCFDCC) as the State Channelising Agency of NMDFC. Implementation of NMDFC scheme in Odisha was stalled due to accumulation of overdues. After settlement of

overdues in July 2025, the State Government has decided to implement only state scheme. However, under the refinance mode, 05 beneficiaries in Odisha were financed through Canara Bank/Union Bank, with a total disbursement of ₹5.02 lakh during 2025-26. Accordingly, so far as the Nabarangpur Lok Sabha Constituency of Odisha is concerned, no financial assistance has been disbursed under NMDFC schemes during the said period.

In the State of Maharashtra, NMDFC schemes are being implemented through the Maulana Azad Alpsankhyak Aarthik Vikas Nigam (MAAAVN), the designated State Channelising Agency (SCA). The details of financial assistance disbursed and the number of beneficiaries covered in Akola district during 2025–26 and 2026–27 are given in the enclosed **Statement-III**.

(b) and (c): The government has taken several measures to expand concessional credit access for minority beneficiaries under NMDFC's Term Loan and Micro Finance Schemes and to enhance the loan delivery mechanism:

i. NMDFC introduced a new income bracket under Credit Line-2 for households earning up to Rs. 8 lakh annually, broadening scheme coverage.

ii. In 2024, the family income eligibility for Credit Line-1 was raised to Rs. 3 lakh per annum uniformly across rural and urban areas, up from the previous Rs. 98, SHG member; Education Loan Scheme from Rs. 10 lakh to Rs. 20 lakh for domestic courses and Rs. 15 lakh to Rs. 30 lakh for overseas courses. 000 (rural) and Rs. 1.2 lakh (urban) limits.

iii. Loan limits have been increased: Term Loan Scheme from Rs. 10 lakh to Rs. 30 lakh; Micro Finance Scheme from Rs. 50,000 to Rs. 1.5 lakh per

iv. Differential interest rates are now offered under Credit Line-2 based on economic background, with interest concessions of up to 2% for women under Term Loan and Micro Finance Schemes, and 3% under the Education Loan Scheme.

v. NMDFC partnered with Public Sector Banks (Canara Bank, Indian Bank, Union Bank of India) and Regional Rural Bank (Punjab Gramin Bank) to operate in States/UTs where State Channelising Agencies (SCAs) are ineffective or non-functional, ensuring wider and continuous access.

vi. The Ministry provides Grant-in-Aid via NMDFC to strengthen SCAs' infrastructure and capacity, improve loan recovery, and promote awareness camps for eligible beneficiaries.

vii. Aadhaar-linked, KYC-compliant bank accounts are used for direct loan disbursement, ensuring transparency, timely delivery, and reduced intermediaries.

viii. Mandatory insurance covers beneficiaries and their financed assets to safeguard against unforeseen risks.

ix. Simplified loan application process now accepts self-attested documents for residence, religion, income, and education, aligning with the "Minimum Government, Maximum Governance" approach to facilitate easier access.

These steps collectively enhance inclusivity, ease of access, and financial security for minority beneficiaries under NMDFC schemes.

(d): NMDFC promotes entrepreneurship, self-employment and livelihood opportunities among the notified minority communities by providing concessional financial assistance under its Term Loan and Micro Finance Schemes through State Channelising Agencies (SCAs) and other implementing agencies.

The year-wise details of incremental financial assistance disbursed and beneficiaries covered during the last three years are as under:

Financial Year	Amount Disbursed (Rs. crore)	Beneficiaries Covered
2023–24	765.45	1,84,863
2024–25	860.43	2,00,279
2025–26	900.11	2,07,006

So far as the Nabarangpur Lok Sabha Constituency of Odisha is concerned, no financial assistance has been disbursed under NMDFC schemes, as the Government of Odisha is implementing only State schemes. However, under the refinance mode, Canara Bank and Union Bank financed 05 beneficiaries in Odisha, with a total disbursement of ₹5.02 lakh during 2025–26.

As far as Akola district of Maharashtra is concerned, the details of financial assistance disbursed and beneficiaries covered under NMDFC schemes are given in the enclosed **Statement-III**.

(e): NMDFC has implemented the following key measures to expand the reach and simplify access to its financial assistance schemes:

(i) Increased income eligibility criteria and raised loan limits across schemes.

(ii) Introduced concessional interest rates, with special concessions for women beneficiaries.

(iii) Partnered with Public Sector Banks (PSBs) and Regional Rural Banks (RRBs) to operate where State Channelising Agencies (SCAs) are inactive.

(iv) Provided Grant-in-Aid to strengthen SCAs' infrastructure and capacity, improve scheme implementation and loan recovery, and support awareness programs.

(v) Enabled Aadhaar-linked, KYC-compliant direct loan disbursements to beneficiaries.

(vi) Simplified the application process by accepting self-attested documents.

STATEMENT-I

Disbursement during 2025-26

Amt. in Rs. Crore

S.No.	State/UT	Term Loan Disbursement	Beneficiaries	Micro Finance Disbursement	Beneficiaries	Total Disbursement	Total Beneficiaries
1	Chandigarh	₹ 0.03	2	–	–	₹ 0.03	2
2	Goa	₹ 0.14	9	–	–	₹ 0.14	9
3	Haryana	₹ 3.84	257	–	–	₹ 3.84	257
4	Himachal Pradesh	₹ 7.76	517	–	–	₹ 7.76	517
5	Jammu & Kashmir	₹ 31.13	2,075	–	–	₹ 31.13	2,075
6	Kerala	₹ 202.40	13,493	₹ 118.75	47,500	₹ 321.15	60,993
7	Ladakh	₹ 4.18	279	–	–	₹ 4.18	279
8	Maharashtra	₹ 15.25	1,017	–	–	₹ 15.25	1,017
9	Meghalaya	₹ 0.45	30	–	–	₹ 0.45	30
10	Mizoram	₹ 2.50	166	–	–	₹ 2.50	166

11	Punjab	₹ 13.19	904	–	–	₹ 13.19	904
12	Tamil Nadu	₹ 26.25	1,750	₹ 41.25	16,500	₹ 67.50	18,250
13	Tripura	₹ 0.60	40	–	–	₹ 0.60	40
14	West Bengal	₹ 113.65	7,576	₹ 276.25	1,10,500	₹ 389.90	1,18,076
15	Indian Bank (PAN India)	–	–	₹ 9.06	1,255	₹ 9.06	1,255
16	Union Bank of India (PAN India)	₹ 9.00	281	–	–	₹ 9.00	281
17	Canara Bank (PAN India)	₹ 24.43	2,855	–	–	₹ 24.43	2,855
Grand Total		**₹ 454.80**	**31,251**	**₹ 445.31**	**1,75,755**	**₹ 900.11**	**2,07,006**

STATEMENT-II

Disbursement during 2026-27

Amt. in Rs. Crore

S. No	State/UT	Term Loan Disbursement	Beneficiaries	Micro Finance Disbursement	Beneficiaries	Total Disbursement	Total Beneficiaries
1	Goa	₹ 0.09	5	–	–	₹ 0.09	5
2	Haryana	₹ 2.32	155	–	–	₹ 2.32	155
3	Himachal Pradesh	₹ 2.00	122	–	–	₹ 2.00	122
4	Kerala	–	–	₹ 55.00	18,929	₹ 55.00	18,929
5	Maharashtra	₹ 14.75	899	–	–	₹ 14.75	899
6	Punjab	₹ 2.00	133	–	–	₹ 2.00	133
7	Rajasthan	₹ 3.00	183	–	–	₹ 3.00	183
8	Tripura	₹ 2.89	176	–	–	₹ 2.89	176
9	West Bengal	₹ 90.00	6,000	₹ 44.00	17,600	₹ 134.00	23,600
Grand Total		**₹ 117.05**	**7,673**	**₹ 99.00**	**36,529**	**₹ 216.05**	**44,202**

STATEMENT-III

Disbursement under the NMDFC Loan Scheme from 2024-25 to 2026-27 in Akola District (As on 30/06/2026)

(Rs. in Lakh)

S. No.	Distt.	Year	Name of the Scheme				No. of Beneficiary	Amt. Disbursed
			Term Loan		Micro Finance			
			No. of Benef.	Amount Disbursed	No. of Benef.	Amount Disbursed		
1	Akola District	2024-25	36	93.9	5	0	0	93.9
2		2025-26	14	37.15	9	0	0	37.15
3		2026-27	3	8.00	0	0	0	8.00
Total			**53**	**139.05**	**14**	**0**	**0**	**139.05**

ROB AT NEW BONGAIGAON – GHOGRAPAR RAILWAY STATION

4127. SHRI PHANI BHUSAN CHOUDHURY:

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

(a) whether there is any proposal pending for the construction of a Railway Over Bridge (ROB) between New Bongaigaon Junction to Ghograpar Railway station and if so, the details thereof;

(b) the details of the commencement date of the proposed project; and

(c) the details of the fund allocated for the said project?

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

(a) to (c): Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (347 Nos. in the State of Assam)

As on 01.06.2026, 4,993 Nos. ROB/RUB works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 67 Nos. ROB/ RUB works at a cost of approx. ₹ 1362 Cr in the state of Assam which are at various stages of planning and execution.

A total of 06 Road Over Bridges (ROBs) are existing between New Bongaigaon Junction and Ghograpar Railway Station and 04 Nos. ROB works are sanctioned at a cost of approx. ₹ 188 Cr between New Bongaigaon Junction to Ghograpar Railway station. The details are as under:-

#	LC Details	ROB/RUB	Cost of work (approx ₹ in Cr.)	Remarks
1	LC No. SK-38 at Km 288/5-6 on New Bongaigaon Junction-Agthori section	ROB	63	Work is being executed by State Govt. Of Assam/PWD on single entity basis. Contract has been awarded.
2	LC No. SK-34 at Km 307/6-7 on New Bongaigaon Junction-Agthori section	ROB	47	Work is being executed by State Govt. Of Assam/PWD on single entity basis. Contract has been awarded.
3	LC No. SK-26 at Km 326/0-1 on New Bongaigaon Junction-Agthori section	ROB	61	Work is being executed by State Govt. Of Assam/PWD on single entity basis. Contract has been awarded.
4	LC No. SK-37 on New Bongaigaon Junction-Agthori section	2-Wheeler ROB	17	The work is sanctioned for a 3m wide 2-Wheeler ROB. The work is presently under review as public demand is for 6m wide 2-Wheeler ROB.

Completion and commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the

area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

1. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
2. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
3. Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

CRITICAL AND STRATEGIC MINERAL BLOCKS IN TELANGANA

4128. DR. MALLU RAVI:

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

(a) whether the Government has offered critical and strategic mineral blocks in Telangana containing Titanium, Vanadium, Gallium and Aluminous Laterite under the recent tranches of mineral block auctions and if so, the details

thereof along with the location, estimated mineral resources and present auction status of each such block;

(b) whether exploration has indicated the presence of any other critical minerals including Rare Earth Elements, Lithium or associated minerals in Telangana and if so, the details thereof, district-wise; and

(c) the steps proposed by the Government for expeditious exploration and operationalisation of such blocks and for promoting downstream critical-mineral processing and value-addition industries in Telangana?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) and (b): The Geological Survey of India has established resources of titanium, vanadium, and aluminous laterite at various grades and cut-offs in the Govindpur Vanadium, Titanium and Aluminous Laterite Mineral Block and Parvathapur Vanadium, Titanium and Aluminous Laterite Mineral Block, both of which have been successfully auctioned by the Central Government. The details are given in the enclosed **Statement**.

Further, GSI has established an Inferred Resource (G3) of 8.15 million tonnes (alluvium) with an average Total Rare Earth Elements (TREE) grade of 746 ppm at a 500 ppm cut-off in Pata Gangaram, Bhadradri Kothagudem District, Telangana.

In addition, GSI has submitted three Geological Memoranda pertaining to critical mineral blocks associated with aluminous laterite (associated

minerals - vanadium, scandium, and gallium) in Telangana to the Central Government for consideration for auction as Composite Licences. Of these, the Baswapur Titanium, Vanadium, Gallium and Aluminous Laterite Block, Vikarabad District, has been notified for auction under the 8th Tranche of critical mineral block auctions.

(c): The key measures undertaken to expedite mineral blocks operationalisation and promoting downstream critical-mineral processing and value-addition industries in Telangana are as follows:

i. The Mineral (Auction) Rules, 2015 have been amended to introduce intermediary timelines, automatic declaration of preferred bidder and automatic issuance of Letter of Intent (LoI), accountability for delays by bidders and State Governments, and incentives for early operationalisation.
ii. A dedicated Project Management Unit (PMU) has been established at Ministry of Mines for continuous monitoring of auctioned blocks.
iii. Development of Unified Mining Portal (UMP) as a centralized digital platform for end-to-end tracking and monitoring of the mineral block lifecycle from auction to operationalisation.
iv. Monthly review meetings with State Governments are held under the chairmanship of the Secretary (Mines) to monitor the progress of auction and operationalisation of mineral blocks and resolve bottlenecks.
v. State-specific review meetings with concerned officials from mining, forest, environment, revenue departments and concerned bidders are convened

under the chairmanship of the Hon'ble Union Minister of Mines and Secretary (Mines).

vi. Pre-Auction Committees have been constituted by major mineral States to resolve land scheduling issues before the auction process, facilitating more participation of bidders and faster operationalisation.

vii. State-level Coordination Committees under Chief Secretary have been constituted by the major mineral states to address the bottlenecks and fast-track the operationalization of auctioned mines.

viii. The State Governments have been incentivized to accelerate the auction of major minerals blocks and expedite operationalization of mines through financial incentives under Scheme for Special Assistance to States for Capital Investment (SASCI) in FY 2025-26.

ix. Legislative and policy reforms have been undertaken, including provision for inclusion of new minerals in existing mining leases, one-time area extension for Mining Lease (ML)/ Composite Licence (CL), and removal of restrictions on sale of minerals from captive mines to increase ease of doing business.

x. The Union Cabinet has approved the National Critical Mineral Mission (NCMM) on 29 January, 2025 with an aim to secure a long-term sustainable supply of critical minerals and strengthen India’s critical mineral value chains encompassing all stages from mineral exploration and mining to beneficiation, processing, and recovery from end-of-life products.

STATEMENT

Details of mineral blocks successfully auctioned by the Central Government in Telangana

S. No.	Mineral Block Name	District	CL/ML	
1.	Govindpur Vanadium Titanium and Aluminous Laterite Mine Block	Sangareddy	CL	Vanadium: 37.88 MT @ 0.35% V_2O_5 (500 ppm V cut-off). Titanium: 40.21 MT @ 4.5% TiO_2 (3% TiO_2 cut-off). Aluminous Laterite: 67.03 MT @ 29.02% Al_2O_3
2.	Parvathapur Vanadium Titanium and Aluminous Laterite Mine Block	Sangareddy	CL	Vanadium: 15.26 MT @ 0.404% V_2O_5 (cut-off >0.3% V_2O_5). Titanium: 45 MT @ 3.83% TiO_2 (cut-off 3–5% TiO_2) and 6.3 MT @ 5.49% TiO_2 (cut-off >5% TiO_2). Aluminous Laterite: 87 MT @ 29.23% Al_2O_3

THIRD-PARTY SECURITY AUDITS OF NUCLEAR POWER PLANTS

4129. SHRI B. MANICKAM TAGORE:

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

(a) whether periodic vulnerability assessments and third-party security audits are conducted for nuclear power plants in India including Kudankulam and if so, the details and compliance monitoring mechanism thereof;

(b) whether the Government has reviewed physical security arrangements at nuclear power stations including protection against emerging threats such as drones, cyber attacks and sabotage attempts and if so, the details thereof;

(c) whether any foreign cyber threats or suspected State-sponsored attempts targeting Indian nuclear infrastructure have been detected during the last three years and if so, the details thereof and the preventive measures implemented thereafter;

(d) whether the Government has conducted emergency preparedness exercises involving local administration, security agencies and nuclear plant authorities around Kudankulam and other nuclear power stations and if so, the details thereof and the frequency thereof; and

(e) whether the Government proposes any new national security framework for protecting nuclear power plants and other critical energy infrastructure against cyber, physical and technological threats, including future investment requirements and if so, the details thereof?

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

(a): Yes. Adequate measures are in place to ensure the security of nuclear power plants. Periodic security assessments are conducted both internally and by AERB, at all Nuclear Power Plant sites including Kudankulam. Additionally, assessments of nuclear power plants are also conducted by external Government agencies. The observations made are reviewed; monitored and necessary upgrades are carried out for compliance.

(b): Yes. In all nuclear power plants, state of the art security measures are in place. Besides other provisions, Electronic Security and Surveillance systems like Perimeter Intrusion Detection System, Access Control System, X-Ray Baggage Inspection System, CCTV Monitoring System, etc are in place at all operating Nuclear Power Plants. These systems are implemented as an integral part of the Nuclear Power Plants. The Atomic Energy Regulatory Board (AERB) also conducts regulatory inspection in respect of nuclear security of all Nuclear Power Plants.

(c): Cybersecurity of nuclear installations is accorded the highest priority. Continuous monitoring and surveillance mechanisms are in place to detect and respond to cyber threats. Appropriate preventive and protective measures including access controls, regular security audits, vulnerability assessments, incident response mechanisms and capacity-building programmes are implemented. Further, CERT-in enhances the national cyber security posture by issuing alerts and advisory on emerging cyber threats and vulnerabilities, coordinating incident response and advisory remedial measures to affected organisations and operating the National Cyber Coordination Centre (NCCC).

(d) and (e): Yes. Emergency Preparedness Plans (EPPs) approved by the regulatory authority are put in place at all Nuclear Power Plant sites including Kudankulam. Periodic exercises are also carried out involving various stakeholders including, local administration, security agencies and nuclear plant authorities. Feedback from the exercises is used to validate and improve the emergency preparedness plans. Presently, off-site emergency preparedness exercises viz. Table Top, Integrated Command, Control & Response (ICCR) & Mock Exercises are carried out once in two years, once in three years and as per NDMA schedule, respectively. The NPP authorities are regularly conducting the exercises at stipulated frequency. The ICCR exercise at Kudankulam NPP site was conducted on 15th April 2025. All the other NPP sites have also conducted their latest ICCR exercises since September, 2024 till date. For Kalpakkam site, the offsite emergency exercise has been conducted in ICCR (Integrated Command, Control & Response) mode on 17th July 2026 with the initiating event from PFBR and this exercise involves Participation of District Administration.

सौर ऊर्जा संयंत्रों के लिए हस्ताक्षरित समझौता ज्ञापन (एमओयू)

4130. श्री अमरा राम:

क्या **नवीन और नवीकरणीय ऊर्जा** मंत्री यह बताने की कृपा करेंगे कि:

(क) राजस्थान में संस्थापित सौर ऊर्जा संयंत्रों की संख्या कितनी है तथा हस्ताक्षरित समझौता ज्ञापनों (एमओयू) के अंतर्गत मेगावाट में उनकी क्षमता का ब्यौरा क्या है तथा ऐसे संयंत्रों की संख्या कितनी है जिन्हें संस्थापित किया जाना अभी शेष है;

(ख) राज्य सरकार, केंद्र सरकार तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय द्वारा उक्त संयंत्रों को क्या-क्या सुबिधाएं प्रदान की जा रही हैं; और

(ग) राजस्थान को उक्त संयंत्रों से कितनी विद्युत प्राप्त होने की संभावना है तथा उसकी दर का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): राजस्थान सरकार से प्राप्त जानकारी के अनुसार, राज्य में आयोजित विभिन्न निवेश शिखर सम्मेलनों में नवीकरणीय विद्युत परियोजनाओं के विकास के लिए उनके उद्योग विभाग के माध्यम से कई समझौता ज्ञापन (MoUs) पर हस्ताक्षर किए गए हैं, जो इन समझौता ज्ञापनों के क्रियान्वयन के लिए नोडल एजेंसी है।

अब तक, राजस्थान राज्य में 49 GW से अधिक की कुल क्षमता वाली परियोजनाएं चालू की जा चुकी हैं।

(ख): राजस्थान सरकार से प्राप्त जानकारी के अनुसार, परियोजना डेवलपरों को राजस्थान एकीकृत स्वच्छ ऊर्जा नीति 2024 और राजस्थान निवेश प्रोत्साहन योजना 2024 के प्रावधानों के अनुसार सुविधाएं प्रदान की जा रही हैं।

इसके अतिरिक्त, केंद्र सरकार ने राजस्थान सहित देश में सौर ऊर्जा उत्पादन क्षमता बढ़ाने के लिए विभिन्न उपाय और पहल की हैं। इसका ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग): आवश्यक मात्रा में विद्युत की खरीद राज्य सरकार द्वारा की जाती है और इसके टैरिफ का निर्धारण राज्य विद्युत विनियामक आयोग द्वारा किया जाता है।

विवरण

देश में सौर ऊर्जा उत्पादन बढ़ाने के लिए सरकार द्वारा उठाए गए कदम और पहल

- प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (PM-KUSUM), पीएम सूर्य घर: मुफ्त बिजली योजना, उच्च दक्षता वाले सौर PV मॉड्यूलों पर राष्ट्रीय कार्यक्रम, प्रधानमंत्री

जनजातीय आदिवासी न्याय महाअभियान (PM JANMAN) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (DA JGUA) के अंतर्गत नई सौर ऊर्जा योजना (जनजातीय और PVTG बस्तियों/गांवों के लिए) जैसी योजनाएं शुरू की गई हैं।

- सौर पार्कों और अल्ट्रा मेगा सौर ऊर्जा परियोजनाओं की स्थापना की योजना लागू की जा रही है, ताकि बड़े पैमाने पर नवीकरणीय ऊर्जा परियोजनाओं की स्थापना के लिए नवीकरणीय ऊर्जा डेवलपरों को भूमि और पारेषण की सुविधा उपलब्ध कराई जा सके।
- ग्रिड से जुड़ी सौर, पवन-सौर हाइब्रिड और फर्म एवं डिस्पैचेबल नवीकरणीय ऊर्जा (FDRE) परियोजनाओं से विद्युत की खरीद के लिए टैरिफ आधारित प्रतिस्पर्धी बोली प्रक्रिया हेतु मानक बोली दिशा-निर्देश जारी किए गए हैं।
- नवीकरणीय ऊर्जा की खपत को बढ़ावा देने के लिए नवीकरणीय खरीद दायित्व (RPO) के बाद नवीकरणीय उपभोग दायित्व (RCO) की रूपरेखा वर्ष 2029-30 तक अधिसूचित की गई है। ऊर्जा संरक्षण अधिनियम, 2001 के अंतर्गत सभी नामित उपभोक्ताओं पर लागू RCO के अनुपालन न करने पर दंड का प्रावधान है। RCO में विकेंद्रीकृत नवीकरणीय ऊर्जा स्रोतों से खपत की निर्दिष्ट मात्रा भी शामिल है।
- स्वचालित मार्ग के अंतर्गत 100 प्रतिशत तक प्रत्यक्ष विदेशी निवेश (FDI) की अनुमति दी गई है।
- हरित हाइड्रोजन परियोजनाओं सहित नवीकरणीय ऊर्जा परियोजनाओं के लिए अंतर-राज्यीय पारेषण प्रणाली (ISTS) शुल्क में निर्धारित समय-सीमा और शर्तों के अधीन छूट प्रदान की गई है।
- नवीकरणीय ऊर्जा की निकासी के लिए हरित ऊर्जा कॉरिडोर योजना के अंतर्गत नई पारेषण लाइनों के निर्माण और नई सब-स्टेशन क्षमता के सृजन हेतु वित्त पोषण किया गया है।

- सौर फोटोवोल्टिक उत्पादों (अर्थात् सौर PV मॉड्यूल, सौर PV इनवर्टर एवं स्टोरेज बैटरी) और सौर जल तापन प्रणालियों के लिए गुणवत्ता नियंत्रण आदेश अधिसूचित किए गए हैं।
- ऊर्जा भंडारण प्रणालियों को बढ़ावा देने एवं विकसित करने के लिए राष्ट्रीय रूपरेखा जारी की गई है।
- भारत के लिए संसाधन पर्याप्तता नियोजन रूपरेखा हेतु दिशा-निर्देश जारी किए गए हैं।
- विद्युत (उपभोक्ताओं के अधिकार) नियम, 2020 जारी किए गए हैं, जिनके अंतर्गत 500 किलोवाट तक या विद्युत स्वीकृत भार, जो भी कम हो, तक नेट-मीटरिंग का प्रावधान है।
- सौर फोटोवोल्टिक मॉड्यूलों और ग्रिड से जुड़े सौर इनवर्टरों के लिए मानक एवं लेबलिंग (S&L) कार्यक्रम शुरू किए गए हैं।
- नवीकरणीय ऊर्जा की बढ़ती क्षमता वृद्धि के लिए आवश्यक पारेषण अवसंरचना को सुदृढ़ करने हेतु वर्ष 2030 तक की पारेषण योजना तैयार की गई है।
- विद्युत (विलंबित भुगतान अधिभार और संबंधित मामले) नियम (LPS नियम) अधिसूचित किए गए हैं।
- विद्युत (ग्रीन एनर्जी ओपन एक्सेस के माध्यम से नवीकरणीय ऊर्जा को बढ़ावा देना) नियम, 2022 को सभी के लिए किफायती, विश्वसनीय और सतत हरित ऊर्जा तक पहुंच सुनिश्चित करने के उद्देश्य से 06 जून 2022 को अधिसूचित किया गया है। ग्रीन एनर्जी ओपन एक्सेस ऐसे किसी भी उपभोक्ता को उपलब्ध है जिसकी अनुबंधित मांग 100 kW या उससे अधिक है, जो एकल या एकाधिक एकल कनेक्शनों के माध्यम से कुल 100 kW या उससे अधिक हो तथा जो किसी वितरण लाइसेंसधारी के एक ही विद्युत प्रभाग में स्थित हो।

FIROZABAD'S MINORITY ARTISAN COMMUNITY UNDER PMJVK AND PM VIKAS SCHEME

4131. SHRI AKSHAY YADAV:

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

(a) whether Firozabad has been considered for projects under the Pradhan Mantri Jan Vikas Karyakram (PMJVK), given its substantial population of glass and bangle artisans and if so, the details of projects sanctioned;

(b) whether glass and bangle artisans in Firozabad are covered under the Pradhan Mantri Virasat Ka Samvardhan (‘PM VIKAS’) Scheme's skill development and entrepreneurship components meant for minority artisans and if so, the details thereof;

(c) the details of the number of beneficiaries from Uttar Pradesh's minority-concentration industrial clusters covered under PM VIKAS and PMJVK during the last three years;

(d) whether the Government has assessed the impact of the ongoing gas supply crisis in Firozabad on minority artisan households dependent on the glass and bangle trade and if so, the details thereof; and

(e) whether any targeted relief or skill-diversification support is proposed for minority artisans in Firozabad affected by the current industrial slowdown and if so, the details thereof?

