

Eighteenth Series, Vol. XIV No. 19

Monday, March 16, 2026
Phalguna 25, 1947 (Saka)

LOK SABHA DEBATES

(Original Version)

Seventh Session
(Eighteenth Lok Sabha)



(Vol. XIV contains Nos. 11 to 20)

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C O N T E N T S

**Eighteenth Series, Vol. XIV, Seventh Session, 2026/1947 (Saka)
No. 19, Monday, March 16, 2026/ Phalguna 25, 1947 (Saka)**

<u>S U B J E C T</u>	<u>P A G E S</u>
ORAL ANSWERS TO QUESTIONS	
Starred Question Nos. 321 to 326	14-71
WRITTEN ANSWERS TO QUESTIONS	
(i) Starred Question Nos. 327 to 340	72-134
(ii) Unstarred Question Nos. 3681 to 3910	135-1163

PAPERS LAID ON THE TABLE 1165-1187

BUSINESS ADVISORY COMMITTEE

15th Report 1188

**STANDING COMMITTEE ON COMMUNICATIONS AND
INFORMATION TECHNOLOGY**

23rd and 24th Reports 1188

**STANDING COMMITTEE ON CONSUMER AFFAIRS, FOOD AND
PUBLIC DISTRIBUTION**

13th and 14th Reports 1189

**STANDING COMMITTEE ON PERSONNEL, PUBLIC
GRIEVANCES, LAW AND JUSTICE**

160th to 164th Reports 1189-1190

**STANDING COMMITTEE ON AGRICULTURE, ANIMAL
HUSBANDRY AND FOOD PROCESSING**

27th to 32nd Reports 1190-1191

STATEMENT BY MINISTER

Action taken on the recommendations/observations contained in the 357th Report of the Standing Committee on Transport, Tourism and Culture on 'Development of Niche Tourism (including Spiritual Tourism) Theme-based Tourist Circuits and Potential Tourist Spots' pertaining to the Ministry of Tourism

Shri Suresh Gopi 1192

MATTERS UNDER RULE 377 1193-1214

- (i) Regarding Railway related issues of Durg
Parliamentary Constituency, Chhattisgarh

Shri Vijay Baghel 1193

- (ii) Need to convert Nimbaheda to Banswara Road in Rajasthan into four lane road
Shri Chandra Prakash Joshi 1194
- (iii) Need to set up 'Grameen Haat' and 'Khadi Mall' in Benipur and Biraul in Darbhanga Parliamentary Constituency, Bihar
Shri Gopal Jee Thakur 1194
- (iv) Need to set up an AIIMS Hospital in North West Delhi Parliamentary Constituency
Shri Yogender Chandolia 1195
- (v) Need to provide funds to Rajasthan under PM-e Bus Sewa Scheme for introduction of Double-deckar buses in Jaipur
Shrimati Manju Sharma 1195-1196
- (vi) Need for a comprehensive National Action Plan to address human-animal conflict across the country
Shri Anurag Singh Thakur 1196-1197
- (vii) Need to fill up vacant posts in Regional Rural Banks in the country
Shri Jagdambika Pal 1197
- (viii) Regarding census in Naxal affected Bijapur and Sukma districts in Chhattisgarh
Shri Mahesh Kashyap 1197-1198
- (ix) Regarding development of National Waterway 48
Shri Lumbaram Choudhary 1198

- (x) Need to set up a Navodaya Vidyalaya and Kendriya Vidyalaya in Malda district, West Bengal
Shri Khagen Murmu 1199
- (xi) Need to consider to transfer land and ownership rights to 'Dikkus' in Jharkhand
Dr. Nishikant Dubey 1199-1200
- (xii) Need to expedite setting up of Automated Testing Centres for vehicle fitness testing in all the districts in the country
Shri Arun Govil 1200-1201
- (xiii) Need to promote public awareness campaigns to encourage use of affordable generic medicines under PM Jan Aushadhi Pariyojana
Shri Mukeshkumar Chandrakaant Dalal 1201-1202
- (xiv) Regarding shifting of Manawala (Nijjarpura) Toll Plaza on N.H.-3 in Punjab
Shri Sukhjinder Singh Randhawa 1202
- (xv) Regarding incidents of cyber frauds during transfer of money under Pradhan Mantri Fasal Bima Scheme in Barmer and Jaisalmer districts, Rajasthan
Shri Ummeda Ram Beniwal 1202-1203
- (xvi) Regarding restoration of cancelled posts of special police officers to strengthen security support in Naxal affected Gadchiroli-Chinnur Parliamentary Constituency, Maharashtra
Dr. Namdeo Kirsan 1203-1204

- (xvii) Need to reconsider the proposed construction of a dam on river Kushavati in Goa
Captain Viriato Fernandes 1204
- (xviii) Need to address the issues of nurses working in Government and private hospitals in Kerala and other parts of country
Adv. Adoor Prakash 1204-1205
- (xix) Need to expedite approval to the proposed mini Fishing Harbour Project at Kanhangad in Kasaragod district, Kerala
Shri Rajmohan Unnithan 1205-1206
- (xx) Regarding grant of Scheduled Tribe status to people belonging to various castes in Uttar Pradesh
Shri Chhotelal 1206
- (xxi) Regarding development of Reoti Bahora Railway Station in Anola Parliamentary Constituency, Uttar Pradesh
Shri Neeraj Maurya 1206
- (xxii) Need to put in place a single Statuary National Authority to regulate Adventure Sports and Amusement Ride activities in the country
Shrimati June Maliah 1207
- (xxiii) Need to review the decision to remove income tax exemptions on disability pensions for in-service injured Armed Forces personnel but continuing in duty untill retirement
Sushri Mahua Moitra 1208

- (xxiv) Need to sanction Katpadi – Villupuram Railway Doubling Project and also to address other railway related issues in Tamil Nadu
Shri C. N. Annadurai 1208-1209
- (xxv) Need to extend Capacity Building Training Programme to all the targeted Anganwadi workers in Andhra Pradesh under mission Saksham Anganwadi and Poshan 2.0
Dr. Byreddy Shabari 1209-1210
- (xxvi) Regarding discharge of effluents by sugar mills into rivers in Valmiki Nagar Parliamentary Constituency, Bihar
Shri Sunil Kumar 1210-1211
- (xxvii) Need to integrate essential dental treatments with Standard Health Insurance Policies and public health schemes
Shri Rajabhau Parag Prakash Waje 1211-1212
- (xxviii) Need for diplomatic intervention to restore peace in West Asia, safe repatriation of stranded Indian nationals and uninterrupted household LPG supply in the country
Dr. M. P. Abdussamad Samadani 1212-1213
- (xxix) Need to frame law for promotion of Equity in Educational Institutions
Shri Raja Ram Singh 1213

(xxx) Need to set up a monitoring system for effective implementation of PESA Act, 1996 in Dadra and Nagar Haveli

Shri Umeshbhai Babubhai Patel 1214

UNION BUDGET (2024-2025) - DEMANDS FOR GRANTS

Ministry of Railways 1215-1592

Shri Tariq Anwar 1216-1219

Cut Motions 1219-1230

Shri Ganesh Singh 1230-1239

Shri Neeraj Maurya 1239-1240

Shrimati June Maliah 1240-1247

Shri K. E. Prakash 1247-1251

Shri G. M. Harish Balayogi 1251-1256

Shri Kaushalendra Kumar 1256-1260

Shri Arvind Ganpat Sawant 1260-1264

Shri Amar Sharadrao Kale 1264-1267

Shri Shrirang Appa Chandu Barne 1267-1271

Shri Benny Behanan 1271-1278

Shri Ramvir Singh Bidhuri 1278-1281

Shri Devesh Shakya 1282-1283

Shri B. Y. Raghavendra 1283-1287

Kumari Selja 1287-1292

Shri Bastipati Nagaraju 1292-1295

Shri Vishnu Dayal Ram 1295-1300

Shri Babu Singh Kushwaha	1300-1303
Adv. Adoor Prakash	1303-1306
Shri M. Mallesh Babu	1306-1309
Shrimati Shobhanaben Mahendrasinh Baraiya	1309-1313
Shri Amra Ram	1313-1315
Shri Sasikanth Senthil	1315-1318
Shri Dharmendra Yadav	1318-1321
Shri N. K. Premachandran	1321-1326
Shri Dileshwar Kamait	1326-1329
Shri Janardan Mishra	1329-1333
Dr. Gumma Thanuja Rani	1333-1335
Dr. Kalanidhi Veeraswamy	1335-1339
Shri Brijendra Singh Ola	1339-1343
Shrimati Smita Uday Wagh	1343-1348
Shri Daroga Prasad Saroj	1348-1350
Shri Aga Syed Ruhullah Mehdi	1350-1354
Shri Imran Masood	1355-1358
Dr. Bhola Singh	1358-1360
Shri Selvaraj V.	1360-1364
Dr. Kadiyam Kavya	1364-1367
Shri Ramashankar Vidyarthi Rajbhar	1367-1369
Shri Sudama Prasad	1369-1371
Dr. Rajeev Bharadwaj	1371-1374

Shri Sachithanantham R.	1374-1377
Shri Hasmukhbhai Somabhai Patel	1377-1379
Shri Yaduveer Wadiyar	1379-1382
Shri Rao Rajendra Singh	1382-1388
Shri Ravindra Dattaram Waikar	1388-1393
Shri P. P. Chaudhary	1394-1399
Shri Dulu Mahato	1399-1403
Shri Manish Jaiswal	1403-1409
Captain Brijesh Chowta	1409-1413
Shri Bhartruhari Mahtab	1413-1420
Shri Rajabhau Parag Prakash Waje	1420-1427
Dr. Shivaji Bandappa Kalge	1427-1429
Ms. Bansuri Swaraj	1429-1434
Shri Murari Lal Meena	1434-1438
Shri Lavu Srikrishna Devarayalu	1438-1444
Shri Bhaskar Murlidhar Bhagare	1444-1447
Dr. M. P. Abdussamad Samadani	1447-1450
Shri Gurmeet Singh Meet Hayer	1450-1452
Shri Sukhdeo Bhagat	1453-1455
Shri Utkarsh Verma Madhur	1455-1456
Shri Chandan Chauhan	1456-1459
Shri Gopal Jee Thakur	1459-1461
Shri Naresh Ganpat Mhaske	1461-1465

Shrimati Harsimrat Kaur Badal	1465-1468
Shri Rajesh Ranjan	1468-1471
Shri Sunil Bose	1471-1473
Shri Arun Govil	1473-1476
Prof. Varsha Eknath Gaikwad	1477-1481
Shri Darshan Singh Choudhary	1482-1483
Adv. Gowaal Kagada Padavi	1483-1491
Shrimati Sanjna Jatav	1491-1493
Dr. Prabha Mallikarjun	1493-1499
Shri Ummeda Ram Beniwal	1499-1504
Shri Anup Sanjay Dhotre	1504-1506
Dr. Hemant Vishnu Savara	1506-1510
Shri Mahesh Kashyap	1510-1512
Shri P. C. Mohan	1512-1518
Shri Anurag Singh Thakur	1519-1526
Shri Damodar Agrawal	1526-1528
Shri Varun Chaudhry	1528-1529
Shrimati Roopkumari Choudhary	1529-1533
Dr. T. Sumathy <i>alias</i> Thamizhachi Thangapandian	1533-1546
Shri Naveen Jindal	1546-1554
Shrimati Shambhavi	1554-1559
Shri Ramesh Awasthi	1560-1562
Dr. Indra Hang Subba	1562-1564

Shri Narayandas Ahirwar	1564-1566
Shri Tangella Uday Srinivas	1566-1569
Shri Durai Vaiko	1569-1571
Adv. Chandra Shekhar	1571-1575
Shri Umeshbhai Babubhai Patel	1575-1578
Shri Anil Firojiya	1578-1582
Shri Ujjwal Raman Singh	1582-1585
Shri Vishaldada Prakashbapu Patil	1585-1587
Shrimati Bharti Pardhi	1588-1591
Shri Jitendra Kumar Dohare	1591-1592

ANNEXURE – I

(i) Member-wise Index to Starred Questions	1594
(ii) Member-wise Index to Unstarred Questions	1595-1605

ANNEXURE – II

(i) Ministry-wise Index to Starred Questions	1606
(ii) Ministry-wise Index to Unstarred Questions	1607-1608

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LOK SABHA DEBATES

LOK SABHA

Monday, March 16, 2026/ Phalguna 25, 1947 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

ORAL ANSWERS TO QUESTIONS**@Starred Question Nos. 321 to 326**

माननीय अध्यक्ष : क्वेश्चन नंबर 321, श्री मनोज कुमार ।

... (व्यवधान)

माननीय अध्यक्ष : प्रश्न काल के बीच इस तरह से एक मिनट का समय नहीं मांगा जाता है । आप प्रश्न काल के बाद अपनी बात पूछ लेना । प्रश्न काल के बाद मैं आपको मौका दे दूंगा ।

... (व्यवधान)

**PROJECTS FOR CONSERVATION AND RESTORATION
OF PROTECTED MONUMENTS**

***321. SHRI MANOJ KUMAR:**

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

(a) the details of projects approved for conservation, restoration and upgradation of tourist facilities at protected monuments during the last three years in Bihar, particularly in Kaimur and Rohtas districts along with the funds spent these on, so far;

(b) whether the Government has considered historically important sites in Bihar particularly in the said districts in the list of protected monuments of national importance and if so, the details thereof along with the status of proposals and the proposed steps for their conservation;

(c) the details of the initiatives taken/being taken by the Government to

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

develop cultural and tourism circuits in Bihar particularly in the said districts;

(d) the details of the investment made in infrastructure and publicity to attract tourists during the last five year in Bihar, year and district wise;

(e) the details of the involvement of local communities in tourism activities; and

(f) the impact of cultural tourism on local economy and heritage conservation?

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

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

विवरण

(क): बिहार राज्य में भारतीय पुरातत्व सर्वेक्षण के क्षेत्राधिकार के अंतर्गत 70 केंद्रीय संरक्षित स्मारक हैं। भारतीय पुरातत्व सर्वेक्षण इन स्मारकों/स्थलों में संरक्षण, पुनरुद्धार और पर्यटक सुविधाओं के उन्नयन से संबंधित कार्य, राष्ट्रीय संरक्षण नीति के अधीन संरक्षण की आवश्यकता और संसाधनों की उपलब्धता के अनुसार करता है और यह एक सतत् प्रक्रिया है। विगत तीन वर्षों के दौरान, बिहार राज्य में पर्यटन सुविधाओं के संरक्षण, पुनरुद्धार और उन्नयन के लिए आवंटित निधियों और किए गए का ब्यौरा निम्नानुसार है: –

(राशि करोड़ में)

क्र. सं.	वर्ष	आवंटन	किया गया व्यय
1.	2022-23	9.00	9.00
2.	2023-24	16.00	16.00
3.	2024-25	8.73	8.73

बिहार राज्य में विगत तीन वर्षों और वर्तमान वित्तीय वर्ष के दौरान निष्पादित किए गए प्रमुख

संरक्षण कार्यों का ब्यौरा **अनुबंध-I** में दिया गया है।

विगत तीन वर्षों के दौरान, बिहार राज्य के कैमूर और रोहतास जिलों में किए गए संरक्षण और अनुरक्षण से संबंधित कार्य और उन पर किए गए व्यय का विवरण **अनुबंध-II** में दिया गया है।

(ख): प्राचीन स्मारकों/पुरातात्विक स्थलों और अवशेषों का संरक्षण किया जाना एक सतत् प्रक्रिया है। स्मारकों और स्थलों का आंकलन उनके पुरातात्विक, ऐतिहासिक और वास्तुशिल्प महत्व के आधार पर किया जाता है, और जो स्मारक/स्थल इसके योग्य पाए जाते हैं उन्हें प्राचीन संस्मारक तथा पुरातत्वीय स्थल और अवशेष अधिनियम, 1958 के प्रावधान के अनुसार राष्ट्रीय महत्व के स्मारक/स्थल के रूप में घोषित किया जाता है।

(ग) और (घ): भारत सरकार ने अपने सदस्य राज्यों की लोक कला और संस्कृति के विभिन्न रूपों को संरक्षित करने और इसे संवर्धित करने के लिए प्रयागराज में उत्तर मध्य क्षेत्र सांस्कृतिक केंद्र (एनसीजेडसीसी) और कोलकाता में पूर्वी क्षेत्र सांस्कृतिक केंद्र (ईजेडसीसी) की स्थापना की है। बिहार इन क्षेत्रीय सांस्कृतिक परिषदों का सदस्य राज्य है और ये केन्द्र नियमित रूप से बिहार राज्य सहित अपने सदस्य राज्य में विभिन्न सांस्कृतिक गतिविधियों और कार्यक्रमों का आयोजन करते हैं, जिसके लिए उन्हें वार्षिक अनुदान सहायता प्रदान की जाती है। बिहार राज्य में आयोजित कुछ प्रमुख कार्यक्रमों में सप्तक, मेरी माटी मेरा देश, हर घर तिरंगा अभियान, लोक नाट्य समारोह, गुरु गोबिंद सिंह की 350वीं जयंती पर प्रकाशोत्सव, गंगा संस्कृति यात्रा आदि शामिल हैं।

पर्यटन गंतव्य और उत्पाद का क्षेत्रीय विकास और उन्नयन मुख्य रूप से संबंधित राज्य सरकार/संघ राज्य क्षेत्र प्रशासन द्वारा किया जाता है। पर्यटन मंत्रालय ने अपनी विभिन्न योजनाओं अर्थात् 'स्वदेश दर्शन', 'स्वदेश दर्शन-2.0 (एसडी 2.0)' 'चुनौती आधारित गंतव्य विकास (सीबीडीडी)', स्वदेश दर्शन योजना की एक उप-योजना और 'तीर्थयात्रा कायाकल्प और आध्यात्मिक, विरासत संवर्धन अभियान (प्रसाद)' योजनाओं के माध्यम से राज्य सरकार/केंद्र शासित प्रदेश प्रशासनों को वित्तीय सहायता प्रदान करके पर्यटन बुनियादी ढांचे के विकास और अनुभवों का निर्माण करने के प्रयासों को पूरा करता है। यह सहायता, संबंधित राज्य सरकार/केंद्र

शासित प्रदेश प्रशासन की एजेंसियों से परियोजना प्रस्तावों की प्राप्ति के उपरान्त योजना के दिशा-निर्देशों, सरकारी अनुदेशों, निधियों की उपलब्धता आदि के साथ सामंजस्य करते हुए प्रदान की जाती है।

इसके अलावा, भारत सरकार ने अपनी योजना 'पूँजी निवेश के लिए राज्यों को विशेष सहायता (एसएससीआई)-वैश्विक स्तर पर प्रतिष्ठित पर्यटक केंद्रों का विकास' के तहत वित्तीय वर्ष 2024-25 में देश में 3295.76 करोड़ रुपये की लागत से 23 राज्यों में 40 परियोजनाओं को मंजूरी दी है, जिसमें बिहार की परियोजनाएं भी शामिल हैं, जिसका मुख्य उद्देश्य देश में प्रतिष्ठित पर्यटन केंद्रों को व्यापक रूप से विकसित करने और उनकी वैश्विक स्तर पर ब्रांडिंग और विपणन करना है।

बिहार में 'स्वदेश दर्शन', 'स्वदेश दर्शन-2.0 (एसडी 2.0)' 'चुनौती आधारित गंतव्य विकास (सीबीडीडी)', और 'पूँजी निवेश के लिए राज्यों को विशेष सहायता (एसएससीआई)' नामक योजनाओं के तहत स्वीकृत परियोजनाओं का विवरण **अनुबंध-III** में दिया गया है।

(ड) और (च): स्थानीय समुदाय, कई प्रकार से पर्यटन से संबंधित गतिविधियों में भाग लेते हैं। वे अक्सर पर्यटक मार्गदर्शक, फोटोग्राफर, विक्रेता और दुकानदार के रूप में काम करते हैं और अपनी सेवाएं प्रदान करते हैं और पर्यटकों को अपने स्थानीय उत्पाद बेचते हैं। इन गतिविधियों के माध्यम से, वे आय अर्जित करते हैं और समग्र पर्यटन अनुभव में योगदान देते हैं।

मंत्रालय राज्य सरकारों/केंद्र शासित प्रदेशों के प्रशासनों को स्थानीय समुदायों के साथ जुड़ने और पूरी की गई परियोजनाओं के सुदृढ़ संचालन और प्रबंधन को सुनिश्चित करने के लिए प्रोत्साहित करता है ताकि इससे पर्यटकों की संख्या में वृद्धि, स्थानीय रोजगार का सृजन और समग्र पर्यटक संतुष्टि में वृद्धि हो सके।

सांस्कृतिक पर्यटन नौकरियों का सृजन करके और धरोहर स्थलों के पास स्थानीय व्यवसायों को संवर्धित करके स्थानीय अर्थव्यवस्था को बढ़ावा देने में सहायता करता है। यह सांस्कृतिक धरोहर की सुरक्षा के बारे में जन जागरूकता भी बढ़ाता है।

अनुबंध -I

बिहार राज्य में विगत तीन वर्षों और वर्तमान वित्तीय वर्ष के दौरान निष्पादित किए गए प्रमुख संरक्षण कार्यों का विवरण

वित्तीय वर्ष 2022-23

क्र.सं.	स्मारक का नाम	किए गए मुख्य संरक्षण कार्यों का ब्यौरा
1.	अधिग्रहित क्षेत्र, नालंदा , जिला-नालंदा में संलग्न सभी टीले, संरचनाएं और भवन	नालंदा में खुदाई से मिले अवशेषों पर मंदिर नंबर 12 के साइड वाले हिस्से का संरक्षण नालंदा में मठ संख्या 08 का संरक्षण नालंदा में मंदिर संख्या 14 का संरक्षण नालंदा में उत्खनन से मिले अवशेषों के मंदिर नंबर 02 का संरक्षण नालंदा में उत्तरी भाग के मंदिर संख्या 13 के निचले हिस्से का संरक्षण
2.	बौद्धस्तूप,ताजपुर, देउर, जिला- पूर्वी चंपारण	पूर्वी चंपारण के केसरिया में बौद्ध स्तूप के नए खुले ढांचे का संरक्षण पूर्वी चंपारण के केसरिया में नई उत्खनन वाली जगह पर बौद्ध स्तूप के पूर्वी हिस्से का संरक्षण । पूर्वी चंपारण के केसरिया में नई उत्खनन वाली जगह पर बौद्ध स्तूप के पश्चिमी हिस्से का संरक्षण ।
3.	अशोक स्तंभ कोल्हुआ , जिला- मुजफ्फरपुर	खुटागरशाला स्वास्तिक मठ अशोक स्तंभ कोल्हुआ का संरचनात्मक संरक्षण

4.	विक्रमशिला मठ का प्राचीन स्थल , अंतीचक , माधोरामपुर , ओरिउप , जिला- भागलपुर	विक्रमशिला में उत्खनन से मिले अवशेषों पर उत्तर पूर्वी मठ का संरक्षण अन्तिचक
		अंतीचक , भागलपुर तिब्बती मंदिर विक्रमशिला का संरक्षण महाविहार , ।
		मठ का संरक्षण (दक्षिण और पश्चिम की ओर) विक्रमशिला महाविहार , अंतीचक , भागलपुर।
		चबूतरे का संरक्षण (मठ कक्ष) विक्रमशिला महाविहार , अंतीचक , भागलपुर
		मठ का संरक्षण (उत्तरी मंडप) विक्रमशिला महाविहार , अंतीचक , भागलपुर
		विक्रमशिला सहाविहार के मठ की सीढ़ी (पश्चिम की ओर) का संरक्षण , अंतीचक , भागलपुर।
5.	राजा विशाल का गढ़ वैशाली , जिला- वैशाली	वैशाली में राजा विशाल का गढ़ का संरक्षण
6.	शेर शाह सूरी का मकबरा, सासाराम , जिला- रोहतास	सासाराम में शेरशाह सूरी मकबरे के मुख्य गुंबद और बाहरी ढांचों का संरक्षण
7.	राजगृह की दीवारों से घिरे इलाकों में सभी पुरानी इमारतें और बचे हुए हिस्से अथवा स्मारक (महादेव मंदिर, राजगीर , जिला, नालंदा)	राजगीर में महादेव मंदिर का संरक्षण और जीर्णोद्धार
		राजगीर में जरासंध का अखाड़ा का संरक्षण ।

8.	राजगृह (जरासंध का बैठका , मनियार मठ), ज़िला, नालंदा के नाम से जाने जाने वाले पुराने शहरों से आधे मील के अंदर हैं।	राजगीर में जरासंध की बैठक का संरक्षण ।
		राजगीर में मनियार मठ का संरक्षण

वित्त वर्ष 2023-24

क्रं. सं.	स्मारक का नाम	संरक्षण कार्यों का ब्यौरा
1.	अधिग्रहित क्षेत्र, नालंदा , जिला- नालंदा में संलग्न सभी टीले, संरचनाएं और भवन	नालंदा में मठ संख्या 08 का संरक्षण
		नालंदा में सराय टीले का संरक्षण
		नालंदा में मंदिर संख्या 02 का संरक्षण
		तक प्लंब स्ट्रक्चर को हटाना और दीवारों में पैच वर्क शामिल है, साथ ही नालंदा में उत्तर पश्चिम की ओर स्तूप का जीर्णोद्धार भी शामिल है।
		नालंदा में मंदिर संख्या 14 का संरक्षण
2.	विक्रमशिला मठ का प्राचीन स्थल , अंतीचक , माधोरामपुर , ओरिउप , जिला- भागलपुर	विक्रमशिला महाविहार के उत्तर-पूर्व दिशा में बने मठ के उत्खनन में मिले अवशेषों का संरक्षण, भागलपुर
		मठ द्वार का संरक्षण (उत्तर की ओर मंडप) विक्रमशिला महाविहार , अंतीचक , भागलपुर।
		मठ की सीढ़ियों का संरक्षण (दक्षिण की ओर) विक्रमशिला महाविहार , अंतीचक , भागलपुर।
		विक्रमशिला महाविहार अंतीचक भागलपुर में मठ का संरक्षण (दक्षिण और पश्चिम की ओर)
		मठ की सीढ़ियों का संरक्षण (पश्चिम की ओर) विक्रमशिला महाविहार , अंतीचक , भागलपुर।

3.	राजगृह की दीवारों से घिरे इलाकों में सभी पुरानी इमारतें महादेव मंदिर, राजगीर, जिला, नालंदा और बचे हुए हिस्से या स्मारक।	राजगीर में महादेव मंदिर का संरक्षण और जीर्णोद्धार।
4.	राजगृह (जरासंध का बैठका, मनियार मठ), जिला, नालंदा के नाम से जाने जाने वाले पुराने शहरों से आधे मील के अंदर हैं।	राजगीर में जरासंध की बैठक का संरक्षण। राजगीर में मनियार मठ का संरक्षण।

वित्तीय वर्ष 2024-25

क्र. सं.	स्मारक का नाम	संरक्षण कार्यों का ब्यौरा
1.	अधिग्रहित क्षेत्र, नालंदा, जिला- नालंदा में संलग्न सभी टीले, संरचनाएं और भवन	नालंदा में सराय टीले का संरक्षण नालंदा में मठ संख्या 08 का संरक्षण नालंदा में मंदिर नंबर 02 का संरक्षण। तक प्लंब स्ट्रक्चर को हटाना और दीवारों में पैच वर्क शामिल है, साथ ही नालंदा में उत्तर पश्चिम की ओर स्तूप का जीर्णोद्धार भी शामिल है।
2.	विक्रमशिला मठ का प्राचीन स्थल, अंतीचक, माधोरामपुर, ओरिउप, जिला- भागलपुर	मंडप का संरक्षण द्वारा विक्रमशिला महाविहार, अंतीचक, भागलपुर। विक्रमशिला, अंतीचक, भागलपुर में खुदाई से मिले अवशेषों पर उत्तर पूर्व की ओर मठ का संरक्षण विक्रमशिला, अंतीचक, भागलपुर में मठ की दक्षिण दिशा की सीढ़ियों का संरक्षण।
3.	अशोक स्तंभ कोल्हुआ, जिला- मुजफ्फरपुर	कूटागारशाला का संरचनात्मक संरक्षण अशोक स्तंभ पर स्वास्तिक मठ, कोल्हुआ, मुजफ्फरपुर।
4.	बौद्ध स्तूप, ताजपुर, देउर, जिला- पूर्वी चंपारण	पूर्वी चंपारण के केसरिया में नए बने बौद्ध स्तूप के पश्चिमी हिस्से का संरक्षण

		पूर्वी चंपारण के केसरिया में बौद्ध स्तूप के पश्चिमी हिस्से के ऊपरी हिस्से का निर्माण
		पूर्वी चंपारण के केसरिया में बौद्ध स्तूप के पूर्वी हिस्से के चरण-II का संरक्षण
		पूर्वी चंपारण के केसरिया में नए खुले ढांचे के पूर्वी हिस्से का संरक्षण ।
5.	बुद्ध की मूर्ति, जगदीशपुर , जिला नालंदा	रुक्मिणी स्थान जगदीशपुर , नालंदा का संरक्षण में अस्थान
6.	पुराने और नए राजगृह (मनियार मठ), जिला, नालंदा के नाम से ज्ञात जो पुराने शहरों से आधे मील के अंदर हैं ।	राजगीर में मनियार मठ का संरक्षण
7.	मुंडेश्वरी देवी का मंदिर, पौरा पहाड़ी , रामगढ़, जिला- कैमूर	मुंडेश्वरी देवी मंदिर का संरक्षण, पौरा हिल रामगढ़, कैमूर

वित्तीय वर्ष 2025-26 (अभी तक)

क्र.सं.	स्मारक का नाम	संरक्षण कार्यों का ब्यौरा
1.	विक्रमशिला मठ का प्राचीन स्थल, अंतीचक, माधोरामपुर, ओरिउप, जिला- भागलपुर	मठ का संरक्षण (दक्षिण और पश्चिम की ओर) विक्रमशिला महाविहार, अंतीचक, भागलपुर तिब्बती मंदिर विक्रमशिला का संरक्षण महाविहार, अंतीचक, भागलपुर हिंदू मंदिर परिसर विक्रमशिला महाविहार, अंतीचक, भागलपुर का संरक्षण विक्रमशिला महाविहार, अंतीचक, भागलपुर मठ की सीढ़ियों का संरक्षण (दक्षिण की ओर) मठ की सीढ़ियों का संरक्षण (उत्तर की ओर मंडप) द्वार) विक्रमशिला महाविहार, अंतीचक, भागलपुर।
2.	अधिग्रहित क्षेत्र, नालंदा , जिला- नालंदा में संलग्न सभी टीले, संरचनाएं और भवन	तक सीधी खड़ी संरचना को हटाना और दीवारों में पैचवर्क शामिल है, साथ ही नालंदा में उत्तर पश्चिम की ओर स्तूप का जीर्णोद्धार भी शामिल है।

		नालंदा में मंदिर संख्या 14 का संरक्षण
		नालंदा में मंदिर सं. 12 के बगल वाले हिस्से का संरक्षण
4.	पुराने और नए राजगृह (जरासंध का बैठका) जिला, नालंदा के नाम से ज्ञात जो पुराने शहरों से आधे मील के अंदर हैं।	राजगीर, नालंदा में जरासंध के अखाड़ा का संरक्षण
5.	बुद्ध की मूर्ति, जगदीशपुर, जिला नालंदा	जगदीशपुर, नालंदा में रुक्मिणीस्थान का संरक्षण।
6.	शेर शाह सूरी का मकबरा सासाराम, जिला- रोहतास में है	सासाराम में शेर शाह सूरी के मकबरे के मुख्य गुंबद और बाहरी ढांचों का संरक्षण।
7.	बौद्ध स्तूप, ताजपुर, देउर, जिला- पूर्वी चंपारण	पूर्वी चंपारण के केसरिया में बौद्ध स्तूप के पश्चिमी हिस्से की ऊपरी छत का संरक्षण।

अनुबंध – II

विगत तीन वर्षों और वर्तमान वित्तीय वर्ष के दौरान बिहार के कैमूर और रोहतास जिलों में निष्पादित संरक्षण और अनुरक्षण कार्य और उन पर किए गए व्यय का ब्यौरा

वर्ष 2022-23

क्रम. सं.	जिला/राज्य	कार्य का नाम	व्यय (राशि रुपये में)
1.	कैमूर, बिहार	मुंडेश्वरी देवी मंदिर, पौरा पहाड़ी, रामगढ़, जिला - कैमूर का संरक्षण	643221.00
2.	-वही-	चैनपुर में बख्तियार खान मकबरे की मरम्मत।	141615.00
3.	-वही-	कैमूर जिले के पौरा पहाड़ी पर मुंडेश्वरी देवी मंदिर का सालाना रखरखाव	90403.00
		कुल	875239.00

4.	रोहतास, बिहार	आज़ादी का अमृत के तहत शेरशाह सूरी का मकबरा सासाराम में महोत्सव पर्यटक सुविधाओं का विकास और उन्नयन	195610.00
5.	वही	रोहतास किला, रोहतास में जल निकायों का संरक्षण और नवीनीकरण।	1850.00
6.	वही	सासाराम में हसन शाह सूरी के मकबरे पर नालियों का पुनर्निर्माण	2925.00
7.	वही	सासाराम में शेरशाह सूरी मकबरे के मुख्य गुंबद और बाहरी ढांचों का संरक्षण	700.00
8.	वही	सासाराम में हसन शाह सूरी मकबरे का वार्षिक रखरखाव जिला - रोहतास	492858.00
9.	वही	चंदन शहीद हिल सासाराम जिला – रोहतास में अशोक के शिलालेख का सालाना रखरखाव	86279.00
10.	वही	रोहतास की मरम्मत गढ़ किला, रोहतास , सब सर्कल सासाराम	644688.00
11	वही	सासाराम में शेर शाह सूरी मकबरे का वार्षिक रखरखाव जिला - रोहतास	1636710.00
		कुल	3061620.00

वित्तीय वर्ष 2023-24

क्रम. सं.	जिला/राज्य	कार्य का नाम	व्यय (रुपये में)
	कैमूर, बिहार	कैमूर जिले के पौरा पहाड़ी पर मुंडेश्वरी देवी मंदिर का वार्षिक अनुरक्षण	190910.00
	-करना-	चैनपुर में बख्तियार खान मकबरे की मरम्मत।	95455.00
		कुल	286365.00
	रोहतास, बिहार	सासाराम में हसन शाह सूरी मकबरे का वार्षिक अनुरक्षण जिला - रोहतास	95455.00
	वही	चंदन में अशोक के शिलालेख का वार्षिक अनुरक्षण शहीद हिल सासाराम	95455.00

	वही	रोहतास गढ़ किला, रोहतास , उप-मंडल सासाराम की मरम्मत	276115.00
	वही	सासाराम जिला - रोहतास में शेर शाह सूरी मकबरे का वार्षिक अनुरक्षण	745374.00
		कुल	1212399.00

वित्तीय वर्ष 2024-25

क्रम.सं.	जिला/राज्य	कार्य का नाम	व्यय (रुपये में)
1.	कैमूर, बिहार	मुंडेश्वरी देवी मंदिर, पौरा हिल रामगढ़, कैमूर का संरक्षण	361000.00
2.	वही	कैमूर जिले के पौरा पहाड़ी पर मुंडेश्वरी देवी मंदिर का वार्षिक अनुरक्षण	170916.00
3.		चैनपुर में बख्तियार खान मकबरे की मरम्मत	85980.00
		कुल	617896.00
4.	रोहतास, बिहार	आजादी की 75 वीं वर्षगांठ के अवसर पर सासाराम में शेरशाह सूरी मकबरे पर महोत्सव और पर्यटन सुविधाओं का विकास एवं उन्नयन	1944142.00
5.	वही	सासाराम में हसन शाह सूरी मकबरे का सालाना रखरखाव जिला - रोहतास	85458.00
6.	वही	चंदन में अशोक के शिलालेख का सालाना रखरखाव शहीद हिल सासाराम	82005.00
7.	वही	रोहतास गढ़ किला, रोहतास , उपमंडल सासाराम की मरम्मत	169872.00
8.	वही	सासाराम में शेर शाह सूरी मकबरे का वार्षिक अनुरक्षण जिला - रोहतास	1001659.00
		कुल	3283136.00

वित्तीय वर्ष 2025-26 (जनवरी 2026 तक)

क्रम.सं.	जिला/राज्य	कार्य का नाम	व्यय (रुपये में)
1.	कैमूर, बिहार	कैमूर जिले के पौरा पहाड़ी पर मुंडेश्वरी देवी मंदिर का वार्षिक अनुरक्षण	128940.00
2.	वही	चैनपुर में बख्तियार खान मकबरे की मरम्मत	122710.00
		कुल	251650.00
3.	रोहतास, बिहार	सासाराम में शेर शाह सूरी के मकबरे के मुख्य गुंबद और बाहरी ढांचों का संरक्षण	3480584.00
4.	वही	आजादी का अमृत महोत्सव के तहत सासाराम में हसन शाह सूरी के मकबरे पर जलनिकायों का जीर्णोद्धार अमृत सरोवर योजना .	1713560.00
5.	वही	रोहतास किले में जल निकायों का संरक्षण और नवीनीकरण	2257068.00
6.	वही	सासाराम में शेरशाह सूरी मकबरे की तीन रंगों वाली रोशनी	438960.00
7.	वही	सासाराम में हसन शाह सूरी मकबरे का वार्षिक अनुरक्षण जिला - रोहतास	710046.00
8.	वही	चंदन में शहीद हिल सासाराम अशोक के शिलालेख का वार्षिक अनुरक्षण	59210.00
9.	वही	रोहतास की मरम्मत गढ़, किला, रोहतास , उपमंडल सासाराम	299875.00
10.	वही	सासाराम में शेर शाह सूरी मकबरे का वार्षिक अनुरक्षण जिला - रोहतास	1194081.00
		कुल	10153384.00

अनुबंध-III

बिहार में 'स्वदेश दर्शन', 'स्वदेश दर्शन-2.0 (एसडी 2.0)' 'चुनौती आधारित गंतव्य विकास (सीबीडीडी)', और 'पूँजी निवेश के लिए राज्यों को विशेष सहायता (एसएससीआई) नामक योजनाओं के तहत स्वीकृत परियोजनाओं का विवरण

1. स्वदेश दर्शन योजना के तहत विहार राज्य में संस्वीकृत परियोजनाओं का ब्यौरा

क्र. सं.	परियोजना का नाम	संस्वीकृति वर्ष	श्रेणी	संस्वीकृत राशि (करोड़ रु में)	जारी/ अधिकृत राशि (करोड़ रु में)	उपयोग की गई राशि (करोड़ रु में)
1	वैशाली – आरा – मसाद – पटना – राजगीर – पावापुरी – चंपापुरी का विकास	2016-17	तीर्थकर परिपय	33.96	30.04	29.36
2	कांवरिया रूट का विकास : सुल्तानगंज-धर्मशाला-देवघर	2016-17	आध्यात्मिक परिपय	44.76	42.52	42.17
3	बोधगया में कन्वेंशन सेंटर	2016-17	बौद्ध परिपय	95.18	95.18	95.18
4	भित्तिहरवा-चंद्रहिया-तुरकौलिया का विकास	2017-18	ग्रामीण परिपय	44.27	40.31	40.31
5	मंदार हिल और अंग प्रदेश का विकास	2017-18	आध्यात्मिक परिपय	44.55	42.32	42.32

2. बिहार राज्य में स्वदेश दर्शन योजना के तहत संस्वीकृत परियोजनाओं का ब्यौरा

क्र.सं.	परियोजना का नाम	स्वीकृति वर्ष	श्रेणी	स्वीकृत राशि (रु करोड़ में)	अधिकृत राशि (रु करोड़ में)
1	बोधगया का विकास	2024-25	बौद्ध अनुभव	165.44	16.54

3. स्वदेश की उप-योजना सीबीडीडी के अंतर्गत स्वीकृत परियोजनाओं का विवरण बिहार राज्य में दर्शन 2.0 योजना

क्र.सं.	परियोजना का नाम	स्वीकृति वर्ष	श्रेणी	स्वीकृत राशि (रु करोड़ में)	अधिकृत राशि (रु करोड़ में)
1	सोनपुर मेला स्थल, सारण का विकास	2024-25	सांस्कृतिक धरोहर	24.29	2.43

4. बिहार राज्य में एसएससीआई योजना के तहत स्वीकृत परियोजनाओं का विवरण

क्र.सं.	परियोजना का नाम	स्वीकृति वर्ष	स्वीकृत राशि (रु करोड़ में)	प्राधिकरण के लिए जारी राशि (रु करोड़ में)
1	मत्स्यगंधा झील, सहरसा का विकास	2024-25	97.61	97.09
2	करमचट में इको - टूरिज्म और एडवेंचर हब	2024-25	49.51	

5. बिहार राज्य में प्रसाद योजना के तहत स्वीकृत परियोजनाओं का विवरण

क्र.सं.	परियोजना का नाम	स्वीकृति वर्ष	स्वीकृत राशि (रु करोड़ में)	जारी की गई राशि (रु करोड़ में)	उपयोग की गई राशि (रु करोड़ में)

1	पटना साहिब का विकास	2015-16	29.62	29.62	29.62
2	विष्णुपद मंदिर, गया, बिहार में बुनियादी सुविधाओं का विकास	2014-15	3.63	3.63	3.63
3.	अंबिका भवानी मंदिर, सारण का विकास	2024-25	13.29	0.00	0.00

श्री मनोज कुमार : अध्यक्ष महोदय, माननीय मंत्री जी के जवाब में संरक्षित स्थानों की जो सूची उपलब्ध करायी गयी है, उसमें रोहतास और कैमूर जिले के महत्वपूर्ण, ऐतिहासिक एवं धार्मिक पर्यटन स्थलों का जिक्र नहीं है। यहां ऐतिहासिक गुप्ताधाम गुफा में शिव मंदिर, रोहतासगढ़ किला और शेरशाह सूरी का मकबरा है। पानीवाला रौजा और सूखल रौजा में नाले का पानी जाता है। वहां तुतला भवानी मंदिर, धुंआ कुंड, माझन कुंड, चौरासन मंदिर, ताराचंडी मंदिर, इंद्रपुरी डैम, महादेव खोह, तिलहाड़ कुंड जलप्रपात, करकड गढ़ जलप्रपात, मां मुंडेश्वरी मंदिर, भगवानपुर, चाचा फगमल गुरुद्वारा सासाराम और गुरुद्वारा टकसाल जैसे ऐतिहासिक स्थल हैं।

महोदय, रोहतास और अधौरा कैमूर में भगवान बिरसा मुंडा की ऐतिहासिक स्थल, रोहतास जिला के शिवसागर प्रखंड अंतर्गत सेनुआर टीला जहां खुदाई में सिंधु घाटी सभ्यता और नव पाषाण युग के अवशेष प्राप्त हुए हैं। हमें इसके संरक्षण और विकास के लिए ध्यान देना चाहिए। सिख धर्म के महान धर्मगुरु तेगबहादुर जी महाराज का सासाराम की धरती पर आगमन हुआ था। उनकी याद में बने ऐतिहासिक गुरुद्वारा चाचा फगमल गुरुद्वारा और सासाराम गुरुद्वारा टकसाल जैसे ऐतिहासिक स्थलों का वर्णन माननीय मंत्री जी के उत्तर में नहीं है। इन सभी ऐतिहासिक स्थलों के बारे में मैंने सवाल पूछा था।

महोदय, यदि आप हमारे संसदीय क्षेत्र सासाराम में आइएगा तो देखिएगा कि वहां प्रकृति की सुंदर बनावट है। वहां जो कैमूर पहाड़ है, वह हिमालय पर्वत से भी पुराना है। इस पहाड़ में कुंड और झरने हैं। यहां कई ऐतिहासिक जगहें हैं। इनके विकास और पर्यटन स्थल बनाने के लिए केंद्र

सरकार को ध्यान देना चाहिए। यहां हर साल हजारों-लाखों की तदाद में पर्यटक और सैलानी उत्तर प्रदेश, बिहार और झारखंड से आते हैं।

महोदय, अभी डेढ़-दो साल पूरे होने वाले हैं। पहली बार प्रश्न काल की सूची में मेरा नाम आया है। बिहार में लोग कहते हैं कि यदि किसी दुकान से कोई सामान खरीदने के लिए जाइए तो वहां चॉकलेट और बिस्कुट मिल जाता है।... (व्यवधान)

महोदय, आप मुझे 10-20 सेकेंड का टाइम दे दीजिए। वैसे भी आप हम लोगों को समय देते हैं। आप काफी अच्छे हैं। मैंने सवाल पूछा था कि इन ऐतिहासिक जगहों के विकास के लिए केंद्र सरकार की तरफ से क्या प्रयास किया जा रहा है? वहां लाखों की तदाद में सैलानी आते हैं। वे झरने, कुंड देखने के लिए और मंदिर का दर्शन करने के लिए आते हैं। इन जगहों के विकास के लिए सरकार की क्या योजना है?... (व्यवधान)

माननीय अध्यक्ष: माननीय मंत्री जी, आप तीन बार मंत्री बन गये हैं। आप उनकी तरह लंबा जवाब मत दीजिए।

... (व्यवधान)

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, मैं आपका संरक्षण चाहते हुए, माननीय सदस्य द्वारा पूछे गए प्रश्न का सिर्फ वर्बेटिम में पढ़ना चाहता हूं। उन्होंने अपने पहले प्रश्न में लिखा है -the details of the projects approved for conservation, restoration, and upgradation and tourist facilities at protected monuments.

सर, बिहार में जो प्रोटेक्टेड मॉन्यूमेंट्स हैं, इन्होंने रोहतास और कैमूर जिले की बात कही है। इन जिलों के प्रोटेक्टेड मॉन्यूमेंट्स पर जो कुछ काम किया गया है, वह हमने अपने उत्तर में विस्तार से बता दिया है। माननीय सदस्य ने अपने क्षेत्र के सभी मंदिर एवं गुरुद्वारे की चर्चा की है। ये सभी धार्मिक स्थल निश्चित रूप से हम सभी के लिए महत्वपूर्ण हैं। चूंकि ये सभी स्थल प्रश्न की सीमा से बाहर हैं। अगर माननीय सदस्य को इनके बारे में कुछ इंफॉर्मेशन चाहिए तो वे लोकसभा के पटल पर या तो फिर से प्रश्न रखें या मेरे कार्यालय से संपर्क करें। हम सहर्ष इसके बारे में

जानकारी उपलब्ध करा देंगे।

श्री मनोज कुमार : महोदय, मैंने टूरिज्म के बारे में प्रश्न पूछा था। जो टूरिज्म स्थल हैं, उनमें आप देखेंगे, तो वह शामिल है। बिहार के रोहतास और कैमूर जिले जहां शेरशाह सूरी का मकबरा, रोहतासगढ़ किला तथा मुंडेश्वरी मंदिर के अत्यंत महत्वपूर्ण ऐतिहासिक धरोहर स्थल स्थित हैं, वहां संरक्षण के कुछ कार्य किए गए हैं, लेकिन पर्यटक और संरचना संपर्क मार्ग तथा पर्यटकों के लिए मूलभूत सुविधाएं अभी तक पर्याप्त नहीं हैं। मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि ये सब सुविधाएं कब तक उपलब्ध होंगी? यदि इस संबंध में कोई योजना है, तो वह योजना क्या है और कब तक पूरी होगी? कृपया बताने की कृपा करें।

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, ऐसे प्रोटेक्टेड मॉन्यूमेंट्स पर जहां फुटफॉल हो, टूरिस्ट जाएं, वहां निरंतर इस बात का प्रयास रहता है कि टूरिस्ट एमेनिटीज को पर्यटकों की सुविधा के लिए, अवसंरचनाओं को विकसित करने के लिए सरकार काम करे। हमने पिछले वर्षों में इस तरह ऐसे मॉन्यूमेंट्स पर विस्तार से समीक्षा करके उन जगहों पर काम किया है। लेकिन माननीय सदस्य ने जो विषय संज्ञान में लाया है, मैं इस विषय पर अगर कंजर्वेशन के दृष्टिकोण से बात करूँ, तो शेरशाह सूरी की टॉम्ब और मुंडेश्वरी टेम्पल दोनों पर हमने पिछले तीन वर्षों में कंजर्वेशन पर एक करोड़ रुपये से ज्यादा खर्च किए हैं। इसके अतिरिक्त टूरिस्ट एमेनिटीज का जहां तक विषय है, प्रसाद योजना के तहत, स्वदेश दर्शन योजना के तहत और एसआई के अपने संसाधनों के माध्यम से हम ऐसे स्थलों पर पर्यटकों के लिए सुविधाओं का विकास करने का निरंतर क्रम जारी रखते हैं।

माननीय सदस्य ने संज्ञान में लाया है। मैं आग्रह करूंगा, क्योंकि टूरिस्ट डेस्टिनेशन पर टूरिज्म का डेवलपमेंट का प्राथमिक अधिकार और दायित्व स्टेट लिस्ट सब्जेक्ट होने के कारण राज्य का होता है। अगर राज्य उस तरह प्रतिवेदन बना कर के तय योजनाओं में भेजेंगे, तो निश्चित रूप से हम उस पर सकारात्मक रूप से कार्यवाही करेंगे।

SHRI LAVU SRIKRISHNA DEVARAYALU: Sir, I vividly remember when hon.

Prime Minister was the Chief Minister of Gujarat in 2003, he went to Geneva and brought back the ashes of Shyamji Krishna Varma ji to India. He took the ashes to Gujarat also. I remember very vividly. After becoming the Prime Minister, hon. Modi ji has brought back almost 600 items from Australia and the US back to India.

I come from Narasaraopet. We have a huge history of Buddhist culture wherein the institutions of Acharya Nagarjuna were there. Old Amaravati was also a part of my constituency. In this context, I want to ask the hon. Minister what concrete steps the Government is taking to secure the return of historical and culturally significant artefacts to India. These artefacts are mostly in Victoria and Albert Museum in London. These artefacts should be returned to India. I want to know what concrete steps the Ministry is taking in this regard.

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, मैं माननीय सदस्य को हृदय से धन्यवाद देना चाहता हूँ कि उन्होंने सरकार और विशेष रूप से माननीय प्रधान मंत्री जी के कल्चरल प्रॉपर्टीज एंड एसेट्स के रेस्टिट्यूशन के लिए जो प्रयास किए हैं और वर्ष 2014 के बाद पिछले वर्षों में जो आंकड़ा 13 तक सिमटा हुआ था, वह आंकड़ा 600 से ज्यादा ऐसी हमारी पुरा-संपदाओं को भारत वापस लौटाने को इन्होंने यहां इंडोर्स किया। मैं हृदय से इनका धन्यवाद और आभार ज्ञापित करता हूँ।

माननीय अध्यक्ष महोदय, मैं सदन और सदस्यों के संज्ञान के लिए यह निवेदन करना चाहता हूँ कि 70 के दशक में जो वैश्विक एग्रीमेंट हुआ था, उस एग्रीमेंट के आधार पर दुनिया में इस तरह के कल्चरल प्रॉपर्टीज के रेस्टिट्यूशन का रास्ता वापस नए सिरे से खुला था। लेकिन उस एग्रीमेंट से पहले जो भी प्रॉपर्टीज देश से गई हैं, हम सब जानते हैं और हम सब के मन में दर्द है। मैं भी जब विक्टोरिया अल्बर्ट म्यूजियम में गया था, तो मुझे भी सब कुछ देखकर बहुत कष्ट हुआ था

कि हमारे भारत की संपत्ति को किस तरह से लूट कर यहां लाया गया है। लेकिन उसे लेकर अभी प्रावधान नहीं हैं।

माननीय अध्यक्ष महोदय, मैं सदन के संज्ञान के लिए इतना बताना चाहता हूँ कि विभिन्न वैश्विक प्लेटफॉर्म पर इन विषयों को लेकर के यह तिथि, जो उस इंटरनेशनल एग्रीमेंट की ट्रीटी की तिथि है, उससे पहले की कल्चरल प्रॉपर्टीज के रेस्टिट्यूशन पर भी विभिन्न देशों ने बातचीत करना प्रारम्भ किया है। विभिन्न प्लेटफॉर्म पर भी इसकी आवाज उठती है कि ये उनकी मिल्कियत है, उनकी धरोहर है, उनके लिए उसका सांस्कृतिक मूल्य है इसलिए उनको उसे वापस लौटाया जाना चाहिए।

मैं यह मानता हूँ कि जब एक बार इस दिशा में क्रम प्रारंभ हुआ है तो इसके लिए भविष्य में और भी रास्ते खुलेंगे। मैं सदन के संज्ञान के लिए इतना अवश्य बताना चाहता हूँ कि हमने जिस तरह के दूसरे देशों से एग्रीमेंट किए हैं, विशेष रूप से अमेरिका में, क्योंकि वहां सबसे ज्यादा इस तरह की एसेट्स, एंटीक्विटीज गई हैं। हमने अमेरिका के साथ दो वर्ष पहले कल्चरल प्रॉपर्टी एग्रीमेंट किया है और उस सीपीए पर साइन होने के बाद में ऐसी एसेट्स के रेस्टिट्यूशन का मार्ग बहुत सरल हो गया है। भारत और अमेरिका का यह एग्रीमेंट पूरी दुनिया के लिए एक नज़ीर बना है। पूरी दुनिया के सभी देश उस लाइन पर आपस में एग्रीमेंट करने के लिए काम कर रहे हैं। माननीय प्रधान मंत्री जी के नेतृत्व में यह जो निर्णय हुआ है, वह विश्व के लिए एक नज़ीर बना है, एक इन्सपिरेशन बना है।

हम विश्वास करें कि आने वाले समय में निश्चित ही इस दिशा में सकारात्मक प्रगति होगी।

माननीय अध्यक्ष : बैन्नी बेहनन जी।

देखिए, मैं प्रयास करता हूँ कि प्रश्न काल चले और सबको सदन में अच्छा लगता है कि प्रश्न काल से जवाबदेही तय होती है। यह मैं आग्रह करता हूँ और मेरा सभी प्रश्नकर्ताओं से भी आग्रह है कि अगर आप संक्षिप्त में प्रश्न पूछेंगे तो अधिकतम माननीय सदस्यों के विचार और दृष्टिकोण आ जाएंगे। इसलिए आप भी संक्षिप्त में पूछें और मंत्री जी भी संक्षिप्त में ही जवाब दें।

SHRI BENNY BEHANAN: Sir, we have very ancient monuments and some pilgrimage centres. The first mosque in India was established in my constituency. The birthplace of Adi Shankara is Kalady which is in my constituency. St. Thomas Church was also established in my constituency.

Sir, we have a PRASHAD project to connect all these pilgrimage centres but the work has not started. Will the Government consider giving necessary directions and funds to start the pilgrimage circuit connecting St. Thomas Church, Adi Shankara in Kalady and the first muslim mosque in India which is in my constituency?

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, चूँकि माननीय सदस्य का प्रश्न मूल प्रश्न और मूल मंत्रालय, दोनों से संबंधित नहीं है, लेकिन मैं सिर्फ इतना निवेदन करना चाहता हूँ that the responsibility of execution of such projects and tourism circuits lies on the shoulders of the States. The Government of India just extends the support financially or technically, if required, to the States to complete those projects. If it has not been completed or started so far, it is the responsibility of the State Government. However, we will certainly examine it. I would have been able to answer in detail if it had been brought to my notice earlier.

श्री जगदम्बिका पाल : माननीय अध्यक्ष महोदय, मैं पर्यटन मंत्री जी के माध्यम से भारत के प्रधान मंत्री जी को खास तौर से पूरे बौद्ध सर्किट के लिए धन्यवाद देना चाहता हूँ। उस समय राजा शुद्धोधन की राजधानी में क्लैक्सटन पेप्पे द्वारा खुदाई की गई थी। वे खुदाई में मिले अवशेषों को लेकर चले गए और हांगकांग में उनका ऑक्शन हुआ। इस सरकार की पहल से गौतम बुद्ध की अस्थियां वापस आई हैं, उसके लिए मैं बहुत आभार व्यक्त करता हूँ और मैं चाहता हूँ कि क्या उस आधार पर गौतम बुद्ध की जो जन्मस्थली है, वे 29 वर्षों तक पिपरावा कपिलवस्तु में रहे हैं, उसको

विश्व धरोहर की सूची में शामिल करने पर विचार करेगी, क्योंकि उस पर अभी पूरी दुनिया की निगाह गई है। अवशेष, जो खुदाई में मिले थे, उन्हें एक प्रदर्शनी में रूस ले जाया गया था। अभी प्रधान मंत्री जी भूटान भी लेकर गए थे।

माननीय अध्यक्ष जी, इसलिए मैं आपके माध्यम से मंत्री जी से इस पर जवाब चाहता हूँ।

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, मैं माननीय सदस्य को धन्यवाद देता हूँ और मैं सदन के सभी सदस्यों को भी आग्रह करूंगा कि निश्चित रूप से भारत देश के लिए यह एक बहुत बड़ी सफलता थी। हम भगवान बुद्ध के अवशेष, अस्थि अवशेष और उनको समर्पित किए गए रत्न, ऐसे रत्न, जो आज से 128 साल पहले खुदाई में निकले थे और जिनको दो हिस्सों में विभक्त करके एक हिस्सा खुदाईकर्ता को दे दिया गया था, उसको भारत सरकार ने माननीय प्रधान मंत्री के मार्गदर्शन और उनके प्रयास के चलते हुए उन्हें भारत लाने में कामयाब हुए हैं।

मैं, आपके माध्यम से सभी सदस्यों से आग्रह करता हूँ कि आप सभी वहां पधारें। उसको लेकर हमने एक बहुत सुंदर एग्जीबिशन किला राय पिथोरा, कुतुब कॉम्प्लेक्स में बनाया है। 127 वर्ष पहले जो ट्रेजर मिला था, वह न केवल भारत लौटा है, अपितु उसका शेष हिस्सा जो इंडिया में रखा हुआ था, उन दोनों को जोड़ कर हमने एक सुंदर एग्जीबिशन बनाया है। आप सब लोग वहां पर पधारें और देखने जाएं। यदि किसी भी तरह की सहायता की आवश्यकता है, तो मुझे या मेरे कार्यालय को सूचित करेंगे, तो हम आपको वहां सुविधा प्रदान करेंगे। मैं यह मानता हूँ कि अब तक जितने भी लोग वहां जा कर आए हैं, उनके मन में भारत के प्रति गौरव का बोध हुआ है। मैं आप सभी का वहां पर हृदय से स्वागत करता हूँ।

माननीय सदस्य ने जो प्रश्न किया है कि क्या उसको विश्व धरोहर की सूची में शामिल किया जाएगा? उसकी एक प्रक्रिया है, चूंकि यह माननीय सदस्य का सुझाव है, तो निश्चित रूप से हम उस पर प्रक्रिया प्रारंभ करेंगे। मैं इतना अवश्य माननीय सदस्य को अश्वस्त करना चाहता हूँ। चूंकि टेंटेटिव लिस्ट बहुत लंबी है, लगभग 70 एसेट टेंटेटिव लिस्ट में हैं और हम एक वर्ष में केवल एक ही एसेट को इंडोर्स और एन्क्रिप्ट करा सकते हैं, इसलिए उसे आगे ले जाने में थोड़ा समय

लगेगा, लेकिन हम निश्चित रूप से उस पर काम करेंगे।

श्री अखिलेश यादव : अध्यक्ष जी, मैं माननीय मंत्री जी और माननीय सदस्य जी से सहमत हूँ कि कुछ अच्छा काम कर रहे हैं, लेकिन धन्यवाद देने में कंजूसी क्यों? जब भगवान बुद्ध की इतनी पुरानी वस्तु लौट कर आयी है, तो क्या माननीय मंत्री जी और माननीय सांसद जी को किसी और को धन्यवाद नहीं देना चाहिए? मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या किसी और को धन्यवाद देना चाहिए या नहीं?

श्री गजेन्द्र सिंह शेखावत : उसको लाने में जितने लोगों ने भी सहयोग किया, उनको धन्यवाद देता हूँ।

श्री अखिलेश यादव : किसी समूह ने उसे लाने में सहयोग किया है, क्या माननीय मंत्री जी उसे धन्यवाद देंगे?

श्री गजेन्द्र सिंह शेखावत : चूंकि माननीय अध्यक्ष जी का चाबुक मेरी कमर पर था कि मैं जल्दी से समाप्त करूँ, इसलिए मैं डरते-डरते उनकी तरफ देख कर बोल रहा था। जैसा कि माननीय सदस्य ने कहा कि यह जो रेस्टिट्यूशन ऑफ भगवान बुद्धा रेलिक्स हुआ है, इसने भारत में एक नए मॉडल की स्थापना की है। जब भारत सरकार निरंतर सोथबीज़ के साथ बात कर रही थी, तब हमने उसके लिए पीपीपी पर एक एग्रीमेंट किया। गोदरेज समूह को हमने उसके उद्घाटन के समय पर भी सम्मानित किया और उसके बाद भी सम्मानित किया। मैं गोदरेज समूह का यहां, इस फ्लोर ऑफ द हाउस पर खड़े हो कर धन्यवाद करता हूँ कि उन्होंने सिर्फ एक कॉल पर अपने कोष में से पैसा देकर भारत के कल्चरल प्रॉपर्टी के रेस्टिट्यूशन के लिए सहयोग किया। यह केवल एक काम या एक घटना नहीं थी, यह एक नए युग की शुरुआत है। जहां हम मिल कर इस तरह के विषयों पर काम कर सकते हैं। यदि सरकार और समाज मिलकर काम करे, तो और बेहतर तरीके से इसको एक्सक्यूट कर सकते हैं।

माननीय अध्यक्ष : प्रश्न संख्या 322, श्री ज्ञानेश्वर पाटिल जी- उपस्थित नहीं।

श्रीमती कलाबेन मोहनभाई देलकर जी।

स्टैंड-अप इंडिया योजना के अंतर्गत नए उद्यम

***322. श्री ज्ञानेश्वर पाटील:**

+श्रीमती कलाबेन मोहनभाई देलकर:

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

(क) स्टैंड-अप इंडिया योजना की शुरुआत के बाद से इसके अंतर्गत अनुसूचित जातियों (एससी)/अनुसूचित जनजातियों (एसटी) और महिला उद्यमियों द्वारा मध्य प्रदेश और संघ राज्य क्षेत्र दादरा और नगर हवेली में कितने नए व्यवसाय/उद्यम शुरू किए गए हैं;

(ख) उक्त योजना के अंतर्गत देश में विशेषकर मध्य प्रदेश के खंडवा संसदीय निर्वाचन क्षेत्र और संघ राज्यक्षेत्र दादरा और नगर हवेली में कितने लाभार्थियों को बैंक ऋण स्वीकृत किए गए हैं;

(ग) उक्त योजना के अंतर्गत वर्ष 2020 से वर्ष 2025 की अवधि के दौरान मध्य प्रदेश और संघ राज्यक्षेत्र दादरा और नगर हवेली में स्वीकृत ऋणों की कुल राशि में वर्ष-वार कितनी वृद्धि हुई है; और

(घ) मध्य प्रदेश और संघ राज्यक्षेत्र दादरा और नगर हवेली के ऐसे जिलों का ब्यौरा क्या है जहां उक्त योजना के अंतर्गत सर्वाधिक संख्या में महिलाओं/अनुसूचित जाति/अनुसूचित जनजाति के उद्यमियों ने ऋण लिया है?

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS

(SHRIMATI NIRMALA SITHARAMAN):

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

STATEMENT

(a) and (b) The number of loans sanctioned since inception of the Stand Up India Scheme, to Scheduled Caste (SC), Scheduled Tribe (ST) and Women entrepreneurs across the country, State of Madhya Pradesh including District

Khandwa and the UT of Dadra and Nagar Haveli, as on 31.03.2025, are as under:

State/ UT/ District	SC (incl. Women)	ST (incl. Women)	Women (Gen.)	Total
All India	52,901	16,991	2,05,399	2,75,291
Madhya Pradesh	3290	875	9,567	13732
Khandwa*	55	21	108	184
UT of Dadra and Nagar Haveli	32	20	123	175

Scheme was valid/operational till March, 2025.

* Constituency-wise data is not maintained centrally.

(c) Year-wise details of amount sanctioned in the State of Madhya Pradesh and UT of Dadra and Nagar Haveli under the Stand Up India Scheme, from FY 2020-21 to FY 2024-25, are as under:

Amount of loans Sanctioned (Rs. in crore)		
Financial Year	Madhya Pradesh	UT of Dadra and Nagar Haveli
2020-21	130.3	0.56
2021-22	329.11	2.74
2122-23	532.72	3.89

2023-24	706.41	4.45
2024-25	674.13	6.06

(d) Maximum number of SC/ ST and Women entrepreneur loans have been availed in the Indore District (1973) of Madhya Pradesh and Dadra and Nagar Haveli District (104), till March 2025.

श्रीमती कलाबेन मोहनभाई देलकर : धन्यवाद अध्यक्ष महोदय, मेरे संसदीय क्षेत्र दादरा और नागर हवेली जैसे आदिवासी और जनजाति बाहुल्य संघ राज्य क्षेत्र में इस योजना के माध्यम से 175 उद्यमियों और विशेष रूप से महिलाओं को बड़ा सहारा मिला था। मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहती हूँ कि जब यह योजना महिला और अदिवासियों को आर्थिक रूप से आत्मनिर्भर बनाने में इतनी प्रभावी सिद्ध हो रही थी, तो उसे मार्च 2025 के बाद बंद करने का क्या कारण है? क्या सरकार इस योजना को पुनर्जीवित करने या उसकी तर्ज पर किसी नयी रियायती ऋण योजना पर विचार कर रही है? जिन युवाओं और महिलाओं के ऋण आवेदन प्रक्रिया के अंतिम चरण में थे, वे इस योजना समाप्ति के कारण अधर में न लटके, क्या उसके लिए बैंकों को निर्देश दिए गए हैं और क्या सरकार उन्हें निरंतर अवसर प्रदान करने हेतु कोई ठोस और समयबद्ध कदम उठायेगी, ताकि हमारे स्थानीय युवाओं की प्रगति का पहिया न थमे और उन्हें स्वरोजगार के लिए किसी अन्य विकल्प की तलाश में न भटकना पड़े?

SHRIMATI NIRMALA SITHARAMAN: Hon. Speaker, Sir, I appreciate the question raised by the hon. Member. Yes, this scheme was up to 31st March, 2025. It was announced in the Budget that it would be extended, and subsequently, with that extension, it was to continue till 31st March, 2025. But let me inform the Member that, learning lessons from the implementation of the scheme which ran till 31st March, 2025, and based on the studies undertaken

by NITI Aayog and others, the scheme is presently being redrafted. Soon, a proposal will be placed before the Cabinet, following which we will launch a new scheme to continue with the Stand-Up India Scheme which has benefited SCs, STs, and women across the country wherever there is a bank branch.

श्री सुधाकर सिंह : माननीय अध्यक्ष जी, स्टैंड-अप इंडिया योजना के अंतर्गत जो एक करोड़ रुपये तक लोन लेने की सीमा निर्धारित की गई है, क्या माननीय मंत्री जी इस योजना की सीमा को एक करोड़ रुपये से बढ़ाकर दो करोड़ रुपये तक लोन देने की प्रक्रिया को करेंगे, खास तौर से आकांक्षी जिलों में, जहां रोजगार की संभावना बहुत कम है, वहां नये रोजगार पैदा हो सकें, इसके बारे में मंत्रालय की क्या कोई योजना है?

श्रीमती निर्मला सीतारमण: अध्यक्ष महोदय, जैसा मैंने बताया कि इस स्कीम में, जिसमें एक करोड़ रुपये तक लोन दी जाती थी, यह स्कीम दिनांक 31.03.2025 को खत्म हो गई है। हम अभी नई स्कीम तैयार कर रहे हैं। उसमें हम वैरियस ऑप्शन्स देख रहे हैं। पता नहीं उसमें क्या कंक्लुजन आएगा और उसमें कैबिनेट का भी अप्रूवल लेना होगा। मैंने माननीय सदस्य का सुझाव सुन लिया है। हम देखते हैं कि इसमें कैबिनेट क्या अप्रूवल देती है।

DR. SHASHI THAROOR: Madam, I am very glad to hear that you are revising the scheme because one of the issues we faced in Kerala relates to the scheme's greenfield enterprise requirement, which restricts support only to first-time ventures. In fact, a resolution has been passed in the Kerala Assembly stating that in a densely populated and economically mature State like Kerala, most entrepreneurs from the SC, ST and women communities seek credit to expand or modernise their existing enterprises. As a result, the present design of the scheme becomes largely inaccessible to the people of Kerala.

I was wondering, Madam, when you are revising the scheme, you might also look into the guidelines themselves to see whether an opportunity can be provided to go beyond the greenfield enterprise concept so as to help people expand or modernise their existing small-scale enterprises. You may also note that the 333rd Parliamentary Standing Committee Report on MSMEs has pointed out that under the scheme, even when loans are formally sanctioned, the actual disbursement remains low due to bank-level risk aversion and collateral demands. Therefore, the problem is that from the point of view of banks not readily providing the funds, the scheme is not able to function as effectively as intended. So, when you revise the terms, as you mentioned you are doing, kindly take these two points into consideration. They reflect the actual implementation challenges of this otherwise very good idea.

SHRIMATI NIRMALA SITHARAMAN: Sir, I appreciate that inputs have been obtained from the ground, and therefore the hon. Member has suggested that we examine even the very description and design with which the scheme had been launched.

Sir, the hon. Member would appreciate that when the Prime Minister launched the start-up schemes, they were meant for innovative ideas. It was largely felt that these could be confined to urban areas or, to some extent, rural areas as well, but they did not adequately cover the SCs, STs, and women.

So, this scheme requiring it to be a greenfield idea was launched through every bank branch, wherever the branch would be, and it has actually benefited SCs/STs and women.

There are existing schemes for existing entrepreneurs who might want help. There are other schemes in the Government like PM MUDRA. There is SIDBI also which directly gives loans to small entrepreneurs, the MSMEs and so on. So, what this scheme would give to the SCs/STs and women, can also be availed of in various other schemes.

If greenfield is a consideration on which you think the SCs and the STs are being denied, I am wanting to request the Member to understand that this is exclusively for greenfield. There are other schemes where existing entrepreneurs belonging to SCs/STs and women can avail of loans. I have named MUDRA and I have named the small entrepreneurs assistance through SIDBI. There are quite a few such schemes in which the banks will not have to be tied up to this definition. This is tailor-made for greenfield.

HON. SPEAKER: Question Number 323, Adv. Priya Saroj.

TRENDS IN REAL WAGES AND JOB QUALITY

***323. ADV PRIYA SAROJ:**

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

- (a) the details of inflation-adjusted real wage trends for rural and urban workers in the country during the last five years and the current year, year, gender, sector and State/UT-wise, particularly in Uttar Pradesh;
- (b) whether the Periodic Labour Force Survey data indicates stagnation or decline in real wages for casual and self-employed workers and if so, the recorded reasons for such trends;

- (c) the details of proportion and number of workers engaged in informal or contractual employment without written contracts or social security coverage in the country during the said period, gender and State/UT-wise, particularly in Uttar Pradesh;
- (d) the details of the number of complaints received regarding wage delays, non-payment of minimum wages and job insecurity along with enforcement actions taken by the Government; and
- (e) the details of the specific statutory or fiscal measures introduced by the Government to address the real wage stagnation and rising informalization of the workforce?