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

(a): The Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a community infrastructure development scheme that aims to create public assets and improve basic infrastructure in identified minority concentration areas. The infrastructure developed under the scheme is intended to benefit the entire population residing in these areas, irrespective of their occupation or community.

Under the scheme, projects can be proposed in areas having a minority population of more than 25% within a 15 km radius, subject to the provisions of the PMJVK Guidelines. Such proposals are recommended by the State Level Committee (SLC), chaired by the Chief Secretary of the respective State/Union Territory, based on the demand for infrastructure development in the eligible areas.

(b): The Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) Scheme is a Central Sector Scheme for the socio-economic and educational empowerment of the six centrally notified minority communities. The Scheme provides support through skill development and training, entrepreneurship promotion, women leadership and entrepreneurship development, educational support for school dropouts and preservation of traditional arts and crafts. Eligible artisans, including those engaged in traditional crafts, may be covered under the Scheme through approved projects implemented by Project Implementing Agencies (PIAs). No Project has been allocated for Job roles of Glass and Bangle artisan.

(c): PM VIKAS is a Central Sector Scheme and beneficiary data is maintained under approved projects. Under the PM VIKAS Scheme, 423 candidates from Firozabad have been enrolled and trained under the Education Component of the Scheme. PMJVK does not provide for the sanction of projects targeted exclusively at any specific occupational group, including glass and bangle artisans. Therefore, no projects have been sanctioned under PMJVK solely for the population of glass and bangle artisans.

(d): No such assessment has been undertaken by the Ministry of Minority Affairs under the PM VIKAS Scheme.

(e): No proposal for targeted relief specifically for artisans affected by the current industrial slowdown in Firozabad is under consideration of this Ministry. However, under PM VIKAS, eligible beneficiaries belonging to the six minority communities may avail benefits relating to skill development, entrepreneurship promotion, educational support and livelihood enhancement. The Scheme also supports preservation and promotion of traditional arts and crafts and provides opportunities for artisans through initiatives such as Lok Samvardhan Parv (LSP), which facilitates showcasing of traditional products, cultural exchange and improved market access for artisans.

VALUE ADDITION IN CHHATTISGARH'S STEEL SECTOR

4132. SHRIMATI ROOPKUMARI CHOUDHARY:

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

(a) whether the Government has assessed the potential for promoting downstream steel industries and value-added steel manufacturing in major steel-producing States, particularly Chhattisgarh and if so, the details thereof;

(b) the details of domestic demand, production and imports of finished and value-added steel products during the last five years, indicating the sectors where imports continue despite adequate domestic availability of raw materials;

(c) whether the Government has formulated any policy or incentive to encourage the establishment of downstream steel industries, steel parks and manufacturing clusters near mineral-producing regions to enhance value addition and employment and if so, the details thereof; and

(d) the steps taken by the Government to improve investment, promote local value addition and maximise the economic benefits of steel resources for mineral-producing States such as Chhattisgarh?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) to (d): Steel is a deregulated sector, and the Government acts as a facilitator by creating a conducive policy environment to enhance domestic steel production and capacity, reduce import dependence and attract investment. The Government has taken several measures to promote industrial development, attract investment, generate employment and reduce import dependence, including Chhattisgarh. These include:

(i) Notification of the Domestically Manufactured Iron & Steel Products (DMI&SP) Policy to promote domestic manufacturing and procurement of steel in government projects.

(ii) Implementation of the Production Linked Incentive (PLI) Scheme for Specialty Steel. Under the Scheme, 167 projects of 100 companies across 15 States have been approved, including seven projects in Chhattisgarh. As of June 2026, the Scheme has attracted cumulative investment of ₹26,320 crore, achieved cumulative production of 3.7 million tonnes (MT) and generated direct employment for 14,974 persons.

During the period between 2021-22 to 2025-26, finished steel production increased from 113.6 MT in 2021–22 to 162.4 MT in 2025–26, while consumption rose from 105.7 MT to 164.3 MT & imports increased from 4.6 MT to 6.5 MT, whereas exports declined from 13.4 MT to 6.6 MT. As of FY 2025–26, Chhattisgarh had 442 steel units with a combined installed capacity of 30 MT.

प्रधानमंत्री गरीब कल्याण अन्न योजना प्रारंभ करने के उद्देश्य

4133. श्री ज्ञानेश्वर पाटील:

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

(क) मध्य प्रदेश राज्य सहित देश के विभिन्न राज्यों में 'प्रधानमंत्री गरीब कल्याण अन्न योजना' (पीएमजीकेएवाई) शुरू करने के लक्ष्य और उद्देश्य क्या हैं तथा इसके प्रारंभ से अब तक प्राप्त उपलब्धियों का ब्यौरा क्या है;

(ख) मध्य प्रदेश राज्य में इस योजना के लाभार्थियों की संख्या कितनी है;

(ग) यह सुनिश्चित करने के लिए कि पीएमजीकेएवाई के लाभ सभी पात्र परिवारों तक पहुंचे, सरकार द्वारा क्या उपाय किए गए हैं; और

(घ) सरकार द्वारा यह सुनिश्चित करने के लिए कि पीएमजीकेएवाई के अंतर्गत प्रदान किया जाने वाला खाद्यान्न निर्धारित पोषण मानकों के अनुरूप हो तथा लाभार्थियों के लिए पर्याप्त हो, हेतु उठाए गए अन्य कदमों का ब्यौरा क्या है?

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

(क): प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) देश में कोविड-19 महामारी के कारण उत्पन्न आर्थिक व्यवधानों से पीड़ित गरीबों और जरूरतमंदों की कठिनाइयों को कम करने के विशिष्ट उद्देश्य से शुरू की गई थी।

गरीब लाभार्थियों के वित्तीय बोझ कम करने और गरीबों की सहायता के लिए इस कार्यक्रम के राष्ट्रव्यापी एकरूपता और प्रभावी कार्यान्वयन को सुनिश्चित करने के लिए, केंद्र सरकार ने पीएमजीकेएवाई के तहत 1 जनवरी, 2023 से अंत्योदय अन्न योजना (एएवाई) और प्राथमिकता वाले परिवारों (पीएचएच) के लाभार्थियों को नि:शुल्क अनाज वितरित किया। नि:शुल्क अनाज वितरण की अवधि 1 जनवरी, 2024 से पांच वर्षों के लिए बढ़ा दी गई है, जिसका अनुमानित वित्तीय परिव्यय 11.80 लाख करोड़ रुपए है, जिसे केंद्र सरकार वहन करेगी।

(ख): मध्य प्रदेश में, प्रधान मंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) के तहत लगभग 54,110,413 (16 जुलाई 2026) लाभार्थी नि:शुल्क खाद्यान्न प्राप्त कर रहे हैं।

(ग): पीएमजीकेएवाई का संचालन केंद्र और राज्य सरकारों की संयुक्त जिम्मेदारी के तहत किया जाता है। केंद्र और राज्यों की संयुक्त जिम्मेदारी के तहत, लाभार्थियों की पहचान, राज्यों/संघ राज्य क्षेत्रों के भीतर खाद्यान्न का आवंटन, टीपीडीएस के तहत पात्र लाभार्थियों को खाद्यान्न का वितरण और उचित दर दुकानों (एफपीएस) के कामकाज के पर्यवेक्षण निगरानी आदि की जिम्मेदारी संबंधित राज्य/संघ राज्य क्षेत्र सरकार की है। केंद्र सरकार ने समय-समय पर सभी राज्यों/संघ

राज्य क्षेत्रों को समाज के कमजोर वर्गों सहित सभी पात्र और गरीब व्यक्तियों/परिवारों की पहचान करने हेतु परामर्शिका जारी की है। राज्य अपने लाभार्थी डेटाबेस को अद्यतन करते हैं ताकि अपात्र राशन कार्ड हटाए जा सकें और सही लाभार्थियों को बेहतर ढंग से लक्षित किया जा सके। इस प्रकार, अधिनियम के तहत अपात्र लाभार्थियों को हटाना और पात्र लाभार्थियों को जोड़ना एक सतत प्रक्रिया है।

(घ): लक्षित लाभार्थियों में पौषणिक मानकों में सुधार करने के लिए, सरकार ने दिनांक 25.01.2023 की अधिसूचना के माध्यम से अधिनियम की अनुसूची-II में निर्दिष्ट पौषणिक मानदंडों को संशोधित किया है।

इसके अलावा, पोषण के स्तर में सुधार लाने के लिए, सभी राज्यों/संघ राज्य क्षेत्रों को मिलेट्स खरीदने और स्थानीय खपत प्राथमिकताओं के अनुसार तथा केंद्र सरकार द्वारा समय-समय पर जारी किए गए दिशानिर्देशों के अनुसार लाभार्थियों को वितरित करने हेतु परामर्शिका भी जारी की गई है।

REPLACEMENT OF RAILWAYS TRACK IN BALASORE, ODISHA

4134. SHRI PRATAP CHANDRA SARANGI:

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

(a) whether the Government is aware of the replacement of existing railway tracks with high- quality tracks in Balasore (Odisha) from Financial Year 2014-15 to Financial Year 2025-26;

(b) if so, the details thereof including the length of railway tracks replaced with high-quality tracks from Financial Year 2014-15 to Financial Year 2025-26, year-wise and if not, the reasons therefor;

(c) whether the Government is aware regarding the funds allocated for track maintenance, safety, and upkeep of Railways for the Balasore (Odisha) for optimum efficiency and safety between Financial Year 2014-15 to Financial Year 2025-26; and

(d) if so, the details thereof including the funds allocated for track maintenance, safety and upkeep of Railways related elements in the Balasore from Financial Year 2014-15 to Financial Year 2025-26 and if not, the reasons therefor?

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

(a) to (d): Upgradation and renewal of tracks is a continuous and ongoing process. The track renewal is carried out as per the laid down criteria based on age, traffic carried, condition etc.

Track Renewal Works are planned and executed duly prioritizing the condition of track and various other factors so as to ensure that track is safe for running of trains at permitted speed.

The details of track renewal carried out across the entire railway network including Balasore, during 2014-26 are as under:

Track renewed	~ 55200 Km

This includes about 200 km of track renewal carried out in the district of Balasore during 2014-26.

Further, following measures are being taken to upgrade the railway tracks:

i. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.

ii. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.

iii. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality

iv. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.

v. Adoption of better welding technology for rails i.e. Flash Butt Welding.

vi. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.

vii. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.

viii. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.

ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.

x. Use of advanced Phased Array technology of testing of rail and welds.

xi. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.

xii. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.

xiii. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	**2014**		**2026**	
	Track Km	**%**	**Track Km**	**%**
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

This includes raising of speed potential of Kharagpur - Bhadrak route covering tracks in Balasore to 130 kmph in year 2022.

On Indian Railways, the expenditure on Track Renewal/ Upgradation of railway tracks including in Balasore has increased significantly over the years as under:

2013-14 (in ₹)	**2025-26(in ₹)**	**2025-26 vs 2013-14**
4979 Cr.	26231 Cr.	5.3 times

राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के अंतर्गत चिह्नित परिवार

4135. डॉ. शिवाजी बंडाप्पा कालगे:

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

(क) विगत पांच वर्षों के दौरान देश में राष्ट्रीय खाद्य सुरक्षा अधिनियम, 2013 (एनएफएसए) के अंतर्गत चिह्नित ऐसे परिवारों की राज्य-वार और वर्ष-वार संख्या कितनी है, जिनके राशन कार्ड रद्द या निलंबित किए गए हैं;

(ख) महाराष्ट्र राज्य में उचित मूल्य की दुकानों (एफपीएस) पर बायोमेट्रिक प्रमाणीकरण विफलताओं, सर्वर के ठप्प रहने अथवा डिजिटल सत्यापन से संबंधित अन्य तकनीकी गड़बड़ियों के ऐसे मामलों की संख्या कितनी है, जिनमें पात्र लाभार्थियों को खाद्यान्न वितरण से वंचित रहना पड़ा अथवा वितरण में विलंब हुआ;

(ग) क्या सरकार ने प्रमाणीकरण प्रक्रिया, अपवर्जन संबंधी त्रुटियों अथवा नई प्रणाली के कार्यान्वयन का वंचित समुदायों की लाभों तक पहुँच पर पड़ने वाले प्रभाव का आकलन करने के लिए कोई समीक्षा की है;

(घ) यदि हां, तो महाराष्ट्र के संबंध में तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो क्या सरकार का ऐसी कोई समीक्षा कराने का प्रस्ताव है?

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

(क): विगत पाँच वर्षों के दौरान हटाए गए राशन कार्डों की राज्य-वार एवं वर्ष-वार संख्या का ब्यौरा संलग्न **विवरण** में दिया गया है।

(ख): इस विभाग को ऐसे किसी भी मामले की सूचना प्राप्त नहीं हुई है।

विभाग द्वारा सार्वजनिक वितरण प्रणाली (पीडीएस) के अंतर्गत विविध प्रमाणीकरण व्यवस्थाएँ उपलब्ध कराई गई हैं, जिनमें सिंगल फिंगर, फ्यूज़न फिंगर, आइरिस तथा आधार-आधारित ओटीपी प्रमाणीकरण शामिल हैं।

ऐसी स्थिति में, जब परिवार के किसी सदस्य का प्रमाणीकरण विफल हो जाता है, तो राशन कार्ड से जुड़े पात्र परिवार के अन्य सदस्यों को प्रमाणीकरण करके खाद्यान्न प्राप्त करने की अनुमति है। इसके अतिरिक्त, विशेष परिस्थितियों में नामित व्यक्ति की सुविधा भी उपलब्ध कराई गई है, जिसमें लाभार्थी अपनी ओर से राशन प्राप्त करने हेतु किसी अन्य व्यक्ति को प्राधिकृत कर सकता है। ई-पीओएस उपकरणों में सीमित अथवा इंटरनेट कनेक्टिविटी नहीं होने की स्थिति में ऑफलाइन पद्धति में कार्य करने की सुविधा भी उपलब्ध है। ऑफलाइन लेन-देन डाटा को पीडीएस ऑनलाइन प्रणाली के साथ समकालिक करने के लिए ई-पीओएस उपकरणों को समय-समय पर नेटवर्क से जोड़ना आवश्यक होता है।

सभी राज्यों/संघ राज्य क्षेत्रों को यह परामर्श दिया गया है कि नेटवर्क/कनेक्टिविटी/लिंकिंग संबंधी समस्याओं, अन्य तकनीकी कारणों या लाभार्थी के बायोमेट्रिक की खराब गुणवत्ता के कारण बायोमेट्रिक/आधार प्रमाणन में विफलता होने की स्थिति में किसी भी वास्तविक लाभार्थी/परिवार को पात्र सब्सिडीयुक्त खाद्यान्न के कोटे को प्राप्त करने से वंचित न किया जाए।

ये व्यवस्थाएँ सुनिश्चित करती हैं कि पात्र लाभार्थियों को उनकी पात्रता से न तो वंचित किया जाए और न ही उसमें विलंब हो।

(ग) से (ङ): राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के कार्यान्वयन की निगरानी को सुदृढ़ बनाने तथा नियमित आधार पर अधिक गहन, विश्लेषणात्मक एवं व्यापक अनुभवजन्य साक्ष्य उपलब्ध कराने के उद्देश्य से, खाद्य और सार्वजनिक वितरण विभाग द्वारा वर्ष **2025-26** के दौरान प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) का समवर्ती मूल्यांकन किया गया है। इसकी रिपोर्ट सार्वजनिक डोमेन https://dfpd.gov.in/pmgkay-concurrent-evaluation/en. में उपलब्ध है।

विवरण

हटाए गए राशन कार्डों की स्थिति (2021-2025)

क्र. सं.	राज्य/संघ राज्य क्षेत्र	2021	2022	2023	2024	2025

1	आंध्र प्रदेश	13,128	30,94,232	52,610	512	102
2	अंडमान और निकोबार	196	950	47	49,215	50,681
3	अरुणाचल प्रदेश	-	1,151	328	268	1,128
4	असम	11,120	28,590	38,590	1,61,516	24,381
5	बिहार	15,678	1,61,809	4,49,525	16,86,266	1,49,043
6	चंडीगढ़	-	684	2,291	207	2,401
7	छत्तीसगढ	10,400	20,715	29,108	57,371	60,496
8	दादरा और नगर हवेली एवं दमन और दीव	2,454	73	1	151	1,101
9	दिल्ली	448	116	3,686	61,292	11,438
10	गोवा	805	2,117	5,801	166	3,467
11	गुजरात	2,19,151	1,32,519	1,35,362	30,889	69,102
12	हरियाणा	-	1,96,174	8,49,972	3,28,557	1,34,3474
13	हिमाचल प्रदेश	2,538	3,299	7,551	9,673	7,400
14	जम्मू और कश्मीर	33,677	2,927	5,403	4,767	3,036
15	झारखंड	-	75,137	29,771	6,374	67,730
16	कर्नाटक	42,558	48,477	74,401	27,105	50,594
17	केरल	1,04,511	41,998	40,800	11,555	7,261
18	लद्दाख	614	30	58	615	764
19	लक्षद्वीप	33	38	89	88	32
20	मध्य प्रदेश	9,93,704	98,186	4,96,092	7,04,848	2,60,285
21	महाराष्ट्र	36,119	1,44,985	2,01,676	1,74,342	1,33,469
22	मणिपुर	9,411	30,493	9,684	7,215	6,515
23	मेघालय	-	402	1,612	449	102
24	मिजोरम	1,637	3,617	4,115	2,548	742
25	नागालैंड	-	3,428	3,177	3,924	1,347
26	ओडिशा	-	64,122	31,240	19,420	1,21,134
27	पुद्दुचेरी	1,731	538	847	898	763
28	पंजाब	3,305	1,52,497	1,23,722	7,520	2,290
29	राजस्थान	1,35,283	2,65,390	26,386	1,03,444	6,05,826
30	सिक्किम	-	458	0	604	2,116
31	तमिलनाडु	2,00,942	86,150	73,875	63,905	33,339
32	तेलंगाना	-	4,988	34,064	3,424	1,40,947

33	त्रिपुरा	1,100	1,254	800	467	4,334
34	उत्तर प्रदेश	7,19,213	9,99,100	7,00,138	8,41,123	5,97,012
35	उत्तराखंड	49,712	66,627	9,691	4,589	3,014
36	पश्चिम बंगाल	2,93,326	6,47,003	7,56,860	5,09,952	3,74,519
	कुल योग	**29,02,794**	**63,80,274**	**41,99,373**	**48,85,259**	**41,41,385**

RESULTS OF INCREASED CAPITAL EXPENDITURE ON RAILWAYS

4136. SHRIMATI PRATIMA MONDAL:

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

(a) whether the Government has significantly increased capital expenditure on Railways during the last decade and if so, the details thereof;

(b) the details of the measurable improvements Government has achieved in punctuality, average train speeds, congestion reduction and passenger experience rather than infrastructure creation alone;

(c) the details of the time-bound roadmap has been adopted to extend Kavach across the high-density rail network and the manner in which the Government prioritising vulnerable sections that continue to operate without automatic train protection; and

(d) the manner in which the Government is balancing investments in future high-speed projects with the urgent modernisation of the existing railway network in view at the Government has announced seven new high-speed rail corridors while several conventional routes continue to face capacity constraints, overcrowding and speed restrictions?

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

(a) to (d): The Government has significantly enhanced capital investment in Indian Railways, with Gross Budgetary Support increasing more than 9.5 times from ₹29,055 crore in 2013-14 to ₹2,78,030 crore in 2026-27. This sustained increase in investment has enabled the Railways to undertake large-scale capacity augmentation, modernization and infrastructure development across Indian Railways. This enhanced capital expenditure has resulted in:

- Capacity augmentation through New Lines, Doubling/Tripling, Electrification and Signalling upgrades, contributing to improved punctuality and operational efficiency;
- Development of logistics infrastructure to improve freight handling and logistics efficiency; and thereby increase in Revenue Earnings.
- Redevelopment and modernization of railway stations with improved passenger amenities and accessibility ensuring passenger experience through modern stations, improved safety, enhanced amenities, cleaner facilities, and introduction of upgraded rolling stock and digital passenger services.