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

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

विवरण

(क) से (ड): श्रम और रोजगार मंत्रालय का एक संबद्ध कार्यालय श्रम ब्यूरो 20 राज्यों में 600 नमूना गांवों के एक निश्चित सेट से राष्ट्रीय नमूना सर्वेक्षण संगठन द्वारा एकत्र की गई जानकारी के आधार पर चयनित 12 कृषि और 13 गैर-कृषि व्यवसायों के लिए औसत नाममात्र दैनिक मजदूरी दरों का संकलन और रखरखाव करता है।

कृषि मजदूरों के लिए दस वर्षों, 2014-15 से 2023-24 के लिए श्रम ब्यूरो के आंकड़ों से ज्ञात होता है कि पुरुषों और महिलाओं के लिए दैनिक औसत मजदूरी दर में क्रमशः लगभग 66 प्रतिशत और 72 प्रतिशत की वृद्धि हुई है। इसी प्रकार, गैर-कृषि मजदूरों के लिए, पिछले दस वर्षों के दौरान पुरुष और महिला के लिए दैनिक औसत मजदूरी दर में क्रमशः लगभग 56.7% और 58.4% की वृद्धि हुई है।

वर्ष 2023-24 के लिए पीएलएफएस की वार्षिक रिपोर्ट के अनुसार, प्रत्येक राज्य/संघ

राज्यक्षेत्र (ग्रामीण+शहरी) के लिए बिना लिखित रोजगार अनुबंध वाले गैर-कृषि क्षेत्र में सामान्य स्थिति में नियमित मजदूरी/वेतनभोगी कर्मचारियों का प्रतिशत **अनुबंध-I** में देखा जा सकता है।

इसके अलावा, दिनांक 21.11.2025 से लागू हुई वेतन संहिता, 2019 द्वारा न्यूनतम मजदूरी अधिनियम, 1948; मजदूरी संदाय अधिनियम, 1936; बोनस संदाय अधिनियम, 1965 और समान पारिश्रमिक अधिनियम, 1976 के प्रावधानों को समाहित कर लिया है। वेतन संहिता 2019 के प्रावधानों के तहत, केंद्रीय और राज्य दोनों सरकारों को संहिता के प्रावधानों को लागू करने का अधिकार है, जो संहिता के तहत नियुक्त विभिन्न अधिकारियों जैसे कि “दावे सुनने और निर्णय देने वाले प्राधिकारी”, “अपील प्राधिकारी”, “निरीक्षक-सह-सुविधाप्रदाता” और “जांच अधिकारी” के माध्यम से किया जाता है।

वर्ष 2024-25 के दौरान न्यूनतम मजदूरी अधिनियम, 1948 और मजदूरी संदाय अधिनियम, 1936 के तहत प्राप्त शिकायतों की संख्या और उनके निपटान का विवरण **अनुबंध-II** में संलग्न है। इसके अलावा, केंद्रीय क्षेत्र में वर्ष 2024-25 के दौरान न्यूनतम मजदूरी अधिनियम, 1948 और मजदूरी संदाय अधिनियम, 1936 के तहत किए गए निरीक्षणों का विवरण और ऐसे निरीक्षणों में पाई गई अनियमितताओं के लिए अभियोजन और लगाए गए जुर्मानों का ब्यौरा **अनुबंध-III** में संलग्न हैं।

कर्मचारियों के औपचारिकीकरण को बढ़ावा देने के लिए, व्यावसायिक सुरक्षा, स्वास्थ्य और कार्य दशाएं संहिता, 2020 कर्मचारियों को अनिवार्य रूप से नियुक्ति पत्र जारी करने का प्रावधान करती है। सामाजिक सुरक्षा संहिता, 2020 सामाजिक सुरक्षा कवरेज का विस्तार करती है, जिसमें कर्मचारी राज्य बीमा निगम (ईएसआईसी) का कवरेज पूरे भारत में बढ़ाना, 10 से कम कर्मचारियों वाले प्रतिष्ठानों के लिए स्वैच्छिक कवरेज की अनुमति देना और जोखिमपूर्ण कार्यों में लगे एक कर्मचारी वाले प्रतिष्ठानों के लिए भी कवरेज को अनिवार्य करना शामिल है। कर्मचारी भविष्य निधि संगठन के तहत कवरेज अब 20 या उससे अधिक कर्मचारियों को रोजगार देने वाले सभी प्रतिष्ठानों पर लागू होता है, जिसमें पहले के अनुसूची-आधारित निर्बंधन को हटा दिया गया था। इसके

अलावा, ईपीएफओ की कर्मचारी नामांकन योजना (ईईएस) नियोक्ताओं को छोटे हुए कर्मचारियों को सामाजिक सुरक्षा के दायरे में लाने का एक समयबद्ध अवसर प्रदान करती है, जिससे उनका औपचारिकीकरण सुनिश्चित होता है।

अनुबंध-I

प्रत्येक राज्य/संघ राज्यक्षेत्र के लिए लिखित नौकरी संविदा के बिना ग्रामीण + शहरी (2023-24) में गैर-कृषि क्षेत्र (एनआईसी-2008 प्रभाग: 05-99) में सामान्य स्थिति में नियमित मजदूरी/वेतनभोगी कर्मचारियों का प्रतिशत (एनआईसी-2008 प्रभाग: 05-99)			
राज्य/संघ राज्यक्षेत्र	पुरुष	महिला	व्यक्ति
	बिना किसी लिखित नौकरी संविदा के	बिना किसी लिखित नौकरी संविदा के	बिना किसी लिखित नौकरी संविदा के
आंध्र प्रदेश	59.7	62.6	60.5
अरुणाचल प्रदेश	9.5	11.5	10.0
असम	47.4	39.6	45.5
बिहार	66.8	49.5	63.9
छत्तीसगढ़	67.0	69.4	67.6
दिल्ली	59.3	63.6	60.3
गोवा	17.8	43.1	25.2
गुजरात	71.0	75.1	71.9
हरियाणा	60.0	56.0	59.3
हिमाचल प्रदेश	41.2	45.5	42.3
झारखंड	54.3	42.6	51.7

कर्नाटक	35.7	34.7	35.4
केरल	55.4	46.6	51.5
मध्य प्रदेश	55.3	48.7	54.1
महाराष्ट्र	62.8	67.2	64.0
मणिपुर	23.2	29.6	24.7
मेघालय	35.9	22.9	30.2
मिजोरम	9.2	19.3	11.4
नागालैंड	12.1	13.6	12.5
ओडिशा	50.2	41.6	48.0
पंजाब	83.8	86.2	84.5
राजस्थान	79.2	67.7	77.1
सिक्किम	24.8	15.9	21.7
तमिल नाडु	48.1	55.8	50.4
तेलंगाना	46.3	49.5	47.2
त्रिपुरा	37.0	54.2	42.6
उत्तराखंड	46.9	52.2	48.3
उत्तर प्रदेश	60.8	55.8	60.0
पश्चिम बंगाल	54.9	64.3	57.3
अंडमान और निकोबार द्वीप समूह	38.1	49.9	42.0
चंडीगढ़	31.5	33.6	32.1
दादरा और नगर हवेली	54.7	72.5	58.0

और दमण और दीव			
जम्मू और कश्मीर	44.1	38.1	43.0
लद्दाख	25.6	5.6	21.9
लक्षद्वीप	24.5	4.9	20.8
पुडुचेरी	48.1	53.3	50.1
संपूर्ण भारत	58.2	57.3	58.0
नमूना आरडब्ल्यूएस # कर्मचारी	18,547	6,415	24,962

नोट:

1. *एसएसबी: सामाजिक सुरक्षा लाभ; सर्वेक्षण के उद्देश्य के लिए, जिन सामाजिक सुरक्षा लाभों पर विचार किया गया, उनमें पीएफ/पेंशन, ग्रेच्युटी, स्वास्थ्य देखभाल/प्रसूति प्रसुविधा या इन लाभों का संयोजन शामिल था
2. # आरडब्ल्यूएस: नियमित वेतन/वेतनभोगी

स्रोत:- पीएलएफएस वार्षिक रिपोर्ट

अनुबंध-II

वर्ष 2024-25 के दौरान न्यूनतम मजदूरी अधिनियम, 1948 और मजदूरी संदाय अधिनियम, 1936 के तहत प्राप्त शिकायतों की संख्या और उनका निपटान

वर्ष	अधिनियम	शिकायत/दावा मामले	निपटाए गए मामलों की संख्या	इसमें शामिल राशि (रुपये में)	शामिल श्रमिक
2024-25	एमडब्ल्यू अधिनियम,	1,434	1331	36,38,55,232	11,623

	1948				
	पीओडब्ल्यू अधिनियम, 1936	956	832	9,63,78,738	7,025
कुल		2,390	2,163	46,02,33,970	18,648

अनुबंध-III

वर्ष 2024-25 के दौरान न्यूनतम मजदूरी अधिनियम, 1948 और मजदूरी संदाय अधिनियम, 1936 के तहत किए गए निरीक्षणों और अभियोजन की संख्या

वर्ष	अधिनियम	किए गए निरीक्षणों की संख्या	पता चली अनियमितताओं की संख्या	ठीक की गई अनियमितताओं की संख्या	अभियोजन		
					दर्ज	दोषसिद्धि	लगाया गया जुर्माना (रु. में)
2024-25	एमडब्ल्यू अधिनियम, 1948	7,302	28,944	8,162	585	131	3,30,100
	पीओडब्ल्यू अधिनियम, 1936	1,495	7,191	2,699	118	55	1,05,850
	कुल	8,797	36,135	10,861	703	186	4,35,950

ADV. PRIYA SAROJ: Hon. Speaker Sir, the Minister's reply mentions that over the last ten years the average daily wage rate for agricultural labourers has increased by about 66 per cent for men and 72 per cent for women, and for non-agricultural labourers by about 56.7 per cent for men and 58.4 per cent

for women.

However, these figures reflect nominal wage increases. For workers on the ground, what really matters is real wages after adjusting for inflation, which determine their actual purchasing power and living standards. In view of rising prices in recent years, may I ask this from the hon. Minister? Has the Government carried out any comprehensive assessment of inflation-adjusted real wages? Is the Government satisfied that the purchasing power of workers has actually improved during this period? Thank you.

डॉ. मनसुख मांडविया : अध्यक्ष महोदय, माननीय सदस्या ने प्रश्न पूछा है कि मिनिमम वेज और एग्रीकल्चर सेक्टर में काम करने वाले वर्कर्स को पर-डे कितना पैसा मिल रहा है और दूसरे सेक्टर में काम करने वाले लोगों को कितना पैसा मिल रहा है।

अध्यक्ष महोदय, मैं आपके माध्यम से यह बताना चाहूंगा कि एक मिनिमम वेज होता है, जिसको सरकार तय करती है। इसको अभी न्यू लेबर कोर्ड के मुताबिक फ्लोर वेज कहा जाएगा। फ्लोर वेज में सरकार ही वेज तय करेगी। उससे ऊपर ही सभी को मिनिमम वेज देना होगा, ताकि उसको अच्छा पैसा मिले। माननीय सदस्या ने कहा है कि इंफ्लेशन के साथ सैलरी बढ़ना, इंफ्लेशन के साथ वेज बढ़ना बहुत आवश्यक होता है और उसके लिए अध्ययन कराने की बात कही है।

अध्यक्ष महोदय, मैं आपके माध्यम से यह बताना चाहूंगा कि सामान्यतः लेबर फोर्स सर्वे कंटीन्यूअस उसका अध्ययन करता है। अध्ययन से डाटा क्रिएट होकर आया है कि एवरेज जो कैजुअल लेबर के रूप में काम कर रहे हैं, उसकी इन्कम डे-बाई-डे बढ़ी है। वर्ष 2017-18 में एवरेज 295 रुपये थी, जो आज बढ़कर 418 रुपये हो गई है। आने वाले दिनों वह और बढ़ सकती है।

ADV. PRIYA SAROJ: Hon. Speaker Sir, as per the data placed on the Table of the House, nearly 58 per cent of regular wage workers in the country and

about 60 per cent in Uttar Pradesh in non-agricultural sector are working without any written job contract.

If a majority of workers are employed without written contracts, it effectively means that a large section of the workforce continues to remain outside basic job security and formal labour protection.

In such a situation, may I ask this from the hon. Minister? Does the Government consider this level of informalization acceptable? What specific and time-bound measures are being taken to ensure that workers receive written employment contracts and are brought under formal social security coverage? Thank you.

डॉ. मनसुख मांडविया : अध्यक्ष महोदय, माननीय सदस्या ने बहुत अच्छा प्रश्न पूछा है। लोगों को तीन प्रकार के वेजेज मिलती हैं। एक डेली वेजेज मिलता है, दूसरा मंथली सैलरी मिलती है और तीसरा जो गवर्नमेंट ऑफिसर्स होते हैं, उनको रेगुलर सैलरी मिलती है। जिसको मंथली सैलरी मिलती है, उसके लिए अभी लेबर कोड में हमने प्रावधान किया है। आज तक मंथली सैलरी मिलने वाले लोगों को अप्वाइंटमेंट लेटर नहीं मिलता, लेकिन अभी लेबर कोड लागू होने से जिसको मंथली सैलरी मिलती है, उसको कंपल्सरी अप्वाइंटमेंट लेटर मिलेगा।

अप्पॉइंटमेंट लेटर मिलने से उसको सोशल सिक्योरिटी मिलेगी। कई बार ऐसी घटनाएं होती थीं, कई बार किसी लेबर के साथ, किसी वर्कर के साथ कोई एक्सीडेंट हो गया, बाद में एस्टेबलिशमेंट के ऑनर बोल देते थे कि मेरा उसके साथ कोई संबंध नहीं है, लेकिन अभी फिक्स अप्पॉइंटमेंट लेटर मिलने से उसकी जिम्मेवारी भी फिक्स हो जाएगी, मिनिमम वेज और सैलरी भी फिक्स हो जाएगी और सोशल सिक्योरिटी भी फिक्स हो जाएगी। मैं आपके द्वारा सदन को यह अवगत कराना चाहता हूं कि अभी लेबर कोड लागू होने से कांस्ट्रक्चुअल वर्कर्स, जो मंथली सैलरी पाते हैं, उन्हें अप्पॉइंटमेंट लेटर मिलने से सोशल सिक्योरिटी दायरे में सारी सुविधाएं और अन्य

लाभ मिलेंगे।

DR. M. K. VISHNU PRASAD: I know very well that the question is about inflated, adjusted, real wage trends. But the point is, we should live and die with dignity.

In this modern era with so much mechanisation, modernisation, still human waste is being carried by humans. So, such an injustice to the society is being done still now in the name of mechanisation. Several deaths have taken place due to the poisonous gases found under the manholes.

I would like to ask whether the Government has any proposal to give strict punishment or whether the Government intends to bring a law to take severe action against those who employ them.

At the same time, for the loss of lives of manual labourers engaged in the scavenging works, is the Government having any proposal to bring some insurance scheme?

डॉ. मनसुख मांडविया : माननीय अध्यक्ष महोदय, कोई वर्कर काम करता है, कोई मजदूर काम करता है, हमारी सरकार ने हमेशा देखा है कि मजदूर गरीब हो या अमीर हो, उसका जीवन, जीवन होता है, व्यक्ति, व्यक्ति होता है। किसी गरीब परिवार के व्यक्ति की एक्सीडेंट से मृत्यु हो जाए और वह परिवार में एकलौता कमाने वाला हो, तो उसके घर की क्या स्थिति होती है, इसका आकलन हमारे संज्ञान में होना ही चाहिए। इसलिए ऐसा कोई भी इंसीडेंट हो, किसी की मृत्यु हुई हो, उस स्थिति में लेबर कोड के तहत एस्टेबलिशमेंट की जिम्मेवारी फिक्स की जाएगी। जो उसे सोशल सिक्योरिटी से बाहर रखेंगे, उनके ऊपर एक्शन भी लिया जाएगा, ताकि भविष्य में किसी परिवार में ऐसी कोई घटना हो जाए, तो उसमें उसको सोशल सिक्योरिटी का कवरेज मिले, उसके बच्चे के भविष्य की सुरक्षा की जाए और उसका फ्यूचर भी सुनिश्चित किया जाए।

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN: Sir, I would like to just raise two questions along with the main question as well as the point raised by my dear friend, Dr. Vishnu Prasad.

Sir, the reply gives no inflation adjusted wage series for casual and self-employed workers. Also, we want the data on the gender basis. So, I would like to request the Minister through you, whether the Government will publish State-wise gender disaggregated real wage trends for the last five years for the casual and self-employed workers and which are inflation adjusted.

डॉ. मनसुख मांडविया : माननीय अध्यक्ष महोदय, रेगुलर वर्कर्स, कैजुअल वर्कर्स और कांट्रैक्चुअल वर्कर्स, तीनों के आंकड़े और फीगर्स समय-समय पर सरकार के पास एकत्रित होते हैं, लेकिन जब माननीय सदस्य ने पूछा है, तो मैं बता दूँ कि डे बाय डे देश में एम्प्लायमेंट बढ़ रहा है। देश में अंएम्प्लायमेंट कम होता जा रहा है।... (व्यवधान) जब देश में रोजगार का निर्माण होता है।... (व्यवधान)

माननीय अध्यक्ष महोदय, किसी भी देश की इकोनॉमी बढ़ती है, तो एम्प्लायमेंट जनरेट होता है।... (व्यवधान) जब किसी भी देश की इकोनॉमी बढ़ती है, तो स्वाभाविक तौर पर डिमांड बढ़ती है, देश में डिमांड बढ़ती है, तो सप्लाई बढ़ती है, सप्लाई बढ़ती है, तो मैन्युफैक्चरिंग बढ़ती है, मैन्युफैक्चरिंग बढ़ती है, तो एम्प्लायमेंट बढ़ता है। उसका नतीजा है कि देश में सेल्फ एम्प्लायमेंट, जो वर्ष 2017-18 में 52 पर्सेंट था, वह बढ़कर 58 पर्सेंट हुआ।

यानी कि देश में सेल्फ इंप्लायमेंट बढ़ा। रेगुलर वेज पर जो आपने क्वैश्चन पूछा, मैं उसका जवाब दे रहा हूँ कि रेगुलर सैलरी पर लोग बढ़े हैं। इसका नतीजा है कि देश में इकोनॉमिक ग्रोथ के साथ देश के लोगों और वर्कर्स की इनकम भी बढ़ रही है। जो कैजुअल वर्कर्स वर्ष 2017-18 में 24 पर्सेंट थे, कैजुअल वर्कर्स फार्मल वर्कर्स के रूप में कन्वर्ट हुए, इसलिए यह पर्सेंट कम होकर 19 पर्सेंट हुआ। यह देश की इकोनॉमिक ग्रोथ को बताता है, देश का इंप्लायमेंट जेनरेशन बढ़ाता है

और देश में सोशल सिक्योरिटी कवरेज से जो फायदा हुआ है, यह उसका नतीजा है।

माननीय अध्यक्ष: प्रश्न संख्या 324, श्री दामोदर अग्रवाल जी।

खेलो इंडिया मिशन की प्रगति और प्रभाव

***324. +श्री दामोदर अग्रवाल:**

श्री अनन्त नायक:

क्या युवक कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

(क) ओडिशा के क्योझर लोक सभा निर्वाचन क्षेत्र सहित देश भर में खेलो इंडिया मिशन के अंतर्गत कुल वित्तीय परिव्यय, निर्धारित वर्ष-वार आवंटन और प्रस्तावित कार्यकलापों सहित इस मिशन के हाल ही में घोषित प्रमुख उद्देश्यों, घटकों, संस्थागत ढांचे और कार्यान्वयन रूपरेखा का ब्यौरा क्या है;

(ख) वर्तमान वर्ष और आगामी तीन वर्षों के दौरान उक्त मिशन के अंतर्गत जमीनी स्तर पर खेल अवसंरचना को सुदृढ़ करने, प्रतिभाओं की पहचान करने, खिलाड़ियों को छात्रवृत्ति प्रदान करने और प्रशिक्षकों (कोच) के विकास के लिए निर्धारित लक्ष्यों का छत्तीसगढ़ के सरगुजा जिले, जलगांव और क्योझर लोक सभा निर्वाचन क्षेत्रों सहित राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;

(ग) सरकार ने खिलाड़ियों के दीर्घकालीन विकास में सहायता हेतु विशेषकर क्योझर जैसे आकांक्षी जिलों में खेल विज्ञान, प्रौद्योगिकी सहायता, प्रतिभा खोज प्लेटफार्मों और ढांचागत प्रतिस्पर्धा मार्गों को किस प्रकार एकीकृत किया है;

(घ) क्या उक्त निर्वाचन क्षेत्रों को शामिल करते हुए जिला-वार मूल्यांकन तंत्र सहित उक्त मिशन की प्रगति और प्रभाव का आकलन करने के लिए राज्य / संघ राज्यक्षेत्र - बार कोई निगरानी ढांचे, परिणाम संकेतक या निष्पादन बेंचमार्क अधिसूचित किए गए हैं; और

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

युवक कार्यक्रम और खेल मंत्रालय में राज्य मंत्री (श्रीमती रक्षा निखिल खाडसे):

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

विवरण

(क) से (ड) : बजट 2026-27 में घोषित खेलो इंडिया मिशन को जमीनी स्तर के खेलों के संवर्धन, प्रतिभा का मार्ग प्रशस्त करने, खेल अवसंरचना में सुधार, कोचिंग और खेल विज्ञान सहायता में वृद्धि तथा प्रौद्योगिकी और डेटा के एकीकरण के माध्यम से देश में खेलों के विकास को सुदृढ़ करने के लिए एक व्यापक रूपरेखा के रूप में परिकल्पित किया गया है। इसका उद्देश्य छत्तीसगढ़ के सरगुजा जिले तथा जलगांव और कयोंझर संसदीय निर्वाचन क्षेत्रों सहित सभी क्षेत्रों में समग्र खेल प्रोत्साहन के लिए केंद्र सरकार, राज्यों / संघ राज्य क्षेत्रों और अन्य हितधारकों के बीच समन्वय को सुकर बनाने के लिए मौजूदा खेलो इंडिया प्रयासों में सुधार करना है।

इस मिशन की रूपरेखा के अंतर्गत सामुदायिक और स्कूली खेलों, प्रतिभा पहचान, एथलीट विकास, कोच शिक्षा और प्रतियोगिता संरचनाओं से संबंधित व्यापक उद्देश्य और घटक प्रदान किए जाते हैं, जिसमें आकांक्षी और अल्पसेवित क्षेत्रों को शामिल करने पर जोर दिया गया है। वित्तीय परिव्यय, आबंटन और राज्य/संघ राज्यक्षेत्र-वार या जिला-स्तरीय लक्ष्यों संबंधी विवरण अनुमोदित प्रक्रियाओं और बजटीय संसाधनों की उपलब्धता के अनुसार तय किए जाते हैं।

निगरानी, मूल्यांकन और प्रदर्शन आकलन के लिए उपयुक्त तंत्र इस रूपरेखा का एक अभिन्न अंग हैं और सुव्यवस्थित समीक्षा तथा विभिन्न स्तरों पर निगरानी सुनिश्चित करने के लिए मौजूदा दिशानिर्देशों के अनुसार इन पहलुओं को ध्यान में रखा जाता है।

श्री दामोदर अग्रवाल : महोदय, मैं आपके माध्यम से मंत्री जी को धन्यवाद ज्ञापित करता हूं कि उन्होंने डिटेल में उत्तर दिया। मैं एक पूरक प्रश्न पूछना चाहता हूं कि सरकार द्वारा “खेलो इंडिया” मिशन के अंतर्गत भीलवाड़ा लोक सभा में कुल वित्तीय परिव्यय, निर्धारित वर्षवार आबंटन और प्रस्तावित कार्यकलापों का ब्यौरा क्या है? सरकार द्वारा गत पांच वर्षों में “खेलो इंडिया” मिशन के अंतर्गत भीलवाड़ा लोक सभा में जमीनी स्तर पर खेल अवसंरचना को सुदृढ़ करने, प्रतिभाओं की पहचान करने, खिलाड़ियों को छात्रवृत्ति प्रदान करने और प्रशिक्षकों के विकास के लिए किए गए

कार्यों का ब्यौरा क्या है?

श्रीमती रक्षा निखिल खाडसे : अध्यक्ष महोदय, मैं आपके माध्यम से माननीय सदस्य को बताना चाहूंगी, खासकर हमारे फाइनेंस मिनिस्टर भी यहां बैठे हुए हैं, उनको भी मैं धन्यवाद देना चाहूंगी कि उन्होंने इस बजट में “खेलो इंडिया” मिशन को एनाउंस किया, जिसके माध्यम से स्पोर्ट डेवलपमेंट को मजबूत करने के लिए एक कम्प्रिहेंसिव फ्रेमवर्क तैयार किया जाएगा। इसका मकसद ग्रास रूट स्पोर्ट्स को प्रमोट करना, टैलेंट पाथ वे डेवलपमेंट करना, स्पोर्ट्स इन्फ्रास्ट्रक्चर को प्रमोट करना, कोचिंग और स्पोर्ट्स साइंस सपोर्ट को एनहांस करना और टेक्नोलॉजी एंड डेटा को इंटीग्रेट करना है। माननीय सदस्य ने अपने लोक सभा क्षेत्र के बारे में पूछा, तो मैं कहना चाहूंगी कि हर डिस्ट्रिक्ट में “खेलो इंडिया” का सेंटर है। इनको हर साल केंद्र सरकार के माध्यम से फंड अलॉट किए जाते हैं, जिसके माध्यम से ग्रास रूट टैलेंट हम आइडेंटिफिकेशन कर पाएं। हमने “खेलो इंडिया” नीति बनाई है, जिसके माध्यम से हम सभी राज्य सरकारों के साथ मिलकर, केंद्र सरकार के माध्यम से ग्रास रूट टैलेंट आइडेंटिफिकेशन कर पाएंगे। स्पोर्ट्स को एक होलिस्टिक डेवलपमेंट के लिए या प्रमोशन के लिए राज्य सरकार के साथ मिलकर हम स्पोर्ट्स को आगे बढ़ाने की कोशिश कर रहे हैं।

श्री अनन्त नायक : अध्यक्ष महोदय, मैं आपके माध्यम से माननीय प्रधान मंत्री और माननीय मंत्री महोदय को धन्यवाद देता हूं। गांवों में खेल का विस्तार हुआ है और गांवों के नेचुरल प्लेयर्स निकलकर सामने आ रहे हैं। खेल इंडिया सेंटर हर डिस्ट्रिक्ट में है। कुछ ऐसे ट्राइबल डिस्ट्रिक्ट्स हैं, जिनके बारे में मंत्री महोदय ने आंसर में भी दिया है कि हितधारकों के साथ समन्वय रक्षा करने के लिए वे काम कर रहे हैं और करेंगे। जिस डिस्ट्रिक्ट में माइन्स और इंडस्ट्री है, वहां 25 साल पहले कंपनी के माध्यम से कोच रखा गया था, जो ट्राइबल प्लेयर्स को बढ़ा रहे थे। कुछ जिलों में यह बंद हो चुका है। मेरी कांस्टीट्यूएंसी में 25 साल पहले जो सिस्टम था, वह अभी बंद है। स्टेट गवर्नमेंट को छोड़कर, कंपनी के साथ मिलकर वहां पर वनवासी नेचुरल प्लेयर्स को डेवलप करने के लिए सरकार ने क्या कोई योजना बनाई है?

श्रीमती रक्षा निखिल खाडसे : माननीय सभापति महोदय, मैं आपके माध्यम से माननीय सदस्य जी को बताना चाहती हूँ कि खेलो इंडिया मिशन के माध्यम से हम हर साल खेलो इंडिया प्रतियोगिता करवाते हैं, जिसका हिस्सा खेलो इंडिया ट्राइबल गेम्स भी हैं, जो कि इस महीने भी होने जा रहे हैं। उसका यही मकसद है कि ट्राइबल एरिया में जितने भी एथलीट्स हैं, उन्हें अच्छा प्लेटफॉर्म मिल पाए। उन्हें अच्छा परफॉर्म कराने के लिए और आगे बढ़ाने के लिए खेलो इंडिया सेंटर्स हैं और खेलो इंडिया प्रतियोगिता भी कराई जाती है।

महोदय, जो यहाँ पर सेंटर के बारे में उन्होंने कहा, तो मैं कहना चाहती हूँ कि अगर ऐसा कोई प्रस्ताव उनके माध्यम से है या अगर कोई कंपनी कोचेज़ के लिए सपोर्ट करना चाहती है, तो केंद्र सरकार उसे सहयोग करेगी।

श्री आनंद भदौरिया : आदरणीय अध्यक्ष जी, उत्तर प्रदेश के प्रत्येक जिले में अभी सांसद खेल प्रतियोगिता के अंतर्गत विभिन्न आयोजन हुए हैं, उनमें हम विपक्ष के सांसदों को आमंत्रित न किया जाना गंभीर सवाल खड़े करता है।

आदरणीय अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि क्या सरकार को इसकी जानकारी है? यदि नहीं है, तो क्या सरकार इसकी जाँच कराकर जिम्मेदार लोगों के खिलाफ कार्रवाई करने का काम करेगी?

श्रम और रोजगार मंत्री; तथा युवक कार्यक्रम और खेल मंत्री (डॉ. मनसुख मांडविया) : माननीय अध्यक्ष महोदय, मैं माननीय सदस्य को बताना चाहूँगा और अखिलेश जी से निवेदन करूँगा कि आपकी पार्टी सांसद खेल महोत्सव कराए और पार्टी के रूप में करे, तो मैं क्यों जाँच करूँगा? आप आयोजन करो, हमें कोई दिक्कत नहीं होती है।

माननीय अध्यक्ष महोदय, सांसद खेल महोत्सव के लिए हमारी पार्टी और एनडीए ने हमारे सांसदों से कहा कि आप अपने क्षेत्र में युवाओं के साथ जुड़ने के लिए सांसद खेल महोत्सव करिए और हमारे सांसदों ने सांसद खेल महोत्सव करवाया है। उसमें सरकार की कोई भूमिका नहीं है।

श्री कीर्ति आज़ाद : धन्यवाद अध्यक्ष महोदय, मुझे आपके संरक्षण की आवश्यकता होगी। मैं

आपके माध्यम से अत्यंत ही महत्वपूर्ण पूरक प्रश्न पूछ रहा हूँ। जो प्रश्न की खंड संख्या 'ग' से जुड़ा हुआ है और देश की गरिमा से भी जुड़ा हुआ है। क्या यह सच नहीं है कि स्पोर्ट्स अथॉरिटी ऑफ इंडिया में 45 प्रतिशत अधिकृत पद रिक्त पड़े हुए हैं, जिसमें खेलों की वैज्ञानिक पढ़ाई और प्रशिक्षण के स्थान अधिक हैं?

महोदय, स्पोर्ट्स की संसदीय समिति ने भी एसएआई का लो-बजट, जो कि केवल 38 करोड़ रुपये है, उसकी आलोचना की है। भारत वर्ष 2036 में विश्व की सबसे बड़ी खेल प्रतियोगिता ओलंपिक्स की मेजबानी करने वाला है, ऐसे में भारत की तैयारी शून्य के बराबर है। सरकार इसके लिए कितनी गंभीर है और क्या कर रही है? मैं आपके संरक्षण की अनुमति चाहता हूँ।

डॉ. मनसुख मांडविया : माननीय अध्यक्ष जी, ये पुरानी बात बोल रहे हैं। एक समय था, जब तैयारी समय पर नहीं होती थी, बजट भी नहीं होता था। एक क्वेश्चन खेलो इंडिया मिशन पर भी है। खेलो इंडिया मिशन इसलिए लाया जा रहा है, ताकि आने वाले दिनों में देश कॉमनवेल्थ की तैयारी भी कर पाए, देश ओलंपिक्स की तैयारी भी कर पाए और देश मैडल टैली में बढ़त भी कर पाए। ट्रेडिशनल तरीके से जो स्पोर्ट्स चल रहे थे और स्पोर्ट्स में फेडरेशन के द्वारा जो राजनीति चल रही थी, उससे देश बाहर आ कर एक सिनर्जी के साथ आगे बढ़ सके, इसलिए हम स्पोर्ट्स पॉलिसी भी लाए, हम स्पोर्ट्स गवर्नेंस बिल भी लाए।

अध्यक्ष महोदय, मन में यदि पुराना विषय चलता है, तो विषय पुराना ही रहता है, लेकिन यह मोदी गवर्नमेंट है, जिसने स्पोर्ट्स सेक्टर में कॉम्प्रिहेंसिव प्लानिंग की। पहले देश में स्पोर्ट्स कल्चर को डेवलप करने के लिए खेलो इंडिया, फिट इंडिया, खेलो भारत नीति, उसके बाद स्पोर्ट्स गवर्नेंस बिल और स्पोर्ट्स गवर्नेंस बिल के बाद देश में स्पोर्ट्स को आगे बढ़ाने के लिए अभी खेलो इंडिया मिशन के द्वारा देश को स्पोर्ट्स में एक नई ऊँचाई पर ले जाने की तैयारी की गई है।

सुश्री प्रणिती सुशीलकुमार शिंदे : धन्यवाद अध्यक्ष महोदय, आपने मुझे सप्लिमेंट्री प्रश्न पूछने की अनुमति दी। मैं यह पूछना चाहती हूँ कि बहुत बार गाँवों से और शहरों से हमारे पास बच्चे आते हैं, युवक आते हैं, जो बाहर के देशों में किसी कॉम्पिटिशन में एंटर करते हैं और उनका चयन हो जाता

है, लेकिन सरकार न तो टिकट के लिए पैसा देती है और न ट्रांसपोर्ट के लिए पैसा देती है, बल्कि उनके वीजा और पासपोर्ट के लिए भी सरकार की ओर से कोई मदद नहीं होती है। वे हमेशा किसी एमपी या एमएलए के पास में जाते हैं। बहुत सारे बच्चे हैं, जो इन कॉम्पिटिंशंस में प्रतिभाग करते हैं। स्टेट लेवल या नेशनल लेवल पर खेलने के लिए इन कॉम्पिटिंशंस में इनका पास होना जरूरी होता है। ऐसे बच्चों के लिए जो चाहते हैं कि उनके इंटरनेशनल ट्रैवल के लिए ट्रांसपोर्ट कॉस्ट हो, ट्रैवल कॉस्ट हो और वीजा पासपोर्ट कॉस्ट हो, क्या सरकार उनके लिए कुछ प्रावधान करेगी?

डॉ. मनसुख मांडविया : माननीय अध्यक्ष जी, माननीय सदस्या ने बहुत महत्वपूर्ण प्रश्न पूछा है। इंटरनेशनल टूर्नामेंट्स कई तरह के होते हैं, जिसमें देश पार्टिसिपेट करता है, उसे नेशनल टीम माना जाता है। अगर नेशनल टीम किसी भी देश में नेशनल या इंटरनेशनल टूर्नामेंट के लिए जाती है तो उसका सम्पूर्ण खर्च भारत सरकार बियर करती है। कई बार ऐसे कम्पीटिशन होते हैं जो नेशनल कम्पीटिशन नहीं होते लेकिन विदेश में होते हैं, जिनमें फेडरेशन द्वारा भारत की टीम नहीं जाती लेकिन किसी व्यवस्था के तहत टूर्नामेंट्स में यूथ विदेशों में खेलने के लिए जाते हैं। हमें ऐसी स्थिति में कई बार एप्लीकेशन्स मिलती हैं कि अच्छा प्लेयर है, विदेशों में कम्पीटिशन में पार्टिसिपेशन के लिए जाना चाहता है लेकिन उनके पास पैसा नहीं है तो सरकार के पास व्यवस्था होती है, हम आर्थिक सहयोग करते हैं, उसकी टिकट की व्यवस्था कर देते हैं ताकि किसी बच्चे को खेलने में असुविधा न हो और वह खेल सके।

माननीय अध्यक्ष: प्रश्न संख्या 325, श्री परशोत्तमभाई रुपाला जी।

ASSET VALUATION, RECOVERY FRAMEWORK AND STRENGTHENING OF DRTS

***325. SHRI PARSHOTTAMBHAI RUPALA**

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

- (a) whether the Government has taken/proposes to take concrete measures to ensure rigorous and uniform assessment of mortgaged assets by banks

and financial institutions, including independent valuation, title due diligence and verification of marketability prior to loan sanction, if so, the details thereof;

(b) whether the Government is considering an appropriate legislative framework to curb frivolous or dilatory litigation by borrowers that delays recovery of secured assets, while safeguarding legitimate legal rights, if so, the details thereof; and;

(c) the measures taken/proposed to be taken by the Government to enhance transparency and efficiency in auction processes and to strengthen the administrative functioning, manpower, digital infrastructure and time bound disposal of cases by Debt Recovery Tribunals across the country?

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

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

STATEMENT

(a) As per information received from Reserve Bank of India (RBI), Master directions have been issued by Reserve Bank of India, to Banks and Financial Institutions, *inter alia* directing these regulated entities of RBI to have a Board approved policy in place for valuation of properties including collaterals accepted for their exposures. Their valuation should be done by professionally qualified independent valuers. The Banks and Housing Finance Companies (HFCs) are also required to empanel professionally qualified independent valuers for conducting such valuations. Further they shall obtain a minimum of

two independent Valuation Reports in respect of properties valued above certain threshold viz. Rs.50 crore in case of banks and Rs.75 lakh in case of HFCs.

Further, the HFCs have been mandated that wherever documents of the title are submitted as security for loans, there should be a system of verification of their genuineness, especially in large value loans. Wherever a Chartered Accountant Certificate, property valuation Certificate, legal certificate, guarantee/line of credit or any other third -party certification is submitted by the borrower, the HFC shall independently verify the authenticity of such certification by directly communicating with the concerned authority issuing the certificate.

(b) To avoid unnecessary litigation by the borrowers to hinder the recovery process, sufficient provisions have been made under the Recovery of Debts and Bankruptcy Act, 1993 and the Securitisation and Reconstruction of Financial Assets and Enforcement of Security Interest Act, 2002. At the time of preferring an appeal before the Debts Recovery Appellate Tribunal (DRAT) , the borrower is required to make pre deposit with the DRAT, initially the DRAT was empowered to waive /reduce the amount of pre deposit for the reasons to be recorded in writing. However, an amendment was made in the year 2016 in the Recovery of Debts and Bankruptcy Act, 1993, wherein threshold limit of amount upto which, the amount can be reduced by DRAT has been fixed as “which shall not be less than twenty five percent” and full waiver has been eliminated. Similarly, any appeal against the order of the Recovery Officer of

DRT is maintainable before the DRT, only on deposit of fifty percent of the amount of debt due as determined by the Tribunal. Apart from these provisions of pre-deposit, the DRTs have power to impose costs on the parties adopting tactics to delay the recovery process. In case of disobedience of an order made by the Tribunal under the provisions of the RDB Act, the Tribunals are empowered to attach the properties as well as order for detention of such person in the civil prison for a term not exceeding three months.

(c) To ensure transparency and efficiency in the auction process, Debt Recovery Tribunals across the country have been directed to ensure that all auctions by DRT are conducted only through e- auctions. Furthermore, in order to ensure that listing and auction of properties take place in a seamless manner, a portal namely e-bikray platform was made operational in February, 2019. Subsequently, the portal has been comprehensively revamped to provide a state-of-the-art integrated platform for listing and auction of properties under the SARFAESI Act, 2002 and the RDB Act, 1993. This revamped portal namely “BAANKNET” has been launched in January, 2025.

The Government has taken number of steps to improve the efficiency of the Tribunals and quick disposal of pending cases, summarized as under:

- Mandatory e-filing of all type of applications in DRTs and DRATs w.e.f. 1.2.2023, irrespective of the amount involved vide Notification GSR.79 (E);
- Hybrid Hearing system has been enabled in DRTs and DRATs;
- Video Conferencing facilities have been enabled in DRTs and DRATs;

- e-DRT help desk established in all the DRTs and DRATs for ease of the litigants in filing their cases on line;
- Extensive training on e-filing system imparted to the advocates/litigants and other concerned persons;
- e-Sewa Kendras set up in all DRTs and DRATs to assist the litigants in e filing of cases;
- Standard Operating Procedure for function of e-Sewa Kendra issued;
- A digital assistant, has been made available for the assistance of litigants for redressal of their difficulties. It helps in addressing challenges faced by users, particularly regarding the e-filing process and streamlines the e-filing experience, reducing confusion and enhancing user satisfaction on the platform.
- Training of Presiding Officers are being organized at Premier training academy i.e. National Judicial Academy Bhopal.

Regular training of officers of Debts Recovery Tribunals, who assist PO and Chairperson are being organized at National Law University Delhi, to build their capacity for efficient disposal of cases.

श्री परषोत्तमभाई रुपाला : माननीय अध्यक्ष जी, मैं वित्त मंत्री जी को विस्तृत जानकारी देने के लिए धन्यवाद देता हूँ।

मैं आपके माध्यम से माननीय वित्त मंत्री जी से जानना चाहता हूँ कि बैंकिंग सिस्टम में बैंकों और वित्तीय संस्थानों द्वारा दिए जाने वाले लोन के बदले गिरवी रखी जाने वाली संपत्तियां मॉरगेज एसेट्स की बाजार क्षमता मार्केट पोटेन्शियल को मापने के लिए वर्तमान क्रेडिट रेटिंग से अलग

स्वतंत्र रेटिंग प्रणाली विकसित करने पर क्या कोई विचार चल रहा है?

श्रीमती निर्मला सीतारमण : माननीय अध्यक्ष जी, यह प्रश्न बहुत महत्वपूर्ण विषय के बारे में है। जैसा कि जवाब में कहा गया है कि आरबीआई की मास्टर लिस्ट द्वारा सख्त एसओपी दिया गया है कि हर एक बैंक को अपनी तरफ से वैल्यूर्स को एम्पेनल करना होगा। अच्छे वैल्यूर्स हों, उनकी क्रेडेबिलिटी और क्वालिफिकेशन को अध्ययन करके बैंक द्वारा एम्पेनल करना आवश्यक है। बोर्ड में एप्रूव्ड पॉलिसी होनी चाहिए कि कैसे वैल्यूएशन होगा। हर बैंक को बोर्ड एप्रूव्ड पॉलिसी के तहत चलना होगा। बैंक को प्रोफेशनली क्वालिफाइड इंडीपेंडेंट वैल्यूएशन के लिए एफर्ट करना होगा और सिर्फ एक वैल्यूएशन करना ही काफी नहीं है, मिनिमम दो वैल्यूएशन होनी चाहिए। इसके लिए भी आरबीआई की मास्टर डायरेक्शन्स आई हैं इसलिए बैंकों को इसे हल्के में लेने का कोई चांस ही नहीं है।

महोदय, इसके अलावा वैल्यूएशन पर अगर कोई शक होता है, डायरेक्टली एचएफसी यानी हाउसिंग फाइनेंस कॉर्पोरेशन जैसे इंस्टीट्यूट्स वैल्यूएशन की आंथेसिटी चैक करेंगे। जैसे लैंड की वैल्यूएशन के लिए लैंड अथारिटीज़ के साथ डायरेक्टली बात करते हैं कि हमारे पास वैल्यूएशन आया है, सही है या नहीं, इसे चैक करने का आदेश होता है। माननीय सदस्य ने जो पूछा है, वैल्यूएशन के बारे में इतनी सारी दिक्कतें सुनने के बाद आरबीआई ने सख्त रूल्स को फॉलो करने और सख्त कदम उठाने वाली गाइडलाइन्स बैंक्स को जारी की हैं।

श्री परषोत्तमभाई रुपाला : माननीय अध्यक्ष जी, डीआरटी ट्रिब्यूनल्स के माध्यम से नीलामी की प्रक्रिया सुनिश्चित की जा रही है। क्या उन सारी प्रक्रियाओं पर निगरानी रखने के लिए भारत सरकार की ओर से या आरबीआई की ओर से प्रभावी तंत्र की व्यवस्था करने का कोई विचार है?

श्रीमती निर्मला सीतारमण : माननीय अध्यक्ष महोदय, ऑक्शन प्रोसेस ट्रांसपेरेंट रखने के लिए बहुत सारे मेजर्स लिए गए हैं। जैसे पहले ई-विक्रय एक व्यवस्था थी, जोकि एक ट्रांसपेरेंट प्लेटफॉर्म था, जिसमें नीलाम होने वाले सभी एसेट्स का जिक्र होता था। उसके बाद यह ट्रांसपेरेंट प्रोसेस के द्वारा होता है, उसके लिए एक एसओपी है। यदि यह सब ठीक से पालन होता तो दिक्कत और

क्वेश्चन उठाने के लिए चांस नहीं होता। फिर भी ई-विक्रय के चलते जितनी भी दिक्कतें आईं, उन सबको समझने के बाद अभी एक नया सिस्टम, वो भी डिजिटल सिस्टम है, जिससे पूरी ट्रांसपेरेंसी रहेगी, इसे बैंक-नेट बोलते हैं।

इस बैंक-नेट के प्रावधान से और इस प्लेटफॉर्म से सभी असेसमेंट कर सकते हैं, जिनको भी एक्सेस चाहिए, उनको एक्सेस मिलेगा। उसके द्वारा नीलाम होने वाले एसेट्स को, वे प्रोसेस के तहत चल रहे हैं या नहीं, इसको देख सकते हैं। इसीलिए सरकार के द्वारा, आरबीआई के द्वारा ट्रिब्यूनल में ऑक्शन में लिए एसेट्स को रिव्यू करने के लिए यह प्रोसेस है।

SHRIMATI SUPRIYA SULE: Madam, I appreciate your reply for all the improvements that they are doing. But there is some data which is coming in the media which says that there are 2.45 lakh cases pending before the Debt Recovery Tribunal, and most of those cases are between Rs. 20 lakh to Rs. 1 crore. I am reading out the data which has come in the newspapers. It says, 'At present, India has only 39 DRTs and five Debts Recovery Appellate Tribunals, and 75 per cent of the pending cases – as I have mentioned earlier – are between Rs. 20 lakh and Rs. 1 crore. And a total number of 2.5 lakh cases is pending and 60,000 new cases are filed annually'. The reason that has been given in the notice is that there is a shortage of staff, enhancing existing infrastructure.

What is the way to reduce this pendency? You have rightly mentioned that you are using a lot of new infrastructure and technology. But do we have a data to correlate with this new intervention, which you are making because the Government data, which has come in the media, is slightly different? Kindly clarify it.

श्रीमती निर्मला सीतारमण : सर, एक्चुअली पेंडिंग केसेज़ डीआरटी और डीआरएटी में ज़्यादातर हाई वैल्यू केसेज़ हैं। 100 करोड़ और उससे ज्यादा वाले केसेज़ ही ज़्यादातर पेंडिंग हैं। ये पेंडिंग केसेज़ का टोटल अमाउंट अगर हम देखें तो 71.40 of the suit amount involved in all the cases pending before DRTs are with the high value cases.

Sir, therefore, we take up a two-pronged strategy and that is to make sure that specific DRTs such as DRT Mumbai 1, DRT Delhi 3, and DRT Chennai 1 are designated to hear only high-value cases, which are Rs. 100 crore and above. And second of the two-pronged strategy is that the banks and financial institutions are also encouraged for disposal of cases through Alternate Dispute Resolution Mechanism, that is, like Lok Adalat and so on. So, that is the status.

But in terms of steps further taken for expediting the cases, the Government, in consultation with the National Legal Services Authority of India (NALSA), organizes special Lok Adalats, specifically meant for DRT-related cases. So, in addition to the National Lok Adalat, in fact, in 2025, we held two special Lok Adalats and that has proven very helpful. Four special Lok Adalats are planned for the year 2026.

So, we are making sure that disposals happen fast. We are also every now and then coming in to see how does we can intervene meaningfully. So, we are taking steps in order that the pendency is brought down.

श्री अनुराग सिंह ठाकुर : माननीय अध्यक्ष महोदय, वर्ष 2014 में जब एनडीए की सरकार बनी, तो उस समय 12 में से 11 बैंक्स पीसीए फ्रेमवर्क में थे। उनके ऊपर संकट के बादल छाये हुए थे, लेकिन आज सभी 12 बैंक्स मुनाफे में हैं। इसके लिए मैं सरकार को बहुत-बहुत बधाई देता हूँ।

उनमें शानदार रिफॉर्म्स हुए हैं।

महोदय, मेरा संसदीय क्षेत्र देश में क्रेडिट डिस्बर्सल रेशियो में सबसे कम में से एक है, जहां यह लगभग 23.39 परसेंट है। यानी हम पैसे ज्यादा जमा कराते हैं, लेकिन ऋण कम मिलता है। मैं माननीय वित्त मंत्री जी से पूछना चाहता हूँ कि इसमें कैसे सुधार हो सकता है ताकि पहाड़ी राज्यों में लोगों को रोज़गार के ज्यादा अवसर मिलें और डेट रिकवरी ट्रिब्यूनल में अभी जितना समय लग रहा है, उसे कैसे कम किया जाए?

एनसीएलटी में बहुत फर्क पड़ा है और बड़ी मात्रा में राशि की रिकवरी भी हुई है। मैं उसके लिए भी सरकार को साधुवाद देता हूँ, लेकिन डीआरटी को और बेहतर कैसे किया जा सकता है, इसके बारे में क्या प्रयास किये जाएंगे?

माननीय अध्यक्ष : मंत्री महोदया जी, एक समय जो आपके विभाग के राज्य मंत्री थे, वे आपसे प्रश्न पूछ रहे हैं।

श्रीमती निर्मला सीतारमण : सर, डिपॉजिट वर्सेज़ क्रेडिट देने के विषय में, हम पिछले तीन साल से बैंक्स के साथ काम कर रहे हैं, जिससे ऐसे रीजन्स, जहां डिपॉजिट मोबिलाइजेशन कम है, लेकिन क्रेडिट आउट-गो ज्यादा है, उन रीजन्स में डिपॉजिट ज्यादा मोबिलाइज करने के लिए उनकी कांस्टेंट मॉनिटरिंग और गाइडेंस हो रही है।

दूसरी ओर, बिहार और ईस्टर्न उत्तर प्रदेश जैसे प्रान्तों में डिपॉजिट ज्यादा और क्रेडिट आउट-गो कम है। वहां बैंक्स को इंडस्ट्री ग्रुप्स से बात करवाकर या इंडस्ट्री एसोसिएशन्स का बैंक्स से संवाद करने के बाद लोन लेने के लिए इंडस्ट्रीज, छोटे उद्योगों को बैंक्स के साथ जोड़ा जा रहा है ताकि उनका डिपॉजिट और क्रेडिट का जो मिसमैच है, वह लोकली अड्रेस हो पाए।

Efforts are on to collect more deposits, and efforts are equally on to make sure there are more people who need loans from the bank to approach them and run their banks. So, I hope that would address the former MoS's question on this matter.

On the Debts Recovery Tribunal (DRT) - partly the answer that I had given the hon. Member Shrimati Supriya Sule - efforts are on not just to improve the banks' strength, but timely appointment of DRT benches are being taken care of. The courts are also helping us find the right kind of people speedily so that we appoint them and do not leave the positions vacant.

HON. SPEAKER: Question Number 326, Shri Magunta Sreenivasulu Reddy.

SKILL CENTRES OF EXCELLENCE

***326. +SHRI MAGUNTA SREENIVASULU REDDY:**

SHRI G M HARISH BALAYOGI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state

- (a) the details of the number of Skill Centres of Excellence (SCoE) proposed, under construction and presently functional across the country, State/UT-wise, particularly in Andhra Pradesh;
- (b) the details of the total number of beneficiaries (male, female and others) of SCoEs across the country, State/UT-wise, including the above State during the last five years and the current year;
- (c) the details of the total funds allocated, released and utilised for functioning of SCoEs across the country, State/UT-wise, including the above State during the last five years and the current year, year-wise; and
- (d) whether the Government has any proposal for increasing the number of SCoEs across the country, State/UT-wise, if so, the details thereof and if not,

the reasons therefor?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

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

विवरण

(क) से (घ): वर्ष 2019 में, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) ने कौशल विकास और संबंधित क्षेत्रों में अनुसंधान और विकास गतिविधियों में पहले से ही कार्य कर रहे संस्थानों को उत्कृष्टता केंद्रों के रूप में मान्यता देने के लिए दिशानिर्देश जारी किए।

इन दिशा-निर्देशों के अनुसार, मंत्रालय ने छह संस्थानों को उत्कृष्टता केंद्र के रूप में मान्यता प्रदान की है। इन छह उत्कृष्टता केंद्रों का ब्यौरा, साथ ही पिछले पांच वित्त वर्षों (वित्त वर्ष 2020-21 से वित्त वर्ष 2024-25) के दौरान प्रशिक्षित उम्मीदवारों की संख्या, अनुबंध में दी गई है। दिशा-निर्देशों के अनुसार, एमएसडीई द्वारा मान्यता प्राप्त उत्कृष्टता केंद्रों को वित्तीय सहायता प्रदान करने का कोई प्रावधान नहीं है।

केंद्रीय बजट 2025-26 में पांच राष्ट्रीय कौशल विकास केंद्रों की घोषणा की गई, जिनका उद्देश्य युवाओं को "मेक फॉर इंडिया, मेक फॉर द वर्ल्ड" विनिर्माण पहल का समर्थन करने के लिए आवश्यक कौशल से सुसज्जित करना है। इस घोषणा के अंतर्गत, पाठ्यक्रम विकास, प्रशिक्षकों के प्रशिक्षण, कौशल प्रमाणन ढांचा स्थापित करने और उत्कृष्टता केंद्रों की आवधिक समीक्षा के लिए वैश्विक विशेषज्ञता और साझेदारियों का लाभ उठाने का प्रस्ताव है। यह पहल जुलाई 2024 के केंद्रीय बजट में की गई घोषणा पर आधारित है, जिसमें अन्य बातों के साथ-साथ, पांच राष्ट्रीय कौशल प्रशिक्षण संस्थानों (एनएसटीआई) की क्षमता वृद्धि की परिकल्पना की गई थी।

तत्पश्चात, केंद्रीय मंत्रिमंडल ने उन्नत आईटीआई के माध्यम से प्रधानमंत्री कौशल एवं रोजगार क्षमता परिवर्तन (पीएम-सेतु) योजना को मंजूरी दे दी है, जिसका उद्देश्य देश भर में व्यावसायिक प्रशिक्षण की गुणवत्ता और प्रासंगिकता में सुधार करना है। इस योजना के लिए कुल 60,000 करोड़

रुपये का बजट आवंटित किया गया है। योजना के द्वितीय घटक के तहत, भुवनेश्वर, चेन्नई, हैदराबाद, कानपुर और लुधियाना में स्थित राष्ट्रीय कौशल प्रशिक्षण संस्थानों में पांच राष्ट्रीय कौशल उत्कृष्टता केंद्र स्थापित करने की मंजूरी दी गई है। इन पांच उत्कृष्टता केंद्रों की स्थापना की अनुमानित लागत को पीएम-सेतु योजना के समग्र वित्तीय परिव्यय में शामिल किया गया है।

अनुबंध

एमएसडीई द्वारा मान्यता प्राप्त छह प्रशिक्षण संस्थानों (सीई) का राज्यवार ब्यौरा और पिछले पांच वित्त वर्षों (वित्त वर्ष 2020-21 से 2024-25) के दौरान प्रशिक्षित उम्मीदवारों की संख्या

क्रम सं	संस्थान	राज्य	वैधता	पिछले 5 वित्त वर्षों के दौरान प्रशिक्षित उम्मीदवार
1	व्यावसायिक शिक्षा एवं प्रशिक्षण विद्यालय (एसओवीईटी)	ओडिशा	17.11.2025	23,999
2	राज्य कला एवं शिल्प विकास संस्थान (एसआईडीएसी)	ओडिशा	9.12.2025	526
3	भारतीय उद्यमिता विकास संस्थान (ईडीआईआई)	गुजरात	25.10.2026	8,75,707
4	जेवियर इंस्टीट्यूट ऑफ मैनेजमेंट एंड एंटरप्रेन्योरशिप (एक्सआईएमई)	कर्नाटक	25.10.2026	1352
5	<u>इंस्टीट्यूट ऑफ वुड साइंस एंड टेक्नोलॉजी</u> (आईडब्ल्यूएसटी)	कर्नाटक	23.12.2026	7471

6	उत्कृष्टता केंद्र (समुद्री इंजीनियरिंग) आईएनएस शिवाजी	महाराष्ट्र	23.12.2026	20,996

SHRI MAGUNTA SREENIVASULU REDDY: Sir, I would like to start my comments by appreciating the efforts of the hon. Minister of Skill Development towards the robust development of skilling infrastructure across the country.

My State of Andhra Pradesh is growing immensely under the leadership of our hon. Chief Minister, Shri Nara Chandrababu Naidu Garu, and the Minister for Information Technology, Shri Nara Lokesh Garu, especially in the areas of emerging technologies such as artificial intelligence, quantum computing, drones, and renewable energy.

To capture this potential, we need to empower every youth. In light of this, could the hon. Minister consider setting up a Skill Centre of Excellence dedicated to training our youth in these emerging technologies in Amaravati, the capital city of Andhra Pradesh?

SHRI JAYANT CHAUDHARY: Sir, I do note with appreciation that the hon. Chief Minister of Andhra Pradesh has highlighted skilling as one of the five key pillars and focus areas for the State Government. Accordingly, Andhra Pradesh is performing creditably in that area. The hon. Member of Parliament has mentioned his constituency, and the question relates to a Centre of Excellence.

12.00 hrs

Sir, through you, I would like to inform hon. Member and also the House

that under our PM-SETU scheme, which is a Rs. 60,000 crore scheme and which has been recently announced, in the component 2, it is envisaged that five centres of excellence will be created throughout the country. These are to be housed and are natural skill training institutions. One of those are actually also in Hyderabad. A part of that campus is also there in Vizag. Further, the State Government has provided us land to construct a new NSTI.

Under the PM-SETU scheme for centre of excellence, Telangana and Andhra Pradesh are likely to be covered under it. Accordingly, the scheme calls for a global partnership so that we can benchmark our institutions to ensure that they are best in class and in Hyderabad, there is an LOI that has been signed with Germany in that regard.

I would also like to inform hon. Member that if you look at the existing centres of excellence, the guidelines were issued in 2019 and currently, the Ministry is looking at that there is no financial assistance provided to the centres of excellence that were earmarked under those existing guidelines. We are currently looking at revamping the guidelines which requires a lot of consultation with industry and with sector skill councils so that these centres of excellence as denoted by the new framework can really derive best in the class performance, look at curriculum development and look at on-boarding industry in a meaningful manner.

Thank you, Sir.

WRITTEN ANSWERS TO QUESTIONS**(i) Starred Question Nos. 327 to 340****CORPORATE SOCIAL RESPONSIBILITY (CSR) MONITORING
FRAMEWORK*****327. SHRIMATI KAMALJEET SEHRAWAT:****DR. NISHIKANT DUBEY:**

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

(a) the details of the Corporate Social Responsibility (CSR) monitoring framework implemented through the CSR-2 filing module on the Ministry's portal including reporting requirements for companies along with the details of projects undertaken in the Nabarangpur Lok Sabha Constituency in Odisha and for the tracking of project-wise expenditure in tribal-dominated districts like Shahdol, Anuppur and Umaria in Madhya Pradesh;

(b) the number of companies that have reported CSR expenditure and unspent amounts during the last three years, particularly in the Lok Sabha Parliamentary Constituencies of Shahdol in MP, Nabarangpur in Odisha and in North East Delhi of Delhi;

(c) whether the Government has any mechanisms in place to monitor transfer of unspent CSR funds to specified accounts or funds in accordance with statutory provisions, if so the details thereof, particularly in the Nabarangpur Lok Sabha Constituency in Odisha and tribal-dominated districts of Shahdol, Anuppur and Umaria in Madhya Pradesh;

- (d) whether the Government has conducted any review or impact assessment of CSR compliance and transparency, utilisation of funds and effectiveness of CSR projects, if so, the details thereof with specific reference to the mining and energy sectors in Madhya Pradesh and Nabarangpur Lok Sabha Constituency in Odisha and North East Delhi Parliamentary Constituency of Delhi;
- (e) whether the Government has been duly monitoring on priority the CSR Expenditure in Tribal dominated district like Palghar in Maharashtra, if so, the details thereof; and
- (f) the details of Corporate Social Responsibility (CSR) expenditure incurred by companies in the State of Jharkhand, particularly in the districts of Hazaribagh and Ramgarh during the last three years, including sector-wise allocation and details of unspent amounts?

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

(a): The legal framework for Corporate Social Responsibility (CSR) is provided through Section 135 of the Companies Act, 2013 ('the Act'), Schedule VII of the Act and Companies (CSR Policy) Rules, 2014. The CSR framework is disclosure based and CSR mandated companies are required to file details of CSR activities annually in the MCA21 registry.

The Ministry vide notification dated 11th February, 2022 has introduced a web based Form CSR-2 which has to be filed by each CSR eligible company from financial year 2020-21 and onwards. In the said Form, the companies are to

report on constitution of CSR committee, CSR policy, CSR projects, amount spent against activities/projects for the concerned financial year, unspent CSR etc. The Ministry does not maintain parliamentary constituency-wise CSR data centrally.

Based on annual filings, information regarding district-wise, company-wise, State-wise, development sector-wise, project-wise CSR expenditure is available on public domain at www.csr.gov.in. On the basis of annual filings, the development sector-wise details of CSR expenditure incurred by the companies in Odisha and districts of Shahdol, Anuppur and Umaria in Madhya Pradesh for the last three financial years (FYs) i.e. 2021-22 to 2023-24 is attached at **STATEMENT-I, II, III and IV** respectively.

(b) and (c): Parliamentary constituency-wise data on CSR expenditure and unspent amounts is not maintained centrally.

As per section 135 (5) & (6) of the Act, in the case of an ongoing project, the company is required to transfer the unspent amount to a special account of the company i.e 'Unspent CSR Account', within 30 days from the end of concerned financial year and spend the same in pursuance of its CSR policy within the next three financial years from the date of such transfer. After the lapse of three financial years, the amount remaining unspent, if any, is required to be transferred to any Fund mentioned in Schedule VII of the Act within a period of thirty days from the date of completion of the third financial year. In case of other than an ongoing project, the company is required to

transfer the unspent CSR amount to any Fund mentioned in Schedule VII of the Act within a period of six months from the end of concerned financial year. The Ministry has notified the Companies (Auditor's Report) Order, 2020, which requires auditors to state details of any unspent CSR amount. The data on transfer of unspent CSR funds to specified accounts or funds is not maintained centrally.

(d): Rule 8 of the Companies (CSR Policy) Rules, 2014 provides that every company having average CSR obligation of 10 crore rupees or more in pursuance of sub-section (5) of section 135 of the Act, in the three immediately preceding financial years, shall undertake impact assessment, through an independent agency, of their CSR projects having outlays of one crore rupees or more, and which have been completed not less than one year before undertaking the impact study. The details of CSR activities, Impact Assessment etc. are required to be reported by all the companies in the 'Annual Report on CSR' including annual action plan on CSR which is part of the Company's Board Report.

In view of the above legal provisions, the Government has not conducted such a specific review or impact assessment.

(e): Under the Act, CSR is a Board driven process and the Board of the company is empowered to plan, decide, execute and monitor the CSR activities based on the recommendations of its CSR Committee. The Government does not issue any directions to Corporates to spend in any

particular area or activity. Based on the annual filings, CSR expenditure incurred by the companies in Palghar district of Maharashtra for the last three financial years (FYs) i.e. 2021-22 to 2023-24 is attached at **STATEMENT-V**.

(f): District-wise and Development sector-wise details of CSR expenditure incurred by the companies in the state of Jharkhand including Hazaribagh and Ramgarh districts for the last three financial years (FYs) i.e. 2021-22 to 2023-24 is attached at **Statement-VI, Statement-VII, Statement-VIII and Statement- IX** respectively. The data regarding unspent amount is not maintained centrally.

STATEMENT-I

(Amount in Rupees Crore)

Development Sector-wise CSR expenditure in Odisha from FY 2021-22 to FY 2023-24				
Sr. No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Agro forestry	-	1.55	5.29
2	Animal welfare	1.94	2.49	3.57
3	Armed Forces, Veterans, War Widows/ Dependants	4.12	0.05	0.05
4	Art and culture	3.91	8.00	124.19
5	Conservation of natural resources	0.91	1.09	1.11
6	Education	201.59	274.00	469.35
7	Environmental sustainability	85.03	50.52	50.86
8	Gender equality	2.05	0.93	2.00
9	Health care	117.58	302.99	366.38
10	Livelihood enhancement projects	12.12	137.42	72.02
11	Poverty, Eradicating Hunger, Malnutrition	19.53	17.10	29.54

12	Rural development projects	229.10	76.05	118.13
13	Safe drinking water	7.24	17.79	10.16
14	Sanitation	6.40	16.22	10.19
15	Senior Citizens Welfare	0.58	0.50	5.30
16	Setting up homes and hostels for women	0.08	0.43	0.44
17	Setting up orphanage	0.31	0.54	1.17
18	Slum area development	1.30	2.67	10.37
19	Socio-economic equalities	4.33	1.27	1.41
20	Special education	1.18	2.05	2.60
21	Training to promote sports	12.33	53.30	40.91
22	Vocational skills	37.14	14.29	57.56
23	Women empowerment	3.60	13.57	6.80
Total		752.37	994.82	1,389.39

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-II

(Amount in Rupees Crore)

Development Sector-wise CSR expenditure in Shahdol district from FY 2021-22 to FY 2023-24				
Sr. No.	Development Sector	FY 2021- 22	FY 2022- 23	FY 2023- 24
1	Education	0.42	0.73	0.55
2	Environmental sustainability	0.03	0.02	2.27
3	Health care	1.35	2.39	1.93
4	Poverty, Eradicating Hunger, Malnutrition	1.00	-	-
5	Rural development projects	2.37	0.14	0.39
6	Safe drinking water	-	0.26	-
7	Sanitation	0.02	-	-
8	Training to promote sports	-	0.00	-
9	Vocational skills	-	0.04	-

Total	5.18	3.58	5.15

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-III

(Amount in Rupees Crore)

Development Sector-wise CSR expenditure in Anuppur from FY 2021-22 to FY 2023-24				
Sr. No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Animal welfare	-	0.00	0.05
2	Education	0.78	1.99	0.76
3	Environmental sustainability	-	0.51	-
4	Health care	1.05	0.51	0.34
5	Livelihood enhancement projects	-	0.24	-
6	Poverty, Eradicating Hunger, Malnutrition	-	0.00	-
7	Rural development projects	0.01	0.47	0.04
8	Sanitation	0.01	0.01	-
9	Special education	-	-	0.03
10	Training to promote sports	-	0.00	-
11	Vocational skills	-	0.02	-
Total		1.84	3.77	1.22

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-IV**(Amount in Rupees Crore)**

Development Sector-wise CSR expenditure in Umaria from FY 2021-22 to FY 2023-24				
Sr. No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Art and culture	-	0.22	-
2	Conservation of natural resources	-	-	0.12
3	Education	2.64	0.03	0.02
4	Environmental sustainability	0.08	-	0.15
5	Health care	0.52	0.19	0.44
6	Rural development projects	0.74	0.06	-
Total		3.98	0.50	0.73

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-V**(Amount in Rupees Crore)**

CSR expenditure in Palghar district of Maharashtra from FY 2021-22 to FY 2023-24				
Sr. No.	District	FY 2021-22	FY 2022-23	FY 2023-24
1	Palghar	6.20	5.10	5.86

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-VI**(Amount in Rupees Crore)**

District-wise CSR expenditure in Jharkhand from FY 2021-22 to FY 2023-24				
Sr. No.	Districts	FY 2021-22	FY 2022-23	FY 2023-24
1	Bokaro	20.19	17.77	31.84
2	Chatra	4.61	2.65	6.25
3	Deoghar	4.54	1.56	2.10
4	Dhanbad	10.02	17.64	24.84
5	Dumka	7.58	10.78	18.62
6	East Singhbhum	64.44	103.21	94.20
7	Garhwa	0.33	0.34	0.24
8	Giridih	4.19	4.29	7.26
9	Godda	8.22	18.89	7.40
10	Gumla	1.84	2.03	4.50
11	Hazaribagh	7.98	6.54	16.72
12	Jamtara	1.03	6.58	4.32
13	Khunti	-	-	-
14	Koderma	2.53	5.14	2.86
15	Latehar	3.26	3.66	4.16
16	Lohardaga	1.29	4.80	6.51
17	Pakur	2.02	1.62	5.24
18	Palamu	5.19	5.24	6.06
19	Ramgarh	0.05	-	0.65
20	Ranchi	53.15	67.61	80.65
21	Sahebganj	0.60	2.86	7.18
22	Seraikela Kharsawan	5.23	18.21	10.44
23	Simdega	4.25	3.43	10.50
24	West Singhbhum	6.84	7.68	8.87
25	District not classified elsewhere	24.56	77.10	53.21

Total	243.95	389.65	414.63

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-VII

(Amount in Rupees Crore)

Development Sector-wise CSR expenditure in Jharkhand from FY 2021-22 to FY 2023-24				
Sr. No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Agro forestry	0.02	0.06	0.08
2	Animal welfare	5.85	7.19	19.29
3	Armed Forces, Veterans, War Widows/ Dependants	0.14	0.01	0.59
4	Art and culture	4.49	3.20	2.47
5	Conservation of natural resources	1.12	5.21	3.86
6	Education	43.72	88.16	83.07
7	Environmental sustainability	22.58	40.19	25.87
8	Gender equality	0.31	0.39	0.91
9	Health care	79.92	93.48	107.53
10	Livelihood enhancement projects	10.31	28.39	27.19
11	Poverty, Eradicating Hunger, Malnutrition	5.44	7.75	12.89
12	Rural development projects	32.57	48.09	50.72
13	Safe drinking water	5.47	8.65	15.19
14	Sanitation	1.53	9.67	6.13
15	Senior Citizens Welfare	0.78	0.68	0.35
16	Setting up homes and hostels for women	-	0.01	0.01
17	Setting up orphanage	-	0.04	0.07
18	Slum area development	0.01	-	0.11
19	Socio-economic equalities	0.36	2.91	2.12
20	Special education	0.99	7.52	8.63

21	Training to promote sports	4.31	10.20	10.83
22	Vocational skills	22.81	27.05	28.18
23	Women empowerment	1.25	0.79	8.18
24	NEC/Not mentioned*	-	-	0.35
Total		243.95	389.65	414.63

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

* Companies either did not specify the name of sector or indicated more than one sector where projects were undertaken.

STATEMENT-VIII

(Amount in Rupees Crore)

Development sector-wise CSR expenditure in Hazaribagh district of Jharkhand for FY 2021-22 to 2023-24				
Sr. No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Armed Forces, Veterans, War Widows/Dependants	-	-	0.23
2	Conservation of natural resources	0.19	0.05	0.32
3	Education	0.43	0.48	1.62
4	Environmental sustainability	1.06	0.04	0.77
5	Health care	1.39	0.12	3.93
6	Livelihood enhancement projects	0.39	0.66	1.46
7	Poverty, Eradicating Hunger, Malnutrition	0.05	0.10	0.64
8	Rural development projects	3.38	2.92	2.16
9	Safe drinking water	0.80	0.10	1.02
10	Sanitation	0.24	1.72	0.12
11	Training to promote sports	0.02	-	0.27
12	Vocational skills	0.03	0.37	-

13	Women empowerment	-	-	4.18
	Total	7.98	6.54	16.72

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-IX

(Amount in Rupees Crore)

Development sector-wise CSR expenditure in Ramgarh district of Jharkhand for FY 2021-22 to 2023-24				
Sr. No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Animal welfare	-	-	0.24
2	Education	-	-	0.11
3	Environmental sustainability	0.05	-	0.08
4	Health care	-	-	0.16
5	Rural development projects	-	-	0.06
	Total	0.05	-	0.65

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

PM-SYM YOJANA IN TRIBAL-DOMINATED DISTRICTS

***328. SHRI BHASKAR MURLIDHAR BHAGARE:**

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

- (a) whether the Government is aware of persistent challenges in implementation of the Pradhan Mantri Shram Yogi Maandhan (PM-SYM) scheme in tribal-dominated districts of Maharashtra, including Gadchiroli, Nandurbar, Palghar and parts of Nashik and if so, the details thereof;
- (b) whether enrolment of eligible unorganised sector tribal workers of the said districts under PM-SYM has remained below projections and if so, the reasons identified therefor;
- (c) whether any reports have been received regarding technical and operational deficiencies at Common Service Centres (CSCs) in the said districts, including connectivity issues, biometric failures and delays in processing applications and if so, the details thereof;
- (d) whether low digital literacy, Aadhaar-seeding problems and inadequate outreach have constrained participation of tribal workers of the said districts and if so, the reasons therefor;
- (e) the corrective measures undertaken including mobile enrolment camps, local-language awareness drives and capacity-building of CSC operators by the Government in the said districts; and
- (f) whether a time-bound review and simplification of enrolment and contribution procedures is proposed to ensure wider coverage of tribal workers in Maharashtra and if so, the details thereof?