Capacity enhancement and Infrastructure augmentation

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during the last 12 years. The details of commissioning/laying of new track across Indian Railways are given below:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-26	36,429 Km	8.32 Km/day (nearly 2 times)

As on 01.04.2026, across Indian Railways, 514 Railway infrastructure projects (169 New Line, 29 Gauge Conversion and 316 Doubling) of total length 40,000 Km, costing approx. Rs. 8.31 lakh crore are sanctioned. The summary is as under:

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'26 (Km)	Total Expenditure upto Mar'26 (Rs. in Crore)
New lines	169	16,634	3,361	1,57,572
Gauge conversion	29	3,987	3,045	24,227
Doubling	316	19,379	6,177	1,23,454
TOTAL	514	40,000	12,583	3,05,253

Ministry of Railways had taken up the construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). The work on both EDFC and WDFC has been completed and commissioned.

On average, about 443 trains are operated per day on DFCs. The Dedicated Freight Corridors have demonstrated robust operational performance. Freight volumes have steadily increased, with higher average speeds, faster turnarounds, and enhanced reliability. DFC has contributed to

creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. As a result, Railways have been able to run additional goods and coaching services over its network.

The Dedicated Freight Corridor project is expected to strengthen the competitiveness of rail transport by enabling cost-effective, efficient and sustainable freight movement across the country. It is envisaged to facilitate a gradual modal shift of long-haul bulk commodities, container traffic and industrial freight from road to rail, thereby reducing overall logistics costs, improving supply chain efficiency and supporting economic growth.

Track Modernisation

Strengthening, upgradation, modernisation and improvement of existing track infrastructure is a continuous and ongoing process over Indian Railways and It also tells the same story of scaled-up ambition: annual outlay on track renewal and upgradation has grown from Rs 4,979 crore in 2013-14 to Rs 26,231 crore in 2025-26. The following measures are being taken by Indian Railways to upgrade railway tracks:

i. Modern track structure consisting of 60 kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.
ii. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.

iii. Supply of 260 m long rail panels have been increased to avoid welding of joints, thereby improving safety.

iv. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.

v. Adoption of better welding technology for rails i.e. Flash Butt Welding.

vi. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.

vii. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.

viii. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.

ix. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.

x. Use of advanced Phased Array technology of testing of rail and welds.

xi. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.

xii. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.

xiii. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a result of above measures, there has been significant increase in speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-a-vis 2026 are as under:

Sectional Speed (kmph)	2014		2026	
	Track Km	%	Track Km	%
130 & above	5,036	6.3	24,173	22.5
110 - 130	26,409	33.3	62,482	58.1
< 110	47,897	60.4	20,897	19.4
Total	79,342	100	1,07,552	100

Modernisation of Rolling stock

A Paradigm Shift can be seen in Safety and Passenger Experience also through the upgraded rolling stock and advanced safety technology. The work of replacement of earlier ICF coaches with safer and more modern LHB coaches has been taken up in a phased manner. Technologically superior LHB coaches have better riding, improved aesthetics and features like Lightweight design, Anti climbing features, Air suspension (Secondary) with failure indication system, stainless steel shell and disc brake system etc.

Production of LHB coaches during 2014-26 vis-à-vis 2004-14 is as under:

Period	LHB coaches manufactured
2004-14	2,337 nos.
2014-26	49,366 nos. (more than 21 times)

Vande Bharat services (Chair Car):

Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande Bharat trains with modern coaches, advanced safety features and passenger amenities. These Vande Bharat Chair Car Trains have following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety – Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Better Ride Comfort.
- CCTVs in all Coaches.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach condition monitoring System (CCMS) display with remote monitoring.

Vande Bharat services (Sleeper):

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. Two such trains have already been manufactured. After extensive trials, these trains have been introduced on Indian Railways. To improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey, these train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.

- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry Car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- Jerk Free Semi-Automatic Couplers.
- Improved Crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches.
- Improved designs of toilets.
- Improved design of Ladder for ease of climbing on to the berth.

- Improved LED Light fitting & Charging Sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

Namo Bharat Rapid Rail services:

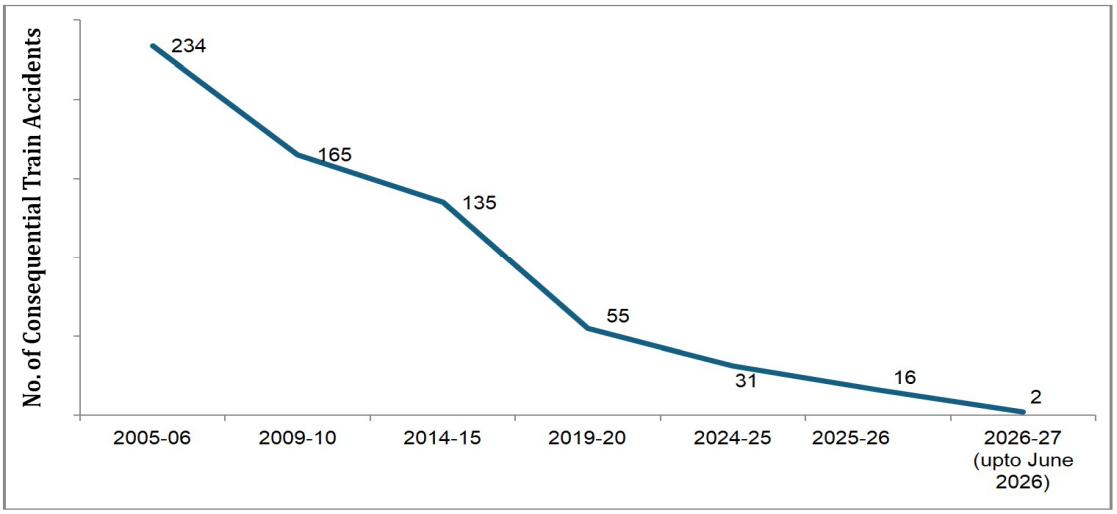
Namo Bharat Rapid Rail has been introduced to enhance the travelling experience of suburban and regional commuters for inter-city short distance movement by harnessing the features of Vande Bharat Trains.

The prominent features of Namo Bharat Rapid Rail are as follows:

- Centrally controlled Double Leaf Automatic Sliding Doors.
- CCTVs for safety and passenger surveillance.
- Modular interior with Cushioned Seats and Sealed Flexible Gangway.
- Emergency Talk Back System.
- Continuous LED lighting with Energy Efficient lighting system.
- FRP Modular Toilets with vacuum evacuation.
- Fully Air-Conditioned trains with AC Driver cab.

Safety

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents.



Number of Consequential Train Accidents has reduced as shown in the table below:-

Year	Consequential Accidents
2014-15	135
2025-26	16 (88% lesser)
2026-27 (upto June 2026)	2

Another important index showing improvement in safety in train operations is Consequential Accident Index, the details of which are as under:-

Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2025-26	0.01 (91% lesser)

This index measures number of consequential accidents as a ratio of total running kilometers of all trains.

$$\text{Accident Index} = \frac{\textbf{No. of consequential accidents}}{\textbf{No. of trains X million kilometers run}}$$

The various safety measures taken to enhance safety in train operations are as under:-

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

Year	Expenditure/Budget on Safety related activities (Rs. in Cr.)
2013-14	39,200
2022-23	87,336
2023-24	1,01,662
2024-25	1,14,022
2025-26	1,17,693
2026-27	1,20,389

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,671 stations up to 30.06.2026 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 10,395 Level Crossing Gates up to 30.06.2026 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,671 stations up to 30.06.2026.

5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
7. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
8. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
9. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
10. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
11. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. to reduce human errors.
12. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.

13. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
14. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e., Flash Butt Welding.
15. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
16. Patrolling of railway tracks to look out for weld/rail fractures.
17. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
18. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
19. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
20. Detailed instructions on issues related with safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.
21. Preventive maintenance of railway assets (Coaches & Wagons) is undertaken to ensure safe train operations.
22. Replacement of conventional ICF design coaches with LHB design coaches is being done.
23. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

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

The details of the Safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:-

S.N	Item	2004-05 to 2013-14	2014-15 to 2025-26	2014-26 Vs. 2004-14
	Technological Improvements			
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.63 Lakh Km	More than 2.8 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	87,219 Km	Nearly 9 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.26: 31,693 Nos.	352 times
5.	Thick Web Switches (Nos.)	Nil	35,971 Nos.	
	Better Maintenance Practices			
1.	Primary Rail Renewal (Track Km)	32,260 Km	57,583 Km	1.78 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2.25 Crore	More than 2.8 times
3.	Weld failures (Nos.)	In 2013-14: 3,699 Nos.	In 2025-26: 272 Nos.	93 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2,548 Nos.	In 2025-26: 208 Nos.	92% reduction
	Better Infrastructure and Rolling Stock			
1.	New Track KM added (Track Km)	14,985 Km	36,429 Km	Almost 2.5 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	14,362 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.26: Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	49,366	More than 21 times

KAVACH

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).
2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July, 2020.
5. Implementation of Kavach System involves following Key Activities:
    a. Installation of Station Kavach at each and every station, block section.
    b. Installation of RFID Tags throughout the track length.
    c. Installation of telecom Towers throughout the section.
    d. Laying of Optical Fibre Cable along the track.
    e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1,465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.

8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 2,633 Route Kilometres as on 31.07.26, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

S.N	**Section**	**Progress (Route Km)**
(1)	Delhi-Mumbai route: 1,423 Rkm	
i	Tilak Bridge - Junction cabin – Palwal – Mathura –Kota-Nagda-Ratlam–Vadodara-Virar section	1,327
ii	Vadodara – Ahmedabad section	96
(2)	Delhi – Howrah route: 1,210 Rkm	
i.	Chipyana - Tundla - Kanpur - Subedarganj section	563
ii.	Kanpur – Lucknow section	71
iii.	Mirzapur - DDU (Excluding) section	64
iii.	DDU(FOC)-BhabuaRoad section	50
iv.	Sasaram - Phesar section	43
v.	Gaya -Sarmatarn- Nimiaghat section	159

vi.	Chota Ambana - Bardhaman – Howrah section	260

10. In addition, track side Kavach implementation work has been taken up on 21,794 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

11. The total Progress of key items of Kavach on Indian Railway sections are as under:-

S.N	**Item**	**Progress**
i	Laying of Optical Fibre Cable	11,547 Km
ii	Installation of Telecom Towers	1,721 Nos.
iii	Station Data Centre	1,009 station
iv	Installation of Track side equipment	7,726 RKm
v	Provision of Kavach in Loco	6,290 Nos.

12. In addition, work for installation of Kavach in 7,190 Locomotives and 1,200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 94,000 technicians, operators and engineers have been trained on Kavach technology. This includes about 57,000 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISET.

14. The funds utilized on Kavach works so far up to Jun'26 is Rs. 3,875 Crores. The allocation of funds during the year 2026-27 is Rs. 2066.24 Crores. Kavach work is going at good pace in the entire country. Requisite funds are made available as per the progress of works.

Road over Bridge (ROB)/Road under Bridge (RUB):

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is another dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos.

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways which are at various stages of planning and execution.

Improvement in Punctuality and Train speed

Adding tracks and ROB/RUB is only one half of the story; real-time operational efficiency is required to keep trains moving safely and punctually. The following steps are being taken to improve the average speed:

- Segregation of wagons to optimize the maximum permissible speeds of rakes.
- Induction of 100 kmph speed potential wagons.

- Indian Railway's Terminals capacity enhancements to reduce bottlenecks at exit points of DFC.
- more holding lines on EDFC & WDFC.
- Centralized traffic control (CTC) system over DFC.
- Introduction of Kavach.

All possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which includes foggy weather, path constraints/congestion, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.
- Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).
- Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.
- To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the

assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.

- Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:

(i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

(ii) Modified Semi-Automatic Stop Signal (MASS) System: MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

Modernisation of Signalling infrastructure:

Indian Railway is continuously modernising current infrastructure of its Siganlling system as under:

1. Electrical/Electronic Interlocking Systems with centralized operation of points and signals in place of old mechanical signalling. It has been provided at 6671 stations as on 30.06.2026, out of which Electronic Interlocking have been provided at 3954 stations.
2. Complete Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means has been provided at 6671 stations upto30.06.2026.
3. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6085 Block Sections up to 30.06.2026.
4. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 7464 Route Km upto 30.06.2026.
5. Modified Semi-Automatic Stop Signal (MASS) System has been introduced on the Automatic Siganlling territory during abnormal conditions like Fog & Bad Weather conditions impairing visibility. The system helps to minimise delay in train operation during foggy weather conditions.
6. Signalling assets maintenance are planned & under taken during Rolling Block introduced in Indian Railways (Open Lines) General Rules vide

Gazette notification dated 30.11.2023, wherein work of integrated maintenance/repair/replacement of assets is planned in advance on rolling basis and executed.

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%. The average punctuality of trains on Indian Railways during 2023-24, 2024-25 and 2025-26 is as under:

Year	Mail/Express
2023-24	73.62%
2024-25	77.12%
2025-26	77.43%

High Speed Projects

Railway is also making a fine balance between modernization and up gradation of present assets with high speed vision. The next chapter is already under construction. While upgrading existing mainline routes, Indian Railways simultaneously laid the foundation for high-speed rail. Presently, the Mumbai-Amdavad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Amdavad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	452 kms.
Girder	356 kms.
Track Bed	209 kms.
OHE Masts	190 kms.

The progress of stations is given below:-

S.No.	Station	Status
1	Sabarmati	Foundation & structural works completed. Finishing work have been taken up.
2	Amdavad	Structural works completed. Finishing works and track works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation & structural works completed. Finishing work have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up. At Surat, Bilimora and Bharuch Track works have also been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S. No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed. Track works completed and OHE works have
3	Vatrak River (280m)	

4	Mohar (Shedhi) River (160m)	been taken up at Mohar River. Track works in progress at Vatrak River.
5	Mahi River (720m)	Foundation completed. Pier works and Girder launching have been taken up.
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 6 out of 24 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	09 out of 13 Pier Cap completed.
11	Mindhola River (240m)	Bridge construction completed. Track and Electrical works have been taken up.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Substructure works have been completed.
23	VaitarnaRiver (2320m)	17 Pile Cap and 15 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

On the Surat–Vapi section (97 km) entire civil works including river bridge construction, have been completed and 86% of the track bed has been laid.

To strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27:-

(i) Mumbai–Pune

(ii) Pune–Hyderabad

(iii) Hyderabad–Bengaluru

(iv) Hyderabad–Chennai

(v) Chennai–Bengaluru

(vi) Delhi–Varanasi

(vii) Varanasi–Siliguri

Post Budget announcement, the cost updation, alignment finalization & land survey etc. have been taken up in Detailed Project Report (DPR). The details of the stations/cities covered, investment, route length etc. can be firmed up only after DPR is finalised.

However, being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno economic feasibility studies and availability of resources such as financing options etc.

Taken together, the 9.5 times rise in capital expenditure since 2013-14 has not been spent in isolation on any one goal. It has bought more track, freed capacity through dedicated freight corridors, increased freight loading and revenue, nudged punctuality steadily upward, embedded automatic safety protection and a transformed passenger experience thereby increasing freight loading 1670 MT and becoming second largest freight carrier in the world.

SHIFTING OF THE RAILWAY GOODS YARD FROM JORHAT TOWN

4137. SHRI KAMAKHYA PRASAD TASA:

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

(a) whether the Government is aware that the Railway Goods Yard is situated in the heart of Jorhat city, loading & unloading of goods is carried out daily by a minimum of 500 trucks, resulting in major traffic disruption and causing significant inconvenience to commuters in the area and if so, the details thereof;

(b) the details of the measures taken/being taken by the Government in this regard;

(c) whether the Government is also aware that due the location of the said Yard in Jorhat town, the students of Jorhat Engineering College and

Government employees are unable to reach their destination on time and if so, the details thereof; and

(d) whether the Government has any plan to relocate/shift the said Yard to another place in Jorhat town in the near future and if so, the details thereof?

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

(a) to (d): The Railway has already initiated measures to address the congestion at Jorhat Town Goods Yard (JTTN). A separate siding of Food Corporation of India (FCI) has been commissioned at nearby Cinnamara station in 2022 and the FCI rakes that were earlier handled at Jorhat Town Goods Yard, are now being handled at Cinnamara.

Further, work of development of a goods siding for providing loading/unloading facility at Titabar Station (which is around 22 kms from Jorhat) has been sanctioned at a cost of ₹15.16 Cr. On completion, the facility will enable JTTN-bound goods traffic to be dealt with at Titabar, thereby further decongesting Jorhat Town Goods Yard and improving operational efficiency.

E-GOVERNANCE SERVICES IN MUMBAI

4138. PROF. VARSHA EKNATH GAIKWAD:

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

(a) whether the Government has reviewed the implementation of Digital India initiatives and e-Governance services in Mumbai during the last three years and if so, the details thereof;

(b) the details of projects undertaken for strengthening digital public infrastructure, online citizen services, cybersecurity, cloud-based governance systems and digital inclusion in Mumbai;

(c) whether the Government has assessed challenges relating to digital accessibility, cyber threats, data security and digital literacy among citizens and institutions in Mumbai; and

(d) the measures taken or proposed to be taken by the Government to improve digital governance, strengthen cybersecurity, enhance citizen-centric digital services and promote secure digital transformation across Mumbai?

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

(a) to (d): In line with Hon’ble Prime Minister's vision to democratise technology and empower citizens, the Government of India had launched the Digital India programme in July, 2015. At its core, the programme promotes three interconnected goals: strengthening digital infrastructure, delivering government services digitally, and empowering citizens through digital literacy and employment.

The Government regularly reviews the implementation, reach, and performance of Digital India initiatives and e-Governance services through periodic review meetings, inter-ministerial consultations, monitoring dashboards, third-party impact assessments, and meetings, conferences, and workshops with States and Union Territories (UTs), particularly with their Information Technology (IT) Departments.

The Government has successfully implemented foundational digital public infrastructure (DPI), Digital platforms and e-Governance services at population scale for identity (Aadhaar), for payment (UPI), for data exchange (DigiLocker and API Setu), etc. These have been a transformative force in India's socio-economic development, significantly enhancing financial inclusion, digital inclusion, governance and economic growth.

Digital accessibility and citizen-centric service delivery are promoted through adoption of open standards, interoperability frameworks, multilingual interfaces (BHASHINI), mobile-first platforms and continuous improvement in the design and delivery of digital services.

The Government has undertaken several initiatives to strengthen Digital Public Infrastructure, improve online citizen service delivery, enhance cybersecurity, promote cloud-based governance and foster digital inclusion. These include, inter alia:

Digital Connectivity: Digital India has contributed to the rapid expansion of internet access, through initiatives such as BharatNet, which aims to provide high-speed internet to rural and remote areas. As a result, there has been a

substantial increase in internet accessibility and usage across the country, and internet penetration in India has grown in the last decade.

- Internet subscribers jumped from 25.15 crore in March 2014 to 109.27 crore in March, 2026. Of these, more than 12.7 crore internet subscribers are in the state of Maharashtra including Mumbai.
- Expansion of broadband connectivity through BharatNet to Gram Panchayats and rural institutions. As of June 2026, a total of 2.21 lakh Gram Panchayats (GPs) have been made service-ready under the BharatNet Project across the country. BharatNet Point of Presence (PoPs) at 80,472 GPs are operational including 739 GPs operational in the state of Maharashtra.
- As on 30.06.2026, a total of 24,784 mobile towers have been commissioned across the country under the Digital Bharat Nidhi (DBN)-funded Mobile Connectivity Scheme. Of these, 2,821 mobile towers have been commissioned in the state of Maharashtra.

Services delivery through Digital Public Infrastructure & Digital Platforms: Affordable data, assisted digital access points, and interoperable public platforms are enabling citizens to access welfare schemes, make digital payments, pursue online education, and participate in governance. Data costs have plummeted from Rs. 269 per GB in 2014 to roughly Rs. 8-10 per GB in 2025-26, making India one of the world's cheapest data markets.

- **Aadhaar** created a trusted biometric identity platform for secure and instant digital authentication. Over 1.44+ billion Aadhaar numbers have been generated. In Maharashtra, over 13 crore Aadhaar have been generated.

- **Unified Payments Interface (UPI):** UPI has empowered millions of individuals and small businesses in rural and remote areas to make fast, secure and low-cost digital payments, significantly advancing financial inclusion. UPI serves more than 55.49 crore individuals, 6.5 crore merchants, and connects 731 banks on one platform, making it the world's largest digital payment system. UPI powers 85% of India's digital payments and nearly 50% of global real-time digital payments. State/UT-wise UPI statistics are available at https://www.npci.org.in/product/ecosystem-statistics/upi.

- **Direct Benefit Transfers (DBT) -** Through Aadhaar-linked DBT, cash benefits from various welfare schemes (318 Schemes of 56 Ministries) are directly transferred into beneficiaries' bank accounts. Over Rs. 52 lakh crore has been transferred through DBT nationwide.

- **DigiLocker** provides citizens with anytime access to authentic digital documents issued by original issuers. The platform has over 71.66 crore registered users, with more than 936.03 crore documents issued by 2,822 onboarded issuers. More than 4.46 Cr Aadhaar enabled

registrations have taken place in the state of Maharashtra to avail DigiLocker services.

- **Unified Mobile Application for New-age Governance (UMANG)** provides citizens with a single mobile platform to access government services. The platform offers 2,575 services for individuals, including 61 services from the state of Maharashtra.

- **MeghRaj (GI Cloud):** Government of India's cloud computing initiative for efficient, secure and cost-effective delivery of e-Governance services. Cloud services of twenty-eight (28) Cloud Service Providers (CSPs) have been empanelled. Presently, 34,542 Virtual Machines are running on the GI Cloud, and more than 2,357 Government Departments are utilizing the GI Cloud to host their applications.

- **e-Sanjeevani** facilitates quick and easy access to doctors and medical specialists directly from your smartphone. The platform has served over 48 crore patients across the country.

- **eSign** facilitated legally valid digital signatures and approvals, enabling seamless execution of government processes, administrative functions, and business transactions in a paperless and contactless environment. Total 150.57 Cr. e-Sign issued by all e-Sign Service Providers (ESPs), including 18.33 Cr. e-Signs issued in the state of Maharashtra.

- **Common Services Centres –** CSCs are offering government and business services in digital mode enhancing last-mile connectivity in

rural areas through Village Level Entrepreneurs (VLEs). Over 800 services are being delivered through CSCs. As on May 2026, 5.01 lakh CSCs are functional across the country (in rural and urban areas), out of which 3.91 lakh CSCs are functional at the Gram Panchayat level (rural). In the state of Maharashtra, 47,648 CSCs are currently functional (rural + urban) including 876 CSCs in Mumbai.

In addition to the above, the Government of Maharashtra has significantly strengthened the State's digital infrastructure through the implementation of MahaNet - Bharatnet for broadband connectivity to Gram Panchayats, State Wide Area Network (SWAN) connecting Government offices up to the Block/Tahasil level, enhancement of the Maharashtra State Data Centre (SDC), and augmentation of mobile connectivity in underserved and remote areas in coordination with the Government of India under various initiatives of the Digital India Programme.