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

(a) to (f): The Pradhan Mantri Shram Yogi Maan-dhan (PM-SYM) scheme was launched in February, 2019 in order to provide old age protection to the workers of unorganised sector. This is a voluntary and contributory pension scheme. Under the scheme, a monthly assured pension of Rs. 3000/- is provided to the unorganised workers after attaining the age of 60 years. The workers in the age group of 18 to 40 years whose monthly income is Rs. 15000/- or less and not a member of EPFO/ESIC/NPS (Govt. funded) are eligible to join the scheme. The monthly contribution amount ranges from Rs. 55/- to Rs. 200/-, depending upon the entry age of the beneficiary. Under the scheme, 50% monthly contribution is payable by the beneficiary and equal matching contribution is paid by the Central Government. Enrolment in the Scheme is done through the Common Service Centres, with its network of about 4 lakh Centres across the country. Eligible unorganised workers can also self-enrol through visiting the portal www.maandhan.in.

The number of beneficiaries enrolled under the Pradhan Mantri Shram Yogi Maan-dhan (PM-SYM) scheme is 52,54,217 (including bulk registration of 5,06,603 beneficiaries) as on 12.03.2026. The number of beneficiary registered in the State of Maharashtra is 6,27,714 (as on 12.03.2026).

The number of beneficiaries enrolled under this scheme in the tribal-dominated districts of Maharashtra – Gadchiroli, Nandurbar, Palghar and Nashik are 13,661, 13,994, 15,094 and 36,947 respectively (as on 12.03.2026).

Enrolment under this scheme has been affected by limited awareness regarding contributory pension schemes among tribal workers, seasonal and migratory nature of employment among unorganised workers, irregular income patterns affecting willingness to make monthly contributions, limited access to banking and digital infrastructure, preference for immediate income support schemes over long-term pension benefits and various State run non-contributory welfare schemes.

Factors such as low digital literacy, language barriers and limited awareness regarding pension benefits have affected participation levels in some tribal areas. The Government, in coordination with the States' Panchayati Raj department, Labour department and Urban development department is taking steps to enhance enrolment through targeted outreach activities.

Common Service Centres (CSCs) have a helpline and technical problem resolution mechanism to resolve connectivity and biometric issues when they arise.

The steps taken by the Government to strengthen awareness, simplify enrolment and contribution processes in this scheme are as follows:

- (i) Holding periodic review meeting with States/ UTs.
- (ii) Common Services Centres (CSCs) are given incentives on every eligible person enrolled in PM-SYM.
- (iii) Launch of new features: Voluntary Exit, Revival Module, Claim Status, and Account Statement.
- (iv) Extension of revival of dormant accounts from 1 year to 3 years.

- (v) Two-way integration of PM-SYM and eShram.
- (vi) SMS campaign in local languages to create awareness.
- (vii) Addressing Chief Secretaries of States regarding enrolment under PM-SYM scheme.
- (viii) Organising a nationwide special registration drive for enrolment of unorganised workers under PM-SYM scheme as:

Phase I: Urban Areas from 15th January 2026 – 15th February 2026 already completed.

Phase II: Rural Areas from 16th February 2026 – 31st March 2026.

GROWTH IN RETAIL DIGITAL PAYMENTS

***329. SHRI SHRIRANG APPA CHANDU BARNE:**

SHRI NARESH GANPAT MHASKE:

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

- (a) whether it is a fact that “aspirational India” is driving retail digital payments with data or growth rates of digital transactions, user base expansion or sectoral shifts, if so, the details thereof;
- (b) the key demographic or geographic segments contributing most to the uptick in digital payments;
- (c) the underlying factors that are fueling this growth such as greater smartphone penetration, push for financial inclusion, incentives, a simplified UPI ecosystem or merchant digitization;

- (d) the challenges that remain to sustain this momentum such as cyber security risks, digital literacy gaps, merchant acceptance, interoperability or network infrastructure issues in the country particularly in Maharashtra and Andhra Pradesh; and
- (e) whether the Government or payment regulators are planning new measures to support further expansion e.g. incentives for merchant adoption, digital payments infrastructure grants, enhanced regulation or consumer protection protocols, if so, the details thereof and if not, the reasons therefor?

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

(a) to (c) The digital payment transactions have grown exponentially in the last few years due to coordinated efforts of the Government, Reserve Bank of India (RBI) and National Payments Corporation of India (NPCI). The total retail digital payment transactions including its growth rate during the last four financial years are given below:

Financial Year	Retail Digital Payments		Growth in Percentage	
	Volume (in Crore)	Value (in Lakh Crore)	Volume	Value
FY 2021-22	7176.90	457.44	-	-
FY 2022-23	11369.56	587.39	58.42%	28.41%
FY 2023-24	16416.02	719.37	44.39%	22.47%
FY 2024-25	22167.90	849.12	35.04%	18.04%

Of the total retail digital payment transactions, the Unified Payments Interface (UPI) accounts for 81% in FY2024-25 and has emerged as the largest real-time retail payment system in the world. The specific data on demographic or geographic segments-wise contribution in digital payments is not maintained. The growth in retail digital payments, including UPI, is driven by several factors such as smartphone penetration, Aadhaar-enabled authentication, e-KYC, wider financial inclusion and expansion of merchant acceptance infrastructure across both urban and rural areas. The digital public infrastructure has supported inter-operability and simplified on-boarding processes, contributing to wider adoption across user groups. The initiatives such as the Incentive Scheme for Promotion of Digital Payments, Payment Infrastructure Development Fund (PIDF), etc. have also facilitated the continued expansion of digital payments.

(d) and (e): The increase in digital payments has posed certain challenges such as cyber security risk, digital adoption, literacy and awareness, network issue, etc. However, no such specific challenges related to Maharashtra and Andhra Pradesh have been reported.

To address the digital financial frauds, various initiatives have been taken up by the Government, RBI and NPCI. These, inter alia, include device binding between the customer's mobile number and device, two-factor authentication through PIN, daily transaction limits and restrictions on certain use cases. NPCI provides an AI/ML-based fraud-monitoring solution to all

banks for generating alerts and declining suspicious transactions. RBI and banks have also been conducting awareness campaigns through short SMS, radio campaigns and other publicity material for prevention of cyber-crime.

Further, to facilitate citizens in reporting cyber incidents including financial frauds, Ministry of Home Affairs (MHA) has launched National Cybercrime Reporting Portal (www.cybercrime.gov.in) and National Cybercrime Helpline Number “1930”. Similarly, Department of Telecommunications (DoT) has launched Digital Intelligence Platform (DIP) and “Chakshu” facility, which enables citizens to report suspected fraudulent communication received through calls, SMS or WhatsApp.

To support the deployment of payment infrastructure in the rural and interior areas, PIDF was set up by RBI. Approximately 5.80 crore digital touch points and about 56.86 crore QR codes have been deployed under the scheme.

To facilitate users in low connectivity areas and for feature-phone users, NPCI has launched UPI 123PAY (enabling payments through Interactive Voice Response (IVR) and sound-based proximity payments), and Hello UPI (enabling conversational payments).

Further, steps have been taken for greater financial awareness & literacy and safe usage of digital payments. A total of 2421 Centre for Financial Literacy (CFL) have been set up across the country as on 31 March 2025, with

one CFL covering three blocks. Financial Literacy Week has been conducted annually since 2016 to disseminate financial education among citizens.

REVISION OF EPF PENSION

***330. SHRI N. K. PREMACHANDRAN:**

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

- (a) whether the Government proposes to implement the recommendations of High Empowered Monitoring Committee for the comprehensive revision of Employees Provident Fund (EPF) pension scheme and if so, the details thereof;
- (b) whether the Employees' Provident Fund Organisation (EPFO) and Union Government studied the recommendations of the said Committee and if so, the details thereof;
- (c) whether the Government initiated action for providing the benefit of pension on higher wages to all entitled employees and if so, the details thereof and action taken thereon;
- (d) whether the Government has conducted any study regarding the difficulties of EPF Pensioners due to the meagre minimum pension and if so, the action taken by the Government to increase the minimum pension; and
- (e) whether the Government proposes to provide sufficient time to the deserving pensioners for remitting their share for pension on higher wages and if so, the action taken thereon?

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

(a) to (d): Employees' Pension Scheme, 1995 (EPS 95) is a 'Defined Contribution-Defined Benefit' Social Security Scheme. The corpus of the Employees' Pension Fund is made up of (i) contribution by the employer @ 8.33 per cent of wages; and (ii) 1.16 per cent contribution from Central Government on wages up to Rs.15,000/- per month. All benefits under the scheme are paid out of such accumulations. The fund is valued annually as mandated under paragraph 32 of EPS, 1995.

The Government is providing a minimum pension of Rs.1000 per month to the pensioners under the EPS, 1995 through budgetary support, which is in addition to the budgetary support of 1.16 per cent of wages provided annually towards EPS to Employees' Provident Fund Organization (EPFO).

The Government of India is committed to provide robust social security coverage through EPF Scheme, 1952, EPS-95 and EDLI Schemes being run by EPFO, to the members of these schemes, taking into consideration the sustainability of the respective funds as well as the future liabilities thereon.

To implement the directions contained in Hon'ble Supreme Court Judgement dated 04.11.2022 in a time bound manner, an online facility was provided and around 15.24 lakh applications for Validation of Joint Option/ Joint Options were forwarded by employers to EPFO till last date i.e.,

31.01.2025. As on 09.03.2026, more than 99.2 per cent of applications received in EPFO have been disposed of.

Demand letters have been issued to eligible applicants. Subsequently, Pension Payment Orders (PPOs) have been issued to retired applicants who have deposited the demand amount and have submitted form 10D for availing pension. In case of members continuing in service, PPOs on pension on higher wages will be issued as and when the member will submit claim form after attaining the age of 58.

(e): Once demand letter is issued for remitting the dues, pensioners can remit the dues within three calendar months starting from the month of issuance of demand letter.

REVAMPED KHELO INDIA MISSION

***331. SHRI ATUL GARG:**

SHRI RAJESH VERMA:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

(a) whether a sum of Rs. 924.35 crore has been allocated for the revamped Khelo India Mission in the Union Budget 2026-27 for providing end-to-end athlete development from grassroots identification to elite competition levels and if so, the comprehensive details thereof, component-wise;

(b) the details of the distribution plan for establishing Khelo India Centres of Excellence and talent identification hubs across the districts, State/UT-wise;

(c) the structured athlete progression pathways envisaged under the Mission including integration of sports science, sports psychology, nutrition support and competition exposure;

(d) the data analytics platforms and performance tracking systems deployed for real-time athlete monitoring and selection; and

(e) whether the said Mission targets positioning India among top 10 sporting nations by 2036 and if so, the details of the annual milestone benchmarks, international ranking improvement metrics and independent evaluation framework in this regard?

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

(a) to (e): An amount of Rs. 924.35 crore has been allocated under Khelo India Scheme at Budget Estimate (B.E.) stage for financial year 2026-27, to support end-to-end athlete development from grassroots to elite levels. Key components of the Khelo India Mission include talent identification, Centres of Excellence, athlete scholarships, sports science integration, infrastructure development and competitions. The Mission targets one Khelo India training centre per district via State/UT plans, structured pathways with sports science/psychology/nutrition, data platforms for real-time tracking, and aims to position India among the leading sporting nations by 2036.

UNIVERSITIES IN RURAL AREAS

***332. SHRI SHAFI PARAMBIL:**

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

- (a) the total number of private and public sector universities located in rural areas of the country;
- (b) the number of universities located in rural areas of the country that have been closed during the last five years, year-wise;
- (c) the student enrolment rate in universities located in rural areas of the country during the last five years, year-wise;
- (d) whether it is a fact that rural universities are struggling to survive due to lack of student enrolments; and
- (e) if so, the details thereof?

THE MINISTER OF EDUCATION (SHRI DHARMENDRA PRADHAN):

- (a): As per All India Survey on Higher Education (AISHE) 2022-23 (provisional), there are 545 Universities/University level Institutions in rural areas of the country of which 245 are Government and 300 are Private.
- (b): As per AISHE, no Universities/University level Institutions have been closed during last 5 years in rural areas.
- (c) to (e): As per AISHE, the student enrolment in Universities/University level Institutions located in rural areas of the country has increased from 20.1 lakh in 2018-19 to 27.9 lakh in 2022-23(provisional). There is an increase of 38.3% in enrolment in rural areas since 2018-19.

STAND-UP INDIA SCHEME IN TAMIL NADU

***333. SHRI A MANI:**

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

(a) whether the Government has undertaken a district-level assessment of the implementation of the Stand-Up India Scheme in Dharmapuri district of Tamil Nadu, particularly with regard to outreach to women and SC/ST entrepreneurs, if so, the details thereof;

(b) whether any data is available on applications received, loans sanctioned, average processing time and sector-wise enterprise formation in the district during the last three years, if so, the details thereof;

(c) whether measures such as enhanced awareness campaigns, structured handholding, entrepreneurship training and improved bank coordination through District Industries Centres and Common Service Centres have been strengthened in Dharmapuri, if so, the details thereof;

(d) whether any special initiatives or district-wise targets are being considered by the Government to expand Stand-Up India coverage in aspirational and backward districts of Tamil Nadu, including Dharmapuri, if so, the details thereof; and

(e) whether outcomes in terms of enterprise sustainability, employment generation and credit access are being monitored to further refine implementation in the district and if so, the details thereof?

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

(a) and (b): A total number of 154 loan applications have been received in the District of Dharmapuri, Tamil Nadu out of which, 135 loans have been sanctioned during the last three years.

District level data related to sector-wise enterprise formation is not maintained.

No, district-level assessment of the implementation of the Stand-Up India Scheme in Dharmapuri District of Tamil Nadu has been taken by Government.

State Level Bankers' Committee (SLBC) monitors implementation of the Scheme with special emphasis given on outreach

The Scheme was valid/ operational till March, 2025.

(c) and (d): The Government has undertaken various measures towards effective implementation of the Scheme. These, inter alia, include intensive publicity campaigns, simplification of application form, Credit Guarantee Scheme, reduction in margin money and inclusion of activities allied to agriculture.

Apart from linking prospective borrowers to banks for loans, the online portal (www.standupmitra.in) developed by Small Industries Development Bank of India (SIDBI) for Stand Up India Scheme also provided guidance to prospective entrepreneurs in their endeavour to set up business enterprises, starting from training to filling up of loan applications, as per Bank requirements.

Through a network of more than 8000 hand holding agencies, this portal facilitates step by step guidance for connecting prospective borrowers to various agencies with specific expertise viz skilling centres, mentorship support, entrepreneurship development program centres, district industries centre.

Further, enhanced awareness campaigns have been rolled out in collaboration with District Industries Centres (DICs) and Common Service Centres (CSCs). Structured handholding support, entrepreneurship training modules, and improved bank coordination have been implemented at District level. District-level officers have been tasked with ensuring timely guidance and grievance redressal for applicants. To make the loan process easier to applicants, there are 2 retired Chief Managers appointed on full time basis as Credit Mentors at DIC. Their role is to act as Bridge between applicant and Bank to explain the process in friendly manner and help them to complete it properly.

Stand Up India 2.0 Scheme is under process of implementation based on the learning of Stand Up India Scheme.

(e): An independent impact assessment study for Stand Up India Scheme was undertaken during FY 2019-20. Further, the evaluation of the Scheme was conducted through DMEO, NITI Aayog during FY 2024-25.

The performance of the Scheme is also monitored/ reviewed periodically at various levels viz. District Coordination Committee (DCC), State Level

Bankers' Committee (SLBC), State Level Implementation Committee (SLIC) and other Stakeholders. However, there has been no specific District level studies about these parameters.

NATIONAL MISSION ON LIBRARIES SCHEME IN CHITRADURGA

***334 SHRI GOVIND MAKTHAPA KARJOL:**

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

- (a) the details of implementation of National Mission on Libraries Scheme in Chitradurga district of Karnataka since its inception;
- (b) the details of the number of libraries identified, approved and modernized under the said Scheme in the said district;
- (c) the details of the funds allocated, sanctioned and utilized for the said district under the said Scheme during the last five years and the current year, year wise;
- (d) the details of the facilities created including digitization, infrastructure upgradation, provision of books, internet and other modern amenities in the libraries under the said Scheme; and
- (e) the details of the steps taken/being taken by the Government to further strengthen and expand library services in Chitradurga district under the said Scheme?

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

(a) to (e) : The Ministry of Culture through National Mission on Libraries (NML) Scheme, under its 'Setting up of NML Model Library' component, provides financial assistance to one State Central Library and one District Library in each State /UT on the recommendation of the State Authorities concerned and 6 Libraries identified by Ministry of Culture. The financial assistance is provided for i) Up-gradation of Infrastructure, ii) Modernization of Technology & Modernization of Services, iii) Creation of Facilities for Specially-abled users and iv) Subscription of E-journals/E-books for selected Libraries under NML, v) Network Connectivity for District Libraries, vi) Procurement of Reading resources and Advocacy & Outreach programs etc. The detail of the funds released in the NML Scheme during last three years for these components is given at **Statement** .

The State Central Library, Bangalore and District Central Library, Shimoga have already been funded in Karnataka State under the NML Scheme. In this regard, no recommendation for Chitradurga district was received from State Library Authority of Karnataka.

<u>STATEMENT</u>			
State wise details of funds released under NML Model Library Scheme			
Sl. No.	State	No. of the	Total Released (from 01.04.2022 to

		Library	31.03.2025) (Rs. in lakhs)
1	Arunachal Pradesh	1	18.58
2	Andaman & Nicobar	2	310.00
3	Bihar	2	67.71
4	Chandigarh	2	247.22
5	Chhattisgarh	1	51.05
6	Goa	1	8.05
7	Gujarat	1	87.00
8	Haryana	2	168.85
9	Himachal Pradesh	2	154.67
10	Jammu & Kashmir	2	132.50
11	Karnataka	2	40.71
13	Kerala	2	64.26
14	Lakshadweep	2	115.64
15	Madhya Pradesh	1	9.69
16	Manipur	2	46.25
17	Meghalaya	2	100.00
18	Pondicherry	1	10.05
19	Sikkim	2	303.78
20	Telangana	1	17.82
21	Tripura	2	40.97
22	Uttarakhand	1	50.00

बुनियादी सुविधाओं के अभाव वाले सरकारी विद्यालय

***335. श्री निलेश ज्ञानदेव लंके:**

डॉ. शिवाजी बंडाप्पा कालगे:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) देश के सभी राज्यों में ऐसे कितने सरकारी विद्यालय हैं जिनमें शौचालय, पेयजल और बिजली जैसी मूलभूत सुविधाओं का अभाव है तथा इस संबंध में विशेषकर महाराष्ट्र और संघ राज्यक्षेत्र दादरा और नगर हवेली का जिला-वार ब्यौरा क्या है;

(ख) देश में विशेषकर महाराष्ट्र और दादरा और नगर हवेली में विद्यालयों में मूलभूत सुविधाओं की उपलब्धता सुनिश्चित करने और छात्रों के नामांकन में वृद्धि करने के लिए सरकार द्वारा उठाए गए प्रगतिशील कदमों का ब्यौरा क्या है; और

(ग) वर्ष 2025-2026 के दौरान छात्रों की अपर्याप्त संख्या के कारण कितने विद्यालय बंद किए गए हैं और उक्त राज्य और संघ राज्यक्षेत्र में जिला-वार विद्यालय बंद किए जाने के क्या कारण हैं?

शिक्षा मंत्री (श्री धर्मेन्द्र प्रधान) :

(क): शिक्षा के लिए एकीकृत जिला सूचना प्रणाली प्लस (यूडाइज़+) 2024-25 के अनुसार, महाराष्ट्र राज्य और संघ राज्य क्षेत्र दादरा और नगर हवेली के लिए शौचालय, पेयजल और बिजली सहित बिना बुनियादी सुविधाओं वाले सरकारी स्कूलों का राज्य/संघ राज्य क्षेत्र-वार और जिला-वार प्रतिशत https://www.education.gov.in/en/parl_ques में उपलब्ध है।

(ख): समग्र शिक्षा, स्टार्स और पीएम श्री जैसी केन्द्र प्रायोजित योजनाओं के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों को मौजूदा सरकारी स्कूलों के सुदृढीकरण और अतिरिक्त कक्षाओं, लड़कों/लड़कियों/सीडब्ल्यूएसएन के लिए शौचालयों, पेयजल, बिजली, चारदीवारी, पुस्तकालय, आईसीटी और डिजिटल कक्षाओं जैसी अवसंरचनात्मक सुविधाओं के निर्माण और संवर्धन हेतु शिक्षा के लिए एकीकृत जिला सूचना प्रणाली प्लस (यूडाइज़+) डेटाबेस से निर्धारित कमियों और संबंधित राज्य/संघ राज्य क्षेत्र से प्राप्त प्रस्तावों के आधार पर सहायता प्रदान की जाती है। स्कूलों में

अवसंरचनात्मक सुविधाओं की आवश्यकता की योजना संबंधित राज्य/संघ राज्य क्षेत्र द्वारा प्रत्येक वर्ष उनकी आवश्यकता और प्राथमिकता के अनुसार तथा उनकी वार्षिक कार्य योजना और बजट (एडब्ल्यूपी एंड बी) में दर्शाए गए अनुसार वार्षिक आधार पर है। तत्पश्चात् इन योजनाओं का मूल्यांकन और अनुमोदन राज्यों/संघ राज्य क्षेत्रों के परामर्श से परियोजना अनुमोदन बोर्ड (पीएबी) द्वारा योजना के कार्यक्रम संबंधी और वित्तीय मानदंडों, पूर्व में स्वीकृत कार्यों की भौतिक और वित्तीय प्रगति एवं बजटीय संसाधनों की उपलब्धता के अनुसार किया जाता है।

इसके अलावा, केन्द्र सरकार समग्र शिक्षा की केन्द्र प्रायोजित योजना प्रधानमंत्री पोषण शक्ति निर्माण (पीएम पोषण) योजना के अंतर्गत बालवाटिका से कक्षा 8 तक प्रदान किए जाने वाले गर्म पके हुए भोजन के माध्यम से राज्यों और संघ राज्य क्षेत्रों की सहायता करती है। सरकारी स्कूलों में पढ़ाई बीच में छोड़ने वाले बच्चों की संख्या को कम करने और नामांकन बढ़ाने के लिए विभिन्न कार्यकलापों के लिए भी राज्यों/संघ राज्य क्षेत्रों को वित्तीय सहायता/अनुदान प्रदान किया जाता है, जिसमें वरिष्ठ माध्यमिक स्तर तक नए स्कूल खोलना/उनका सुदृढीकरण, स्कूल अवसंरचना को सुदृढ करना, कक्षा 12 तक कस्तूरबा गांधी बालिका विद्यालयों (केजीबीवी) की स्थापना और उनका स्तरोन्नयन तथा संचालन, नेताजी सुभाष चन्द्र बोस आवासीय विद्यालय नामक आवासीय स्कूलों/छात्रावासों की स्थापना, प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम-जनमन) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) के तहत छात्रावास, परिवहन भत्ता, नामांकन अभियान चलाना, सामायिक छात्रावास/आवासीय शिविर, स्कूलों में व्यावसायिक शिक्षा और आईसीटी सुविधाओं का प्रावधान, निःशुल्क पाठ्यपुस्तकें और निःशुल्क वर्दी, परिवहन/मार्गरक्षण सुविधा आदि प्रदान करना, विशेष आवश्यकता वाले बच्चों के लिए सहायक यंत्रों और उपकरणों के लिए भी वित्तीय सहायता/अनुदान प्रदान किया जाता है।

(ग): शिक्षा संविधान की समवर्ती सूची में है और स्कूलों को खोलना, बंद करना और युक्तिसंगत बनाना संबंधित राज्य सरकार और संघ राज्य क्षेत्र प्रशासन के अधिकार क्षेत्र में आता है। निःशुल्क

और अनिवार्य बाल शिक्षा का अधिकार (आरटीई) अधिनियम, 2009 बच्चों को निर्धारित क्षेत्र या पड़ोस की सीमाओं के भीतर प्रारंभिक स्कूलों तक अभिगम प्रदान करता है। शिक्षा का अधिकार अधिनियम की धारा 6 के अनुसरण में, सभी राज्यों ने अपने पड़ोस के मानदंडों के क्षेत्र अथवा सीमाओं को अधिसूचित किया है। इसके अलावा, शिक्षा का अधिकार अधिनियम, 2009 की धारा 8 में यह भी अधिकार दिया गया है कि उपयुक्त सरकार प्रत्येक बच्चे को निशुल्क और अनिवार्य प्रारंभिक शिक्षा प्रदान करेगी और पास में स्कूलों की उपलब्धता सुनिश्चित करेगी।

यूडाइज+ 2023-24 और 2024-25 के अनुसार, महाराष्ट्र राज्य और संघ राज्य क्षेत्र, दादरा और नगर हवेली एवं दमन और दीव के लिए दी गई रिपोर्ट के अनुसार स्कूलों की जिला-वार संख्या https://www.education.gov.in/en/parl_ques पर उपलब्ध है।

BENEFICIARIES OF WELFARE SCHEMES

***336. SHRI JANARDAN SINGH SIGRIWAL:**

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

- (a) the details of different poverty alleviation programmes currently implemented directly by the Ministry of Finance, including Pradhan Mantri Jan Dhan Yojana (PMJDY);
- (b) the number of beneficiaries covered under these programmes as on date along with the amount of funds allocated and utilized during FY 2025-26, State/UT-wise;
- (c) whether any impact assessment studies have been conducted to measure the reduction in poverty levels attributable to these programmes;

(d) if so, the details thereof including the key findings therein, particularly regarding extreme poverty reduction and coverage of vulnerable groups; and

(e) whether the Government has any plans to integrate these programmes with welfare

schemes of other Ministries for enhanced effectiveness, if so, the details thereof including the timelines fixed for the same?

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS

(SHRIMATI NIRMALA SITHARAMAN):

(a) to (e): With the aim of upliftment of the various segments of the society by providing access to banking, credit and insurance, the Government initiated the National Mission for Financial Inclusion (NMFI), namely, Pradhan Mantri Jan Dhan Yojana (PMJDY) in August, 2014 to provide universal banking services for every unbanked household based on the guiding principles of banking the unbanked, securing the unsecured and funding the unfunded. However, no poverty alleviation programme is currently being implemented directly by Ministry of Finance. The coverage of beneficiaries through various schemes under NMFI are briefed as under:

- i. Under PMJDY, a total of 57.78 crore Jan-Dhan accounts with a deposit balance of Rs. 2,94,702 crores have been opened as on 25.02.2026 under PMJDY. Out of these, 32.21 crore (55.8%) Jan-Dhan accounts belong to women and about 45.17 crore (78.2 %) PMJDY accounts have been opened in rural and semi-urban areas;

- ii. Under Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY), 26.88 crore cumulative enrolments (as on 25.02.2026) have been done to provide life insurance cover of Rs. 2 lakh for death due to any reason;
- iii. Under Pradhan Mantri Suraksha Bima Yojana (PMSBY), 57.11 crore cumulative enrolments (as on 25.02.2026) have been done to provide one-year accidental cover of Rs. 2 lakh (death or permanent total disability) and Rs. 1 lakh (permanent partial disability) respectively;
- iv. Under Atal Pension Yojana (APY), 8.84 crore cumulative enrolments (as on 25.02.2026) have been done to provide monthly pension to eligible subscribers;
- v. Under Pradhan Mantri Mudra Yojana (PMMY), 57.26 crore loans amounting to Rs. 39.48 lakh crore have been sanctioned to provide collateral-free institutional finance to micro/small business units up to Rs.20 lakh for income generating activities in manufacturing, trading, services sectors including activities allied to agriculture (as on 27.02.2026);
- vi. Under Stand-Up India Scheme (SUPI), 2.75 lakh cumulative loans amounting to Rs. 62,790 crores have been sanctioned to Scheduled Caste / Schedule Tribe and Women entrepreneurs for setting up greenfield projects in the sectors such as manufacturing, trading, services and activities allied to agriculture (as on 31.03.2025).

A robust financial inclusion platform, namely JAM- a Jandhan Aadhaar Mobile pipeline for linking of Jan-Dhan account with mobile number and Aadhaar has been created which is being extensively leveraged by various Ministries and Departments for the delivery of various welfare benefits like Direct Benefit Transfer (DBT) etc.

WILFUL DEFAULTERS OF LOAN

***337. SHRI KALIPADA SAREN KHERWAL:**

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

- (a) the number of wilful defaulters failing to repay bank loans since 2014, year-wise details along with amount (in Rs.);
- (b) the names of top ten wilful defaulters along with amount (in Rs.) since 2014;
- (c) whether it is a fact that the wilful defaulters can enter into a compromised settlement with the banks; and
- (d) if so, the details thereof along with the action taken by the Government in this regard?

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

(a) to (d): Reserve Bank of India (RBI), vide Master Directions on Treatment of Wilful Defaulters and Large Defaulters, has advised lenders to submit the list of wilful defaulters to all Credit Information Companies (CICs) on a monthly basis, and CICs are required to display the same on their respective websites. The

details of the same are available on and can be accessed at the following URL of CICs, registered with and regulated by RBI:

(i) suit.cibil.com,

(i) suit.experian.in,

(i) equifax.co.in, and

(i) crifhighmark.com

RBI has apprised that as per the data provided by TransUnion CIBIL Limited, as on 27.2.2026, the details of Wilful Defaulters (Suit-Filed & Non-Suit Filed) as on 31st March of each financial year from 2014 till 2025 along with corresponding aggregate outstanding amount and the names of top ten wilful defaulters along with amount as reported by all the reporting entities, are at **Statement-I** and **Statement-II**, respectively.

As per inputs received from RBI, a bank may undertake compromise settlements in respect of accounts categorized as wilful defaulters without prejudice to the criminal proceeding underway against such borrowers. The primary regulatory objective behind allowing wilful defaulters to enter into compromise settlement is to enable multiple avenues to lenders to recover the money in default without much delay. Apart from the time value loss, inordinate delays result in asset value deterioration which hampers ultimate recoveries. Compromise settlement is recognised as a valid resolution mechanism under RBI's (Commercial Banks – Resolution of Stressed Assets) Directions, 2025.

Further, the imperatives for lenders are no different when it comes to recovery from borrowers classified as wilful defaulter. Continuing such exposures on the balance sheets of the lenders without resolution due to legal proceedings locks lenders' funds in an unproductive asset, which is not a desirable position. Further, continuation of criminal proceedings underway or to be initiated against the borrowers classified as wilful defaulter ensures that perpetrators of any malafide action do not go scot-free. Further, compromise settlement is not available to borrowers as a matter of right; rather it is a discretion to be exercised by the lenders based on their commercial judgement. Also, proposals for compromise settlements in respect of debtors classified as wilful defaulter are required to be approved by lenders' Board.

In respect of borrowers subject to compromise settlements, there shall be a cooling period as determined by the respective Board-approved policies before the bank can assume fresh exposures to such borrowers. Therefore, as per the guidelines issued under the RBI (Commercial Banks – Treatment of Wilful Defaulters and Large Defaulters) Directions, 2025 dated 28.11.2025, any compromise settlement with a wilful defaulter must satisfy the requirements stipulated in the RBI (Commercial Banks – Resolution of Stressed Assets) Directions, 2025.

Further, comprehensive measures have been taken to deter instances of wilful default. Such measures include, inter alia, the following:

- (1) Initiation of criminal proceedings by the bank
- (i) Based on the facts and circumstances of each case, banks to examine

whether initiation of criminal proceedings against wilful defaulters under the provisions of the applicable law, is warranted.

(ii) In cases where criminal proceedings have been initiated, removal of the name of a wilful defaulter from the List of Wilful Defaulters (LWD) shall be without prejudice to the continuation of criminal proceedings against the wilful defaulter.

(2) Banks to formulate a non-discriminatory board-approved policy that clearly sets out the criteria based on which the photographs of persons classified and declared as wilful defaulter shall be published.

(3) No additional credit facility shall be granted by the bank to the wilful defaulter or any entity with which the wilful defaulter is associated. Further, wilful defaulters and companies with wilful defaulters as promoters/directors have been debarred from accessing capital markets to raise funds.

(4) The bar on additional credit facility to the wilful defaulter or any entity with which the wilful defaulter is associated shall be effective for a period of one year after the name of the wilful defaulter has been removed from the LWD by the lenders.

(5) No credit facility shall be granted by the bank for floating of new ventures to the wilful defaulter or any entity with which the wilful defaulter is associated for a period of five years after the name of wilful defaulter has been removed from the LWD by the lenders.

(6) Wilful defaulters or any entity with which a wilful defaulter is associated shall not be eligible for restructuring of credit facility. Subsequent to removal of the name of wilful defaulter from the LWD, the wilful defaulter or any entity with which a wilful defaulter is associated shall be eligible for restructuring, as per the stipulations contained in the Reserve Bank of India (Commercial Banks – Resolution of Stressed Assets) Directions, 2025.

STATEMENT-I

Details of Wilful Defaulters as on 27.2.2026

(Amounts in lakh Rs.)

As on	Total number of Wilful Defaulters of Rs. 25 lakh and above	Total amount outstanding with Wilful Defaulters of Rs. 25 lakh and above
31.3.2014	5,076	39,36,925
31.3.2015	7,574	69,80,854
31.3.2016	9,070	89,88,924
31.3.2017	9,675	1,07,66,950
31.3.2018	11,259	1,43,93,575
31.3.2019	12,140	1,93,80,637
31.3.2020	12,822	2,18,72,788
31.3.2021	13,845	2,62,25,350
31.3.2022	16,005	3,07,73,463

31.3.2023	17,968	3,60,47,191
31.3.2024	18,876	3,64,92,783
31.3.2025	18,318	3,83,26,453

Source: TransUnion CIBIL Limited

NOTE:

- (1) The above report contains the total number and amount in the Wilful Defaulters of Rs. 25 lakh and above reported by the credit institutions and successfully ingested in the repository (Suit Filed and Non-Suit Filed).
- (2) The above information on wilful defaulters is extracted as on February 27, 2026 from Suit Filed and Non-Suit Filed Repositories for the period ending March 2014 till March 2025. Any changes to the data post the extraction date was not considered.
- (3) The requirement to report Defaulters of ₹1 crore and above (non-suit filed) and Wilful Defaulters of ₹25 lakh and above (non-suit filed) to RBI/CICs came into effect only post issuance of the RBI circular dated 27.6.2014. Accordingly, information for the year March 2014 is not available with TransUnion CIBIL Limited.

STATEMENT-II

Name and total amount of top ten Wilful Defaulters as on 27.2.2026

(Amounts in lakh Rs.)

As on 31.3.2014 [#]		
S. N.	Borrower Name	Total Amount
1	Zoom Developers Private Limited	1,89,030
2	Beta Naphthol	69,240
3	MBS Jewellers Private Limited	52,003
4	Deccan Chronicle Holdings Limited	50,154
5	Raza Textiles Limited	47,645

6	Parekh Platinum Limited	44,852
7	XL Energy Limited	41,184
8	Rank Industries Limited	39,591
9	NAFED	38,377
10	Agnite Education Limited (Formerly Teledata Informatics Limited)	33,518

As on 31.3.2015

S. N.	Borrower Name	Total Amount
1	Zoom Developers Pvt Ltd	1,25,237
2	Winsome Diamonds & Jewellery Ltd.	1,04,618
3	Beta Naphthol	77,431
4	Forever Precious Jewellery & Diamonds Ltd.	74,798
5	S Kumars Nationwide Limited (SKNL)	70,193
6	Winsome Diamonds & Jewellery	63,949
7	Raza Textiles Limited	59,905
8	Winsome Diamonds & Jewellery Ltd	54,926
9	Deccan Chronicle Holdings Ltd	52,734
10	Rank Industries Limited.	46,895

As on 31.3.2016

S. N.	Borrower Name	Total Amount
1	Zoom Developers Pvt Ltd	1,48,547
2	Winsome Diamonds & Jewellery Ltd	1,33,434
3	Kingfisher Airlines Ltd	1,20,140
4	Winsome Diamonds & Jewellery Ltd.	1,04,587
5	Beta Naphthol	99,684
6	Deccan Chronicle Holdings Ltd	93,668
7	S Kumars Nationwide Limited	83,423
8	Forever Precious Jewellery & Diamonds Ltd.	80,565
9	Raza Textiles Limited	73,609
10	Kingfisher Airlines Ltd.	69,550

(Amounts in lakh Rs.)

As on 31.3.2017

S. N.	Borrower Name	Total Amount
1	Kingfisher Airlines Ltd	2,32,279
2	Zoom Developers Pvt Ltd	1,36,337

3	Winsome Diamonds & Jewellery Ltd	1,33,434
4	Beta Naphthol	1,19,939
5	REI Agro Ltd	1,05,430
6	Winsome Diamonds & Jewellery Ltd.	1,04,551
7	Deccan Chronicle Holdings Ltd	93,581
8	Raza Textiles Limited	92,897
9	S Kumars Nationwide Limited	83,423
10	Forever Precious Jewellery & Diamonds Ltd.	80,565

As on 31.3.2018

S. N.	Borrower Name	Total Amount
1	ABG Shipyard Ltd	1,87,490
2	Kudos Chemie Ltd.	1,68,368
3	Zoom Developers Pvt Ltd	1,65,657
4	Beta Naphthol	1,44,304
5	Winsome Diamonds & Jewellery Ltd	1,33,442
6	Kingfisher Airlines Ltd	1,21,808
7	Raza Textiles Limited	1,17,240
8	REI Agro Ltd	1,15,570
9	Kingfisher Airlines Ltd	1,10,584
10	Winsome Diamonds & Jewellery Ltd.	1,04,551

As on 31.3.2019

S. N.	Borrower Name	Total Amount
1	M/S Gitanjali Gems Ltd	4,63,352
2	ABG Shipyard Ltd	1,87,490
3	Zoom Developers Pvt Ltd	1,87,220
4	Promoter/ Directors of ABG Shipyard Ltd.	1,82,376
5	Kudos Chemie Ltd.	1,73,710
6	Beta Naphthol	1,73,613
7	Ruchi Soya Industries Ltd	1,62,398
8	Directors & Promoter of Amtek Auto Limited	1,57,448
9	Raza Textiles Limited	1,47,961
10	M/S Gili India Limited	1,44,543

(Amounts in lakh Rs.)

As on 31.3.2020		
S. N.	Borrower Name	Total Amount
1	Gitanjali Gems Ltd	5,00,704
2	ABG Shipyard Ltd	2,29,294
3	Beta Naphthol	2,09,021
4	Raza Textiles Limited	1,86,850
5	Promoter/ Directors of ABG Shipyard Ltd.	1,82,376
6	Zoom Developers Pvt Ltd	1,82,080
7	Kudos Chemie Ltd.	1,73,710
8	Directors & Promoter of Amtek Auto Limited	1,57,448
9	Gili India Limited	1,44,543
10	Sterling Global Oil Resources Pvt Ltd	1,28,042

As on 31.3.2021		
S. N.	Borrower Name	Total Amount
1	Gitanjali Gems Ltd	5,49,148
2	ABG Shipyard Ltd	3,02,911
3	Beta Naphthol	2,51,411
4	Raza Textiles Limited	2,35,812
5	Shakti Bhog Foods Limited	2,34,155
6	Zoom Developers Pvt Ltd	2,06,785
7	Promoter/ Directors of ABG Shipyard Ltd.	2,06,774
8	Directors & Promoter of Amtek Auto Limited	1,78,452
9	Kudos Chemie Ltd.	1,73,658
10	Concast Steel & Power Limited	1,68,463

As on 31.3.2022		
S. N.	Borrower Name	Total Amount
1	Gitanjali Gems Ltd	6,17,353
2	ABG Shipyard Ltd	3,02,531
3	Beta Naphthol	3,02,457
4	Raza Textiles Limited	2,97,603
5	Unitech Limited	2,67,692
6	Sterling Global Oil Resources Pvt Ltd	2,28,008
7	Shakti Bhog Foods Limited	2,23,780
8	Zoom Developers Pvt Ltd	2,16,617

9	Erstwhile Promoter/ Directors of ABG Shipyard Ltd.	2,06,774
10	Allied Steels Limited	2,04,240

(Amounts in lakh Rs.)

As on 31.3.2023		
S. N.	Borrower Name	Total Amount
1	Gitanjali Gems Ltd	6,17,352
2	Erstwhile Directors/Guarantors/ GCGS of Bhushan Power & Steel Limited	3,81,082
3	Raza Textiles Limited	3,75,586
4	Beta Naphthol	3,63,862
5	ABG Shipyard Ltd.	3,31,808
6	ABG Shipyard Ltd	2,87,383
7	Ex Directors of Dewan Housing Finance Corporation Ltd	2,82,710
8	Unitech Limited	2,67,692
9	Sterling Global Oil Resources Pvt Ltd	2,26,292
10	Shakti Bhog Foods Limited	2,23,778

As on 31.3.2024		
S. N.	Borrower Name	Total Amount
1	Gitanjali Gems Ltd	6,22,879
2	Raza Textiles Limited	4,74,303
3	Beta Naphthol	4,37,946
4	Erstwhile Directors/Guarantors/ GCGS of Bhushan Power & Steel Limited	3,81,082
5	ABG Shipyard Ltd.	3,31,808
6	ABG Shipyard Ltd	2,84,583
7	Ex Directors of Dewan Housing Finance Corporation Ltd	2,82,710
8	Rank Industries Limited.	2,29,047
9	Sterling Global Oil Resources Pvt Ltd	2,26,292
10	Shakti Bhog Foods Limited	2,23,778

As on 31.3.2025		
S. N.	Borrower Name	Total Amount
1	ABG Shipyard Limited	6,69,530

2	Gitanjali Gems Ltd	6,23,655
3	Beta Napthol Ltd	5,26,848
4	Rakeshkumar Kuldipsingh Wadhawan	4,29,123
5	Erstwhile Directors/Guarantors/ GCGS of Bhushan Power & Steel Limited	3,81,082
6	Raza Textiles Limited	3,26,000
7	Gilt Pack Limited.	3,08,071
8	ABG Shipyard Ltd	2,84,583
9	Rank Industries Limited.	2,65,504
10	Housing Development and Infrastructure Limited	2,54,093

Source: TransUnion CIBIL Limited

NOTE:

- (1) *The top 10 borrowers are determined based on the borrower names reported by each Credit Institutions. Variations in how these names are reported by different institutions may lead to differences or discrepancies in identifying the Top 10 borrowers. For example: Rakesh Kumar and Kumar Rakesh are considered as two different borrowers for arriving at the borrower level outstanding.*
- (2) *Based on the borrower names reported by each Credit Institution, along with the total outstanding amount (₹ in Lakhs) reflected in both the Suit-Filed and Non-Suit-Filed repositories, the Top 10 Wilful Defaulters as on 31st March for each year from 2014 to 2025 have been compiled.*
- (3) *The above information on wilful defaulters is extracted as on February 27, 2026 from Suit Filed and Non-Suit Filed Repositories for the period ending March 2014 till March 2025. Any changes to the data post the extraction date was not considered.*
- (4) *#The requirement to report Defaulters of ₹1 crore and above (non-suit filed) and Wilful Defaulters of ₹25 lakh and above (non-suit filed) to RBI/CICs came into effect only post issuance of the RBI circular dated 27.6.2014. Accordingly, information for the year March 2014 is not available with TransUnion CIBIL Limited.*

FOREIGN INVESTMENT IN HIGHER EDUCATION SECTOR***338. SHRI RAJEEV RAI:**

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

- (a) whether the National Education Policy 2020 (NEP-2020) envisages regulated for-profit participation in higher education in India;
- (b) if so, whether such participation option is made available to both domestic and foreign companies in a transparent manner alike;
- (c) if so, the details thereof and if not, the reasons therefor; and
- (d) the number of higher educational institutions in the country that have been opened by foreign universities/educational centers/corporate bodies and by Indian investors since the implementation of NEP-2020, State-wise?

THE MINISTER OF EDUCATION (SHRI DHARMENDRA PRADHAN):

(a) to (d): National Education Policy (NEP) 2020 promotes Internationalization of Higher Education for making India a Global education hub.

As per NEP availabilities of foreign higher Education institutes in India will give Indian students access to global education, promote research collaboration, provide international exposure and reduce the need for Indian students to travel abroad for higher education.

NEP 2020 also inter-alia envisages curbing commercialization of education stating that multiple mechanisms with checks and balances will combat and stop the commercialization of higher education.

In alignment with the vision of NEP 2020 for internationalization of Education, University Grants Commission (UGC) (Setting up and Operation of

Campuses of Foreign Higher Educational Institutions in India) Regulations 2023 issued by Government to facilitate the establishment of branch campuses of Foreign Higher Educational Institutions (FHEIs) in India. UGC has issued 14 Letters of Intent (LoIs) to 13 FHEIs from Australia, Italy, United Kingdom and USA to set up their campuses at various places in India including Bengaluru (Karnataka), Delhi NCR, Mumbai (Maharashtra) and Chennai (Tamil Nadu). Among these, University of Southampton, UK commenced its courses in August 2025 at its campus in Gurugram, Haryana.

STATUS OF ARCHAEOLOGICAL EXPLORATION PROPOSALS

***339. SHRI DAGGUMALLA PRASADA RAO:**

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

- (a) the details of the list of new archaeological exploration proposals received during the last two years along with the current status thereof, year and State/UT-wise;
- (b) the details of the total funds allocated, released and utilised for archaeological explorations, excavations and maintenance of sites under Archaeological Survey of India (ASI) during the last five years, year and State/UT-wise;
- (c) the details of the list of archaeological sites under ASI in Andhra Pradesh;
- (d) the details of the funds sanctioned and utilised for the adoption of advanced technological tools like Light Detection and Ranging (LiDAR)

and ground penetrating radar, etc., by regional ASI centres during the last five years, year and State/UT-wise; and

- (e) whether the Government has organised any training sessions for regional ASI staff for using the said technologies during the last two years, if so, the details thereof along with the number of persons trained?

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

(a): The year wise and the state wise details of the proposals received for archaeological exploration during the last two years are given at **Statement-I**.

(b): The details of the funds allocated and utilized by Archaeological Survey of India (ASI) for archaeological explorations and excavations are given at **Statement- II** and the maintenance of protected monuments and protected areas during last five years are given at **Statement- III**.

(c): The list of archaeological sites under ASI in Andhra Pradesh is given at **Statement-IV**.

(d) and (e): Advanced technological tools are being used for the exploration and excavation of archaeological sites and expenditure for the same is made under funds allocated for exploration and excavation. Such studies have been carried out at some archaeological sites like Rajgir (Bihar), Rakhigarhi (Haryana), Bhismaknagar (Arunachal Pradesh) and Warangal Fort (Telangana), as per requirement. Such training programs are organised by the institutions having expertise in these area. ASI has deputed 14 officials from Southern Region to

attend workshop on Integrating Digital Documentation for Cultural Studies in 2025.

STATEMENT-I

THE YEAR-WISE AND THE STATE-WISE DETAILS OF THE PROPOSALS RECEIVED FOR ARCHAEOLOGICAL EXPLORATION DURING THE LAST TWO YEARS

Name of the States	2024		2025	
	Approved	Not-Approved	Approved	Not-Approved
Andhra Pradesh	-	-	1	-
Arunachal Pradesh	-	-	1	-
Assam	1	-	-	-
Gujarat	1	-	2	-
Himachal Pradesh	-	1	2	-
Jharkhand	1	-	1	-
Kerala	2	-	-	-
Ladakh (U.T.)	-	1	1	-
Madhya Pradesh	-	1	2	-
Maharashtra	2	-	2	-
Tamil Nadu	1	-	2	1

Sikkim	-	-	1	-
West Bengal	-	-	1	-
Uttar Pradesh	1	1	1	-
Uttarakhand	-	-	2	-
Total	09	04	19	01

STATEMENT-II

**THE DETAILS OF THE FUNDS ALLOCATED AND UTILIZED BY
ARCHAEOLOGICAL SURVEY OF INDIA (ASI) FOR ARCHAEOLOGICAL
EXPLORATIONS AND EXCAVATIONS**

(In lakhs)

State/ UT	2020-21		2021-22		2022-23		2023-24		2024-25	
	Allo	Exp.	Allo t.	Exp.	Allo t.	Exp.	Allo t.	Exp.	Allot.	Exp.
Andhra Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.70	2.00	1.99
Arunachal Pradesh/ Assam/ Meghalaya/ Nagaland	0.00	0.00	0.00	0.00	16.78	16.78	18.00	17.90	4.00	3.99
Bihar	14.50	14.50	32.00	32.00	40.00	40.00	145.00	145.00	59.95	59.95
Chhattisgarh	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.30	0.60	0.60
Delhi	1.29	1.27	2.42	2.22	62.85	59.51	48.00	28.71	78.50	76.66

Goa	0.00	0.00	0.50	0.50	3.50	3.50	14.6 2	14.6 2	0.15	0.15
Gujarat	117. 01	117. 00	328. 52	328. 50	174. 95	174. 95	111. 00	110. 99	123.0 0	123.0 0
Himachal Pradesh	0.00	0.00	0.00	0.00	1.00	1.00	0.50	0.49	0.07	0.07
Jharkhand	0.00	0.00	0.00	0.00	6.20	6.15	46.5 0	46.3 7	9.83	9.82
Jammu & Kashmir	1.50	1.50	5.00	5.00	3.00	3.00	2.00	2.00	52.00	52.00
Karnataka	25.5 0	25.5 0	19.8 3	19.8 3	152. 42	152. 38	34.0 0	33.5 6	81.27	81.12
Kerala	1.00	0.99	0.50	0.50	4.00	4.00	5.00	3.70	2.00	1.96
Ladakh	0.00	0.00	0.00	0.00	0.80	0.80	4.11	4.11	0.00	0.00
Madhya Pradesh	20.5 0	20.4 7	17.3 6	17.3 6	26.5 0	26.5 0	42.5 0	41.1 9	118.0 0	118.0 0
Maharashtra	40.5 0	39.5 8	46.9 0	46.4 3	82.9 7	78.8 2	96.5 0	95.9 9	86.36	78.87
Manipur/ Mizoram/ Tripura	1.00	0.93	0.80	0.80	8.00	8.00	0.15	0.15	0.00	0.00
Odisha	6.00	6.00	11.8 0	11.8 0	40.0 0	39.7 2	70.0 0	70.0 0	131.5 0	131.5 0
Panjab/ Haryana	10.0 0	10.0 0	6.47	6.47	1.00	1.00	25.0 0	25.0 0	63.00	63.00
Rajasthan	1.00	1.00	1.50	1.50	27.3 8	27.3 8	8.00	8.00	165.9 6	165.9 6
Tamil Nadu	3.50	3.49	49.5 0	49.4 7	114. 00	114. 00	137. 67	137. 67	130.5 0	130.3 4
Telangana	0.00	0.00	1.00	1.00	39.0 0	39.0 0	1.00	1.00	3.06	3.06
Uttarakhand	0.00	0.00	1.00	1.00	1.00	1.00	2.00	2.00	1.70	1.70

Uttar Pradesh	6.50	6.08	78.00	77.76	168.50	167.90	235.43	235.22	138.65	138.58
West Bengal/ Sikkim	0.00	0.00	2.80	2.80	18.00	18.00	3.12	2.84	9.96	9.96
Total	250.00	248.30	609.00	607.96	1000.00	994.09	1130.00	1122.74	1262.00	1251.24

STATEMENT-III

**THE DETAILS OF THE FUNDS ALLOCATED AND UTILIZED BY
ARCHAEOLOGICAL SURVEY OF INDIA (ASI) FOR THE MAINTENANCE
OF PROTECTED MONUMENTS AND PROTECTED AREAS**

(Amount Rs. in Crore)

Sl. No.	Name of State/UT	2020-21		2021-22		2022-23		2023-24		2024-25	
		Allot.	Exp.	Allot.	Exp.	Allot.	Exp.	Allot.	Exp.	Allot.	Exp.
1.	Andhra Pradesh	4.57	4.57	5.75	5.75	11.60	11.60	14.70	14.70	12.90	12.90
2.	Assam/ Meghalaya/ Nagaland/ Arunachal Pradesh	3.04	3.04	3.30	3.30	7.44	7.44	8.78	8.78	5.72	5.71
3.	Bihar	1.23	1.23	3.35	3.35	9.00	9.00	16.00	16.00	8.73	8.73
4.	Chhattisgarh	2.89	2.89	4.78	4.78	7.50	7.50	5.94	5.94	8.19	8.19
5.	Delhi (NCT)	24.51	24.51	19.10	19.08	30.50	30.35	36.14	36.14	24.95	24.94
6.	Goa	3.70	3.70	7.00	7.00	10.45	10.45	9.90	9.90	9.00	9.00
7.	Gujarat/ Daman & Diu (UT)	7.34	7.34	10.50	10.50	14.09	14.09	14.50	14.50	10.70	10.69

8.	Himachal Pradesh	1.25	1.25	1.15	1.15	8.90	8.90	5.00	5.00	2.80	2.79
9.	Jharkhand	0.88	0.88	1.18	1.16	2.00	2.00	2.15	2.15	2.25	2.25
10.	Jammu & Kashmir (U.T)	0.80	0.80	2.55	2.55	6.11	6.03	7.17	7.17	4.90	4.89
11.	Karnataka	20.77	20.77	25.07	25.07	39.93	39.93	39.16	39.16	22.53	22.53
12.	Kerala	2.03	2.03	6.82	6.82	7.50	7.50	7.09	7.09	6.30	6.30
13.	Ladakh (UT)	0.20	0.20	0.43	0.43	1.92	1.92	3.50	3.50	2.20	2.20
14.	Maharashtra	18.16	18.16	24.50	24.49	39.05	39.04	52.54	52.54	37.39	37.39
15.	Madhya Pradesh	15.00	15.00	16.25	16.25	22.90	22.90	26.49	26.49	19.30	19.29
16.	Manipur/ Mizoram/ Tripura	1.31	1.31	1.25	1.25	2.00	2.00	1.29	1.29	1.26	1.25
17.	Odisha	3.63	3.63	8.23	8.23	13.18	13.17	12.29	12.29	11.50	11.37
18.	Punjab/ Haryana	0.80	0.80	1.50	1.50	6.53	6.53	11.00	11.00	8.40	8.40
19.	Rajasthan	11.50	11.50	12.03	12.03	17.93	17.93	23.40	23.40	20.16	20.15
20.	Tamil Nadu/ Puducherry	7.25	7.25	12.00	12.00	19.95	19.95	22.50	22.50	18.95	18.94
21.	Telangana	2.80	2.80	7.00	6.80	15.50	15.50	14.38	14.38	6.80	6.77
22.	Uttarakhand	4.60	4.60	3.75	3.75	4.85	4.85	5.42	5.42	5.10	5.10
23.	Uttar Pradesh	22.26	22.26	42.24	42.24	63.65	63.53	65.54	65.54	45.23	45.17
24.	West Bengal/Sikkim	7.38	7.37	12.67	12.57	17.16	17.16	17.10	17.10	12.11	12.11
25.	Chemical conservation (all India)	3.82	3.81	6.51	6.48	9.91	9.89	8.36	8.36	3.88	3.74
26.	Horticultural activity (all India)	44.75	44.75	19.33	19.32	--	--	--	--	--	--
27.	DG office	44.42	44.42	11.74	11.73	3.15	2.77	13.19	13.19	2.17	2.15
28.	Reserve	-	-	0.02	0.00	--	--	--	--	--	--
	Total	260.90	260.83	270.00	269.57	392.71	391.93	443.53	443.53	313.43	313.04

STATEMENT-IV**THE DETAILS OF THE LIST OF ARCHAEOLOGICAL SITES UNDER ASI IN
ANDHRA PRADESH**

Sl. No.	Name of the Site
1.	Ancient Mound in part of S. No. 855 A, Ramatirtham (Hamlet of Varini), Nellore (Present- Ramatirtham, SPSR. Nellore)
2.	Ancient Buddhist Site, Kalingapatnam, Srikakulam (Present- Kalingapatnam, Srikakulam)
3.	Ancient site and remains comprised in survey plot No. 37, Munagacherla, Krishna (Present- Munagacherla, NTR)
4.	Ancient Mound, Pedganjam, Guntur (Present-Peddaganjam, Bapatla)
5.	Mound known as 'Bodipati Dibba', Ramatirtham (Hamlet of Varini), Nellore (Present- Ramatirtham, SPSR. Nellore)
6.	Mounds containing Buddhist remains such as stupas, Adurru, East Godavari (Present- Adurru, Dr. B. R. Ambedkar Konaseema)
7.	Mounds locally known as Bhimalingadibba, Denduluru, Kistna (Present- Denduluru, Eluru)
8.	The caves and structural stupa of Archaeological interest on Dharmalingesvar swami hill, Jilakarragudem (Hamlet of Guntupalli), Ellore (Present- Jilakarragudem, Eluru)

9.	The mounds of Pedavegi: Dibba No.1 Dibba No.2, Dibba No. 3, Dibba No. 4, Dibba No. 5, Pedavegi, Kistna (Present- Pedavegi, Eluru)
10.	Ancient Site, Pusalapadu, Prakasam

बिहार के सीमांचल क्षेत्र में शिक्षा प्रणाली

*340. श्री तारिक अनवर:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) बिहार में विशेषकर सीमांचल क्षेत्र में मध्याह्न भोजन योजना के अंतर्गत छात्रों को पौष्टिक भोजन उपलब्ध कराने के लिए सरकार द्वारा उठाए गए ठोस कदमों का ब्यौरा क्या है;
- (ख) क्या उक्त क्षेत्रों में बीच में पढ़ाई छोड़ने की बढ़ती दर को रोकने के लिए राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एनसीईआरटी) द्वारा कोई विशिष्ट अध्ययन या हस्तक्षेप कार्यक्रम शुरू किया गया है, जैसा कि यूनेस्को की 2023 की रिपोर्ट में उल्लेख किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) समग्र शिक्षा अभियान के अंतर्गत उक्त पिछड़े क्षेत्रों के विद्यालयों में डिजिटल अवसंरचना उपलब्ध कराने और शिक्षकों के रिक्त पदों को भरने के लिए चल रही योजनाओं की प्रगति का ब्यौरा क्या है; और
- (घ) सीमांचल जैसे संवेदनशील क्षेत्रों में राष्ट्रीय शैक्षिक अनुसंधान एवं प्रशिक्षण परिषद के ढांचे के अनुरूप राष्ट्रीय शिक्षा नीति (एनईपी) 2020 के प्रावधानों, विशेष रूप से बहुभाषी शिक्षा और प्रारंभिक बाल्यावस्था देखभाल और शिक्षा (ईसीसीई) से संबंधित प्रावधानों का कितना क्रियान्वयन किया गया है?

शिक्षा मंत्री (श्री धर्मेन्द्र प्रधान):

(क): शिक्षा संविधान की समवर्ती सूची में है और अधिसंख्य सरकारी स्कूल और स्कूल बोर्ड राज्य सरकारों और संघ राज्य क्षेत्र (यूटी) प्रशासनों के प्रशासन के अधीन हैं। प्रधानमंत्री पोषण शक्ति

निर्माण (पीएम पोषण) योजना बाल वाटिका (कक्षा- I से ठीक पहले) सरकारी और सरकारी सहायता प्राप्त स्कूलों जिनमें बिहार में सरकारी और सरकारी सहायता प्राप्त स्कूल शामिल हैं के कक्षा I से VIII में पढ़ने वाले सभी बच्चों को पका हुआ गर्म और पौष्टिक भोजन प्रदान करने के लिए राज्यों और संघ राज्य क्षेत्रों के साझेदारी से कार्यान्वित की गई सबसे महत्वपूर्ण अधिकार आधारित केंद्र प्रायोजित योजनाओं में से एक है। इस योजना में सभी राज्यों/संघ राज्य क्षेत्रों में 10.35 लाख से अधिक स्कूलों के लगभग 11 करोड़ बच्चे शामिल हैं। पात्र बच्चों को पका हुआ गर्म और पौष्टिक भोजन उपलब्ध कराने के साथ-साथ रसोइया-सह-सहायकों (सीसीएच) की नियुक्ति सहित स्कीम के सुचारु कार्य की समग्र जिम्मेदारी राज्यों/संघ राज्य क्षेत्रों की है। राज्यों/संघ राज्य क्षेत्रों को निर्धारित पोषण और भोजन मानदंडों के भीतर स्थानीय परिस्थितियों के लिए उपयुक्त मेनू तय करने और स्थानीय रूप से उगाए जाने वाले खाद्य पदार्थों की खरीद करने के लिए प्रोत्साहित किया जाता है। वर्ष 2025-26 के दौरान, पीएम पोषण योजना के तहत बिहार राज्य को 1274.39 करोड़ रुपये की केंद्रीय अनुदान जारी की गई है, जिससे 68,357 स्कूलों के 1 करोड़ से अधिक छात्र लाभान्वित हुए हैं। बिहार के सीमांचल क्षेत्र में पीएम पोषण योजना से लाभान्वित होने वाले स्कूलों और बच्चों की संख्या इस प्रकार है:

जिला	स्कूलों की संख्या	बच्चों की संख्या
अररिया	1933	309791
पूर्णिया	2204	392659
कटिहार	1892	371858
किशनगंज	1697	214310

*स्रोत: बिहार सरकार

इसके अलावा, स्कूल पोषण उद्यानों, नियमित स्वास्थ्य जांच, सामुदायिक भागीदारी और निरीक्षण के माध्यम से मॉनिटरिंग जैसे उपाय किए जाते हैं जिसमें बिहार का सीमांचल क्षेत्र शामिल है।

(ख): राज्यों/संघ राज्य क्षेत्रों द्वारा यथा चिन्हित पढ़ाई बीच में छोड़ने के मुख्य कारणों में पलायन, परिवारों की सामाजिक-आर्थिक स्थिति, बच्चों पर घरेलू जिम्मेदारियां, बच्चों में पढ़ाई के प्रति रुचि में कमी, बच्चों का खराब स्वास्थ्य आदि शामिल हैं।

शिक्षा मंत्रालय सभी राज्यों और संघ राज्य क्षेत्रों को विभिन्न मध्यवर्तनों के लिए सहायता प्रदान करता है जैसे कि अनुकूल अधिगम वातावरण प्रदान करने के लिए प्रत्येक स्कूल को समग्र स्कूल अनुदान, विज्ञान प्रयोगशालाओं, पुस्तकालयों, खेल और भौतिक गतिविधियों के लिए अनुदान, राष्ट्रीय आविष्कार अभियान के लिए सहायता, आईसीटी और डिजिटल पहल, स्कूल नेतृत्व विकास कार्यक्रम, अकादमिक रूप से अपेक्षाकृत कमजोर छात्रों के लिए उपचारात्मक शिक्षण आदि।

स्कूल छोड़ने की दर को कम करने के लिए, समग्र शिक्षा योजना में वरिष्ठ माध्यमिक स्तर तक के नए स्कूल खोलने और उनका सुदृढ़ीकरण करने स्कूल भवनों और अतिरिक्त कक्षाओं का निर्माण; कस्तूरबा गांधी बालिका विद्यालयों की स्थापना, स्तरोंन्नयन और संचालन; नेताजी सुभाष चंद्र बोस आवासीय विद्यालयों की स्थापना; निःशुल्क वर्दी, निःशुल्क पाठ्य पुस्तकें, परिवहन भत्ता, नामांकन और प्रतिधारण अभियान चलाना, अपरिपूर्ण अनुसूचित जनजाति आबादी के लिए धरती आबा जनजातीय ग्राम उत्कर्ष अभियान के तहत छात्रावासों का निर्माण, आरटीई अधिनियम के तहत प्रतिपूर्ति, विभिन्न गुणात्मक घटक, शिक्षक शिक्षा को सुदृढ़ करना और डीआईटी/बीआरसी/सीआरसी को सशक्त करना, आईसीटी का प्रावधान शामिल है।

योजना के विशेष आवश्यकता वाले बच्चों के लिए छात्रोन्मुखी घटक के अंतर्गत, विशेष आवश्यकता वाले बच्चों की पहचान और मूल्यांकन सहायक यंत्रों और उपकरणों, ब्रेल किट और पुस्तकों, उपयुक्त शिक्षण अधिगम सामग्री और दिव्यांग छात्राओं को वजीफा आदि के लिए वित्तीय सहायता प्रदान की जाती है।

समग्र शिक्षा योजना के अंतर्गत, मध्यवर्तनों की योजना बनाते समय विशेष ध्यान दिए जाने वाले जिलों (एसएफडी), शैक्षिक रूप से पिछड़े ब्लॉकों (ईईबी), एल डब्ल्यू ई (वामपंथी उग्रवाद) से प्रभावित जिलों और आकांक्षी जिलों को प्राथमिकता देने का भी प्रावधान किया गया है।

सरकार ने पढ़ाई बीच में छोड़ने वालों और अन्य शिक्षा संकेतकों की निगरानी करने के लिए विद्या समीक्षा केन्द्र (वीएसके) और स्वचलित स्थायी शैक्षणिक खाता रजिस्ट्री (एपीएएआर) आईडी के कार्यान्वयन जैसी पहलें भी की हैं। वीएसके को शैक्षिक पहलों और उनके अंतिम परिणामों की निगरानी की प्रभावशीलता को बढ़ाने के लिए डिज़ाइन की गई रणनीतियों के साथ विकसित किया गया है। वीएसके की एक प्रमुख विशेषता ड्रॉपआउट छात्रों की ट्रैकिंग, एक स्कूल को छोड़कर दूसरे स्कूल में जाने वाले छात्रों की निगरानी, अधिगम के परिणामों की प्रगति और विभिन्न मध्यवर्तनों की समयोचित मॉनिटरिंग है, जिसका उद्देश्य अधिगम में सुधार, छात्रों के शैक्षणिक प्रदर्शन और स्कूलों में शिक्षकों की जवाबदेही में वृद्धि करना है। एपीएएआर, 'वन नेशन, वन स्टूडेंट आईडी' कार्यक्रम के हिस्से के रूप में, 12 अंकों की आजीवन छात्र आईडी है जो आधार से जुड़ी हुई है।

(ग): समग्र शिक्षा के अंतर्गत, कक्षा VI कक्षा से XII वाले सरकारी और सरकारी सहायता प्राप्त स्कूलों में आईसीटी प्रयोगशालाओं और स्मार्ट कक्षाओं की स्थापना के लिए बिहार राज्य सहित सभी राज्यों/संघ राज्य क्षेत्रों को वित्तीय सहायता दी जाती है। शिक्षा मंत्रालय ने बिहार राज्य सहित सभी राज्यों/संघ राज्य क्षेत्रों को कंप्यूटिंग उपकरणों वाले सरकारी स्कूलों को एफटीटीएच इंटरनेट कनेक्शन प्रदान करने के लिए बीएसएनएल के साथ समझौता ज्ञापन (एमओयू)/करार करने की सलाह दी है। आवर्ती इंटरनेट शुल्क का भुगतान समग्र शिक्षा के तहत अनुमोदित धन या किसी अन्य राज्य/संघ राज्य क्षेत्र के सरकार की निधि से किया जाएगा। बिहार में सीमांचल क्षेत्र के जिलों में आईसीटी प्रयोगशाला, स्मार्ट कक्षा और इंटरनेट कनेक्टिविटी का विवरण निम्नानुसार है:

जिले	आईसीटी प्रयोगशाला	स्मार्ट कक्षा	इंटरनेट कनेक्टिविटी
अररिया	166	177	861
पूर्णिया	261	363	1116

कटिहार	187	268	976
किशनगंज	122	115	634

*स्रोत: यूडाइज+ 2024-25

समग्र शिक्षा के तहत, डिजिटल शिक्षा के लिए शिक्षक क्षमता वृद्धि को डिजिटल इन्फ्रास्ट्रक्चर फॉर नॉलेज शेयरिंग (दीक्षा) प्लेटफॉर्म के माध्यम से सहयोग प्रदान किया जा रहा है, जो ई-सामग्री और डिजिटल अधिगम संसाधन प्रदान करता है। शिक्षा मंत्रालय ने निष्ठा को दीक्षा पर एक एकीकृत शिक्षक प्रशिक्षण कार्यक्रम के रूप में भी लागू किया है, जिसमें शिक्षण और अधिगम में आईसीटी और प्रौद्योगिकी के उपयोग से संबंधित मॉड्यूल शामिल हैं। इसके अलावा, एनसीईआरटी, राज्य शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एससीईआरटी), जिला शिक्षा और प्रशिक्षण संस्थान (डीआईटी), ब्लॉक संसाधन केंद्र (बीआरसी) और क्लस्टर संसाधन केंद्र (सीआरसी) डिजिटल शिक्षा के लिए शिक्षकों की तैयारी को मजबूत करने के लिए संसाधन सामग्री, डिजिटल विषयवस्तु, प्रशिक्षण कार्यक्रमों और कार्यशालाओं का विकास करते हैं।

एनसीटीई ने आईटीईपी को अधिसूचित किया है, जो शिक्षा में 4 साल की एकीकृत दोहरी-मुख्य विषय स्नातक डिग्री के साथ-साथ सेवा-पूर्व शिक्षकों के लिए कला, विज्ञान, शारीरिक शिक्षा आदि में एक विशिष्ट विषय है। शिक्षण-अधिगम और मूल्यांकन प्रक्रियाओं में सुधार हेतु प्रौद्योगिकी का लाभ उठाने के लिए डिजिटल रूप से साक्षर और कुशल होना आईटीईपी के तहत सभी छात्र-शिक्षकों द्वारा विकसित की जाने वाली क्षमताओं में से एक है।

शिक्षा संविधान की समवर्ती सूची का विषय होने के कारण, शिक्षकों की भर्ती, तैनाती, सेवा शर्तें और पेशेवर विकास मुख्य रूप से संबंधित राज्यों/संघ राज्य क्षेत्रों के प्रशासनिक नियंत्रण के अधीन हैं। तदनुसार, शिक्षकों के स्वीकृत और रिक्त पदों से संबंधित सूचना संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा रखी जाती है।

शिक्षकों की भर्ती संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा उनके भर्ती नियमों और प्रक्रियाओं के अनुसार की जाने वाली एक सतत् प्रक्रिया है। सेवानिवृत्ति, त्यागपत्र, छात्रों के नामांकन में वृद्धि

और नए स्कूलों की स्थापना के परिणामस्वरूप नए पदों के सृजन जैसे कारकों के कारण समय-समय पर रिक्तियां उत्पन्न होती हैं। ऐसी रिक्तियों को भरने की समय-सीमा भी संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा निर्धारित की जाती है।

भारत सरकार समीक्षा बैठकों और परामर्शों के माध्यम से राज्यों/संघ राज्य क्षेत्रों के साथ शिक्षक की रिक्तियों को भरने से संबंधित प्रगति की समय-समय पर समीक्षा करती है, जिसमें स्वायत्त शिक्षक भर्ती बोर्डों द्वारा आयोजित प्रतियोगी परीक्षाओं और प्रौद्योगिकी आधारित शिक्षक आवश्यकता योजना और पूर्वानुमान लगाने संबंधी कवायद सहित पारदर्शी और योग्यता-आधारित चयन प्रक्रियाओं के माध्यम से भर्ती पर जोर दिया जाता है।

(घ): एनईपी, 2020 में, पहली बार, 3 साल के प्री-स्कूल (बालवाटिका) को 5+3+3+4 संरचना में शिक्षा की निरंतरता के रूप में मान्यता दी गई है, जहां प्रारंभिक चरण प्री-स्कूल के 3 साल और ग्रेड 1 और ग्रेड 2 है। शिक्षा मंत्रालय ने योजनाओं/कार्यक्रमों/पहलों के माध्यम से यह सुनिश्चित किया है कि राज्यों और संघ राज्य क्षेत्रों (यूटी) को तीन साल की प्री-प्राइमरी शिक्षा को नए आरंभिक चरण (एफएस) में एकीकृत करने के लिए पर्याप्त केंद्रीय सहायता प्राप्त हो।