Further, the Government of Maharashtra has implemented other citizen-centric e-Governance platforms to provide seamless online access to government services across the State, including Mumbai. These include Aaple Sarkar unified service portal, MahaDBT 2.0, Maharashtra eOffice, Maha AI, Aaple Sarkar Grievances Redressal Portal, Maharashtra Industry, Trade and Investment Facilitation (MAITRI), Legal Case Management System, etc for efficient, transparent, and paperless governance.

Digital Literacy & Skill Building: India’s digital transformation goes beyond mere access; it focuses on empowering people and institutions to use

technology effectively, driving inclusive growth, strengthening digital governance, and enabling citizens across the nation. These include:

- Promotion of digital literacy through the Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA). A total of 53 lakh candidates trained from the state of Maharashtra. The scheme was concluded on 31.03.2024.
- FutureSkills Prime provides skilling, reskilling, and upskilling in emerging technologies. Under the programme, so far, more than 34+ lakh candidates have registered on the portal, out of which there have been 23+ lakh candidates enrolled/trained in various courses.
- National Institute of Electronics and Information Technology (NIELIT) provides digital literacy and skill development courses, including ACC and CCC, through 56 Centres and a network of over 9,000 partner institutes across the country. 31.92 Lakh+ candidates have been trained by NIELIT across the country, including 1.2 Lakh+ candidates from the state of Maharashtra during the last three financial years.
- NIELIT Digital University (NDU) Platform: The platform delivers online and blended skill-based industry-aligned courses in emerging technologies, such as Artificial Intelligence, Cybersecurity, Cloud Computing etc. So far 2.75 lakh+ candidates have registered under the NIELIT Digital University Platform.

Cyber Security measures: The policies of the Government are aimed at ensuring an Open, Safe and Trusted and Accountable Internet for its users. Government has taken several legal, technical, and administrative policy measures for addressing cyber security challenges in the country which, inter alia, includes:

(i) National Cyber Security Coordinator (NCSC) under the National Security Council Secretariat (NSCS) to ensure coordination amongst different agencies.

(ii) Under the provisions of section 70B of the Information Technology Act, 2000, the Indian Computer Emergency Response Team (CERT-In) is designated as the national agency for responding to cyber security incidents.

(iii) National Cyber Coordination Centre (NCCC) implemented by the CERT-In serves as the control room to scan cyberspace in the country and detect cyber security threats. NCCC facilitates coordination among different agencies by sharing with them the metadata from cyberspace for taking actions to mitigate cyber security threats.

(iv) Cyber Swachhta Kendra (CSK) is a citizen-centric service provided by CERT-In, which extends the vision of Swachh Bharat to the Cyber Space. Cyber Swachhta Kendra helps to detect malicious programs and provides free tools to remove the same, and also provides cyber security tips and best practices for citizens and organisations.

(v) The Ministry of Home Affairs (MHA) has created the Indian Cybercrime Coordination Centre (I4C) to deal with cybercrimes in a coordinated and effective manner.

(vi) Under the provisions of section 70A of the Information Technology (IT) Act, 2000, the Government has established National Critical Information Infrastructure Protection Centre (NCIIPC) for protection of critical information infrastructure in the country.

(vii) The Ministry of Electronics and Information Technology conducts programmes to generate information security awareness. Awareness material in the form of handbooks, short videos, posters, brochures, cartoon stories for children, advisories, etc. on various aspects of cyber hygiene & cyber security including deepfakes are disseminated through portals such as www.staysafeonline.in,www.infosecawareness.in and www.csk.gov.in.

Data Protection: The Government has taken several steps to strengthen the framework for data protection in the country which, inter alia, includes:

- The Digital Personal Data Protection Act, 2023 (“Act”) establishes a comprehensive framework governing the processing of digital personal data in a manner that recognises both the right of individuals to protect their personal data and the need to process such personal data for lawful purposes.
- Under the Act, personal data may be processed only for a lawful purpose and either on the basis of the consent of the Data Principal or for certain legitimate uses. Consent is required to be free, specific,

informed, unconditional and unambiguous, and must be accompanied or preceded by a notice describing the personal data to be collected and the purpose of its processing.

- The Act, and the Digital Personal Data Protection Rules, 2025 ("Rules") notified on 13th November, 2025 provide a timeline for phased implementation of its provisions over an eighteen-month transition period, including the establishment of the Data Protection Board.

Through the enactment of the Act and the notification of the Rules, the Government has established a comprehensive and citizen-centric framework to ensure the protection of digital personal data and to promote responsible use of data in India's digital ecosystem.

AI/ML BASED UCC DETECT SYSTEM

4139. SHRI YADUVEER WADIYAR:

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

(a) the compliance status among all Access Service Providers (ASPs) regarding the mandatory deployment of AI/ML-based UCC Detect systems to proactively identify and flag Unsolicited Commercial Communications (UCC) without waiting for consumer complaints as per the recent TRAI directives;

(b) the technical evaluation metrics and auditing protocols established to ensure that operators successfully adhere to the strict 2-hour real-time window for sharing AI-flagged spam intelligence across the common Distributed Ledger Technology (DLT) blockchain platform; and

(c) the number of Unregistered Telemarketers (UTMs) and persistent corporate offenders whose telecom resources have been blocked, suspended or blacklisted under the new ‘four strikes in ten days" AI enforcement rule?

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

(a) to (c): Artificial Intelligence (AI) based systems for detecting Unsolicited Commercial Communications (UCC), through voice calls or SMS, or both, have been implemented by the four major Access Service Providers, namely M/s Bharti Airtel Limited, M/s Reliance Jio Infocomm Limited, M/s Vodafone Idea Limited, and M/s Bharat Sanchar Nigam Limited.

The Access Providers are presently sharing AI-flagged spam intelligence with one another through email. However, AI-based identification of suspected spam does not, by itself, constitute conclusive proof of UCC. Accordingly, the directions issued by the Telecom Regulatory Authority of India (TRAI) provide that such flagging shall be used to trigger further investigation by the concerned Access Providers against suspected senders.

Where five or more Calling Line Identities (CLIs) associated with a sender are flagged as suspected UCC CLIs within a period of ten days, the Access Provider is required to re-verify the sender’s Know Your Customer (KYC) details and take appropriate action in accordance with the extant KYC guidelines. In cases of repeated violations, the Access Provider is also required to undertake physical KYC verification of the suspected sender and

examine whether telecom resources have been misused for sending UCC. If the sender is found to be misusing telecom resources for UCC, the directions mandate outgoing barring or disconnection of the relevant telecom resources, along with blacklisting of the sender.

AI-based spam flagging systems deployed by Telecom Service Providers (TSPs) also enable consumers to exercise caution by either ignoring suspected spam communications or responding to them at their discretion. TSPs have commenced issuing warning notifications to entities suspected, with a high degree of probability, of sending spam. More than 2.43 lakh warning notifications were issued to suspected senders within one week of the commencement of this initiative on 23 June 2026.

रेलवे स्टेशनों पर वातानुकूलित प्रतीक्षा-कक्षों का शुल्क

4140. श्री बाबू सिंह कुशवाहा:

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

(क) क्या वैध प्रथम, द्वितीय और तृतीय एसी श्रेणी के टिकट-धारक प्रमुख रेलवे-स्टेशनों पर वातानुकूलित प्रतीक्षा-कक्षों का निःशुल्क उपयोग करने के हकदार हैं, जबकि नई दिल्ली और दिल्ली जंक्शन सहित कई रेलवे स्टेशनों पर उक्त प्रतीक्षा-कक्षों में ठहरने के लिए उनसे 20 रुपये प्रति घंटे का शुल्क लिया जा रहा है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त शुल्क लगाने का आधार, उद्देश्य और संबंधित नीति/दिशा-निर्देश क्या हैं;

(ग) उक्त प्रतीक्षा-कक्षों से प्राप्त वार्षिक राजस्व और उनके रखरखाव तथा संचालन पर खर्च की गई राशि का स्टेशन-वार ब्यौरा क्या है;

(घ) क्या सरकार का वैध एसी श्रेणी टिकट-धारक नागरिकों, दिव्यांगजनों, महिलाओं और लंबी दूरी के यात्रियों को वातानुकूलित प्रतीक्षा-कक्षों की सेवाएं निःशुल्क या रियायती दर पर प्रदान करने का प्रस्ताव है; और

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

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

(क) से (ङ): वैध टिकट वाले सभी यात्रियों के लिए रेलवे स्टेशनों पर वातानुकूलित और अवातानुकूलित प्रतीक्षालय/कक्ष निःशुल्क उपलब्ध हैं। वातानुकूलित श्रेणी के वैध टिकट धारक प्रमुख रेलवे स्टेशनों पर उच्च श्रेणी के वातानुकूलित प्रतीक्षालयों का निःशुल्क उपयोग करने के हकदार हैं।

इस सुविधा के अलावा, बेहतर और उन्नत यात्री सेवाएं प्रदान करने के लिए, रेलवे ने चिह्नित स्टेशनों पर आधुनिक वातानुकूलित प्रतीक्षालयों का विकास किया है। ऐसे प्रतीक्षालयों का उपयोग शुल्क नाममात्र है।

उपरोक्त विधियों से अर्जित राजस्व विविध राजस्व का भी एक भाग है। इसके अलावा, भारतीय रेल के वार्षिक सांख्यिकीय विवरण में खण्ड-वार राजस्व ब्यौरा उपलब्ध है।

माननीय अध्यक्ष : सदन की कार्यवाही आज दो बजे तक के लिए स्थगित की जाती है।

11.04 बजे

The Lok Sabha then adjourned till Fourteen of the Clock.

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14.00 hrs

The Lok Sabha re-assembled at Fourteen of the Clock.

(Shri Jagdambika Pal *in the Chair*)

माननीय सभापति : माननीय सदस्यगण, कई माननीय सदस्यों के द्वारा स्थगन प्रस्ताव की सूचना दी गई है, अभी स्थगन प्रस्ताव की सूचनाएं आ जाने दीजिए। आप बैठ जाएं।

… (व्यवधान)

माननीय सभापति: डॉ. निशिकान्त दुबे जी, आप बैठ जाएं, आप लोग भी बैठ जाएं। मैं निशिकान्त दुबे जी को भी कह रहा हूं कि बैठ जाएं। सतीश जी, आप लोग बैठ जाएं। ये लोग बैठ गए, आप भी बैठ जाइए। मैं पहले स्थगन प्रस्ताव की सूचनाएं ले रहा हूं, जिसके बारे में अध्यक्ष जी ने अपना निर्णय दिया है। आप सभी लोग बैठ जाएं। अध्यक्ष जी द्वारा जो स्थगन प्रस्ताव पर निर्णय लिया गया है, मैं उसका उल्लेख करने जा रहा हूं। अखिलेश जी, आप बैठ जाएं।

माननीय सभापति: माननीय सदस्यगण, माननीय अध्यक्ष जी को कई माननीय सदस्यों के 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।

… (व्यवधान)

माननीय सभापति: आप वेल में मत आइए, जो पत्र सभा पटल रखे जाने हैं, उसमें आप सहयोग करें।

… (व्यवधान)

14.02 hrs

PAPERS LAID ON THE TABLE

माननीय सभापति: अब पत्र सभा पटल पर रखे जाएंगे।

आइटम नंबर 2, श्री अर्जुन राम मेघवाल जी।

विधि और न्याय मंत्रालय के राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री अर्जुन

राम मेघवाल) : सभापति महोदय, डॉ जितेंद्र सिंह की ओर से, मैं निम्नलिखित पत्र सभा पटल पर रखता हूं:-

(1) (एक) राष्ट्रीय भर्ती एजेंसी, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) राष्ट्रीय भर्ती एजेंसी, नई दिल्ली के वर्ष 2024-2025 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7767/18/26]

(2) संविधान के अनुच्छेद 320 के खंड (5) के अंतर्गत संघ लोक सेवा आयोग (परामर्श से छूट) संशोधन विनियम, 2026, जो दिनांक 10 जुलाई, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि.614(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7768/18/26]

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी) : सभापति महोदय, मैं वित्त मंत्रालय से संबंधित निम्नलिखित पत्र सभा पटल पर रखता हूं:-

(1) राजवित्तीय उत्तरदायित्व और बजट प्रबंध अधिनियम, 2003 की धारा 7 की उप-धारा (1) और (3) (ख) के अंतर्गत वित्तीय वर्ष 2025-2026 के अंत में बजट के संबंध में प्राप्तियों और व्यय में प्रवृत्तियों की छमाही समीक्षा संबंधी विवरण तथा उक्त अधिनियम के अधीन सरकार के दायित्वों को पूरा करने में विपथन को स्पष्ट करने वाले विवरण की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7769/18/26]

(2) संविधान के अनुच्छेद 151(1) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(एक) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन- मार्च, 2024 को समाप्त हुए वर्ष के लिए संघ सरकार – (2026 का संख्यांक 3) - (रेल वित्त) - रेल मंत्रालय।

[Placed in Library, See No. LT 7770/18/26]

(दो) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार - (2026 का संख्यांक 4) - पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय से संबंधित ग्रीन इंडिया मिशन- (निष्पादन लेखापरीक्षा) ।

[Placed in Library, See No. LT 7771/18/26]

(तीन) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार (2026 का संख्यांक 8) राजस्व विभाग – प्रत्यक्ष कर (अनुपालन लेखापरीक्षा - सिविल) प्रत्यक्ष कर विवाद से विश्वास योजना, 2020 पर विषय विशिष्ट अनुपालन लेखापरीक्षा।

[Placed in Library, See No. LT 7772/18/26]

(चार) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-मार्च, 2023 को समाप्त हुए वर्ष के लिए संघ सरकार (2026 का संख्यांक 9) – केन्द्रीय स्वायत्तशासी निकाय (अनुपालन लेखापरीक्षा-सिविल)।

[Placed in Library, See No. LT 7773/18/26]

(पांच) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - संघ सरकार - (2026 का संख्यांक 10) - भारी उद्योग मंत्रालय से संबंधित भारत में (हाइब्रिड और) इलेक्ट्रिक वाहनों को तेजी से अपनाने और विनिर्माण की योजना- (निष्पादन लेखापरीक्षा - सिविल)।

[Placed in Library, See No. LT 7774/18/26]

(छह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन- मार्च, 2024 को समाप्त हुए वर्ष के लिए संघ सरकार (2026 का संख्यांक 11) - (अनुपालन लेखापरीक्षा – सिविल) आर्थिक और सेवा मंत्रालय।

[Placed in Library, See No. LT 7775/18/26]

(सात) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - मार्च, 2024 को समाप्त हुए वर्ष के लिए संघ सरकार (2026 का संख्यांक 13) - (रक्षा क्षेत्र के सार्वजनिक उपक्रम) (अनुपालन लेखापरीक्षा – रक्षा वाणिज्यिक) – रक्षा क्षेत्र के सार्वजनिक उपक्रमों के संबंध में (खंड-I)।

[Placed in Library, See No. LT 7776/18/26]

(आठ) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन- मार्च, 2024 को समाप्त हुए वर्ष के लिए संघ सरकार (2026 का संख्यांक 14) - (अनुपालन लेखापरीक्षा - रेल), रेल मंत्रालय।

[Placed in Library, See No. LT 7777/18/26]

(नौ) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - संघ सरकार (2026 का संख्यांक 15) – पेंशन क्षेत्र संबंधी प्रमुख संस्थाएं और योजनाएं (निष्पादन लेखापरीक्षा - सिविल), वित्तीय सेवा विभाग।

[Placed in Library, See No. LT 7778/18/26]

(दस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - संघ सरकार (2026 का संख्यांक 16) - (रक्षा सेवाएँ-सेना) - (निष्पादन लेखापरीक्षा- रक्षा) सीमा सड़क संगठन में पुलों की योजना, निर्माण और अनुरक्षण के संबंध में।

[Placed in Library, See No. LT 7779/18/26]

(ग्यारह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन- मार्च, 2024 को समाप्त हुए वर्ष के लिए संघ सरकार (2026 का संख्यांक 17) – वैज्ञानिक और पर्यावरण मंत्रालय/विभाग (अनुपालन लेखापरीक्षा)।

[Placed in Library, See No. LT 7780/18/26]

(बारह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार (2026 का संख्यांक 18) (रक्षा सेवाएँ - नौसेना) - (निष्पादन लेखापरीक्षा - रक्षा) - प्रोजेक्ट सीबर्ड चरण IIक, कारवार।

[Placed in Library, See No. LT 7781/18/26]

(तेरह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार - (2026 का संख्यांक 19)– संचार मंत्रालय - दूरसंचार विभाग - भारतनेट पर निष्पादन लेखापरीक्षा के संबंध में (निष्पादन लेखापरीक्षा - सिविल)।

[Placed in Library, See No. LT 7782/18/26]

(चौदह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - मार्च, 2024 को समाप्त हुई अवधि के लिए संघ सरकार– (2026 का संख्यांक 20) (अनुपालन लेखापरीक्षा – सिविल) – राजस्व विभाग (अप्रत्यक्ष कर – माल और सेवा कर)।

[Placed in Library, See No. LT 7783/18/26]

(पन्द्रह) भारत के नियंत्रक-महालेखा परीक्षक का प्रतिवेदन - मार्च, 2024 को समाप्त हुई अवधि के लिए संघ सरकार (वाणिज्यिक) – (2026 का संख्यांक 21) – (अनुपालन लेखापरीक्षा) केंद्रीय सरकारी क्षेत्र के उद्यमों के सामान्य प्रयोजन वित्तीय प्रतिवेदन।

[Placed in Library, See No. LT 7784/18/26]

(सोलह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - मार्च, 2025 को समाप्त हुई अवधि के लिए संघ सरकार (वाणिज्यिक) – (2026 का संख्यांक 22) – (अनुपालन लेखापरीक्षा टिप्पणियां)।

[Placed in Library, See No. LT 7785/18/26]

(सत्रह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - मार्च, 2024 को समाप्त हुए वर्ष के लिए संघ सरकार (2026 का संख्यांक 23) - (रक्षा सेवाएँ - सेना) - (अनुपालन लेखापरीक्षा - रक्षा)।

[Placed in Library, See No. LT 7786/18/26]

(अठारह) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार- (2026 का संख्यांक 24)– भारतीय प्रबंध संस्थान, रोहतक - (अनुपालन लेखापरीक्षा - सिविल) - शिक्षा मंत्रालय के संबंध में।

[Placed in Library, See No. LT 7787/18/26]

(उन्नीस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन- मार्च, 2024 को समाप्त हुई अवधि के लिए संघ सरकार - (2026 का संख्यांक 25) – राजस्व विभाग (अप्रत्यक्ष कर - सीमाशुल्क) - सीमाशुल्क - (अनुपालन लेखापरीक्षा - सिविल) के संबंध में।

[Placed in Library, See No. LT 7788/18/26]

(बीस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - संघ सरकार - (2026 का संख्यांक 26) – केंद्रीय रेशम बोर्ड में संपत्ति प्रबंधन- (अनुपालन लेखापरीक्षा - सिविल) - वस्त्र मंत्रालय के संबंध में।

[Placed in Library, See No. LT 7789/18/26]

(इक्कीस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार - (2026 का संख्यांक 27) – परियोजना आयात योजना - (निष्पादन लेखापरीक्षा - सिविल) – राजस्व विभाग (अप्रत्यक्ष कर - सीमाशुल्क) के संबंध में।

[Placed in Library, See No. LT 7790/18/26]

(बाईस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - वर्ष 2024-2025 के लिए संघ सरकार – (2026 का संख्यांक 29) - आर्थिक कार्य विभाग (वित्त मंत्रालय) - राजवित्तीय उत्तरदायित्व और बजट प्रबंध अधिनियम, 2003 के अनुपालन के संबंध में।

[Placed in Library, See No. LT 7791/18/26]

(तेईस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन - मार्च, 2025 को समाप्त हुए वर्ष के लिए संघ सरकार - (2026 का संख्यांक 30) – (रेल वित्त) – रेल मंत्रालय के संबंध में।

[Placed in Library, See No. LT 7792/18/26]

(चौबीस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार - (2026 का संख्यांक 31) – भारतीय रेल में गैर-उपनगरीय रेलवे स्टेशनों पर यात्री सुविधाएं और स्वच्छता (अनुपालन लेखापरीक्षा - रेल) – रेल मंत्रालय के संबंध में।

[Placed in Library, See No. LT 7793/18/26]

(पच्चीस) भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-मार्च 2024 को समाप्त हुए वर्ष के लिए संघ सरकार- (2026 का संख्यांक 32) – आयकर अधिनियम, 1961 के अंतर्गत अस्पष्टीकृत लेनदेन के कराधान पर अनुपालन लेखापरीक्षा (अनुपालन लेखापरीक्षा - सिविल) – राजस्व विभाग - प्रत्यक्ष कर।

[Placed in Library, See No. LT 7794/18/26]

… (व्यवधान)

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA): Hon. Chairperson, Sir, with your kind permission, I rise to lay on the Table a copy of the Gati Shakti Vishwavidyalaya Ordinances, 2026 (Hindi and English versions) published in Notification No. F.No. GSV/REG/Ordinances /Notification/C1/2026/189 in Gazette of India dated 23rd June, 2026 under sub-section (2) of Section 43 of the Central Universities Act, 2009.

[Placed in Library, See No. LT 7795/18/26]

… (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. CHANDRA SEKHAR PEMMASANI): Hon. Chairperson, Sir, with your kind permission, I rise to lay on the Table: -

(1) A copy of the Telecommunications (Authorisation for Telecommunication Network) Rules, 2026 (Hindi and English versions) published in Notification No. G.S.R. 644(E) in Gazette of India dated 20th July, 2026 under sub-section (3) of Section 56 of the Telecommunications Act, 2023.

[Placed in Library, See No. LT 7796/18/26]

(2) A copy each of the following Notifications (Hindi and English versions) under Section 14 of the Post Office Act, 2023:-

(i) The Post Office (Sixth Amendment) Regulations, 2026 published in Notification No. S.O. 4241(E) in Gazette of India dated 31st July, 2026.

[Placed in Library, See No. LT 7797/18/26]

(ii) The Post Office (Fifth Amendment) Regulations, 2026 published in Notification No. S.O. 4053(E) in Gazette of India dated 23rd July, 2026.

[Placed in Library, See No. LT 7798/18/26]

… (*Interruptions*)

14.03 hrs

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

विधि और न्याय मंत्रालय के राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री अर्जुन राम मेघवाल) : सभापति महोदय, डॉ एल. मुरूगन की ओर से, मैं निम्नलिखित पत्र सभा पटल पर रखता हूं:-

(1) प्रसार भारती, नई दिल्ली के वर्ष 2024-2025 के वार्षिक लेखाओं की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा उन पर लेखापरीक्षा प्रतिवेदन ।

(2) उपर्युक्त (1) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 7799/18/26]

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे) : सभापति महोदय, मैं कोयला मंत्रालय से संबंधित कोयला खान (विशेष उपबंध) अधिनियम, 2015 की धारा 31 की उप-धारा (3) के अंतर्गत कोयला खान (विशेष उपबंध) शास्तियों का न्यायनिर्णयन नियम, 2026, जो दिनांक 3 अगस्त, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 699(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूं:-

[Placed in Library, See No. LT 7800/18/26]

… (व्यवधान)

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR): Hon. Chairperson, Sir, with your kind permission, 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:-

(i) Review by the Government of the working of the North Eastern Handicrafts and Handlooms Development Corporation Limited, Guwahati, for the year 2024-2025.