प्री-स्कूल (बालवाटिका) को आरंभिक चरण में एकीकृत करने और बहुभाषावाद को बढ़ावा देने के लिए, निम्नलिखित प्रगति की गई है:

- निपुण भारत मिशन: जैसा कि एनईपी 2020 में परिकल्पित है, 5 जुलाई, 2021 को "निपुण भारत" नामक एक प्रमुख राष्ट्रीय मिशन शुरू किया गया था ताकि यह सुनिश्चित किया जा सके कि देश का प्रत्येक बच्चा ग्रेड 2 के अंत तक आवश्यक रूप से एफएलएन प्राप्त कर ले। इस मिशन की स्थापना समग्र शिक्षा के तत्वावधान में की गई है। सभी 36 राज्य/संघ राज्य क्षेत्र निपुण-भारत मिशन (एनबीएम) का कार्यान्वयन कर रहे हैं। एनबीएम के तहत निम्नलिखित घटकों के लिए वित्तीय मानदंड प्रदान किए जाते हैं:
- प्री-स्कूल शिक्षा/सह-स्थित आंगनवाड़ी केंद्रों (आवर्ती और अनावर्ती) को सहायता

- नवीन शिक्षाशास्त्र के कार्यान्वयन के लिए शिक्षण अधिगम सामग्री
- शिक्षक संसाधन सामग्री/कार्यकलाप पुस्तिका
- ग्रेड I और II के शिक्षकों की क्षमता वृद्धि
- छात्रों का स्वतंत्र, आवधिक और समग्र मूल्यांकन
- राज्य और जिला स्तर पर परियोजना प्रबंधन इकाई (पीएमयू) का गठन
- एनसीएफ-एफएस: आरंभिक चरण के लिए राष्ट्रीय पाठ्यचर्या ढांचा (एनसीएफ-एफएस) 20 अक्टूबर, 2022 को जारी किया गया था, जिसमें पाठ्यक्रम, शिक्षकों के प्रशिक्षण, अधिगम शिक्षण सामग्री (एलटीएम) आदि के लिए एक संरचना प्रदान की गई थी। यह भारत में 3-8 वर्ष की आयु के बच्चों के लिए पहला एकीकृत पाठ्यक्रम ढांचा है।
- विद्या प्रवेश: 29 जुलाई, 2021 को 'विद्या प्रवेश' नाम से ग्रेड I के लिए 3 महीने के खेल आधारित 'स्कूल तैयारी मॉड्यूल और दिशानिर्देश' लॉन्च किए गए। विद्या प्रवेश कार्यक्रम का लक्ष्य विविध पृष्ठभूमियों (बालवाटिका, आंगनवाड़ी केंद्र (एडब्ल्यू सी), घर पर, निजी प्ले स्कूल आदि) से ग्रेड- I में आने वाले सभी बच्चों में स्कूल की तैयारी को बढ़ावा देना है, ताकि बच्चों को ग्रेड- I में सहज रूप से परिवर्तित करना सुनिश्चित किया जा सके। यह कार्यक्रम पूरे देश में लागू किया गया है।
- आंगनवाड़ी केंद्रों (ए डब्ल्यू सी) का सह-अवस्थिति: जैसा कि एनईपी 2020 में परिकल्पना की गई है, उच्च गुणवत्ता वाली प्रारंभिक बचपन देखभाल और शिक्षा तक सार्वलौकिक अभिगम सुनिश्चित करने के लिए मॉडलों में से एक मॉडल में ग्रेड 1 वाले आंगनवाड़ी सह-स्थित स्कूल शामिल हैं। इस संबंध में, शिक्षा मंत्रालय ने महिला एवं बाल विकास मंत्रालय की सहकार्यता से 3 सितंबर, 2025 को "स्कूलों के साथ आंगनवाड़ी केंद्रों (एडब्ल्यूसी) की सह-अवस्थिति के लिए दिशानिर्देश" जारी किए हैं। यूडीआईएसई+

2024-25 के अनुसार, ग्रेड- I वाले स्कूलों में 2,99,546 सह-अवस्थित आंगनवाड़ी केंद्र हैं।

- एनसीईआरटी ने ग्रेड 1 से 3 के लिए 22 अनुसूचित भाषाओं में पाठ्यपुस्तकें विकसित और प्रकाशित की हैं। पाठ्यपुस्तकें राष्ट्रीय शैक्षिक अनुसंधान एवं प्रशिक्षण परिषद की वेबसाइट <https://ncert.nic.in> पर उपलब्ध है।
- जादुई पिटारा (जेपी), 3-8 वर्ष की आयु के लिए खेल-आधारित 53 अधिगम-शिक्षण सामग्री का एक सेट 20 फरवरी 2023 को आरंभ किया गया था। 22 भारतीय भाषाओं और अंग्रेजी में उपलब्ध, जेपी में खिलौने, पहेलियाँ, कहानी कार्ड, फ्लैशकार्ड और शिक्षक हैंडबुक शामिल हैं। 10 फरवरी 2024 को आरंभ किया गया इसका डिजिटल विस्तार, ई-जादूई पिटारा, बच्चों, शिक्षकों और माता-पिता को सहयोग प्रदान करने के लिए 22 भारतीय भाषाओं में बहुभाषी कहानियाँ, कार्यकलाप, गीत और एआई-आधारित बॉट-कथा सखी, शिक्षक तारा और पैरेंट तारा प्रदान करता है। जैसा कि एनईपी 2020 में परिकल्पित है, ये पहल आरंभिक चरण का एक अभिन्न अंग हैं।
- प्राइमर (वर्ष 2024, मार्च में आरंभ किए गए) को कम से कम 10,000 की आबादी द्वारा बोली जाने वाली मातृभाषाओं में एफएलएन के लिए 121 स्थानीय भाषाओं में विकसित किया गया है। प्राइमर <https://ncert.nic.in/primers.php?ln=en> (<https://ncert.nic.in/primers.php?ln=en>) पर उपलब्ध हैं।

(ii) Unstarred Question Nos. 3681 to 3910**किशोरी बालिकाओं का विद्यालय छोड़ना****3681. श्री संदिपनराव आसाराम भुमरे:****श्रीमती कलाबेन मोहनभाई देलकर:**

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) पिछले पांच वर्षों के दौरान देश में विद्यालय छोड़ने वाली किशोरियों (आउट ऑफ स्कूल गर्ल्स-ओओएसजी) की कुल संख्या, राज्य/संघ राज्य क्षेत्र-वार और वर्ष-वार कुल संख्या कितनी है;
- (ख) संघ राज्य क्षेत्र दादरा और नगर हवेली तथा महाराष्ट्र के संभाजी नगर जिले में किशोरियों के स्कूल छोड़ने के पहचाने गए मुख्य कारण क्या हैं;
- (ग) उक्त क्षेत्रों सहित देश के विभिन्न हिस्सों में स्कूल छोड़ने वाली किशोरियों को शिक्षा प्रणाली में वापस लाने के लिए सरकार द्वारा शुरू की गई योजनाओं और पहलों का ब्यौरा क्या है;
- (घ) उक्त अवधि के दौरान प्रत्येक योजना के अंतर्गत विद्यालय में पुनः नामांकित लड़कियों की संख्या का वर्ष-वार ब्यौरा क्या है;
- (ङ) पिछले पांच वर्षों के दौरान संघ राज्य क्षेत्र दादरा और नगर हवेली में ऐसी प्रत्येक योजना के अंतर्गत कुल आवंटित, जारी और उपयोग की गई धनराशि का ब्यौरा क्या है; और
- (च) क्या सरकार ने इन योजनाओं का कोई मूल्यांकन या प्रभाव मूल्यांकन किया है और यदि हां, तो उसके निष्कर्षों का ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

- (क) और (ख): यूडाइज+ (शिक्षा के लिए एकीकृत जिला सूचना प्रणाली प्लस) के अनुसार, राज्य/केंद्र संघ राज्य क्षेत्र-वार (संभाजी जिला, महाराष्ट्र सहित) और वर्ष 2020-21 से 2024-25

तक स्तर-वार लड़कियों की स्कूल छोड़ने की दर

https://www.education.gov.in/en/parl_ques. पर उपलब्ध है।

वर्ष 2023-24 के लिए सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) की रिपोर्ट 'आवधिक श्रम बल सर्वेक्षण (पीएलएफएस)' के अनुसार, स्कूली बच्चों के स्कूल छोड़ने के प्रमुख कारण घरेलू आय को पूरा करना, घरेलू कामकाज में भाग लेना, पढ़ाई में रुचि न होना, पढ़ाई से निपटने में असमर्थता, कुछ दिव्यांगता से पीड़ित बच्चे, खराब स्वास्थ्य, माता-पिता द्वारा शिक्षा को आवश्यक नहीं माना जाना, प्रतियोगी परीक्षा की तैयारी, विवाह आदि हैं।

(ग) और (घ) : शिक्षा संविधान की समवर्ती सूची में है और अधिकांश स्कूल संबंधित राज्य और संघ राज्य क्षेत्र सरकारों के अधिकार क्षेत्र में आते हैं। केंद्र सरकार राज्यों और संघ राज्य क्षेत्रों को समग्र शिक्षा की केंद्र प्रायोजित योजना तथा प्रधानमंत्री पोषण शक्ति निर्माण (पीएम पोषण) योजना के तहत बालवाटिका से कक्षा 8 तक गर्म पका हुआ भोजन प्रदान करने के माध्यम से सहायता करती है। राज्यों और संघ राज्य क्षेत्रों को सरकारी स्कूलों में पढ़ाई बीच में छोड़ने की दर कम करने और नामांकन बढ़ाने के लिए विभिन्न गतिविधियों हेतु वित्तीय सहायता/अनुदान भी प्रदान किया जाता है, जिसमें वरिष्ठ माध्यमिक स्तर तक नए स्कूल खोलना/सुदृढ़ करना, स्कूल अवसंरचना सुदृढ़ करना, कक्षा 12 तक कस्तूरबा गांधी बालिका विद्यालय (केजीबीवी) की स्थापना और उन्नयन तथा संचालन, नेताजी सुभाष चंद्र बोस आवासीय विद्यालय नाम से आवासीय स्कूल/छात्रावास स्थापित करना, प्रधानमंत्री जनजातीय न्याय महा अभियान (पीएम-जनमन) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) के तहत छात्रावास, परिवहन भत्ता, नामांकन अभियान चलाना, मौसमी छात्रावास/आवासीय शिविर, स्कूलों में व्यावसायिक शिक्षा और आईसीटी सुविधाओं का प्रावधान, निःशुल्क पाठ्यपुस्तकें और निःशुल्क यूनिफार्म, परिवहन/एस्कॉर्ट सुविधा आदि, विशेष आवश्यकता वाले बच्चों के लिए सहायक उपकरण और उपकरणों के लिए वित्तीय सहायता/अनुदान भी प्रदान किया जाता है।

केंद्र सरकार ने प्रत्येक राज्य/संघ राज्य क्षेत्र द्वारा पहचाने गए स्कूल से बाहर के बच्चों (ओओसी) के आंकड़ों को संकलित करने और पीआरबंध पोर्टल पर विशेष प्रशिक्षण केंद्रों (एसटीसी) के साथ उनके मानचित्रण के लिए एक ऑनलाइन मॉड्यूल भी तैयार किया है। संबंधित राज्य/संघ राज्य क्षेत्र ओओसी के मुख्यधारा में लाने की प्रगति की निगरानी के लिए राज्य के संबंधित ब्लॉक संसाधन केंद्र द्वारा अपलोड किए गए पहचाने गए ओओसी और एसटीसी की बाल-वार जानकारी को मान्य करता है।

(ड): वर्ष 2021-22 से 2025-26 तक दादरा और नगर हवेली संघ राज्य क्षेत्र के लिए समग्र शिक्षा के तहत जारी किया गया केंद्र का भाग (लाख में रुपये) है:

वर्ष	राशि (लाख में)
2021-22	2092.45
2022-23	6466.66
2023-24	4130.25
2024-25	5462.64
2025-26(02.03.2026 की स्थिति के अनुसार)	3966.14

(च): समग्र शिक्षा का एक तृतीय-पक्ष मूल्यांकन विकास, निगरानी और मूल्यांकन कार्यालय (डीएमईओ), नीति आयोग द्वारा वर्ष 2025-26 में किया गया था। विशेष रूप से बेहतर प्रदर्शन करने वाले राज्यों में मूल्यांकन में छात्र सहभागिता, डिजिटल शिक्षण धारणाओं और माता-पिता की संतुष्टि में सकारात्मक प्रारंभिक प्रभाव पाया गया।

स्कूली बच्चों के बस्तों का बोझ

3682. श्री अरुण गोविल:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार छोटे बच्चों के स्कूली बस्तों का अधिकतम वजन निर्धारित करने के लिए किसी विशेषज्ञ समिति से परामर्श करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या स्कूली बस्ते का अत्यधिक बोझ बच्चों के स्वास्थ्य पर प्रतिकूल प्रभाव डालता है; और
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है और बच्चों पर स्कूली बस्ते के बोझ को किस प्रकार कम किया जा सकता है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (ग): स्कूल बैग संबंधी नीति राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एनसीईआरटी), केंद्रीय विद्यालय संगठन (केवीएस), नवोदय विद्यालय समिति (एनवीएस) और केंद्रीय माध्यमिक शिक्षा बोर्ड (सीबीएसई) के सदस्यों वाली विशेषज्ञ समिति द्वारा तैयार की गई थी और एनसीईआरटी द्वारा 2020 में जारी की गई थी। शिक्षा मंत्रालय ने अपने दिनांक 24 नवंबर 2020 के पत्र द्वारा राज्यों और केंद्र शासित प्रदेशों में नीति को परिचालित किया है।

स्कूल बैग के अत्यधिक भार का बच्चों के स्वास्थ्य पर प्रतिकूल प्रभाव पड़ता है। इसलिए, विशेषज्ञ समूह ने होमवर्क और पेश किए गए विषयों की संख्या सहित स्कूल बैग के वजन को कम करने के लिए निम्नलिखित सिफारिशें की हैं:

- (i) इस क्षेत्र में किए गए शोध अध्ययनों के आधार पर, स्कूल बैग के मानक वजन के बारे में अंतर्राष्ट्रीय एजेंसियों की सिफारिशों, महाराष्ट्र राज्य द्वारा जारी दिशानिर्देशों और समिति द्वारा किए गए सर्वेक्षण के आधार पर, कक्षा 1 से 10 तक के छात्रों के शरीर के वजन का 10 प्रतिशत स्कूल बैग के वजन के लिए सार्वभौमिक रूप से स्वीकृत अनुपात का पालन करने की सिफारिश की जाती है।

- (ii) स्कूल परिसर में नियमित रूप से स्कूल बैग के वजन की निगरानी और जांच की जानी चाहिए। इसके लिए प्रत्येक विद्यालय को स्कूल परिसर में एक डिजिटल वजन मशीन रखनी होगी।
- (iii) स्कूल बैग हल्का होना चाहिए जिसमें उचित डिब्बे हों और इसमें दो गद्देदार तथा समायोज्य पट्टियाँ हों जो दोनों कंधों पर अच्छी तरह से फिट हो सकें। पहिए वाले वाहकों की अनुमति नहीं दी जानी चाहिए क्योंकि सीढ़ियाँ चढ़ते समय बच्चों को चोट लग सकती है।
- (iv) स्कूलों को यह सुनिश्चित करने की आवश्यकता है कि स्कूलों को प्रदान करने के लिए अनिवार्य सुविधाएं, जैसे कि, मध्याह्न भोजन, आदि, पर्याप्त और अच्छी गुणवत्ता के हैं ताकि बच्चे लंच बॉक्स जैसी वस्तुएं न ले जाएं।
- (v) स्कूल प्रबंधन का यह कर्तव्य और जिम्मेदारी होगी कि वह स्कूल बैग में पानी की बोतल ले जाने से बचने या उसके आकार को कम करने के लिए स्कूल में सभी छात्रों के लिए पर्याप्त मात्रा में अच्छी गुणवत्ता वाला पीने योग्य पानी उपलब्ध कराए।
- (vi) स्कूल अथवा कक्षा समय सारणी को लचीला बनाने की आवश्यकता है जिसमें खेल और शारीरिक शिक्षा, पाठ्यपुस्तकों के अलावा स्कूल में उपलब्ध पुस्तकों को पढ़ने, कला और शिल्प आदि के लिए पर्याप्त स्थान प्रदान किया जाए।
- (vii) बच्चों के लिए पाठ्यपुस्तक का चयन करने के लिए, वजन के मानदंड को ध्यान में रखा जाना चाहिए। प्रत्येक पाठ्यपुस्तक का वजन प्रकाशकों द्वारा पाठ्यपुस्तक पर ग्राम प्रति वर्ग मीटर (जीएसएम) के साथ मुद्रित किया जा सकता है।
- (viii) विशेष आवश्यकता वाले बच्चों (सीडब्ल्यूएसएन) को स्कूलों में पुस्तक बैंकों के माध्यम से पाठ्यपुस्तकों का दोहरा सेट प्रदान किया जा सकता है।
- (ix) विकलांग छात्रों के लिए किताबें और अन्य वस्तुओं को स्टोर करने और पुनः प्राप्त करने के लिए कक्षाओं में लॉकर स्थापित किए जा सकते हैं।

- (x) प्रत्येक शैक्षणिक सत्र की शुरुआत में स्कूल बैग जागरूकता कार्यक्रम आयोजित करने की आवश्यकता है, जिसमें माता-पिता और छात्रों को इस मुद्दे पर उन्मुखीकरण मिलेगा।

स्कूल बैग संबंधी नीति में सुझाए गए अनुसार शरीर के वजन का 10 प्रतिशत के रूप में स्कूल बैग के अनुपात के लिए वर्ग-वार रेंज नीचे दी गई है:

तालिका: बच्चों के औसत शरीर के वजन की वर्गवार सीमा			
क्र.सं.	कक्षा	शरीर के औसत वजन की सीमा (किलोग्राम में)	बैग वजन सीमा (किलोग्राम में अनुशंसित)
1	प्री-प्राथमरी	10-16	No bag
2	कक्षा I	16-22	1.6-2.2
3	कक्षा II	16-22	1.6-2.2
4	कक्षा III	17-25	1-7-2.5
5	कक्षा IV	17-25	1-7-2.5
6	कक्षा V	17-25	1-7-2.5
7	कक्षा VI	20-30	2-3
8	कक्षा VII	20-30	2-3
9	कक्षा VIII	25-40	2.5-4
10	कक्षा IX	25-45	2.5-4.5
11	कक्षा X	25-45	2.5-4.5
12	कक्षा XI	35-50	3.5-5
13	कक्षा XII	35-50	3.5-5

शिक्षा भारत के संविधान की समवर्ती सूची में है। राज्यों और केंद्र शासित प्रदेशों को स्कूल बैग संबंधी नीति के प्रासंगिक सुझावों को अपनाने और इसके कार्यान्वयन को सुनिश्चित करने की सलाह दी गई है।

CORPORATE TRANSPARENCY AND PARLIAMENTARY OVERSIGHT

3683. DR. PRABHA MALLIKARJUN:

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

- (a) whether the Government is regularly informed of systemic compliance failures and enforcement outcomes, if so, the details thereof;
- (b) whether annual reports include measurable governance and investor protection indicators, if so, the details thereof;
- (c) whether regulatory impact assessments are conducted before major rule changes, if so, the details thereof;
- (d) whether stakeholder consultations are institutionalized, if so, the details thereof; and
- (e) whether enhanced parliamentary oversight is proposed to strengthen corporate accountability and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS;
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA)**

(a): The enforcement action taken by the Ministry comprises of inquiry, inspection and investigations ordered under sections 206(4), 206(5), 210 & 212, respectively of the Companies Act, 2013 to identify non-compliance of

various provisions of the Companies Act, 2013 such as, violation of disclosure norms, related party transactions, misuse of funds, audit failures etc. On the basis of reports of the Registrars of Companies, Regional Director(s) and Serious Fraud Investigation Office, the Ministry issues instructions for taking necessary penal action. The findings of the Inquiry/ Inspection/ Investigation reports are also shared with enforcement agencies like Enforcement Directorate (ED), Income Tax (IT) Department, and GST Authorities as the case may be, to enable further course of action against such companies and individuals associated with such companies. Details of the enforcement actions and outcomes for the last three years are at **Statement I**.

(b): Annual Reports of the companies have been mandated to contain several quantitative and qualitative indicators that enable investors, regulators, and other stakeholders to take informed decisions. The important indicators which are mandated to be part of annual reports is provided under section 134 of the Companies Act, 2013 and Rules made thereunder. Summary of the important indicators are at **Statement-II**.

(c) and (d) : As per the “Policy for Pre-Legislative consultation and comprehensive review of existing Rules and Regulations” issued by the Ministry, the draft principal rule or any draft amendment (including any Form annexed to the Rules) may be prepared along with an explanatory note which may be placed on the Ministry’s website for at least 30 days. Rules of emergent nature or where in public interest it is expedient that they may be issued earlier, may not be placed for stakeholders’ consultations or may be

placed for comments for a shorter period. Consultation with specific Body/ Institute/ Agency can also be made. The Policy also covers manner of public consultation for circulars, if the concerned Division of the Ministry considers it useful.

The Policy also states that where there is a specific statutory provision for consultation, it shall be followed. Further, the Policy also provides that sufficient period may be given to the stakeholders to comply with the new set of rules and that the date of enforcement of rules should ordinarily be 30 days after the date of notification unless a different date is considered necessary for any matter of urgency or public interest.

The suggestions received during such consultations are examined. During this exercise, assessment of the impact of the proposed amendments in Rules is also conducted.

(e) : The Ministry administers the provisions of the Companies Act, 2013 relating to various aspects of corporate functioning and accountability. Notifications in respect of the Rules, including amendments thereto, are laid before both Houses of Parliament as per Section 469(4) of the Companies Act, 2013. This section provides that every rule made under the Act, shall be laid, as soon as may be after it is made, before each House of Parliament, while it is in session, for a total period of thirty days which may be comprised in one session or in two or more successive sessions, and if, before the expiry of the session immediately following the session or the successive sessions aforesaid, both Houses agree in making any modification in the rule or

regulation or both Houses agree that the rule or regulation should not be made, the rule or regulation shall thereafter have effect only in such modified form or be of no effect, as the case may be; so, however, that any such modification or annulment shall be without prejudice to the validity of anything previously done under that rule or regulation.

In addition to the above, the Hon'ble Standing Committee on Finance and Hon'ble Parliamentary Standing Committee on Subordinate Legislation also exercise oversight over the administration of the Companies Act, 2013 and Rules made thereunder. The above Committees review the implementation of the Companies Act, 2013 on various subjects/ topics viz., Corporate Governance, Corporate Social Responsibility, Ease of Doing Business, Investor Education and Protection Fund, Capital Market aspects, etc. and gives their observations & recommendations. The Ministry submits Action Taken Reports on the above. In view of the above existing parliamentary oversight mechanism, no such proposal is under consideration.

STATEMENT-I

Particulars	2022-23	2023-24	2024-25
Number of inquiries ordered	123	240	343
Number of inspections ordered	186	166	93
Number of investigations ordered	124	58	47
Number of companies penalised under the in-house adjudication mechanism	901	980	1066

STATEMENT-II

(i) Section 134 of the Companies Act, 2013, governs the approval, signing, and disclosure requirements for a company's financial statements and Board's Report. It requires the Board to approve financial statements—including consolidated financial Statements—before signing by authorized directors and submission to auditors. The Companies Board Report shall include the following : -

- i. the web address, if any, where annual return referred to in sub-section (3) of section 92 has been placed;
- ii. number of meetings of the Board;
- iii. Directors' Responsibility statement;
- iv. details in respect of frauds reported by auditors under sub-section (12) of section 143 other than those which are reportable to the Central Government;
- v. a statement on declaration given by independent directors under sub-section (6) of section 149;
- vi. in case of a company covered under sub-section (1) of section 178, company's policy on directors' appointment and remuneration including criteria for determining qualifications, positive attributes, independence of a director and other matters provided under sub-section (3) of section 178;
- vii. explanations or comments by the Board on every qualification, reservation or adverse remark or disclaimer made by the auditor in his

report and by the company secretary in practice in his secretarial audit report;

- viii. particulars of loans, guarantees or investments under section 186;
- ix. particulars of contracts or arrangements with related parties referred to in sub-section (1) of section 188 in the prescribed form;
- x. the amount, if any, which it recommends should be paid by way of dividend;
- xi. material changes and commitments, if any, affecting the financial position of the company which have occurred between the end of the financial year of the company to which the financial statements relate and the date of the report;
- xii. the conservation of energy, technology absorption, foreign exchange earnings and outgo, in such manner as may be prescribed;
- xiii. a statement indicating development and implementation of a risk management policy for the company including identification therein of elements of risk, if any, which in the opinion of the Board may threaten the existence of the company;
- xiv. the details about the policy developed and implemented by the company on corporate social responsibility initiatives taken during the year;
- xv. in case of a listed company and every other public company having such paid-up share capital as may be prescribed, a statement indicating the manner in which annual evaluation of the performance of the Board, its Committees and of individual directors has been made;

MULTI-STATE COOPERATIVE BANKS**3684. PROF. SOUGATA RAY:****SHRI KISHORI LAL:**

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

- (a) the details of existing Multi-State Cooperative Banks in the country, State wise;
- (b) whether the Multi-State Cooperative Banks have the right to accept investments by offering interests more than nationalized banks;
- (c) if so, the details thereof;
- (d) whether the Government has taken precautionary measures to check such offers following a number of reported cases of fraud in various cooperative banks of the country; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): As informed by the Central Registrar of Cooperative Societies (CRCS), there are a total of 66 Multi-State Cooperative Banks currently operational in the country. The State-wise details of Multi-State Cooperative Banks are given at **Statement**.

(b) to (e): As per the Reserve Bank of India (RBI) Master Direction – (Interest Rate on Deposits) Directions, 2025 dated November 28, 2025, Urban Cooperative banks (UCBs) are required to pay interest on deposits as per their

comprehensive policy duly approved by the Board of Directors or any Committee of the Board to which powers have been delegated.

STATEMENT

STATE-WISE DETAILS OF MULTI-STATE COOPERATIVE BANKS

Sr.no.	State	Number of Multi-State Cooperative Banks
1	Andhra Pradesh	1
2	Bihar	1
3	Gujarat	12
4	Haryana	2
5	Maharashtra	36
6	Rajasthan	4
7	Tamil Nadu	1
8	Telangana	3
9	Uttar Pradesh	4
10	West Bengal	2

KISAN CREDIT CARDS IN TAMIL NADU

3685. SHRI THARANIVENTHAN M S:

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

- (a) the total number of Kisan Credit Cards (KCCs) issued since 2014, year-wise and State-wise, with specific data for Tamil Nadu;

- (b) whether the Government has taken any steps to ensure that small and marginal farmers, tenant farmers and women farmers have easy access to KCCs and if so, the details thereof;
- (c) the number of applications for KCCs rejected or pending, along with the reasons for such rejections, State-wise, especially in Tamil Nadu;
- (d) whether there is any proposal to expand the scope of KCCs to include allied sectors such as fisheries, animal husbandry, and sericulture, if so, the details thereof along with the status of implementation in Tamil Nadu; and
- (e) the steps being taken by the Government to reduce delays in disbursement, ensure fair interest rates and prevent debt burden on small farmers under the KCC scheme?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c) : The year-wise details of total Operative Kisan Credit Cards (KCC) Accounts since 2014 is provided at **Statement-I**. Further, since Financial Year 2020-21, the year-wise and State/UT-wise details of number of Operative Kisan Credit Cards, including the State of Tamil Nadu is provided at **Statement-II**. The detailed initiatives of Government to ensure easy access to KCC by small and marginal farmers, tenant farmers and women farmers are at **Statement-III**. The data of rejected KCC applications is not centrally maintained.

(d): Since February 2019, KCC scheme has also been extended to cover working capital requirement of Animal Husbandry, Dairying and Fisheries (AHDF). As reported by Reserve Bank of India (RBI) and National Bank for Agriculture and Rural Development (NABARD), as on 31.12.2025, the total number of Operative KCC-AHDF Accounts across the country was 42,65,030 and the total amount outstanding was Rs 53,119 crore. Further, as on 31.12.2025, the total number of Operative KCC-AHDF Accounts in the State of Tamil Nadu was 6,48,241 and the total amount outstanding thereon was Rs 7,548 crore.

(e): The Government of India's Modified Interest Subvention Scheme (MISS) offers short-term agricultural loans to farmers at a concessional interest rate of 7% through Kisan Credit Cards (KCC), with banks receiving a 1.5% interest subvention. Farmers who repay promptly receive an additional 3% incentive, effectively reducing their interest rate to just 4%. Further, the Government has taken various steps to improve efficiency in disbursement of KCC loans and administration of Interest Subvention and Prompt Repayment Incentive available under Modified Interest Subvention Scheme for loans taken through KCC, which *inter-alia* include:

- Kisan Rin Portal (KRP) has been launched in September 2023, enabling Aadhaar-based beneficiary verification and faster digital claim settlements under the Modified Interest Subvention Scheme (MISS) for loans availed through KCC.

- The Jan Samarth portal has been started as a one-stop digital platform for linking Government-sponsored loans and subsidies Schemes. It provides a quick and efficient way to apply for loans and obtain approvals based on a digital evaluation of the applicant's data.

STATEMENT-I

YEAR-WISE DETAILS OF TOTAL NO. OF OPERATIVE KCC ACCOUNTS SINCE 2014

(Number of Accounts in Actual)

As on 31st March of the Financial Year	No. of Operative KCC Accounts
2013-14	7,00,62,527
2014-15	7,36,00,059
2015-16	7,52,70,009
2016-17	7,15,22,312
2017-18	6,92,09,336
2018-19	6,62,99,599
2019-20	6,52,80,254
2020-21	7,37,45,010
2021-22	7,14,90,107
2022-23	7,34,69,021
2023-24	7,75,04,234
2024-25	7,72,10,538
2025-26*	7,54,82,009

Source: RBI and NABARD

***: Provisional data as on 31 December 2025**

STATEMENT-II

**Year-wise and State/UT-wise details of number of Operative KCC
accounts since Financial Year 2020-21**

(Number of Accounts in Actual)

Sl. No	State/UT	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26*
1	A & N ISLAND	7,868	9,389	9,056	8,324	8,368	8,980
2	ANDHRA PRADESH	46,05,047	45,69,808	45,51,558	48,53,487	47,33,502	46,50,958
3	ARUNACHAL PRADESH	8,601	9,880	10,100	18,388	22,484	23,713
4	ASSAM	7,36,919	6,58,281	6,46,919	6,70,832	5,53,146	4,98,108
5	BIHAR	27,71,102	26,56,796	25,76,527	28,80,585	28,20,890	22,59,036
6	CHANDIGARH	70,857	1,393	1,475	1,582	1,010	739
7	CHHATTISGARH	17,66,266	17,82,290	19,17,435	21,45,836	19,08,855	19,73,475
8	DNHDD	489	1,417	1,581	1,543	1,447	1,202
9	GOA	14,015	8,347	9,458	11,649	11,903	9,540
10	GUJARAT	28,92,516	28,78,852	30,18,544	31,37,242	32,24,658	32,56,598
11	HARYANA	22,63,947	22,53,483	22,86,953	23,61,829	24,00,489	23,51,039
12	HIMACHAL PRADESH	3,92,245	4,23,843	4,60,441	5,02,861	5,10,282	5,24,328
13	JAMMU & KASHMIR	10,08,862	9,33,555	9,10,514	10,66,887	11,13,136	11,16,132
14	JHARKHAND	9,25,401	9,21,919	9,67,591	9,95,531	9,68,619	9,16,330
15	KARNATAKA	48,23,251	47,35,000	47,21,067	54,98,818	53,76,105	57,81,201
16	KERALA	18,62,579	19,29,232	25,94,466	26,58,063	24,11,756	22,76,340
17	LADAKH	5,818	1,89,654	28,072	28,228	28,134	28,041
18	LAKSHADWEEP	331	24,685	1,770	2,555	3,110	3,375
19	MADHYA PRADESH	62,74,836	60,68,304	62,68,740	65,00,382	65,17,376	64,17,424
20	MAHARASHTRA	68,67,895	69,10,764	71,77,298	72,17,854	70,31,265	68,05,090
21	MANIPUR	18,464	17,806	19,693	19,699	18,309	17,917

22	MEGHALAYA	61,618	66,190	71,677	77,422	85,889	91,643
23	MIZORAM	24,442	27,182	35,093	51,561	42,682	37,367
24	NAGALAND	27,531	26,259	30,070	32,072	36,510	40,167
25	NCT OF DELHI	3,974	3,188	2,861	2,761	2,614	2,147
26	ODISHA	43,37,869	39,98,082	39,71,032	44,65,567	42,79,001	42,07,594
27	PUDUCHERRY	17,015	17,797	13,413	20,366	19,361	13,744
28	PUNJAB	22,44,289	21,67,026	21,98,101	22,34,658	21,67,523	21,31,833
29	RAJASTHAN	66,15,298	62,29,619	65,40,646	68,45,762	71,27,313	71,36,374
30	SIKKIM	7,043	6,555	8,702	10,115	10,995	9,957
31	TAMIL NADU	29,73,041	30,53,109	35,80,708	40,31,906	40,38,150	37,72,068
32	TELANGANA	42,59,731	42,71,628	43,37,476	45,08,942	45,76,239	47,44,737
33	TRIPURA	2,56,385	2,46,320	1,55,042	1,64,916	1,71,181	1,64,213
34	UTTAR PRADESH	64,87,677	1,05,32,039	1,07,05,196	1,09,17,055	1,09,56,279	1,04,45,486
35	UTTARAKHAND	53,99,542	5,46,806	5,08,644	5,54,157	5,11,706	5,02,984
36	WEST BENGAL	37,12,246	33,13,609	31,32,363	30,04,799	35,20,251	32,62,129
Total		7,37,45,010	7,14,90,107	7,34,70,282	7,75,04,234	7,72,10,538	7,54,82,009

Source: RBI and NABARD

***: Provisional data as on 31 December 2025**

STATEMENT-III

DETAILS OF INITIATIVES OF THE GOVERNMENT TO ENSURE EASY ACCESS TO KCC BY SMALL AND MARGINAL FARMERS, TENANT FARMERS AND WOMEN FARMERS ARE AS UNDER:

- Through KCC, adequate and timely credit support is provided to the farmers (individual/joint borrowers who are owner cultivators), tenant

farmers, oral lessees, share croppers, Self Help groups or Joint liability groups of farmers including tenant farmers and share croppers etc.

- In terms of extant guidelines on Priority Sector Lending (PSL) issued by RBI, banks are mandated to allocate at least 18% of their Adjusted Net Bank Credit (ANBC) or Credit Equivalent of Off-Balance Sheet Exposures (CEOBSE), whichever is higher, to agriculture, out of which a sub-target of 10 percent is prescribed for Small and Marginal Farmers (SMFs). Further, it also prescribes an incentive framework for districts with comparatively lower flow of credit to priority sector which also include credit to agriculture and Small & Marginal farmers and a dis-incentive framework for districts with comparatively higher flow of priority sector credit.
- In order to discourage distress sale by farmers and to encourage them to store their produce in warehouses, the benefit of interest subvention under KCC is available to small and marginal farmers for a further period of upto six months post the harvest of the crop against negotiable warehouse receipts on the produce stored in warehouses accredited with Warehousing Development Regulatory Authority (WDRA), at the same rate as applicable to the crop loan.
- The limit for collateral free short-term agricultural loans, including loans for allied activities, has been raised from Rs.1.60 lakh to Rs.2.00 lakh per borrower by RBI w.e.f 01 January 2025. This move enhances credit accessibility, particularly for small and marginal farmers (over 86% of the

sector), who benefit from reduced borrowing costs and the removal of collateral requirements.