(ii) Annual Report of the North Eastern Handicrafts and Handlooms Development Corporation Limited, Guwahati, for the year 2024-2025, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 7801/18/26]

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… (*Interruptions*)

14.05 hrs

MESSAGES 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 Rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 11th August, 2026 agreed without any amendment to the Tribunals Reforms Bill, 2026 which was passed by the Lok Sabha at

its sitting held on the 10th August, 2026."

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… (*Interruptions*)

14.05½ hrs

INQUIRY COMMITTEE UNDER JUDGES (INQUIRY) ACT, 1968

Report and Record of Evidence

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

(1) Report, Volumes 1 and 2, (Hindi and English versions) of the Inquiry Committee constituted under the Judges (Inquiry) Act, 1968, in respect of Mr. Justice Yashwant Varma, Judge, Allahabad High Court; and

(2) Oral and documentary evidence recorded during the course of the inquiry.

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… (*Interruptions*)

14.06 hrs

ESTIMATES COMMITTEE

10th Report

डॉ. संजय जायसवाल (पश्चिम चम्पारण) : सभापति महोदय, मैं शिक्षा मंत्रालय से संबंधित 'केंद्रीय माध्यमिक शिक्षा बोर्ड की समीक्षा सहित देश में वहनीय और गुणवत्तापूर्ण शिक्षा मुहैया कराने के लिए बजट और नीतिगत पहलू' विषय के बारे में प्राक्कलन समिति (2026-27) का दसवां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूं।

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14.06½ hrs

PUBLIC ACCOUNTS COMMITTEE

54th and 55th Reports

SHRI MAGUNTA SREENIVASULU REDDY (ONGOLE): Sir, I rise to present the following Reports (Hindi and English versions) of the Public Accounts Committee (2026-27):-

(1) Fifty-fourth Report on the subject, 'Production of Small Arms in Ordnance Factories'.

(2) Fifty-fifth Report on Action Taken by the Government on the Observations/ Recommendations of the Public Accounts Committee contained in their One Hundred and Nineteenth Report (Seventeenth Lok Sabha) on 'Loss of Revenue due to Failure to revise Casual Occupation and Service Charges'.

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… (*Interruptions*)

14.07 hrs

COMMITTEE ON GOVERNMENT ASSURANCES

8th and 9th Reports

श्री हरेन्द्र सिंह मलिक (मुजफ़्फ़रनगर): सभापति महोदय, मैं सरकारी आश्वासनों संबंधी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूं:-

(1) 'पेट्रोलियम और प्राकृतिक गैस मंत्रालय से संबंधित लंबित आश्वासनों की समीक्षा' के बारे में आठवां प्रतिवेदन (18वीं लोक सभा)।

(2) 'नवीन और नवीकरणीय ऊर्जा मंत्रालय से संबंधित लंबित आश्वासनों की समीक्षा'

के बारे में नौवां प्रतिवेदन (18वीं लोक सभा)।

… (व्यवधान)

माननीय सभापति : मैं माननीय सदस्यों से कहूंगा कि जब माननीय सदस्य पेपर-ले कर रहे हैं तो उनके माइक से आप नारे मत लगाएं।

… (व्यवधान)

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14.07½ hrs

STANDING COMMITTEE ON AGRICULTURE, ANIMAL HUSBANDRY AND FOOD PROCESSING

(i) 39th to 46th Reports

SHRI CHARANJIT SINGH CHANNI (JALANDHAR): Sir, I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing:-

(1) Thirty-ninth Report on Action Taken by the Government on the Observations/Recommendations contained in the 14th Report of the Committee on the subject 'Role of National Dairy Development Board (NDDB) for Protection and Development of Indigenous Cattle Breeds' pertaining to the Department of Animal Husbandry and Dairying (DAHD).

(2) Fortieth Report on Action Taken by the Government on the Observations/Recommendations contained in the 20th Report of the Committee on the subject 'Development and Modernization of Fishing Harbors' pertaining to the Department of Fisheries (DoF).

(3) Forty-first Report on Action Taken by the Government on the Observations/Recommendations contained in the 21st Report of the Committee on the subject “Initiatives taken in Food Processing Sector under ‘Make in India’ Program” pertaining to the Ministry of Food Processing Industries (MoFPI).

(4) Forty-second Report on Action Taken by the Government on Observations/Recommendations contained in the 27th Report of the Committee on ‘Demands for Grants (2026-27)’ pertaining to the Department of Agriculture and Farmers Welfare (DAFW).

(5) Forty-third Report on Action Taken by the Government on Observations/Recommendations contained in the 28th Report of the Committee on ‘Demands for Grants (2026-27)’ pertaining to the Department of Agricultural Research and Education (DARE).

(6) Forty-fourth Report on Action Taken by the Government on Observations/Recommendations contained in the 29th Report of the Committee on ‘Demands for Grants (2026-27)’ pertaining to the Department of Fisheries (DoF).

(7) Forty-fifth Report on Action Taken by the Government on Observations/Recommendations contained in the 31st Report of the Committee on ‘Demands for Grants (2026-27)’ pertaining to Ministry of Food Processing Industries (MoFPI).

(8) Forty-sixth Report on Action Taken by the Government on Observations/Recommendations contained in the 34th Report of the

Committee on the subject 'Research for Developing Water Efficient Variety of Seeds to Save Ground Water' pertaining to the Department of Agricultural Research and Education (DARE).

… (*Interruptions*)

(ii) Statements

SHRI CHARANJIT SINGH CHANNI (JALANDHAR): Sir, I rise to lay the Statements (Hindi and English versions) showing further action taken by the Government on the following reports:-

(1) 23rd Report on action taken by the Government on the Observations/Recommendations contained in the 3rd Report (Eighteenth Lok Sabha) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing (2024-25) on 'Demands for Grants (2024-25)' pertaining to the Department of Fisheries, Ministry of Fisheries, Animal Husbandry and Dairying.

(2) 24th Report on action taken by the Government on the Observations/Recommendations contained in the 4th Report (Eighteenth Lok Sabha) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing (2024-25) on 'Demands for Grants (2024-25)' pertaining to the Department of Animal Husbandry and Dairying, Ministry of Fisheries, Animal Husbandry and Dairying.

(3) 26th Report on action taken by the Government on the Observations/Recommendations contained in 10th Report (Eighteenth

Lok Sabha) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing (2025-26) on 'Demands for Grants (2025-26)' pertaining to the Department of Fisheries, Ministry of Fisheries, Animal Husbandry and Dairying.

(4) 35th Report on action taken by the Government on the Observations/Recommendations contained in 7th Report (Eighteenth Lok Sabha) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing (2025-26) on 'Demands for Grants (2025-26)' pertaining to the Department of Agriculture and Farmers Welfare, Ministry of Agriculture and Farmers Welfare.

(5) 37th Report on action taken by the Government on the Observations/Recommendations contained in 11th Report (Eighteenth Lok Sabha) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing (2024-25) on 'Demands for Grants (2025-26)' pertaining to the Department of Animal Husbandry and Dairying, Ministry of Fisheries, Animal Husbandry and Dairying.

(6) 38th Report on action taken by the Government on the Observations/Recommendations contained in 12th Report (Eighteenth Lok Sabha) of the Standing Committee on Agriculture, Animal Husbandry and Food Processing (2025-26) on 'Demands for Grants (2025-26)' pertaining to the Ministry of Food Processing Industries.

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… (*Interruptions*)

14.09 hrs

STANDING COMMITTEE ON DEFENCE

Statements

श्री राधा मोहन सिंह (पूर्वी चम्पारण) : सभापति महोदय, मैं समिति के निम्नलिखित प्रतिवेदनों के अध्याय 1 और 5 में अंतर्विष्ट सिफारिशों पर सरकार द्वारा अंतिम की-गई-कार्रवाई विवरण (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूं:-

(1) 'सामान्य रक्षा बजट, सीमा सड़क संगठन, भारतीय तटरक्षक, रक्षा संपदा संगठन, रक्षा संबंधी सार्वजनिक क्षेत्र के उपक्रम, भूतपूर्व सैनिक कल्याण और रक्षा पेंशन (मांग संख्या 19 और 22)' से संबंधित रक्षा मंत्रालय की वर्ष 2024-25 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के पहले प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 11वां प्रतिवेदन।

(2) 'थल सेना, नौसेना, वायु सेना, संयुक्त स्टाफ और भूतपूर्व सैनिक अंशदायी स्वास्थ्य योजना (मांग संख्या 20 और 21)' से संबंधित रक्षा मंत्रालय की वर्ष 2024-25 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के दूसरे प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 12वां प्रतिवेदन।

(3) 'रक्षा सेवाओं, प्रापण नीति, रक्षा योजना पर पूंजीगत परिव्यय (मांग संख्या 21)' से संबंधित रक्षा मंत्रालय की वर्ष 2024-25 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के तीसरे प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 13वां प्रतिवेदन।

(4) 'आयुध निदेशालय (समन्वय और सेवाएं) - नए डीपीएसयू, रक्षा अनुसंधान और

विकास संगठन (मांग संख्या 20 और 21)' से संबंधित रक्षा मंत्रालय की वर्ष 2024-25 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के चौथे प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 14वां प्रतिवेदन।

(5) 'सामान्य रक्षा बजट, सीमा सड़क संगठन, भारतीय तटरक्षक, रक्षा संपदा संगठन, भूतपूर्व सैनिक कल्याण और रक्षा अनुसंधान और विकास संगठन (मांग संख्या 19, 20 और 21)' से संबंधित रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के सातवें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 15वां प्रतिवेदन।

(6) 'थल सेना, वायु सेना, नौसेना, संयुक्त स्टाफ, भूतपूर्व सैनिक अंशदायी स्वास्थ्य योजना और सशस्त्र बल चिकित्सा सेवा महानिदेशालय (मांग संख्या 20 और 21)' से संबंधित रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के आठवें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 16वां प्रतिवेदन।

(7) 'रक्षा सेवाओं, रक्षा योजना, प्रापण नीति और रक्षा पेंशन पर पूंजीगत परिव्यय (मांग संख्या 21 और 22)' से संबंधित रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) के 9वें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (18वीं लोक सभा) का 17वां प्रतिवेदन।

(8) 'रक्षा क्षेत्र के सार्वजनिक उपक्रम, आयुध निदेशालय (समन्वय और सेवाएं - नए डीपीएसयू), गुणवत्ता आश्वासन महानिदेशालय, वैमानिकी गुणवत्ता आश्वासन

महानिदेशालय और राष्ट्रीय कैडेट कोर (मांग संख्या 20 और 21)' से संबंधित रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के बारे में रक्षा संबंधी स्थायी समिति (अठारहवीं लोक सभा) के 10वें प्रतिवेदन में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में रक्षा संबंधी स्थायी समिति (अठारहवीं लोक सभा) का 18वां प्रतिवेदन।

… (व्यवधान)

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माननीय सभापति : आइटम नंबर 17 - श्री भर्तृहरि महताब जी।

14.10 hrs

STANDING COMMITTEE ON FINANCE

(i) 43rd to 45th Reports

SHRI BHARTRUHARI MAHTAB (CUTTACK): Sir, I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Finance:-

(1) Forty-third Report on Action taken by the Government on the Observations/Recommendations contained in the Twenty-eighth Report of the Standing Committee on Finance on the subject, 'Review of working of Insolvency and Bankruptcy Code and Emerging Issues' of the Ministry of Corporate Affairs.

(2) Forty-fourth Report on Action taken by the Government on the Observations/Recommendations contained in the Thirty-second Report of the Standing Committee on Finance on 'Demands for Grants (2026-27)' pertaining to the Department of Financial Services, Ministry of

Finance.

(3) Forty-fifth Report on Action taken by the Government on the Observations/Recommendations contained in the Thirty-third Report of the Standing Committee on Finance on 'Demands for Grants (2026-27)' pertaining to the Departments of Economic Affairs, Expenditure, Public Enterprises and Investment and Public Asset Management, Ministry of Finance.

…(Interruptions)

(ii) Statement

SHRI BHARTRUHARI MAHTAB (CUTTACK): Sir, I rise to lay the Statement (Hindi and English versions) showing Final Action Taken by the Government on the Observations/Recommendations contained in Chapter I of the Twenty-ninth Report (Eighteenth Lok Sabha) of the Standing Committee on Finance on the Action Taken by the Government on the Observations/Recommendations contained in Twenty-sixth Report (Eighteenth Lok Sabha) on the subject, 'Roadmap for Indian Economic Growth in Light of Global Economic and Geopolitical Circumstances' pertaining to the Department of Economic Affairs, Ministry of Finance.

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…(Interruptions)

माननीय सभापति : आइटम नंबर 19 - श्री सुनील तटकरे जी।

… (व्यवधान)

14.11 hrs

STANDING COMMITTEE ON PETROLEUM AND NATURAL GAS

8th and 9th Reports

SHRI SUNIL DATTATREY TATKARE (RAIGAD): Sir, I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Petroleum and Natural Gas:-

(1) Eighth Report on Action Taken by the Government on the Observations/Recommendations contained in the 7th Report (Eighteenth Lok Sabha) of the Standing Committee on Petroleum and Natural Gas (2025-26) on 'Demands for Grants (2026-27)' pertaining to the Ministry of Petroleum & Natural Gas.

(2) Ninth Report on the subject, 'Examination of R&D Activities of Oil PSUs'.

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…(Interruptions)

माननीय सभापति : आप लोग माइक में व्यवधान न करें। माननीय सदस्य रिपोर्ट 'ले' कर रहे हैं।

… (व्यवधान)

माननीय सभापति : सुनील तटकरे जी जो रिपोर्ट 'ले' करेंगे, केवल वही रिकॉर्ड में जाएगा।

… (व्यवधान)

माननीय सभापति : धर्मेन्द्र जी, जहाँ से भी कोई माननीय सदस्य बोल रहे हैं, आप वहाँ जाकर उनके माइक का दुरुपयोग कर रहे हैं। यह अमर्यादित है। यह संसदीय परंपरा के विरुद्ध है।

… (व्यवधान)

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माननीय सभापति : आइटम नंबर 20 - डॉ. मन्ना लाल रावत जी।

… (व्यवधान)

14.12 hrs

STANDING COMMITTEE ON COAL, MINES AND STEEL

29th Report

डॉ. मन्ना लाल रावत (उदयपुर) : आदरणीय सभापति महोदय, मैं खान मंत्रालय से संबंधित "काबिल: वैश्विक रूप से महत्वपूर्ण खनिजों के लिए भारत की खोज" विषय के बारे में कोयला, खान और इस्पात संबंधी स्थायी समिति (2025-26) का 29वां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ।

… (व्यवधान)

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माननीय सभापति : आइटम नंबर 21 - श्री पी. सी. मोहन जी।

… (व्यवधान)

14.12½ hrs

STANDING COMMITTEE ON SOCIAL JUSTICE AND EMPOWERMENT

25th Report

श्री गोडम नागेश (आदिलाबाद) : महोदय, मैं सामाजिक न्याय और अधिकारिता विभाग, सामाजिक न्याय और अधिकारिता मंत्रालय से संबंधित 'राष्ट्रीय अनुसूचित जाति वित्त और विकास निगम (एनएसएफडीसी) के कार्यकरण की समीक्षा' के बारे में सामाजिक न्याय और अधिकारिता संबंधी स्थायी समिति का 25वां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ।

… (व्यवधान)

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माननीय सभापति : आइटम नंबर 22 - श्री राहुल कस्वां जी।

… (व्यवधान)

14.13 hrs

STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE

393rd Report

SHRI RAHUL KASWAN (CHURU): Sir, I rise to lay the 393rd Report (Hindi and English versions) of the Standing Committee on Transport, Tourism and Culture on the subject, “From Manuscript to Mission: Preserving, Mapping and Sustaining India’s Cultural Heritage in the Age of Artificial Intelligence”.

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…(Interruptions)

माननीय सभापति : औजला साहब, आप यह क्या कर रहे हैं?

… (व्यवधान)

माननीय सभापति : आइटम नंबर 23 - श्री प्रह्लाद जोशी जी।

… (व्यवधान)

14.14 hrs

STATEMENTS BY MINISTERS

(i) Status of implementation of recommendations contained in the 12th Report of the Standing Committee on Energy on 'Demands for Grants (2026-27)' pertaining to the Ministry of New and Renewable Energy*

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF NEW AND RENEWABLE ENERGY; AND MINISTER OF EDUCATION (SHRI PRALHAD JOSHI): Sir, I rise to lay a statement regarding the status of implementation of recommendations contained in the 12th Report of the Standing Committee on Energy on 'Demands for Grants (2026-27)' pertaining to the Ministry of New and Renewable Energy

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…(Interruptions)

14.15 hrs

(ii) Status of implementation of recommendations contained in 160th Report of the Standing Committee on Personnel, Public Grievances, Law and Justice on 'Demands for Grants (2026-27)' pertaining to the Department of Personnel and Training, Ministry of Personnel, Public Grievances and Pensions*

THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI ARJUN RAM MEGHWAL): Sir, on behalf of my colleague, Dr. Jitendra Singh, I rise to lay a statement regarding the status of implementation of recommendations contained in 160th Report of the Standing Committee on Personnel, Public Grievances, Law and Justice on 'Demands for Grants (2026-27)' pertaining to the

* Laid on the Table and also placed in Library, See No. LT 7760/18/26 and 7761/18/26 respectively.

Department of Personnel and Training, Ministry of Personnel, Public Grievances and Pensions

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14.16 hrs

(iii)(a) Status of implementation of recommendations contained in 165th Report of the Standing Committee on Health and Family Welfare on 'Demands for Grants (2025-26) (Demand No.4)' pertaining to the Ministry of AYUSH*

आयुष मंत्रालय के राज्य मंत्री; तथा स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री प्रतापराव गणपतराव जाधव) : आदरणीय सभापति जी, मैं आयुष मंत्रालय से संबंधित 'अनुदानों की मांगें (2025-26) (मांग संख्या 4)' के बारे में स्वास्थ्य और परिवार कल्याण संबंधी स्थायी समिति के 165वें प्रतिवेदन में अंतर्विष्ट सिफारिशों के कार्यान्वयन की स्थिति सभा पटल पर रखता हूं।

(b) Status of implementation of Recommendations/ Observations contained in 168th Report of the Standing Committee on Health and Family Welfare on action taken by the Government on the Recommendations/ Observations contained in 165th Report of the Committee on 'Demands for Grants (2025-26) (Demand No.4)' pertaining to the Ministry of AYUSH*

आयुष मंत्रालय के राज्य मंत्री; तथा स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री प्रतापराव गणपतराव जाधव) : आदरणीय सभापति जी, मैं आयुष मंत्रालय से संबंधित 'अनुदानों की मांगें (2025-26) (मांग संख्या 4)' के बारे में स्वास्थ्य और परिवार कल्याण संबंधी स्थायी समिति के 165वें प्रतिवेदन में अंतर्विष्ट सिफारिशों/टिप्पणियों पर सरकार द्वारा की-गई-कार्रवाई के संबंध में समिति के 168वें प्रतिवेदन में अंतर्विष्ट सिफारिशों/टिप्पणियों के कार्यान्वयन की स्थिति सभा पटल पर रखता हूं।

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* Laid on the Table and also placed in Library, See No. LT 7762/18/26 and 7763/18/26 respectively.

माननीय सभापति : श्री छोटेलाल जी, …[#] आप यहां खड़े हैं, तो कोई नहीं देख रहा है। आप अपनी सीट पर जाइए।

… (व्यवधान)

माननीय सभापति : प्रिया सरोज जी, आप भी अपनी सीट पर जाइए।

… (व्यवधान)

14.17 hrs

(iv) Status of implementation of recommendations contained in the 3rd Report of the Standing Committee on Communications and Information Technology on 'Demands for Grants (2024-25)' pertaining to the Ministry of Information and Broadcasting[*]

THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI ARJUN RAM MEGHWAL): Sir, on behalf of my colleague, Dr. L. Murugan, I rise to lay a statement regarding the status of implementation of recommendations contained in the 3rd Report of the Standing Committee on Communications and Information Technology on 'Demands for Grants (2024-25)' pertaining to the Ministry of Information and Broadcasting

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[#] Not recorded.

[*] Laid on the Table and also placed in Library, See No. LT 7764/18/26.

14.18 hrs

(v)(a) Status of implementation of Recommendations/ Observations contained in 256th Report of the Standing Committee on Home Affairs on action taken by Government on the Recommendations/ Observations contained in 253rd Report of the Committee on 'Demands for Grants (2025-26)' pertaining to the Ministry of Development of North Eastern Region*

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR): Sir, I rise to lay a statement regarding the status of implementation of Recommendations/ Observations contained in 256th Report of the Standing Committee on Home Affairs on action taken by Government on the Recommendations/ Observations contained in 253rd Report of the Committee on 'Demands for Grants (2025-26)' pertaining to the Ministry of Development of North Eastern Region

(b) Status of implementation of Recommendations/ Observations contained in 258th Report of the Standing Committee on Home Affairs on 'Demands for Grants (2026-27)' pertaining to the Ministry of Development of North Eastern Region*

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR): Sir, I rise to lay a statement the status of implementation of Recommendations/Observations contained in 258th Report of the Standing Committee on Home Affairs on 'Demands for Grants (2026-27)' pertaining to the Ministry of Development of North Eastern Region.

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* Laid on the Table and also placed in Library, See No. LT 7765/18/26 and 7766/18/26 respectively.

14.19 hrs

MOTION RE: 19th REPORT OF BUSINESS ADVISORY COMMITTEE

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू) : माननीय सभापति महोदय, मैं प्रस्ताव प्रस्तुत करता हूं:

"कि यह सभा 11 अगस्त, 2026 को सभा को प्रस्तुत कार्य मंत्रणा समिति के 19वें प्रतिवेदन से सहमत है।"

माननीय सभापति : प्रश्न यह है:

"कि यह सभा 11 अगस्त, 2026 को सभा को प्रस्तुत कार्य मंत्रणा समिति के 19वें प्रतिवेदन से सहमत है।"

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : बिजनेस एडवाइजरी कमेटी का जो विषय होता है, उसमें सभी दलों के माननीय सदस्य होते हैं।

… (व्यवधान)

माननीय सभापति : बिजनेस एडवाइजरी कमेटी में आपकी पार्टी के सदस्य भी हैं। स्पीकर साहब सबसे राय लेते हैं और उसके बाद बिजनेस एजेंडा में आता है।

… (व्यवधान)

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14.20 hrs

MOTION RE: REFERENCE OF THE FOREIGN CONTRIBUTION (REGULATION) AMENDMENT BILL, 2026 TO JOINT COMMITTEE

गृह मंत्रालय में राज्य मंत्री (श्री नित्यानन्द राय) : सभापति महोदय, श्री अमित शाह जी की ओर से, मैं प्रस्ताव करता हूं:

"कि विदेशी अभिदाय (विनियमन) संशोधन विधेयक, 2026 को माननीय लोक सभा अध्यक्ष द्वारा नामनिर्दिष्ट लोक सभा के 21 सदस्यों और राज्य सभा के माननीय सभापति द्वारा नामनिर्दिष्ट 10 सदस्यों से मिलकर बनी दोनों सभाओं की संयुक्त समिति को भेजा जाए;

कि संयुक्त समिति की बैठक आयोजित करने के लिए गणपूर्ति यथासंभव संयुक्त समिति के सदस्यों की कुल संख्या का एक-तिहाई होगी;

कि समिति शीतकालीन सत्र 2026 के प्रथम सप्ताह के अंतिम दिवस तक इस सभा को प्रतिवेदन प्रस्तुत करेगी;

कि अन्य मामलों में, संसदीय समिति से संबंधित इस सभा के प्रक्रिया तथा कार्य-संचालन नियम, ऐसे परिवर्तनों और उपांतरणों के साथ लागू होंगे जो अध्यक्ष निर्धारित करें: और

कि यह सभा राज्य सभा से सिफारिश करती है कि राज्य सभा उक्त संयुक्त समिति में सम्मिलित हो और राज्य सभा द्वारा संयुक्त समिति में नियुक्त किए जाने वाले सदस्यों के नाम इस सभा को सूचित करे।"

माननीय सभापति : प्रस्ताव प्रस्तुत हुआ:

"कि विदेशी अभिदाय (विनियमन) संशोधन विधेयक, 2026 को माननीय लोक सभा अध्यक्ष द्वारा नामनिर्दिष्ट लोक सभा के 21 सदस्यों और राज्य सभा के माननीय सभापति द्वारा नामनिर्दिष्ट 10 सदस्यों से

मिलकर बनी दोनों सभाओं की संयुक्त समिति को भेजा जाए;

कि संयुक्त समिति की बैठक आयोजित करने के लिए गणपूर्ति यथासंभव संयुक्त समिति के सदस्यों की कुल संख्या का एक-तिहाई होगी;

कि समिति शीतकालीन सत्र 2026 के प्रथम सप्ताह के अंतिम दिवस तक इस सभा को प्रतिवेदन प्रस्तुत करेगी;

कि अन्य मामलों में, संसदीय समिति से संबंधित इस सभा के प्रक्रिया तथा कार्य-संचालन नियम, ऐसे परिवर्तनों और उपांतरणों के साथ लागू होंगे जो अध्यक्ष निर्धारित करें: और

कि यह सभा राज्य सभा से सिफारिश करती है कि राज्य सभा उक्त संयुक्त समिति में सम्मिलित हो और राज्य सभा द्वारा संयुक्त समिति में नियुक्त किए जाने वाले सदस्यों के नाम इस सभा को सूचित करे।"

… (व्यवधान)

HON. CHAIRPERSON: Shri K.C. Venugopal ji, what do you want to say?

… (*Interruptions*)

माननीय सभापति : मैं उनको एलाऊ कर रहा हूं। आप लोग कृपया अपनी-अपनी सीट पर जाएं।

… (व्यवधान)

SHRI K. C. VENUGOPAL (ALAPPUZHA): Sir, just now, we have received the information about the Motion to be moved by hon. Amit Shah ji regarding the Foreign Contribution (Regulation) Amendment Bill, 2026. … (*Interruptions*) This legislation is clearly for targetting the NGOs and minority institutions which are doing good work. … (*Interruptions*) On the one side, the RSS is getting complete donation from foreign countries, while on the other side, the Government is trying to target minorities and NGOs. … (*Interruptions*) The

Government should withdraw this Bill. … (*Interruptions*) We demand for withdrawal of this Bill. … (*Interruptions*)

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू) : श्री के.सी. वेणुगोपाल जी बिलकुल गलत बात कर रहे हैं। … (व्यवधान) कई दिनों से कांग्रेस पार्टी और बाकी पार्टीज के लोगों ने मांग की थी कि इस बिल को जेपीसी में भेजा जाए।… (व्यवधान) यह बात कांग्रेस पार्टी और विपक्ष के बाकी लोगों ने भी कही है कि कुछ प्रमुख बिल्स को जॉइंट पार्लियामेंटरी कमेटी, सिलेक्ट कमेटी या स्टेंडिंग कमेटी को रेफर किया जाए। … (व्यवधान) जब हम इतने महत्वपूर्ण बिल को रेफर कर रहे हैं तो भी इन लोगों को आपत्ति है। … (व्यवधान) अगर के.सी. वेणुगोपाल जी या अन्य किसी पार्टी के मेम्बर को इस बिल में कोई बात आपत्तिजनक लगती है या किसी बिंदु पर आपका कोई विरोध है तो जेपीसी में आप अपनी बात रख सकते हैं।… (व्यवधान) जेपीसी को पर्याप्त समय मिलेगा। उसमें और भी लोगों को बुलाकर हियरिंग होगी। इसमें खुश होने की बजाय यह तो उल्टा बोल रहे हैं। हमने सोचा था कि यह इसका स्वागत करेंगे। … (व्यवधान) जब जेपीसी में कोई बिल भेजा जाता है तो विपक्ष उसका स्वागत करता है लेकिन यह तो स्वागत करने की बजाय विरोध कर रहे हैं।… (व्यवधान) यह अफसोस की बात है। कोई माइनोरिटी को टारगेट नहीं कर रहा है।… (व्यवधान) इस बिल के माध्यम से पूरे देश को सुरक्षित रखने के लिए नियम बना रहे हैं। किसी माइनोरिटी कम्युनिटी को टारगेट करने का कोई सवाल ही नहीं है। … (व्यवधान)

HON. CHAIRPERSON: Every day, you demand that this Bill should be referred to the JPC. Now, if the Government is agreeing to it, पार्लियामेंटरी अफेयर्स मिनिस्टर और नित्यानंद राय जी इस बिल को जेपीसी को भेज रहे हैं। वहां इस पर डिटेल्ड डिसक्शन हो जाएगा। सरकार इस बिल को सीधा पास नहीं करवा रही है।

… (व्यवधान)

माननीय सभापति : पार्लियामेंटरी डेमोक्रेसी में सरकार कोई बिल लेकर आयी है और उस बिल के

बारे में सरकार कह रही है कि इसमें डिटेल्ड डेलिबरेशन और डिसक्शन हो जाए इसलिए हम इसे जॉइंट पार्लियामेंटरी कमेटी को रेफर करना चाहते हैं। आपने भी अपनी बात कह दी है।

… (व्यवधान)

श्री अखिलेश यादव (कन्नौज) : सभापति जी, बहुत लड़ने के बाद मुझे बोलने का मौका मिल रहा है।

माननीय सभापति : मैंने आपको बोलने का समय दिया तो है।

श्री अखिलेश यादव : मुझे लगा कि तीन बजे तो बहस शुरू हो जाएगी।

माननीय सभापति : मैंने आपको बोलने का समय दिया है, आप कम से कम मुझे धन्यवाद तो दीजिए।

श्री अखिलेश यादव : लेकिन यहां दो बजे भी कोई दिखायी नहीं दे रहा है। सभापति महोदय, सरकार जो एफसीआरए ला रही है, इसके खिलाफ पूरा विपक्ष है। … (व्यवधान) माननीय मंत्री जी कह रहे हैं कि माइनोरिटी के खिलाफ नहीं है। माननीय मंत्री जी बताएं कि आज तक जो बिल लाए हैं, बिना माइनोरिटी के खिलाफ कौन सा बिल लेकर आए हैं?… (व्यवधान)

माननीय सभापति : श्री टी. आर. बालू जी।

… (व्यवधान)

HON. CHAIRPERSON: Now, Shri T. R. Baalu ji.

... (Interruptions)

SHRI T. R. BAALU (SRIPERUMBUDUR): Sir, you are suddenly bringing the Bill before the House. *... (Interruptions)* It has to be withdrawn. *... (Interruptions)* The Bill has to be withdrawn. *... (Interruptions)*

HON. CHAIRPERSON: I think, that is why the Government has referred it to the JPC.

... (Interruptions)

माननीय सभापति: मैं सबको अलाऊ कर रहा हूं। मैंने आपको अलाऊ किया, टी.आर.बालू साहब को

अलाऊ किया और अखिलेश यादव जी को अलाऊ किया। अब आप किरेन रिजिजू जी को सुनिए।

… (व्यवधान)

श्री किरेन रिजिजू : सभापति महोदय, मैं जिम्मेदारी के साथ कहता हूं। मैं अखिलेश जी को चुनौती देता हूं। इस एफसीआरए बिल में जो प्रावधान आया है, इसमें आप एक भी ऐसा प्रावधान दिखाइए, जो किसी भी माइनोरिटी के खिलाफ है।

सर, देश में …* बात फैलायी जा रही है। किसी भी माइनोरिटी को टारगेट करने का सवाल ही नहीं है। … (व्यवधान) आप चाहते हैं कि विदेश का धन बिना कानून के ऐसे ही देश में लाकर मर्जी से खर्च कर लें।

This country is not a banana republic. *... (Interruptions)* There should be rules and regulations as per the spirit of the Constitution. *... (Interruptions)* There is not a single provision in the proposed FCRA Bill targeting any minority institution. *... (Interruptions)* There is a campaign to mislead certain communities. *... (Interruptions)* I take full responsibility to ensure that not a single provision is against any minority. *... (Interruptions)* This is for the well-being and the security of every community of India. *... (Interruptions)*

HON. CHAIRPERSON: If there is any confusion, you can have detailed deliberations in JPC. The Government is already going to do it.

... (Interruptions)

माननीय सभापति : प्रश्न यह है:

> "कि विदेशी अभिदाय (विनियमन) संशोधन विधेयक, 2026 को माननीय लोक सभा अध्यक्ष द्वारा नामनिर्दिष्ट लोक सभा के 21 सदस्यों और राज्य सभा के माननीय सभापति द्वारा नामनिर्दिष्ट 10 सदस्यों से मिलकर बनी दोनों

* Not recorded.

सभाओं की संयुक्त समिति को भेजा जाए;

कि संयुक्त समिति की बैठक आयोजित करने के लिए गणपूर्ति यथासंभव संयुक्त समिति के सदस्यों की कुल संख्या का एक-तिहाई होगी;

कि समिति शीतकालीन सत्र 2026 के प्रथम सप्ताह के अंतिम दिवस तक इस सभा को प्रतिवेदन प्रस्तुत करेगी;

कि अन्य मामलों में, संसदीय समिति से संबंधित इस सभा के प्रक्रिया तथा कार्य-संचालन नियम, ऐसे परिवर्तनों और उपांतरणों के साथ लागू होंगे जो अध्यक्ष निर्धारित करें: और

कि यह सभा राज्य सभा से सिफारिश करती है कि राज्य सभा उक्त संयुक्त समिति में सम्मिलित हो और राज्य सभा द्वारा संयुक्त समिति में नियुक्त किए जाने वाले सदस्यों के नाम इस सभा को सूचित करे।"

प्रस्ताव स्वीकृत हुआ

… (व्यवधान)

माननीय सभापति : आप सभी से अनुरोध है कि आप सब लोग अपनी-अपनी सीट पर चले जाएं। जब माननीय मंत्री जी बिल पेश कर रहे थे, उस समय मैंने सभी को बिल पर बोलने का मौका दिया। मैंने के. सी. वेणुगोपाल जी, अखिलेश यादव जी, टी.आर. बालू साहब और किरेन रिजिजू जी को बोलने का मौका दिया।

कृपया अब सदन को चलने दीजिए। आप सदन को सुचारु रूप से चलने दीजिए। मैं चाहता हूं कि सदन चले। अगर मैंने मौका नहीं दिया होता तो आप कहते।

… (व्यवधान)

माननीय सभापति: मैं चाहता हूं कि सदन चले।

… (व्यवधान)

माननीय सभापति: सभा की कार्यवाही आज तीन बजे तक के लिए स्थगित की जाती है।

… (व्यवधान)

14.28 hrs

The Lok Sabha then adjourned till Fifteen of the Clock.

———

15.00 hrs

The Lok Sabha re-assembled at Fifteen of the Clock.

(Shri Jagdambika Pal *in the Chair*)

… (व्यवधान)

15.01 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : माननीय सदस्यगण, आज जिन माननीय सदस्यों को नियम 377 के अधीन मामलों को उठाने की अनुमति दी गई है, वे व्यक्तिगत रूप से तत्काल मामलों के अनुमोदित पाठ को सभा पटल पर रख दें।

(i) Regarding construction of Rewa-Mirzapur via Hanumana railway line

श्री जनार्दन मिश्रा (रीवा): मध्य प्रदेश मे सिंगरौली पावर हब के रूप मे विकसित हो रहा है तो रीवा सतना सीमेंट हब के रूप में। इन्हे जोड़ने के लिए रीवा-मिर्जापुर वाया हनुमना रेलवे लाइन का सर्वेक्षण कार्य पूर्ण हो चुका है। जिसका डीपीआर भी तैयार हो गया था लेकिन बजट की स्वीकृति नहीं होने के कारण कोई कार्य प्रारम्भ नहीं हुआ है। अतः सरकार से विनम्र निवेदन है कि रीवा - मिर्जापुर वाया हनुमना रेलवे लाइन का बजट स्वीकृत कराके कार्य शुरू कराये जाने का निर्देश देने का कष्ट करे।

* Treated as laid on the Table.

(ii) Need to promote organic farming to achieve sustainable agriculture and enhanced income for farmers across the country

SHRI MADHAVANENI RAGHUNANDAN RAO (MEDAK): I wish to draw the attention of the Government to the increasing use of chemical fertilizers and pesticides in agriculture across the country. While these inputs have contributed to enhancing agricultural productivity, their excessive and indiscriminate use has resulted in serious concerns relating to soil degradation, contamination of groundwater, loss of biodiversity, and adverse effects on human and animal health. There is a growing global demand for organic, natural and residue-free agricultural produce. However, a large number of Indian farmers are unable to take advantage of these opportunities due to inadequate awareness, limited access to natural farming practices, lack of certification facilities, insufficient marketing and export support. Consequently, the country is losing valuable opportunities to enhance farmers' incomes and strengthen agricultural exports. I, therefore, urge the Government to intensify efforts to promote natural and organic farming through greater awareness among farmers, wider availability of bio-fertilizers and bio-pesticides, simplified certification procedures, financial and technical support, and stronger marketing and export linkages. Such measures will help ensure sustainable agriculture, improve soil health, protect the environment and public health, enhance farmers' incomes, and enable India to emerge as a leading supplier of high-quality residue-free agricultural products in global markets.

(iii) Need to enact a law for protection of Chartered Accountants in the discharge of their professional duties

श्री आलोक शर्मा (भोपाल): मैं सरकार का ध्यान देश के चार्टर्ड अकाउंटेंट सोसाइटी की एक महत्वपूर्ण समस्या की ओर आकर्षित करना चाहता हूँ। चार्टर्ड अकाउंटेंट देश की अर्थव्यवस्था, वित्तीय पारदर्शिता और कर व्यवस्था को मजबूत बनाने में महत्वपूर्ण भूमिका निभाते हैं। लेकिन वर्तमान समय में अनेक सीए यह महसूस करते हैं कि उन्हें अपने पेशे के अनुरूप पर्याप्त कानूनी संरक्षण प्राप्त नहीं है। कई बार जांच एजेंसियों की कार्रवाई, क्लाइंट द्वारा उपलब्ध कराए गए गलत दस्तावेज़ों तथा अन्य परिस्थितियों के कारण उन्हें अनावश्यक कानूनी कठिनाइयों का सामना करना पड़ता है, जबकि उनकी कोई जानबूझकर भूमिका नहीं होती। जिस प्रकार डॉक्टरों और वकीलों के लिए संरक्षण संबंधी कानूनी प्रावधान उपलब्ध हैं, उसी प्रकार चार्टर्ड अकाउंटेंट के लिए भी "चार्टर्ड अकाउंटेंट संरक्षण कानून" बनाया जाना चाहिए, ताकि वे बिना किसी अनावश्यक दबाव या भय के निष्पक्ष एवं स्वतंत्र रूप से अपने पेशेवर दायित्वों का निर्वहन कर सकें। मैं सरकार से आग्रह करता हूँ कि चार्टर्ड अकाउंटेंट संरक्षण कानून बनाने तथा भारतीय सीए फर्मों को सशक्त एवं प्रतिस्पर्धी बनाने के लिए आवश्यक नीति एवं कानूनी कदम शीघ्र उठाए जाएँ।

(iv) Need to ensure effective and efficient implementation of Prime Minister Dhana-Dhaanya Krishi Yojana in aspirational districts of Telangana

SHRIMATI D. K. ARUNA (MAHBUBNAGAR): Government of India identified 4 aspirational districts in Telangana state namely Jogulamba Gadwal, Narayanpet, Nagarkurnool and Janagam. The Prime Minister Dhana - Dhaanya Krishi Yojana (PMDDKY) a flagship programme launched to promote and accelerate agricultural growth, strengthening irrigation infrastructure, enhancing Post-harvest management, improve Agriculture farmer’s income

through convergence of 36 schemes implementing by 11 Ministries. It has come to notice that the Goal of PMDDKY is not being implemented the way, the scheme is designed by the Central Government to achieve its goal. I would like to know from Hon'ble Minister about the number of proposals received by the Central Government from above said four (04) aspirational districts under PMDDKY scheme; and the proposals sanctioned till date along with the progress of PMDDKY Scheme in Telangana State.

(v) Need to rationalise the GST rate on insurance premiums of livestocks

SHRI KONDA VISHWESHWAR REDDY (CHEVELLA): I wish to draw attention of the Government to an inconsistency in the tax treatment of livestock insurance that is quietly working against the Government's own goal of promoting livestock-based entrepreneurship as a sustainable alternative to an increasingly saturated agriculture sector. Under the Government's Next-Generation GST reforms, individual life and health insurance premiums today attract nil GST. A business insuring machinery can similarly claim back the GST paid on its premium. Yet a farmer or young rural entrepreneur insuring cattle, a productive, income-generating asset for lakhs of rural households, continues to pay a full 18% GST, with no such relief. The National Livestock Mission itself subsidizes insurance premiums up to 85% for small farmers, but this benefit is capped at a limited number. Entrepreneurs who scale up their dairy or livestock operations beyond this cap, the very group the Mission's entrepreneurship schemes are designed to encourage, are left paying the

standard 18% rate in full. I urge the Government to review this anomaly and place a proposal before the GST Council to rationalize the GST rate on livestock insurance premiums, so that protecting a farmer's livelihood is not taxed more heavily than protecting a machine.

(vi) Need to expedite construction of Pinjore-Baddi-Nalagarh Road as a four-lane road

श्री सुरेश कुमार कश्यप (**शिमला**): मैं सरकार का ध्यान पिंजौर–बद्दी–नालागढ़ सड़क मार्ग की अत्यंत दयनीय स्थिति की ओर आकर्षित करना चाहता हूँ। यह मार्ग हिमाचल प्रदेश के बद्दी–बरोटीवाला–नालागढ़ (BBN) औद्योगिक क्षेत्र को हरियाणा एवं चंडीगढ़ से जोड़ने वाला प्रमुख संपर्क मार्ग है। एशिया के महत्वपूर्ण औद्योगिक केंद्रों में शामिल इस क्षेत्र में 2,000 से अधिक उद्योग संचालित हैं तथा प्रतिदिन लगभग 30,000 वाहन इस मार्ग से गुजरते हैं। इस सड़क के चार-लेन निर्माण कार्य का शुभारंभ अप्रैल 2022 में हुआ था, जिसे सितंबर 2024 तक पूरा किया जाना था। परियोजना की प्रारंभिक लागत लगभग ₹556 करोड़ थी, जो बढ़कर ₹650–670 करोड़ से अधिक हो चुकी है। किंतु वर्ष 2026 तक भी यह परियोजना अधूरी है। लगभग 40–45 प्रतिशत कार्य के बाद निर्माण एजेंसी द्वारा कार्य छोड़ दिए जाने तथा बार-बार निविदा प्रक्रिया बाधित होने से निर्माण कार्य लगभग ठप पड़ा है। वर्तमान में सड़क पर गहरे गड्ढे, अधूरी लेन, जलभराव और भारी ट्रैफिक जाम के कारण आम नागरिकों, विद्यार्थियों, कर्मचारियों एवं उद्योगों को भारी कठिनाइयों का सामना करना पड़ रहा है। आपातकालीन सेवाएँ भी प्रभावित हो रही हैं। अतः सरकार से आग्रह है कि इस परियोजना को सर्वोच्च प्राथमिकता देते हुए समयबद्ध कार्ययोजना के साथ शीघ्र पूर्ण कराया जाए, ताकि क्षेत्र की जनता एवं उद्योगों को राहत मिल सके।

(vii) Need for a comprehensive and coordinated approach to combat cyber fraud across the country

DR. K. SUDHAKAR (CHIKKBALLAPUR): I wish to draw the attention of the Government to the alarming and rapidly rising cases of cyber fraud across the country. As per Ministry of Home Affairs data, India recorded 28.15 lakh cybercrime cases in 2025, a 24% spike over 2024, with Indians losing at least Rs 22,495 crore, of which investment scams alone accounted for over 75% of the losses. Digital arrest scams, UPI frauds, and AI-driven deepfake cons are emerging as new and dangerous threats to citizens financial security. Bengaluru, India's technology capital, has become a particular hotspot. The city reported cyber fraud losses of nearly Rs 1,995 crore in 2025 alone, averaging over Rs 5 crore lost every single day, while the detection rate for such cases remains critically low at around 4%. I, therefore, urge the Ministry of Home Affairs to strengthen the Indian Cybercrime Coordination Centre (I4C), enhance coordination among state cyber police units, expedite the 1930 helpline response mechanism, and launch a nationwide public awareness campaign to curb this growing menace to India's digital economy.

(viii) Need to formulate regulatory safeguard, national guidelines and training framework for the use of AI by medical practitioners

SHRI BHARTRUHARI MAHTAB (CUTTACK): I wish to draw the attention of the Government to the increasing use of Artificial Intelligence (AI) by doctors and clinicians in India and the urgent need to establish safeguards for patient safety. According to the Clinician of the Future 2026 report, 48% of Indian

doctors use AI in their professional work. However, only 26% regularly use clinical-specific AI platforms based on verified medical literature, while a majority rely on general-purpose AI chatbots that are not designed for clinical decision-making. Healthcare experts have cautioned that generic AI tools may generate convincing but inaccurate medical advice, increasing the risk of diagnostic and treatment errors. Despite AI-generated recommendations, the legal and ethical responsibility for patient care continues to rest entirely with the treating doctor. This raises serious concerns regarding patient safety, accountability and the absence of a regulatory framework. I, therefore, urge the Government to formulate comprehensive national guidelines for the safe and ethical use of AI in healthcare, promote the adoption of evidence-based clinical AI platforms, strengthen regulatory oversight, and provide training to healthcare professionals on the responsible use of AI. Such measures will ensure that technological advancements improve the quality of healthcare while protecting patient safety and maintaining the highest standards of medical practice.

(ix) Need to set up Sikri Dhar Cement Plant in Chamba district, Himachal Pradesh

डॉ. राजीव भारद्वाज (**कांगड़ा**): मै वाणिज्य एवं उद्योग मंत्री जी का ध्यान जिला चंबा, हिमाचल प्रदेश के चुराह विधान सभा में प्रस्तावित सिकरी धार सीमेंट प्लांट की ओर आकर्षित करना चाहता हूँ जो लंबे अर्से से विचाराधीन है। गौरतलब है कि पूर्व में सिकरी धार सीमेंट प्लांट हेतु टेन्डर भी किया गया था किंतु किसी कंपनी ने टेन्डर नहीं लिया जिसका कारण रोड संपर्क की समस्या बताया गया था। चंबा जिला आकांक्षी जिला भी है। सिकरी धार सीमेंट प्लांट आरम्भ होने

से यहां के युवाओं को रोजगार की तलाश में दूसरे प्रदेशों का रुख नहीं करना पड़ेगा। जिला चंबा के साथ-साथ जिला कांगड़ा के युवाओं को भी रोजगार मिलेगा। सिकरी धार सीमेंट प्लांट लगाए जाने से इस क्षेत्र में रोजगार की बहुत बड़ी समस्या का समाधान हो जाएगा, जो जन कल्याण के लिए अति आवश्यक कदम है।

अतः मेरी वाणिज्य एवं उद्योग मंत्री जी से अनुरोध है इस क्षेत्र की खुशहाली के लिए सिकरी धार सीमेंट प्लांट लगाने का कार्य आरम्भ किया जाए जो लंबे समय से विचाराधीन है।

(x) Regarding promotion of environmentally sustainable textile manufacturing and support for textile industry

श्रीमती महिमा कुमारी मेवाड़ (**राजसमन्द**): भारत सरकार द्वारा वस्त्र के लिए एकीकृत कार्यक्रम चलाये जा रहे हैं जिसमें राष्ट्रीय रेशा योजना, वस्त्र विस्तार और रोजगार योजना, राष्ट्रीय हथकरघा और हस्तशिल्प कार्यक्रम, समर्थ : एक उन्नत कौशल विकास कार्यक्रम तथा टेस्क-इको पहल शामिल है। टेस्क-इको पहल से न सिर्फ वैश्विक स्तर पर प्रतिस्पर्धी कपड़े बनाये जाते हैं बल्कि पर्यावरण रूप से टिकाऊ वस्त्रों के निर्माण को बढ़ावा मिलता है। मूल्य संवर्धन होने से कपड़ा निर्माता उद्यमी व मजदूरों को और अधिक धन लाभ भी होता है साथ ही पर्यावरण भी सुरक्षित होता है। अत: मेरी सरकार से यह मांग है कि देश में पर्यावरण रूप से टिकाऊ कपड़ों के निर्माण को बढ़ावा देने हेतु इको-कपड़ों के प्रति जागरूकता बढ़ाने, उद्यमियों (विशेषकर महिला उद्यमियों) को प्रशिक्षण देने हाथ से बनाये गए कपड़ों के उद्योगों को विशेष राहत देने, सम्बंधित उत्पादों की जी.आई. टैगिंग करने , पावरलूम उद्योगों को सस्ती बिजली देने, कपड़ों पर उत्पादन शुल्क को घटाने, निर्यात को बढ़ाने के साथ घरेलू मांग में भी वृद्धि करने के लिए उद्योगों को विशेष राहत देकर प्रोत्साहित किया जाये जिससे न सिर्फ विदेशी मुद्रा का सृजन होगा बल्कि अधिक से अधिक लोगों को रोजगार भी उपलब्ध हो सकेगा।

(xi) Need to provide a dedicated ladies coach in DEMU train services operating on Akola-Akot railway section, Maharashtra

SHRI ANUP SANJAY DHOTRE (AKOLA): I wish to draw the attention of the Government to the need for providing a dedicated ladies coach in the DEMU train services operating on the Akola–Akot railway section to ensure the safety, security and comfort of women passengers. The Akola–Akot DEMU trains are used by approximately 1,500 daily commuters, including students, employees, farmers, traders and a large number of women travelling for education, employment and other essential purposes. During peak hours, these trains witness heavy overcrowding, and in the absence of a dedicated ladies coach, women passengers often face inconvenience, discomfort and safety concerns. Sir, several representations have been received from passengers requesting a separate ladies coach in these DEMU services. Providing a dedicated full coach or, wherever operationally feasible, marking at least a half coach exclusively for women would significantly enhance their safety, security and convenience while travelling and address a long-pending public demand. I, therefore, urge the Government to provide a dedicated ladies coach or, if that is not immediately feasible, earmark at least a half coach exclusively for women passengers in the DEMU train services operating on the Akola–Akot railway section, in the larger public interest.

(xii) Need to chalk out a plan and provide necessary financial and technical assistance for promotion of Lac industry in Purulia District of West Bengal

श्री ज्योतिर्मय सिंह महतो (पुरुलिया): मैं सरकार का ध्यान पश्चिम बंगाल के पुरुलिया जिले की ओर आकर्षित करना चाहता हूँ। पुरुलिया देश के प्रमुख लाख उत्पादक क्षेत्रों में से एक है। यहाँ हजारों जनजातीय एवं ग्रामीण परिवार लाख की खेती और उससे जुड़े कार्यों पर अपनी आजीविका के लिए निर्भर हैं। लेकिन प्रसंस्करण, भंडारण, विपणन और उचित मूल्य की सुविधाओं के अभाव में किसानों और लाख उत्पादकों को अपेक्षित लाभ नहीं मिल पाता। यदि पुरुलिया में लाख प्रसंस्करण केंद्र, गुणवत्ता परीक्षण प्रयोगशाला, प्रशिक्षण केंद्र और विपणन एवं निर्यात सुविधा विकसित की जाए, तो लाख का मूल्य बढ़ेगा, किसानों की आय में वृद्धि होगी और स्थानीय युवाओं के लिए रोजगार के नए अवसर पैदा होंगे। अतः मैं केंद्र सरकार से आग्रह करता हूँ कि पुरुलिया को "राष्ट्रीय लाख राजधानी" के रूप में विकसित करने के लिए विशेष कार्ययोजना बनाई जाए तथा लाख उत्पादन, प्रसंस्करण, विपणन और निर्यात को बढ़ावा देने हेतु आवश्यक वित्तीय एवं तकनीकी सहायता प्रदान की जाए। इससे जंगलमहल क्षेत्र की अर्थव्यवस्था को नई दिशा मिलेगी और हजारों जनजातीय परिवारों के जीवन स्तर में सुधार आएगा।

(xiii) Need to expedite declaration of results of Tier-II Recruitment Examinations of Kendriya Vidyalaya Sangathan, Navodaya Vidyalaya Samiti and Eklavya Model Residential Schools

श्री मुरारी लाल मीना (**दौसा**): मैं देश के लाखों शिक्षित युवाओं से जुड़े एक अत्यंत महत्वपूर्ण विषय की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। केंद्रीय विद्यालय संगठन (KVS), नवोदय विद्यालय समिति (NVS) एवं एकलव्य मॉडल आवासीय विद्यालय (EMRS) की भर्ती परीक्षाओं के Tier-2 परिणाम चार माह से अधिक समय से लंबित हैं। इस देरी से लगभग 11 लाख अभ्यर्थी मानसिक तनाव, आर्थिक कठिनाइयों और भविष्य की अनिश्चितता का सामना कर रहे हैं। चिंताजनक बात यह है कि अब तक परिणामों में विलंब का कोई स्पष्ट कारण अथवा आधिकारिक

समय-सीमा भी घोषित नहीं की गई है, जिससे भर्ती प्रक्रिया की पारदर्शिता पर प्रश्न उठ रहे हैं। दूसरी ओर, देशभर के KVS, NVS एवं EMRS विद्यालयों में शिक्षकों के हजारों पद रिक्त हैं। अनेक विद्यालयों में शिक्षण कार्य संविदा एवं अतिथि शिक्षकों के भरोसे चल रहा है, जिससे विद्यार्थियों की शिक्षा प्रभावित हो रही है। अतः मैं सरकार से आग्रह करता हूँ कि KVS, NVS एवं EMRS के Tier-2 परिणाम तत्काल घोषित किए जाएँ अथवा उनकी निश्चित समय-सीमा सार्वजनिक की जाए। साथ ही, भविष्य में सभी केंद्रीय भर्ती परीक्षाओं के परिणाम घोषित करने के लिए एक निर्धारित समय-सीमा तय की जाए, ताकि युवाओं को अनावश्यक प्रतीक्षा और मानसिक पीड़ा से मुक्ति मिल सके।

(xiv) Need to promote employment-oriented skill development schemes in rural areas of the country

श्री राहुल कस्वां (चुरू): भारत विश्व का सबसे युवा देश है, किन्तु ग्रामीण क्षेत्रों के करोड़ों युवा उच्च शिक्षा, तकनीकी योग्यता एवं कौशल प्राप्त करने के बावजूद रोजगार, उद्यमिता तथा कृषि आधारित आय के पर्याप्त अवसरों से वंचित हैं। स्थानीय स्तर पर उद्योगों, आधुनिक कौशल प्रशिक्षण, अप्रेंटिसशिप एवं वित्तीय सहायता के अभाव में बड़ी संख्या में युवा रोजगार की तलाश में महानगरों की ओर पलायन कर रहे हैं। इससे एक ओर ग्रामीण अर्थव्यवस्था कमजोर हो रही है, वहीं दूसरी ओर कृषि क्षेत्र में नवाचार, तकनीक एवं युवाओं की भागीदारी भी निरंतर घट रही है। अतः सरकार से अनुरोध है कि ग्रामीण युवाओं के समग्र विकास हेतु राष्ट्रीय ग्रामीण युवा अवसर एवं कृषि उद्यमिता मिशन प्रारंभ किया जाए। इस मिशन के अंतर्गत प्रत्येक जिले में आधुनिक कौशल विकास एवं डिजिटल प्रशिक्षण केंद्र स्थापित किए जाएँ, उद्योगों के सहयोग से सवेतन अप्रेंटिसशिप कार्यक्रम संचालित किए जाएँ तथा कृषि, पशुपालन, डेयरी, मत्स्य पालन, खाद्य प्रसंस्करण, एग्री-टेक एवं कृषि उत्पादों के मूल्य संवर्धन आधारित स्टार्टअप्स को वित्तीय, तकनीकी एवं विपणन सहायता प्रदान की जाए। साथ ही स्थानीय संसाधनों एवं कृषि उत्पादों पर आधारित रोजगार क्लस्टर विकसित किए जाएँ, जिससे ग्रामीण क्षेत्रों में ही सम्मानजनक रोजगार एवं स्वरोजगार के

अवसर सृजित हों।

(xv) Need to launch a nationwide anti-narcotics campaign to curb trafficking and abuse of synthetic substances across the country

ADV. DEAN KURIAKOSE (IDUKKI): I wish to draw the urgent attention of the Union Government, particularly the Ministry of Home Affairs, to the alarming rise in narcotic drug abuse, especially synthetic substances such as MDMA, among the youth across our country. In response to this serious challenge, the Government of Kerala launched “Operation Toofan: The Narco Hunt” in June 2026. This coordinated initiative, implemented by the Home Department, Kerala Police and Excise Department with the support of educational and health institutions, has emerged as an effective model in combating drug abuse and trafficking. Operation Toofan follows comprehensive three-pronged strategy: “Toofan Strike” for strict enforcement and disruption of drug networks, “Toofan Warriors” for public awareness and youth participation, and “Toofan Care” for rehabilitation, counselling, and support for affected individuals. Within a short period, the operation has led to thousands of cases being registered, large quantities of narcotic substances being seized, and several trafficking network and inter-state syndicates being dismantled. As drug trafficking operates across state boundaries through organised criminal networks, isolated efforts by individual states cannot fully address the problem. I, therefore, urge the Union Government to launch a coordinated nationwide anti-narcotics campaign based on Kerala’s Operation Toofan, involving all States and central enforcement agencies.

(xvi) Need to strengthen infrastructure to address the rising incidences of cyber crimes in Davanagere district, Karnataka and other parts of the country

DR. PRABHA MALLIKARJUN (DAVANAGERE): I wish to draw the attention of the Government to the alarming rise in cybercrime targeting students and young professionals across the country. Cases involving digital arrest frauds, online financial scams, phishing, fake investment schemes, loan-app frauds and identity theft are increasing rapidly, causing significant financial losses and psychological distress. Davanagere, an emerging educational and commercial hub of Karnataka, has witnessed a growing number of such cyber frauds, reflecting a larger national trend. Many tier-2 and tier-3 districts continue to face shortages of trained cybercrime personnel, digital forensic facilities and specialized investigation infrastructure, resulting in delays in detection and prosecution. With increasing digital transactions and internet penetration, there is an urgent need to strengthen cyber policing and preventive mechanisms at the district level. Equally important is the promotion of digital literacy and cyber safety awareness among students, youth and vulnerable sections of society. I urge the Government to strengthen district cybercrime infrastructure, enhance forensic and investigation capabilities, establish dedicated cyber police stations where required, expand cyber safety education through schools, colleges and universities, and deploy AI-enabled early-warning and fraud detection systems to protect citizens, particularly the youth, from emerging cyber threats.

(xvii) Need to run train No. 15091/15092 between Ajmer and Tanakpur on daily basis

श्रीमती रुचि वीरा (मुरादाबाद): मेरा केन्द्र सरकार से आग्रह है कि मेरे संसदीय क्षेत्र मुरादाबाद के विभिन्न हिस्सों से हजारों लोग राजस्थान में स्थित खाटू श्याम मंदिर के दर्शन करने जाते हैं खाटू श्याम मंदिर के सबसे नजदीक स्टेशन रीगंस जंक्शन है जो की खाटू श्याम मंदिर से 18 किलोमीटर की दूरी पर स्थित है। पूरे वर्ष खाटू श्याम मंदिर में भक्तों का ताता लगा रहता है। करोड़ों भक्त प्रतिवर्ष बाबा के दर्शन को पहुंचते हैं। मुरादाबाद से रीगंस के लिए रेल सेवा में बढ़ोतरी की मांग निरंतर की जा रही है। मेरी सरकार से मांग है कि रेलवे द्वारा टनकपुर से अजमेर के मध्य वाया मुरादाबाद दिल्ली रीगंस होते हुए चलाई जाने वाली ट्रेन संख्या 15091/15092 जो कि सप्ताह में चार दिन चलती है, इसका संचालन प्रतिदिन करवाया जाए। इस गाड़ी के प्रतिदिन संचालन से मुरादाबाद को खाटू श्याम जी से पुष्कर और गरीब नवाज दरगाह से बेहतर जुड़ाव मिलेगा और रेलवे का राजस्व भी बढ़ेगा।

(xviii) Need to restore academic and administrative autonomy of Indian Statistical Institute (ISI)

PROF. SOUGATA RAY (DUM DUM): The Indian Statistical Institute (ISI) is a premier institution of international repute, founded by Professor P.C. Mahalanobis with the vision of advancing statistics, mathematics, scientific research and their applications for national development. Its academic excellence and global standing have been built upon a culture of intellectual freedom, professional independence and institutional autonomy. There is an urgent need to restore and strengthen the autonomy of ISI so that it can function without undue governmental interference in its academic, administrative and research affairs. Excessive bureaucratic control can

undermine the independence of scholars, discourage innovative research and adversely affect the Institute's ability to respond swiftly to emerging challenges in statistics, data science, artificial intelligence, economics and related disciplines. The Government should, therefore, ensure that the governing framework of ISI protects its academic freedom and institutional character. The autonomy of ISI is not merely an administrative matter; it is essential for preserving its legacy of excellence and enabling it to contribute effectively to evidence-based policymaking and national development. I urge upon to the Government to take immediate steps to restore its full academic and administrative autonomy while ensuring adequate financial support and transparent accountability.

(xix) Need to declare 5th May, the birth anniversary of Pandit Raghunath Murmu, creator of Ol Chiki script for Santhali language, as holiday

SHRI KALIPADA SAREN KHERWAL (JHARGRAM): Pandit Raghunath Murmu, born on 5th May, 1905 in Dandbose, near Rairangpur of Mayurbhanj district in Odisha, is revered as the creator of the Ol Chiki script in 1925 for the Santali language. Prior to this, Santali was written in Roman, Devanagari, Bengali, and Oriya scripts. A distinguished writer, educator, and social reformer, Pandit Raghunath Murmu enriched Santali literature through songs, plays, and school textbooks, thereby strengthening the cultural identity of the Santhal community. Santali was accorded recognition in the Eighth Schedule of the Constitution of India on 22nd December 2003 through the 92nd Amendment. Further, the Constitution of India translated into Santali in Ol Chiki

script was released by the Hon'ble President of India, Smt. Droupadi Murmu on 25th December, 2025. Recently, the centenary celebration of Ol Chiki script was inaugurated by the Hon'ble President of India on 16th February, 2026 at Dr. Ambedkar International Centre, New Delhi, where a commemorative coin and postage stamp were also issued. Therefore, in view of the immense cultural and national significance of Pandit Raghunath Murmu and his contribution to Indian linguistic heritage, I urge the Government of India to declare 5th May, his birth anniversary, as a holiday under the Negotiable Instruments Act.

(xx) Need for establishment of Kendriya Vidyalaya in Chennai North Parliamentary Constituency, Tamil Nadu

DR. KALANIDHI VEERASWAMY (CHENNAI NORTH): For the past five years, I have been repeatedly requesting the establishment of a Kendriya Vidyalaya in my Parliamentary Constituency, Chennai North. The Government had assured that a Kendriya Vidyalaya would be established in every Parliamentary Constituency. However, despite my continuous representations, my Parliamentary Constituency is yet to receive one. To facilitate this project, we identified suitable land belonging to the Railways, which has ample land available in my Chennai North Parliamentary Constituency. I have personally discussed the matter with the General Manager of the Railways, who has expressed willingness to transfer the land. However, the proposal has been delayed due to procedural and administrative issues between the Ministry of Railways and the Ministry of Education. North Chennai is a socially and

economically disadvantaged region, home to a large population of workers, daily wage earners, and economically weaker families. In addition, a significant number of Railway employees and other Central Government staff reside in the constituency. I, therefore, urge to resolve the inter-ministerial issues at the earliest and expedite the establishment of a Kendriya Vidyalaya in North Chennai. I sincerely request the Government to fulfil its commitment and make the long-cherished dream of the people of my Parliamentary Constituency a reality without any further delay.

(xxi) Need for measures to address the problems faced by the handloom weavers in Kanchipuram Parliamentary Constituency, Tamil Nadu

SHRI G. SELVAM (KANCHEEPURAM): I wish to draw the attention of the Government to the serious challenges affecting the livelihood of handloom weavers in my Kanchipuram Parliamentary Constituency, Tamil Nadu, which is globally renowned for its GI-tagged Kanchipuram Silk Sarees. Thousands of weaver families depend on this traditional industry. However, the large-scale manufacture and sale of counterfeit and machine-made sarees as genuine Kanchipuram Silk Sarees are deceiving consumers, damaging the reputation of this heritage product and reducing the income of genuine weavers. Rising raw material costs, inadequate marketing support, limited access to modern technology and competition from power looms have further aggravated their difficulties. I urge the Union Government to strengthen enforcement of the GI Act, introduce QR code-based authentication and mandatory labelling, curb counterfeit products, enhance financial and welfare support to weavers,

promote Kanchipuram Silk Sarees in domestic and international markets, and implement skill development programmes to preserve this centuries-old weaving tradition.

(xxii) Need to provide assistance under PM-Dhan-Dhaanya Krishi Yojana to farmers affected by drought in Palnadu district, Andhra Pradesh

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): I wish to draw the attention of the Government to the drought-like conditions prevailing in Palnadu district of Andhra Pradesh, which have severely affected the ongoing Kharif season. Andhra Pradesh has recorded a 48.12% rainfall deficit, receiving only 86.51 mm of rainfall against the normal 166.76 mm. Palnadu is among the worst-affected districts, where thousands of acres prepared for sowing remain barren, and farmers who have already invested nearly ₹35,000 per acre on land preparation and seed are facing severe financial distress. I appreciate the Government of India for launching the Prime Minister Dhan-Dhaanya Krishi Yojana (PM-DDKY) and selecting 100 districts across the country for focused agricultural development. The scheme is a welcome initiative aimed at improving agricultural productivity, strengthening climate resilience, enhancing irrigation, and increasing farmers' incomes through a convergent and district-focused approach. In view of the severe drought-like conditions and the hardship faced by farmers in Palnadu, I request the Hon'ble Minister of Agriculture and Farmers Welfare to extend similar support to the district by considering it for assistance under the objectives of PM-DDKY. Timely intervention will provide much-needed relief to farmers, strengthen

agricultural resilience, and protect rural livelihoods in one of Andhra Pradesh's most vulnerable agrarian regions.

(xxiii) Need to establish a Naturopathy Treatment Centre and Ayurvedic College in Rajgir, Bihar

श्री कौशलेन्द्र कुमार (नालंदा): नालंदा के ऐतिहासिक और अन्तर्राष्ट्रीय पर्यटक स्थल राजगीर में नेचुरोपैथी चिकित्सा केन्द्र और आयुर्वेद महाविद्यालय स्थापना करने के लिए सरकार से आग्रह करता हूँ। यह क्षेत्र विपुलगिरि, रत्नागिरि, उदयगिरि, स्वर्णगिरि और वैभारगिरि पंच पहाड़ी से घिरा हुआ है। इन पहाड़ियों पर लाखों जड़ी-बूटियाँ प्राचीनकाल से पाई जाती हैं। जड़ी-बूटियों एवं इसके पेड़-पौधे की प्रदर्शनी के साथ उपलब्धता एवं राजगीर में आयुर्वेद चिकित्सा एवं नेचुरोपैथी के विषय पर तीन दिवसीय चर्चा हुई, जिसका उद्घाटन मा.मुख्यमंत्री श्री नीतीश कुमार जी ने किया था। पंच-पहाड़ियों से घिरे पहाड़ों से 365 दिन गंधक-युक्त गर्म पानी हमेशा गिरता रहता है। देश-विदेश से लोग यहाँ स्नान करने आते हैं और स्वास्थ्य लाभ भी लेते हैं। आज दुनियां फिर से पुरानी चीजों की ओर लौट रही है । ऐसी परिस्थिति में आयुर्वेद के अभ्यास एवं प्राकृतिक चिकित्सा को जीवित रखना पड़ेगा । अतः मेरी माँग है कि राजगीर में नेचुरोपैथी चिकित्सा केन्द्र और आयुर्वेद महाविद्यालय की स्थापना किया जाए।

(xxiv) Need to ensure transparency and consent of farmers before land acquisition for the proposed Satellite Township Scheme in Bihar

श्री सुधाकर सिंह (बक्सर): मैं सरकार का ध्यान बिहार में प्रस्तावित सैटेलाइट टाउनशिप योजना की ओर आकर्षित करना चाहता हूँ। जिन क्षेत्रों में आज किसान वर्षों से खेती कर अपनी आजीविका चला रहे हैं, उन्हीं उपजाऊ कृषि भूमि पर अपार्टमेंट, मॉल और व्यावसायिक परियोजनाएँ की योजना बनाई जा रही है। यदि बिना समुचित योजना, किसानों की सहमति के कृषि भूमि का बड़े पैमाने पर उपयोग बदला जाता है, तो इसका दुष्प्रभाव किसानों पर पड़ेगा। एक बार जमीन हाथ से निकल जाने के बाद किसान के पास न खेती बचेगी, न स्थायी आय का

साधन। विकास आवश्यक है, लेकिन विकास का अर्थ केवल उपजाऊ कृषि भूमि को कंक्रीट के जंगल में बदल देना नहीं हो सकता। आधुनिक शहरों के निर्माण के साथ-साथ किसानों की आजीविका और खाद्य सुरक्षा भी महत्वपूर्ण है। अतः मैं सरकार से आग्रह करता हूँ कि सैटेलाइट टाउनशिप परियोजनाओं को लागू करने से पूर्व किसानों की सहमति, पारदर्शी भूमि अधिग्रहण, उचित पुनर्वास और कृषि योग्य भूमि के संरक्षण की स्पष्ट नीति बनाई जाए, ताकि "विकास" के नाम पर किसानों के अधिकारों से समझौता न हो तथा यह योजना भूमि मुनाफाखोरी का माध्यम ना बने।

(xxv) Need for extension of Delhi metro rail service from Shahdara to Jawahar Nagar - Loni - Loni border - Khekra in Baghpat, Uttar Pradesh

डॉ. राजकुमार सांगवान (बागपत): मैं सरकार का ध्यान दिल्ली मेट्रो की शाहदरा–जवाहर नगर से लोनी–लोनी बॉर्डर होते हुए बागपत जनपद के खेकड़ा तक मेट्रो रेल विस्तार की अत्यंत महत्वपूर्ण मांग की ओर आकर्षित करना चाहता हूँ। यह क्षेत्र दिल्ली और उत्तर प्रदेश के लाखों दैनिक यात्रियों के लिए प्रमुख आवागमन मार्ग है। बड़ी संख्या में लोग रोजगार, शिक्षा, व्यापार एवं अन्य कार्यों के लिए प्रतिदिन दिल्ली आते-जाते हैं। वर्तमान में सड़क मार्ग पर अत्यधिक यातायात, जाम और प्रदूषण के कारण लोगों को भारी कठिनाइयों का सामना करना पड़ रहा है। अतः मैं सरकार से आग्रह करता हूँ कि उत्तर प्रदेश सरकार के संबंधित विभाग के साथ समन्वय स्थापित कर दिल्ली मेट्रो की शाहदरा–जवाहर नगर से लोनी–लोनी बॉर्डर होते हुए बागपत जनपद के खेकड़ा तक इस मेट्रो विस्तार परियोजना का प्रस्ताव शीघ्र तैयार कराया जाए तथा इसकी स्वीकृति एवं क्रियान्वयन की प्रक्रिया प्रारंभ की जाए, जिससे दिल्ली और पश्चिमी उत्तर प्रदेश के लाखों नागरिकों को सुरक्षित, सुगम एवं पर्यावरण अनुकूल सार्वजनिक परिवहन सुविधा उपलब्ध हो सके।

(xxvi) Need to sanction a Special Central dedicated Relief Package to the flood and cloud bursts affected parts of Ladakh

SHRI MOHMAD HANEEFA (LADAKH): I wish to draw the attention of the

Government towards the recent flash floods and cloudbursts that have caused widespread devastation across several parts of Ladakh, particularly in Kargil district. The recent disaster has severely affected many villages, causing extensive damage to roads, bridges, irrigation channels, drinking water infrastructure and other public assets. A large number of families have suffered losses to agricultural land, standing crops, orchards, plantations, livestock and residential houses, disrupting livelihoods and leaving many people in distress. The recurring nature of such flash floods has exposed the vulnerability of Ladakh's fragile mountain ecosystem and highlighted the need for stronger disaster mitigation measures. I, therefore, urge the Government to sanction a Special Central Relief Package for Ladakh to provide adequate compensation to the affected families, restore damaged public infrastructure and strengthen the disaster management capacity of Ladakh. I also request that a dedicated package be provided for nallah training, desilting, channelisation, construction of protection bunds, retaining walls and other flood protection works in vulnerable areas. These long-term measures are essential to minimise future damage and protect lives, livelihoods and critical infrastructure in Ladakh.

(xxvii) Need to provide direct railway connectivity between Karad and Pandharpur via Vita and Atpadi in Sangli district, Maharashtra

SHRI VISHALDADA PRAKASHBAPU PATIL (SANGLI): I wish to draw the attention of the Government to the long-standing need for direct railway connectivity between Karad and Pandharpur through Vita and Atpadi Municipalities in Sangli district of Maharashtra. Pandharpur is one of

Maharashtra's most important pilgrimage centres, attracting large numbers of devotees of Lord Vitthal. There have been sustained local demands for improving direct connectivity to Pandharpur from Sangli and adjoining areas, to allow easy travel for devotees from this region. I, therefore, urge the Hon'ble Minister of Railways to clarify whether any proposal for a Karad–Vita–Atpadi–Pandharpur railway line has previously been considered and, if so, whether any preliminary survey has been undertaken and the status and timeline thereof. If no such proposal exists, I request the Ministry to initiate a survey for the proposed line and examine its feasibility at the earliest. The Ministry may also specify whether any kind of financial, land acquisition or other support is required from the Government of Maharashtra for taking the project forward.

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… (व्यवधान)

माननीय सभापति : इस सदन ने सर्वसम्मति से उस बिल को सभी दलों के माननीय सदस्यों के लिए और उनके नेताओं के लिए समिति को भेज दिया है ताकि उस पर और थ्रेड-बेयर डिस्कशन हो जाए। उस बिल के लिए जो एविडेंस मंगाने हों, जोकि कॉम्प्रिहेंसिव हों, वह भी कायदे से हो जाए। इसके लिए मैं सरकार का धन्यवाद दूंगा। आपको भी धन्यवाद देना चाहिए।

… (व्यवधान)

15.01 hrs

At this stage, Dr. Mohammad Jawed, Sushri Mahua Moitra, Shri Devesh Shakya and some other hon. Members came and stood on the floor near the Table.

… (*interruptions*)

माननीय सभापति : पार्लियामेंट्री प्रैक्टिसेज़ के तहत आपकी भावनाएं रखी गई हैं । If the Government has itself referred a Bill to the Joint Parliamentary Committee, it is a score for you. आप कह रहे हैं कि यह इसके लिए नहीं है।

… (व्यवधान)

माननीय सभापति : आइटम नंबर 30, खान और खनिज (विकास और विनियमन) संशोधन विधेयक, 2026.

माननीय मंत्री जी।

15.02 hrs

THE MINES AND MINERALS (DEVELOPMENT AND REGULATION) AMENDMENT BILL, 2026

THE MINISTER OF COAL; AND MINISTER OF MINES (SHRI G. KISHAN REDDY): Hon. Chairperson, Sir, I rise to move:

> "That the Bill further to amend the Mines and Minerals (Development and Regulation) Act, 1957, be taken into consideration."

माननीय सभापति : प्रश्न यह है :

> "कि खान और खनिज (विकास और विनियमन) अधिनियम, 1957 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 : जय प्रकाश जी, एक मिनट के लिए मेरी बात सुन लीजिए।

… (व्यवधान)

HON. CHAIRPERSON: I am requesting all the hon. Members who have to move amendments on this particular Bill to take your seats. I will allow you.

… (*Interruptions*)

माननीय सभापति : जिन्हें संशोधन मूव करने हैं, वे सभी सदस्य अपने-अपने स्थान पर चले जाएं। अन्यथा, मैं सभी खंडों को सभा के निर्णय के लिए एक साथ लूंगा।

… (व्यवधान)

माननीय सभापति : माननीय सदस्य एन. के. प्रेमचन्द्रन जी, आप क्या कहना चाहते हैं?

… (व्यवधान)

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I have a point of order. … (*Interruptions*)

HON. CHAIRPERSON: Are you moving your amendment?

… (*Interruptions*)

SHRI N. K. PREMACHANDRAN: Sir, I have a point of order. This House has no authority to pass this legislation. … (*Interruptions*)

HON. CHAIRPERSON: Are you moving your amendment?

… (*Interruptions*)

HON. CHAIRPERSON: I will not allow.

… (*Interruptions*)

SHRI N. K. PREMACHANDRAN: This is against the Constitution and against the judgement of the Supreme Court. It is against the federal character of the Constitution. This House has no authority to pass this legislation. … (*Interruptions*)

HON. CHAIRPERSON: Nothing will go on record.

*… (Interruptions) …**

माननीय सभापति : श्री अरुण नेहरू जी, श्री विशालदादा प्रकाशबापू पाटील जी, प्रो. सौगत राय जी, श्री अभय कुमार सिन्हा जी, श्री सचिदानन्दम आर. जी, श्री बैन्नी बेहनन जी, श्री मनोज कुमार जी और श्री दुरई वाइको जी, इतने माननीय सदस्यों के द्वारा संशोधन के नोटिसेज़ आए हैं। मैं सभी खंडों को सभा के निर्णय के लिए एक साथ ले लूंगा।

… (व्यवधान)

माननीय सभापति : प्रश्न यह है:

"कि खंड 2 से 5 विधेयक का अंग बने।"

प्रस्ताव स्वीकृत हुआ।

खंड 2 से 5 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।

SHRI G. KISHAN REDDY: Hon. Chairperson, Sir, with your permission, I rise to move:

"That the Bill be passed."

माननीय सभापति : प्रश्न यह है :

"कि विधेयक पारित किया जाए।"

प्रस्ताव स्वीकृत हुआ।

———

… (व्यवधान)

* Not recorded.

माननीय सभापति : माननीय सदस्यगण, मेरी बात सुन लीजिए।

… (व्यवधान)

माननीय सभापति : माननीय सदस्यगण, यह जो बिल आपके समक्ष मतदान हुआ, अगर इस बिल पर वाकई आपका विरोध था और आप इस बिल पर विरोध करना चाहते थे, तो विरोध का तरीका आपके पास था। आपने अमेंडमेंट मूव किया था। उस अमेंडमेंट पर बोलने के लिए आपका पूरा अधिकार था। जब बिल माननीय मंत्री ने प्रस्तुत किया और विचार हो रहा है, तो जो सदन की वैल में खड़े हैं, आप अपनी सीट पर जाएं।

… (व्यवधान)

HON. CHAIRPERSON: It is clear that you are not going to oppose this Bill. If you were interested in opposing the Bill, तो आपने पार्टिसिपेट क्यों नहीं किया। आपका अमेंडमेंट है और माननीय मंत्री प्रस्ताव कर रहे हैं कि इस पर विचार कीजिए।

… (व्यवधान)

माननीय सभापति : शोर करके आप आने वाली पीढ़ियों को क्या मैसेज दे रहे हैं?

… (व्यवधान)

माननीय सभापति : जय प्रकाश जी, आप पहले भी एमपी रहे हैं। मणिक्कम टैगोर जी, आप आने वाली पीढ़ियों को क्या मैसेज देंगे। You are a Member of Parliament. You are the Chief Whip of your party.

… (*interruptions*)

HON. CHAIRPERSON: Hon. Members have to move amendments और मंत्री जी ने विचार करने के लिए कहा है।

… (व्यवधान)

माननीय सभापति : श्याम आप क्यों खड़े हैं? प्रतिभा आप यहां क्यों खड़ी हैं? ये सारे लोग यहां खड़े हैं।

… (व्यवधान)

माननीय सभापति : मीणा जी, मुझे लगता है कि आप में से कोई इसमें अवसर नहीं लेना चाहता है। पूरा देश इस बात को देख रहा है कि जो भी महत्वपूर्ण बिल है, देश के हित में है, देश की जनता के लिए है, उस पर सरकार के द्वारा विचार करने और उसे प्रस्तुत करने के आग्रह के बावजूद भी आप उस पर चर्चा में भाग नहीं लेना चाहते हैं।

… (व्यवधान)

HON. CHAIRPERSON: Nothing will go on record.

… (Interruptions) …[*]

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू): वेणुगोपाल जी, अखिलेश यादव जी और हमारे कई वरिष्ठ साथी हैं, आप इन लोगों को डिसिप्लिन से अपना प्रोटेस्ट करने के लिए समझाइए। … (व्यवधान) ये बहुत इनडिसिप्लिन्ड हैं। ये जो काम कर रहे हैं, वह ठीक नहीं है। गृह मंत्री जी ने आज फिर एक पत्र लिखकर स्पीकर साहब से अनुरोध किया है कि नीट एग्जाम को लेकर छात्रों का जो आंदोलन हुआ, उस पर अभी चर्चा शुरू कर सकते हैं। हम लोग तैयार हैं। … (व्यवधान)

हम अभी चर्चा शुरू कर सकते हैं, आप लोग शांति से बैठियेगा।… (व्यवधान) हम लोग अभी इसी वक्त चर्चा के लिए तैयार हैं।… (व्यवधान) गृह मंत्री जी रुके हुए हैं। वे चर्चा के लिए कल से रुके हुए हैं।… (व्यवधान) हम चर्चा तुरंत शुरू कर सकते हैं।… (व्यवधान)

माननीय सभापति : माननीय संसदीय कार्य मंत्री जी ने सदन के सामने एक प्रस्ताव रखा है। आपकी जो चिंता है या नीट की परीक्षाओं को लेकर आपको चर्चा चाहिए और इस पर गृह मंत्री जी का जवाब चाहिए।

… (व्यवधान)

माननीय सभापति : ऐसा नहीं है कि बिजनेस एडवाइजरी कमेटी ही तय करेगी। सरकार इस बात

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[*] Not recorded.

के लिए तैयार है कि आप इस चर्चा को तत्काल प्रारम्भ कर दें। मैं चेयर से कहना चाहता हूं कि जब सरकार चर्चा के लिए तैयार हैं, आप माननीय गृह मंत्री जी से जवाब चाहते हैं तो मेरे ख्याल से फिर तो सदन में सहमति बन गई। सदन में अब कोई डेडलॉक होना नहीं चाहिए।

… (व्यवधान)

माननीय सभापति : आपकी मांग थी कि माननीय गृह मंत्री जी इस चर्चा पर जवाब दें और आपने लगातार कई दिनों तक सदन बाधित रखा।

… (व्यवधान)

HON. CHAIRPERSON: For the past two-three weeks you all were demanding that the Home Minister should reply.

… (*Interruptions*)

माननीय सभापति : अब अगर माननीय संसदीय कार्य मंत्री जी ने कहा है तो मैं श्री के.सी. वेणुगोपाल जी से कहना चाहता हूं कि सरकार चर्चा के लिए तैयार है। आपकी क्या राय है? सरकार चर्चा के लिए तैयार है। अगर आपको चर्चा चाहिए तो आप अपने सदस्यों को कहिए।

… (व्यवधान)

HON. CHAIRPERSON: The Government is ready for a discussion, and the Home Minister is ready to reply to every point.

… (*Interruptions*)

माननीय सभापति : क्या आप चर्चा चाहते हैं? सरकार के द्वारा एक प्रस्ताव रखा गया है। माननीय संसदीय कार्य मंत्री जी एक बार फिर से बोल दीजिए।

… (व्यवधान)

श्री किरेन रिजिजू : सभापति महोदय, आप वेल में आकर हंगामा कर रहे हैं। आप अभी अपनी-अपनी सीट्स पर चले जाइये, हम लोग अभी चर्चा आरंभ करने के लिए तैयार हैं।… (व्यवधान) बस, आप अपनी-अपनी कुर्सियों पर चले जाइये। आप अपनी-अपनी डेजिगनेटेड सीट्स पर चले

जाइये ।... (व्यवधान) कांग्रेस तथा समाजवादी पार्टी के साथ दो-तीन और दल जुड़े हुए हैं । मैं आपसे कहना चाहता हूं कि सदन की संपूर्ण मैजोरिटी, इस सदन के 80 परसेंट मैम्बर्स चर्चा चाहते हैं ।... (व्यवधान) हमारे पास अभी भी मानसून सत्र के दो दिन बचे हुए हैं ।... (व्यवधान) हम चाहते हैं कि चर्चा अभी शुरू की जाए ।... (व्यवधान) हम लोग बैठे हुए हैं । आप लोग अपनी-अपनी कुर्सियों पर जाइये ।... (व्यवधान) आप लोग पहले दिन से डिस्कशन की मांग कर रहे हैं और गृह मंत्री जी की स्टेटमेंट की मांग कर रहे हैं ।... (व्यवधान) जब हम पूरी तैयारी करके आए हैं तो आप चर्चा से भाग रहे हैं । ऐसे तो नहीं होगा ।... (व्यवधान) मानसून सत्र के दो दिन बचे हुए हैं । प्लीज आप दो दिन का नुकसान मत कराइये ।... (व्यवधान) मानसून सत्र के दो दिन बचे हुए हैं, हम लोग इसे छात्रों के नाम समर्पित करेंगे और हम लोग चर्चा करेंगे ।... (व्यवधान)

माननीय सभापति : माननीय संसदीय कार्य मंत्री जी आपसे बार-बार आग्रह कर रहे हैं ।

... (व्यवधान)

HON. CHAIRPERSON: Shri Benny Behanan ji, kindly listen to me. ... (*Interruptions*) Twice, the Parliamentary Affairs Minister has said it on the floor of the House.

... (*Interruptions*)

माननीय सभापति : वे आपसे रिक्वैस्ट कर रहे हैं कि हम तत्काल चर्चा करने के लिए तैयार हैं । क्या आप चर्चा नहीं करना चाहते हैं? इससे साफ है कि फिर किसलिए सदन बाधित हो रहा है?

... (व्यवधान)

माननीय सभापति : अखिलेश जी या श्री के.सी. वेणुगोपाल जी, आप इसकी चर्चा की मांग कर रहे थे और संसदीय कार्य मंत्री जी कह रहे हैं कि हम इसी समय से चर्चा करने के लिए तैयार हैं । इससे साफ है कि हम इस पर चर्चा के लिए तैयार हैं ।

... (व्यवधान)

माननीय सभापति : संसदीय कार्य मंत्री जी के बार-बार आग्रह करने के बावजूद भी आप इस पर

चर्चा नहीं करना चाहते हैं। क्या आप गृह मंत्री जी का जवाब सुनना नहीं चाहते हैं? माननीय गृह मंत्री जी जवाब देना चाहते हैं।

… (व्यवधान)

माननीय सभापति : आपके द्वारा सदन में जो भी बहुमूल्य बिंदु उठेंगे, वे एक-एक बिंदु पर चर्चा करेंगे। आप उसको सुनिये और आप भी चर्चा में भाग लीजिए।

… (व्यवधान)

माननीय सभापति : हाउस ऐसे नहीं चलेगा। मैं आप सब लोगों से कहना चाहता हूं कि यह तरीका ठीक नहीं है। क्या आप चर्चा के लिए तैयार हैं?

… (व्यवधान)

HON. CHAIRPERSON: I am also requesting अखिलेश जी, श्री के.सी. वेणुगोपाल जी, आप वेल को वेकेट करवा दीजिए। मैं चर्चा शुरू करवा देता हूं। मैं चर्चा प्रारंभ करवाता हूं, लेकिन आप वेल को खाली करवाइये।

… (व्यवधान)

माननीय सभापति : अखिलेश जी, श्री के.सी. वेणुगोपाल जी, मैं चर्चा करवाने के लिए तैयार हूं।

… (व्यवधान)

माननीय सभापति : महासचिव जी।

… (व्यवधान)

15.15 hrs

MESSAGES FROM RAJYA SABHA-Contd.

SECRETARY GENERAL: Sir, I have to report following messages received from the Secretary General of Rajya Sabha:

(i). 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 3rd August, 2026 adopted the following Motion in regard to

the Committee on Public Undertakings:-

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate one Member from Rajya Sabha *vice* Shri Debashish Samantaray, who resigned from the membership of Rajya Sabha *w.e.f.* 25th May, 2026, to associate with the Committee on Public Undertakings for the remaining period of the term of the Committee and do proceed to elect, in such manner as directed by the Chairman, one Member from amongst the Members of this House to serve on the said Committee."

2. I am further to inform the Lok Sabha that in pursuance of the above Motion, Shri Mohammed Nadimul Haque, Member, Rajya Sabha has been duly elected to the said Committee.

(ii) 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Thursday, the 12th February, 2026 adopted the following Motion in regard to the Committee on Public Accounts:-

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Accounts for the term beginning on the 1st May, 2026 and ending on the 30th April, 2027, and do proceed to elect, in such manner as directed by the Chairman, seven Members from amongst the Members of the House to serve on the said

Committee."

3. As a result of the election process initiated pursuant to the above Motion, six Members of Rajya Sabha were elected to the said Committee and their names were communicated to the Lok Sabha through a Message dated the 23rd March, 2026 from the Rajya Sabha. It was also conveyed therein that the election process for filling up the remaining one vacancy in the Committee will be taken up during the next Session of Rajya Sabha.

4. I am further to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 3rd August, 2026, adopted the following Motion in regard to Committee on Public Accounts:-

> "That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate one Member from Rajya Sabha *vice* Shri Sukhendu Sekhar Ray, who resigned from the membership of Rajya Sabha *w.e.f.* 8th June, 2026, to associate with the Committee on Public Accounts for the remaining period of the term of the Committee and do proceed to elect, in such manner as directed by the Chairman, one Member from amongst the Members of this House to serve on the said Committee."

5. The election process for filling up the aforesaid vacancies in the Committee in pursuance of the above Motions having been completed during the 271st Session of Rajya Sabha, Shri Sukhendu Sekhar Ray and Shri Tiruchi Siva, Members, Rajya Sabha have been duly elected to the said Committee.

(iii) 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 3rd August, 2026, adopted the following Motion in regard to the Committee on the Welfare of Other Backward Classes:-

"That this House resolves that the Rajya Sabha do join the Committee of both the Houses on the Welfare of Other Backward Classes (OBCs) for the term of one year beginning from the date of the first sitting of the Committee, and proceed to elect, in such manner as directed by the Chairman, ten Members from amongst the Members of the House to serve on the said Committee."

6. I am further to inform the Lok Sabha that in pursuance of the above Motion, the following Members of the Rajya Sabha have been duly elected to the said Committee:-

1. Shri Masthan Rao Yadav Beedha
2. Shri Subhasish Khuntia
3. Shri Amar Pal Maurya
4. Shri Mayankkumar Nayak
5. Shri A. A. Rahim
6. Shri K. R. N. Rajeshkumar
7. Dr. Kalpana Saini
8. Shri Paka Venkata Satyanarayana
9. Shri Ashok Singh
10. Dr. Bhim Singh

… (व्यवधान)

माननीय सभापति : सभा की कार्यवाही कल गुरुवार, दिनांक 13 अगस्त, 2026 को प्रात: 11 बजे तक स्थगित की जाती है।

15.15 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, August 13, 2026/ Sravana 22,1948 (Saka).

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ANNEXURE-I

(i) Member-wise Index to Starred Questions

Sl No.	Member's Name	Question Number
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3	Dr. K Sudhakar	347
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8	Shri Anil Firojiya	354
9	Shri Anurag Singh Thakur	347
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11	Shri Balya Mama Suresh Gopinath Mhatre	341
12	Shri Bibhu Prasad Tarai	353
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14	Shri Damodar Agrawal	354
15	Shri E T Mohammed Basheer	349
16	Shri Jyotirmay Singh Mahato	359
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19	Shri Mohite Patil Dhairyasheel Rajsinh	356
20	Shri Naresh Ganpat Mhaske	343
21	Shri Patel Umeshbhai Babubhai	345

22	Shri Tariq Anwar	348
23	Shri Vamsi Krishna Gaddam	357
24	Shri Yogender Chandolia	353
25	Smt. Supriya Sule	356

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Sl No.	Member's Name	Question Number
1	Adv Dean Kuriakose	4013
2	Adv Gowaal Kagada Padavi	4108
3	Adv K. Francis George	4051
4	Adv Priya Saroj	4096, 3947
5	Adv. Adoor Prakash	4047
6	Adv. Chandra Shekhar	4018
7	Dr. Alok Kumar Suman	4026
8	Dr. Anand Kumar	3971
9	Dr. Bachhav Shobha Dinesh	4007, 3953
10	Dr. Bhola Singh	4095
11	Dr. C N Manjunath	4109
12	Dr. D Ravi Kumar	4099
13	Dr. D. Purandeswari	3964, 4120
14	Dr. Hemant Vishnu Savara	4021
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