- In order to bring awareness about the benefits of the KCC scheme among farmers, Union/State Governments, RBI, NABARD and Banks conduct various awareness programmes and IEC (Information, Education and Communication) campaigns. Further, Government of India launched KCC Saturation Drive under Atma Nirbhar Bharat Abhiyan to provide KCC to all eligible farmers. Further, to expand the benefits of the Kisan Credit Card (KCC) to all eligible farmers engaged in Animal Husbandry, Dairy, and Fisheries (AHDF) nationwide district level weekly camps were also organized.

कारपोरेट सामाजिक उत्तरदायित्व के अंतर्गत निधि का आवंटन

3686. श्री अरुण कुमार सागर:

क्या कारपोरेट कार्य मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या पिछले तीन वर्षों के दौरान और आज की तिथि तक विभिन्न सरकारी उपक्रमों ने सीएसआर (कारपोरेट सामाजिक उत्तरदायित्व) के अंतर्गत निधि का आवंटन किया है;
- (ख) यदि हां, तो उक्त अवधि के दौरान देश में विशेषकर अनुसूचित जाति बहुल क्षेत्रों में खर्च की गई धनराशि का उपक्रम-वार, जिला-वार और मद-वार ब्यौरा क्या है और इसके अंतर्गत लाभान्वित होने वाले लाभार्थियों की स्थान-वार संख्या कितनी है;
- (ग) क्या सरकार का विचार देश में विशेषकर पिछड़े और अनुसूचित जाति बहुल क्षेत्रों में सीएसआर निधि खर्च करने के लिए कोई कदम उठाने का विचार है;

(घ) यदि हां, तो क्या इस प्रस्ताव में देश के अनुसूचित जनजाति बहुल क्षेत्रों, विशेषकर उत्तर प्रदेश के शाहजहाँपुर लोक सभा संसदीय क्षेत्र को शामिल किया गया है; और

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

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

(क): जी, हाँ।

(ख): वार्षिक फाइलिंग के आधार पर भारत में पिछले तीन वित्तीय वर्षों (वि.व.) अर्थात् 2021-22 से 2023-24 में सार्वजनिक क्षेत्र के उपक्रम (पीएसयू) द्वारा किया गया सीएसआर व्यय का राज्यवार और विकास क्षेत्र वार ब्यौरा क्रमशः **विवरण-I** और **विवरण-II** में संलग्न है। किसी विशेष समुदाय या किसी विशेष समुदाय बहुल क्षेत्रों पर किए गए सीएसआर व्यय का डाटा केंद्रीय रूप से नहीं रखा जाता है। सीएसआर व्यय से संबंधित जिलावार, कंपनी वार, पीएसयू/गैर-पीएसयू वार, राज्यवार, विकास क्षेत्रवार आदि सार्वजनिक डोमेन www.csr.gov.in पर उपलब्ध है।

(ग): कंपनी अधिनियम, 2013 के प्रावधानों के अनुसार, सीएसआर एक बोर्ड संचालित प्रक्रिया है और कंपनी के बोर्ड को अपनी सीएसआर समिति की सिफारिशों के आधार पर कंपनी की सीएसआर कार्यकलापों की योजना बनाने, उन पर निर्णय लेने, उनका कार्यान्वयन करने और उन पर निगरानी करने का अधिकार है। सरकार कारपोरेट्स को किसी विशेष क्षेत्र या कार्यकलाप या किसी विशेष समुदाय पर व्यय करने संबंधी कोई दिशा-निर्देश जारी नहीं करती है।

(घ) और (ङ): ऊपर भाग (ग) के उत्तर के आलोक में ऐसी स्थिति उत्पन्न नहीं होती है।

विवरण-I

वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 तक भारत में सार्वजनिक क्षेत्र के उपक्रमों द्वारा

राज्यवार सीएसआर व्यय

(राशि करोड़ रुपये में)

क्रम संख्या	राज्य/केंद्र शासित प्रदेश	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022- 23	वित्तीय वर्ष 2023-24
	अंडमान और निकोबार द्वीप समूह	0.64	1.04	1.18
	आंध्र प्रदेश	52.34	52.32	62.41
	अरुणाचल प्रदेश	11.25	7.93	15.51
	असम	231.81	298.05	316.07
	बिहार	56.48	110.29	91.13
	चंडीगढ़	0.29	0.59	0.16
	छत्तीसगढ़	166.01	161.24	109.91
	दादरा और नगर हवेली और दमन और दीव	1.63	1.42	6.10
	दिल्ली	353.33	448.95	683.27
	गोवा	4.22	4.75	19.83
	गुजरात	131.40	121.88	78.26
	हरियाणा	58.08	38.61	55.22
	हिमाचल प्रदेश	60.71	55.99	55.68
	जम्मू और कश्मीर	24.69	25.87	45.11
	झारखंड	67.45	114.81	142.32
	कर्नाटक	193.36	167.02	167.81
	केरल	38.51	54.47	48.57

	लक्षद्वीप	0.53	-	-
	लेह और लद्दाख	9.54	5.09	11.58
	मध्य प्रदेश	148.22	206.98	240.08
	महाराष्ट्र	324.86	308.71	401.57
	मणिपुर	8.97	12.93	9.44
	मेघालय	1.68	1.78	1.36
	मिजोरम	5.09	9.03	2.92
	नागालैंड	4.25	6.33	6.55
	ओडिशा	397.61	396.65	486.38
	पुडुचेरी	0.86	2.26	8.32
	पंजाब	7.08	12.59	12.88
	राजस्थान	52.25	58.14	49.56
	सिक्किम	18.77	23.70	24.72
	तमिलनाडु	74.65	102.65	173.74
	तेलंगाना	94.90	81.78	85.71
	त्रिपुरा	10.95	14.44	3.21
	उत्तर प्रदेश	213.91	229.93	349.34
	उत्तराखंड	84.49	116.03	144.15
	पश्चिम बंगाल	100.45	138.44	118.11
	संपूर्ण भारत *	869.43	403.58	319.98
	अन्य केंद्रीकृत निधि	526.47	315.80	425.03
	एनईसी/उल्लिखित नहीं *	-	-	-
	कुल	4,407.17	4,112.08	4,773.17

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

* कंपनियों ने या तो राज्यों/संघ राज्य क्षेत्रों के नाम विनिर्दिष्ट नहीं किए थे या एक से अधिक राज्यों/संघ राज्य क्षेत्रों का संकेत दिया जहां परियोजनाएं शुरू की गई थीं।

विवरण-II

वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 तक भारत में सार्वजनिक क्षेत्र के उपक्रमों द्वारा

विकास क्षेत्रवार सीएसआर व्यय (राशि करोड़ रुपये में)

क्र.सं.	विकास क्षेत्र	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	कृषि वानिकी	3.47	0.65	0.70
2.	पशु कल्याण	3.16	2.96	20.05
3.	सशस्त्र बल, पूर्व सैनिक, युद्ध विधवाएं/आश्रित	9.56	4.98	17.99
4.	कला और संस्कृति	26.36	69.71	120.11
5.	प्राकृतिक संसाधनों का संरक्षण	10.18	21.19	24.82
6.	शिक्षा	825.93	669.72	884.13
7.	पर्यावरणीय स्थिरता	275.58	265.67	243.96
8.	लैंगिक समानता	1.28	3.02	2.91
9.	स्वास्थ्य देखभाल	1,386.65	1,527.74	1,494.16
10.	आजीविका संवर्धन परियोजनाएं	31.81	156.47	524.50
11.	गरीबी, भुखमरी, कुपोषण का उन्मूलन	119.69	23.92	63.94
12.	ग्रामीण विकास परियोजनाएं	380.66	372.84	442.33
13.	स्वच्छ पेयजल	33.58	39.91	127.53
14.	स्वच्छता	142.77	226.41	105.13
15.	वरिष्ठ नागरिक कल्याण	7.32	5.40	3.26

16.	महिलाओं के लिए घर और छात्रावास स्थापित करना	1.71	6.10	5.20
17.	अनाथालय की स्थापना	1.37	2.02	0.92
18.	स्लम क्षेत्र विकास	36.23	2.21	4.83
19.	सामाजिक-आर्थिक समानताएं	14.40	20.55	9.59
20.	विशेष शिक्षा	3.99	11.66	12.17
21.	प्रौद्योगिकी इनक्यूबेटर	0.61	-	-
22.	खेलों को बढ़ावा देने के लिए प्रशिक्षण	56.91	102.50	129.16
23.	व्यावसायिक कौशल	142.33	142.97	169.40
24.	महिला सशक्तिकरण	22.21	29.89	43.90
25.	केंद्र सरकार की अन्य निधि	869.43	403.58	319.98
26.	एनईसी/उल्लेख नहीं किया गया *	-	-	2.52
	कुल	4,407.17	4,112.08	4,773.17

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

* कंपनियों ने या तो उन क्षेत्रों के नाम निर्दिष्ट नहीं किए या एक से अधिक क्षेत्रों का संकेत दिया जहां परियोजनाएं शुरू की गई थीं।

KISAN CREDIT CARDS IN ANDHRA PRADESH

3687. SHRI KESINENI SIVANATH:

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

- the number of Kisan Credit Cards that have been issued in the State of Andhra Pradesh, district-wise;
- the amount of loans that have been availed by farmers during the last five years, district wise and year wise;

- (c) the amount of loans that have received Prompt Repayment Incentive during the last five years, district-wise and year-wise;
- (d) whether the Government has any plans of increasing the loan limit under Kisan Credit Card; and
- (e) if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b) : As reported by State Level Bankers' Committee (SLBC), Andhra Pradesh, the district-wise details of number of Kisan Credit Cards (KCC) issued and amount disbursed thereon in the State of Andhra Pradesh during the last five years are provided at **Statement-I**.

(c): As reported by banks on the Kisan Rin Portal (KRP) of Department of Agriculture and Farmers Welfare (DAFW), the district-wise, year-wise details of KCC loan amount disbursed under Modified Interest Subvention Scheme (MISS) and details of Prompt Repayment Incentive (PRI) released thereon since Financial Year 2022-23 in the state of Andhra Pradesh is provided at **Statement-II**. Before the launch of KRP in 2023, the granular district wise PRI data was not maintained.

(d) and (e): In the Union Budget 2025-26, the Government announced to enhance loan limit under the Modified Interest Subvention Scheme (MISS) from Rs. 3 lakh to Rs. 5 lakh for loans taken through the KCC.

STATEMENT-I**Details of Kisan Credit Cards (KCC) issued and amount disbursed in the state of Andhra Pradesh:****(Number in Actual & Amount in Rs Crores)**

S.No	District	2020-21		2021-22		2022-23		2023-24		2024-25	
		A/Cs	Amt.	A/Cs	Amt.	A/Cs	Amt.	A/Cs	Amt.	A/Cs	Amt.
1	Alluri Sitharama Raju	These Districts were formed in April, 2022				39,069	289	29,673	353	47,478	265
2	Anakapalli					1,21,742	1,473	1,78,075	1,946	1,90,893	1,547
3	Ananthapuramu	3,99,694	4,593	4,23,181	5,107	7,95,889	8,298	6,49,678	10,590	6,73,570	10,134
4	Annamayya	These Districts were formed in April, 2022				2,22,749	2,414	1,74,862	2,517	2,14,029	2,768
5	Bapatla					1,51,823	2,338	1,19,950	2,612	1,82,687	2,819
6	Chittoor	4,19,910	5,193	4,00,230	5,541	1,32,599	1,640	1,74,796	1,484	1,89,346	1,506
7	Dr. B.R.Ambedkar Konaseema	These Districts were formed in April, 2022				50,410	1,003	38,355	1,316	1,68,457	1,581
8	East Godavari	4,35,443	5,528	4,45,897	5,452	70,827	1,371	57,798	1,551	1,44,076	2,116
9	Eluru	These Districts were formed in April, 2022				1,28,198	2,439	1,40,444	3,262	2,37,164	3,667
10	Guntur	4,68,220	6,199	4,98,092	7,519	1,13,442	1,730	84,267	1,974	1,42,882	2,187
11	Kakinada	These Districts were formed in April, 2022				97,327	1,260	68,844	1,148	1,61,295	1,371
12	Krishna	3,38,437	6,230	3,33,568	5,814	74,119	1,039	60,441	1,363	1,68,290	1,566
13	Kurnool	3,07,168	4,174	3,30,282	5,056	5,51,817	5,833	5,79,123	7,066	5,12,343	6,700
14	Nandyal	These Districts were formed in April, 2022				3,53,515	4,052	2,83,376	5,055	3,59,473	4,691
15	NTR					62,099	1,378	50,108	1,552	1,96,154	1,677
16	Palnadu					2,51,070	4,270	1,82,501	4,278	2,60,583	4,019
17	Parvathipuram Manyam					84,432	1,079	65,202	1,247	1,02,008	976
18	Prakasam	2,89,799	4,368	2,86,090	5,381	3,22,045	4,747	2,65,408	5,104	3,11,027	5,235
19	SPSR Nellore	2,13,351	3,325	1,69,198	3,282	2,04,512	2,837	1,71,736	3,106	2,07,241	3,580
20	Sri Sathya Sai	These Districts were formed in April, 2022				7,89,228	7,615	6,54,651	9,319	6,61,511	8,948
21	Srikakulam	2,19,094	2,391	2,01,343	2,350	2,35,912	3,058	2,87,900	3,793	4,17,127	2,627
22	Tirupati	These Districts were formed in April, 2022				1,25,320	1,697	1,54,964	1,732	1,77,495	2,066
23	Visakhapatnam	1,95,779	2,740	1,39,418	2,295	10,509	131	7,760	262	16,785	316
24	Vizianagaram	1,33,589	2,070	1,21,412	1,809	1,74,730	2,166	1,21,950	2,241	1,89,522	2,052
25	West Godavari	3,76,642	5,326	3,46,691	5,621	78,986	1,898	57,720	2,856	2,53,984	3,607
26	Y.S.R	2,60,962	3,599	2,05,432	3,618	5,06,237	5,949	4,09,462	6,584	4,52,062	6,499
Total		40,58,089	55,737	39,00,833	58,845	57,48,606	72,004	50,69,044	84,312	66,37,482	84,522

Source: SLBC, Andhra Pradesh

STATEMENT-II

Details of KCC loan amount disbursed under MISS and details of PRI released thereon since Financial Year 2022-23 in the state of Andhra Pradesh:

(Amount in Rs Crores)

Sl.No.	Financial Year	2022-23*		2023-24		2024-25#	
	State and District	Total loan amount disbursed	PRI amount	Total loan amount disbursed	PRI amount	Total loan amount disbursed	PRI amount
1	Alluri Sitharama Raju	63.20	0.13	128.08	0.12	111.70	0.24
2	Anakapalli	247.18	2.71	474.66	1.06	448.00	3.30
3	Anantapur	5271.02	18.91	11440.88	117.94	11904.25	107.42
4	Annamayya	129.24	0.38	236.41	1.73	276.73	1.99
5	Bapatla	657.45	3.58	1231.87	7.57	1277.65	10.49
6	Chittoor	3602.88	15.29	4115.16	34.68	3669.40	33.39
7	Dr.B.R.Ambedkar	215.89	0.41	224.08	1.73	228.53	1.74

	Konaseema						
8	East Godavari	2039.74	23.19	2617.49	12.00	3196.92	31.12
9	Eluru	1097.64	9.72	1702.34	8.30	2091.51	16.61
10	Guntur	2155.65	19.71	2999.86	16.60	3629.60	34.51
11	Kakinada	217.05	0.94	371.06	2.45	416.95	3.53
12	Krishna	2226.44	34.10	3288.07	14.78	4432.57	50.44
13	Kurnool	5386.93	18.21	7458.43	60.73	6791.82	50.43
14	Nandyal	705.88	6.11	1166.24	10.42	1186.59	12.84
15	NTR	143.17	1.20	195.97	0.45	233.13	1.71
16	Palnadu	2062.92	7.95	3774.07	30.51	4002.51	37.51
17	Parvathipuram Manyam	159.79	0.28	307.31	2.25	292.09	2.44
18	Prakasam	3521.21	21.00	6910.45	59.19	6987.39	60.20
19	SPSR Nellore	1525.62	6.81	2748.30	20.63	2661.13	20.59
20	Sri Sathya Sai	524.61	7.43	1057.85	0.12	1015.04	5.95
21	Srikakulam	1872.40	13.85	3034.71	28.32	3589.23	23.80
22	Tirupati	259.23	1.02	483.72	2.68	508.64	3.10

23	Visakhapatnam	663.49	7.31	1054.34	4.45	1310.56	10.22
24	Vizianagaram	928.23	5.85	1529.66	9.70	1522.81	9.91
25	West Godavari	1327.91	16.40	1965.33	8.37	2365.27	24.20
26	Y.S.R.	2912.03	18.61	5113.45	38.76	5270.97	37.70
	Grand Total	39916.82	261.08	65629.79	495.53	69420.99	595.38

*: Partial as some of the claims were paid out of Kisan Rin Portal

#: Provisional

NSS IMPACT ON YOUTH DEVELOPMENT**3688. DR INDRA HANG SUBBA:**

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the number of students engaged under National Service Scheme (NSS) across the country during the last three years and the current year;
- (b) the number of students engaged in Sikkim during the said period, year-wise;
- (c) whether the funds allocated for the programmes under NSS is being allocated in proportionate to the number of participants and if so, the details thereof;
- (d) the details of the steps taken/being taken by the Government to help the students' holistic development and appreciating the diversity of the country; and
- (e) whether the Government have any mechanism to evaluate the impact of NSS programmes in the society and if so, the details thereof and if not, the reasons therefor?

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

- (a) : The number of students engaged under National Service Scheme (NSS) across the country during the last three years and the current year are as follows:

YEAR	Number of Student engaged across country
2022-23	38,57,364
2023-24	38,49,847
2024-25	38,74,162
2025-26	38,81,256

(b) The number of students engaged in Sikkim during the said period, year-wise are as follows :

YEAR	Number of Student Engaged in Sikkim
2022-23	16400
2023-24	16400
2024-25	16400
2025-26	16400

(c) : Yes, the fund allocated for the programmes under NSS is being allocated in proportionate to the number of participants. NSS Grants are sanctioned @Rs.400 per volunteer per year for Regular Camping Activities and @Rs.700 per volunteer per year (for 50% of NSS strength) for Special Camping Activities as approved by DoE' OM dated 08.09.2021.

(d): The Government, through the National Service Scheme (NSS), undertakes various initiatives to promote the holistic development of youth and to foster appreciation of the country's diversity. These include:

1. **Community Service and Social Engagement:** NSS volunteers participate in activities such as health and sanitation drives,

environmental conservation, literacy campaigns, disaster management, and rural development, which help inculcate social responsibility, leadership, and empathy.

2. **Special Camping Programmes:** NSS organizes seven-day special camps in adopted villages and urban communities, where volunteers engage in intensive community development activities and gain exposure to grassroots realities.
3. In the NE Region, the **North East NSS Festival** is organized every year to bring together NSS volunteers from different North Eastern States. The festival provides a platform for cultural exchange, youth interaction, and sharing of best practices in community service, thereby strengthening the spirit of national integration and mutual understanding among the youth
4. **National Integration and Youth Exchange Programmes:** Programmes such as National Integration Camps (NICs), North East Youth Festivals bring together volunteers from different States and Union Territories, promoting mutual understanding, cultural exchange, and national unity.
5. **Skill Development and Capacity Building:** NSS conducts orientation programmes, leadership training, personality development sessions, and workshops that enhance the life skills, communication abilities, and civic awareness of student volunteers.

6. **Observance of National and International Days:** NSS units actively participate in events such as International Yoga Day, Swachh Bharat Abhiyan, Fit India Movement, and International Women's Day, helping students understand social issues and participate in nation-building activities.

Through these initiatives, NSS aims to develop the personality and character of student youth through voluntary community service and to strengthen the spirit of national integration.

(e) : Yes, the Government has mechanisms in place to monitor and evaluate the implementation and impact of NSS programmes. These include:

1. **Periodic Reporting System:** NSS units submit regular activity reports through their respective Programme Officers to the State NSS Cells and Regional Directorates, which review the progress and outcomes of programmes.
2. **Monitoring by Regional Directorates:** Regional Directorates of NSS conduct field visits, inspections, and review meetings with universities, colleges, and State NSS Cells to assess the implementation and impact of NSS activities.
3. **Programme Reviews and Evaluations:** The Ministry periodically conducts review meetings, evaluation studies, and consultations with stakeholders, including universities and experts, to assess the effectiveness of NSS programmes.

4. **Documentation of Best Practices:** Successful initiatives and innovative activities undertaken by NSS units are documented and shared to encourage replication and enhance programme impact.
5. **Awards and Recognition:** The **National Service Scheme Awards** at the National, State, and University levels also serve as a mechanism to recognize impactful work and promote quality implementation of NSS activities.

These mechanisms help ensure accountability, effective implementation, and continuous improvement of NSS programmes while assessing their contribution to community development and youth engagement.

प्रदूषणकर्ता भुगतान सिद्धांत के अंतर्गत अर्थदंड

3689. श्री उमेशभाई बाबूभाई पटेल :

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

- (क) दादरा और नगर हवेली तथा दमन और दीव प्रदूषण नियंत्रण समिति में तैनात निरीक्षकों की कुल संख्या कितनी है और अब तक किए गए औचक निरीक्षणों की संख्या कितनी है;
- (ख) क्या उक्त संघ राज्य क्षेत्रों में कोई विशेष पर्यावरण टास्क फोर्स गठित की गई है और अब तक कितनी राशि का पर्यावरणीय मुआवजा वसूल किया गया है;
- (ग) ऐसी कितनी फार्मा कंपनियों को बिना वास्तविक निरीक्षण के प्रदूषण नियंत्रण प्रमाण पत्र जारी किए गए हैं और निर्धारित मानकों से अधिक हानिकारक रसायनों का उत्सर्जन करने वाली कंपनियों का ब्यौरा क्या है;
- (घ) क्या जिम्मेदार कंपनियों के विरुद्ध कोई कार्रवाई की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इस संबंध में मानकों और मापदंडों का ब्यौरा क्या है;

- (ड) क्या सरकार का विचार प्रदूषणकर्ता भुगतान सिद्धांत के अंतर्गत जिम्मेदार कंपनियों पर भारी जुर्माना लगाने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (च) क्या सरकार के पास एक स्वतंत्र पर्यावरण निगरानी प्राधिकरण स्थापित करने की कोई योजना है और यदि हां, तो इसके कब तक स्थापित होने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (च): दादरा और नगर हवेली तथा दमन और दीव प्रदूषण नियंत्रण समिति ने संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमन और दीव में स्थित उद्योगों में पर्यावरणीय अनुपालन सुनिश्चित करने के लिए 11 तकनीकी अधिकारियों की एक टीम तैनात की है। वर्ष 2024-25 में डीएनच क्षेत्र में कुल 196 औचक निरीक्षण किए गए। वित्तीय वर्ष 2024-25 के दौरान विभिन्न उद्योगों पर ₹27,54,500/- का पर्यावरणीय क्षतिपूर्ति दंड लगाया है।

सभी उद्योगों के लिए यह अनिवार्य है कि वे जल (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1974 तथा वायु (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1981 के प्रावधानों के अनुसार संबंधित राज्य प्रदूषण नियंत्रण बोर्ड/प्रदूषण नियंत्रण समिति से स्थापना की सहमति और संचालन की सहमति प्राप्त करें। राज्य प्रदूषण नियंत्रण बोर्ड/प्रदूषण नियंत्रण समिति भारत सरकार के पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय द्वारा अधिसूचित मानकों के अनुपालन को सुनिश्चित करती हैं। पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय ने दिनांक 6 अगस्त 2021 की अधिसूचना संख्या सा.स.नि. 541(अ) के माध्यम से औषधि संबन्धित उद्योगों के लिए मानक निर्धारित किए हैं। दादरा और नगर हवेली तथा दमन और दीव संघ राज्य क्षेत्र में सभी उद्योगों के लिए यह अनिवार्य है कि वे अपशिष्ट जल का पर्याप्त उपचार सुनिश्चित करें तथा उपचारित अपशिष्ट जल का

पुनः उपयोग और/अथवा पुनर्चक्रण अपने परिसर के भीतर ही करें। किसी भी नदी में अपशिष्ट जल का निर्वहन या उत्सर्जन सख्त रूप से प्रतिबंधित है।

देशभर में औद्योगिक इकाइयों की निगरानी मुख्य रूप से केंद्रीय प्रदूषण नियंत्रण बोर्ड और राज्य प्रदूषण नियंत्रण बोर्डों द्वारा की जाती है, जो क्रमशः राष्ट्रीय और राज्य स्तर पर पर्यावरणीय मानकों के अनुपालन को सुनिश्चित करने के लिए जिम्मेदार हैं। अनुपालन को सुदृढ़ बनाने और पर्यावरणीय मानकों का पालन सुनिश्चित करने के लिए केन्द्रीय प्रदूषण नियंत्रण बोर्ड ने जल एवं वायु अधिनियम की धारा 18(1)(ख) के अंतर्गत सभी राज्य प्रदूषण नियंत्रण बोर्डों /प्रदूषण नियंत्रण समितियों को निर्देश जारी किए हैं कि वे रेड, ऑरेंज और ग्रीन श्रेणी के उद्योगों का निरीक्षण क्रमशः प्रत्येक 6 महीने, 1 वर्ष और 2 वर्ष की न्यूनतम आवृत्ति पर करें, ताकि पर्यावरणीय मानकों के अनुपालन का सत्यापन किया जा सके। इसके अलावा, सामान्य अपशिष्ट प्रबंधन/उपचार सुविधाएँ जैसे एसटीपी, सीईटीपी, सीबीएमडब्लूटीएफ आदि तथा अधिक प्रदूषण क्षमता वाली 17 श्रेणियों के उद्योगों का राज्य प्रदूषण नियंत्रण बोर्ड/प्रदूषण नियंत्रण समिति द्वारा त्रैमासिक आधार पर निरीक्षण किया जाना आवश्यक है। केन्द्रीय प्रदूषण नियंत्रण बोर्ड भी इन 17 श्रेणियों के उद्योगों और सामान्य अपशिष्ट उपचार सुविधाओं का औचक निरीक्षण एवं निगरानी करता है, जिन्हें ओसीईएमएस (ऑनलाइन संधारणीय अपशिष्ट प्रबंधन प्रणाली) के माध्यम से उत्पन्न एसएमएस अलर्ट के आधार पर यादृच्छिक रूप से चयनित किया जाता है।

SCHOLARSHIP PROCESSED AND DISBURSED THROUGH THE NSP

3690. SHRIMATI MALA RAJYA LAXMI SHAH:

SHRI TAPIR GAO:

DR. MANNA LAL RAWAT:

SHRI DILIP SAIKIA:

SHRI DINESHBHAI MAKWANA:

SHRI YOGENDER CHANDOLIA:

DR. HEMANT VISHNU SAVARA:

SHRI SUDHEER GUPTA:

SHRI PRADEEP KUMAR SINGH:

DR. HEMANG JOSHI:

SHRI PARBHUBHAI NAGARBHAI VASAVA:

SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:

SHRI P C MOHAN:

SHRIMATI HIMADRI SINGH:

SHRI P P CHAUDHARY:

SHRI LUMBARAM CHOUDHARY:

SHRI JASWANTSINH SUMANBHAI BHABHOR:

SHRI VISHNU DAYAL RAM:

DR. NISHIKANT DUBEY:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI RAMESH AWASTHI:

SHRI CHANDRA PRAKASH CHOUDHARY:

SHRI BIDYUT BARAN MAHATO:

SHRI MANOJ TIWARI:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRIMATI SANJNA JATAV:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI AVIMANYU SETHI:

SHRI SATISH KUMAR GAUTAM:

SHRI ASHOK KUMAR RAWAT:

SHRI JUGAL KISHORE:

SHRI ANUP SANJAY DHOTRE:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI JANARDAN MISHRA:

DR. BHOLA SINGH:

SHRIMATI KAMLESH JANGDE:

SHRI SHIVMANGAL SINGH TOMAR:

SHRI LAVU SRI KRISHNA DEVARAYALU:

SHRI MAHESH KASHYAP:

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

- (a) The total number and amount of scholarships processed and disbursed through the National Scholarship Portal (NSP) during the last three years, scheme/category/State-wise, particularly in the States of Jharkhand, Rajasthan, Chhattisgarh, Andhra Pradesh, Maharashtra, Uttar Pradesh, Gujarat and Bengaluru in Karnataka, including the Parliamentary Constituencies of Shahdol, North-East Delhi, Bharatpur, Pali, Dahod and Bastar and the districts of Palghar, Akola, Washim, Palnadu and Bulandshahr;
- (b) Whether it is a fact that students in remote and tribal areas of Bastar division are facing difficulties in getting scholarships due to lack of

technical infrastructure, banking facilities and digital literacy, if so, the special measures taken by the Government in this regard;

- (c) The measures taken by the Government to ensure timely Direct Benefit Transfer (DBT) to eligible beneficiaries and to prevent duplication or fraudulent claims through digital verification mechanisms, especially in Karnataka and Chhattisgarh;
- (d) Whether any technological upgrades, grievance redressal mechanisms or facilitation centres have been introduced to improve transparency and efficiency of scholarship delivery through NSP, if so, the details thereof particularly Karnataka;
- (e) The steps taken to enhance awareness and outreach among Economically Weaker Sections (EWS) to improve access to various scholarship schemes available on NSP, particularly in urban low-income areas such as North-East Delhi and Bharatpur Parliamentary Constituencies and districts of Bulandshahr, Palnadu, Jalore, Sirohi and Bengaluru in Karnataka; and
- (f) The details of the Government plan to increase and to give priority on scholarships through the NSP in the tribal district of Palghar in Maharashtra?

**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 (f): The National Scholarship Portal (NSP) is maintained by the National Informatics Centre (NIC) under the Ministry of Electronics and Information Technology (MeITY). The NSP is one-stop solution through which various services starting from student application, application receipt, processing, sanction and disbursal of various scholarships to Students are enabled. As per the information provided by the NSP, the total number and amount of scholarships of post matric and higher education processed and disbursed through the NSP during the last three years, scheme/category/State/District-wise, particularly in the States of Jharkhand, Rajasthan, Chhattisgarh, Andhra Pradesh, Maharashtra, Uttar Pradesh, Gujarat; Bengaluru in Karnataka; districts in the Parliamentary Constituencies of Shahdol, North-East Delhi, Bharatpur, Pali, Dahod and Bastar and the districts of Palghar, Akola, Washim, Palnadu and Bulandshahr may be accessed at https://www.education.gov.in/parl_ques.

In order to ease off the difficulties being faced by the students in remote areas, the NSP is integrated with Common Services Centre (CSC) which facilitates students by providing option to do face authentication and submit the application form.

To ensure timely Direct Benefit Transfer (DBT) to eligible beneficiaries, the scholarship amount is credited to the Aadhaar seeded bank account of the beneficiaries and the Aadhaar seeding status can be checked by the students at the time of NSP registration. Further, the NSP runs de-duplication process

to identify cases where more than one scholarship application has been submitted by the same student in an Academic year.

To improve transparency and efficiency in scholarship delivery, the National Scholarship Portal (NSP) has been integrated with the Centralized Public Grievance Redress and Monitoring System (CPGRAMS). Applicants can file grievances on NSP using their OTR number or registered mobile number through OTP authentication, and track the status through the system. NSP also manages and coordinates with the call centre and help desk which handle issues related to registration, application, verification, and portal usage.

To enhance awareness and outreach among students to improve access to various scholarship schemes available on NSP, the National Scholarship Portal (NSP) conducts open sessions wherein the NSP team provides guidance on registration, application submission, and verification procedures. NSP also actively responds to queries related to technical issues, process-related challenges, and policy-related clarifications.

PRADHAN MANTRI MUDRA YOJANA (PMMY)

3691. SHRI TAPIR GAO

DR. MANNA LAL RAWAT:

DR. BHOLA SINGH:

SHRI TEJASVI SURYA:

SHRI ANUP SANJAY DHOTRE:

SHRI PRADEEP KUMAR SINGH:

SUSHRI KANGNA RANAUT:

SHRI DULU MAHATO:

CAPTAIN BRIJESH CHOWTA:

SHRI P C MOHAN:

SHRIMATI HIMADRI SINGH:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI JASWANTSINH SUMANBHAI BHABHOR:

DR. MOHAMMAD JAWED:

SHRI VISHNU DAYAL RAM:

SHRI RAMESH AWASTHI:

SHRI DAMODAR AGRAWAL:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI VIJAY BAGHEL:

SHRI MANISH JAISWAL:

DR. NISHIKANT DUBEY:

DR. K SUDHAKAR:

SHRI PRAVEEN PATEL:

SHRI SATISH KUMAR GAUTAM:

SHRI ASHOK KUMAR RAWAT:

SHRI JUGAL KISHORE:

SHRI ALOK SHARMA:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI SUDHEER GUPTA:

DR. KALYAN VAIJINATHRAO KALE:

SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI RODMAL NAGAR:

SHRI HARIBHAI PATEL:

SHRI BALABHADRA MAJHI:

SHRI PARBHUBHAI NAGARBHAI VASAVA:

SHRI P P CHAUDHARY:

SHRIMATI SMITA UDAY WAGH:

SHRI MANOJ TIWARI:

SHRI SAUMITRA KHAN:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

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

- (a) The total number and amount of loans sanctioned and disbursed under the Pradhan Mantri Mudra Yojana (PMMY) during the last three years, category-wise (Shishu, Kishor and Tarun), State-wise particularly Uttar Pradesh, Rajasthan, Karnataka, Bihar, Jharkhand, Madhya Pradesh, Gujarat, Odisha, Maharashtra, West Bengal including Parliamentary Constituencies of Shahdol, Dahod, Nabarangpur and Jalgaon along with the district-wise data for Dakshina Kannada, Bengaluru, Sehore, Bhopal, Bhilwara, Hazaribagh and Ramgarh;
- (b) The proportion of first-time borrowers, women, youth and first time entrepreneur beneficiaries under the Scheme during the said period, State-wise details of Karnataka, Odisha, Rajasthan, Maharashtra, West-

Bengal, Jharkhand particularly Bulandshahar, Dakshina Kannada and Hazaribagh and Ramgarh districts and Parliamentary Constituencies of Nabarangpur in Odisha and Pali in Rajasthan along with the details of women, SC/ST/OBC and minority beneficiaries of the said Scheme in Bihar, district-wise;

- (c) The number and amount of Mudra loans sanctioned to beneficiaries in Bulandshahr in UP;
- (d) The details of non-performing assets under the said Scheme, category-wise and year-wise, including recovery performance, particularly in Bengaluru in Karnataka, Hazaribagh and Ramgarh districts in Jharkhand and Nabarangpur Lok Sabha Constituency in Odisha;
- (e) The corrective measures steps taken by the Government to improve credit discipline and ensure sustainability of micro-enterprise lending and control NPAs under the said Scheme in Bulandshahr in UP, Bengaluru in Karnataka and Hazaribagh and Ramgarh in Jharkhand and particularly for street vendors, small traders and service enterprises in Nabarangpur Lok Sabha Constituency and in aspirational and rural districts such as Jalgaon in Maharashtra; and
- (f) The details of the overall progress of the scheme in Bihar, including sector-wise distribution of loans, repayment performance/Non-Performing Asset (NPA) levels, employment generated and steps taken to improve outreach in backward and aspirational districts?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): The total number and amount of loans sanctioned and disbursed under the Pradhan Mantri Mudra Yojana (PMMY) during the last three years, category-wise (Shishu, Kishor, Tarun and Tarun Plus) and state-wise is placed at **Statement-I**. Parliamentary Constituency-wise data is not maintained for loans sanctioned under the Scheme, however, district-wise data for Shahdol, Dahod, Nabarangpur, Jalgaon, Dakshina Kannada, Bengaluru, Sehore, Bhopal, Bhilwara, Pali Hazaribagh and Ramgarh is placed at **Statement-II**.

Approximately 19% loans have been sanctioned to new entrepreneurs/accounts and 65% loans to Women entrepreneurs across the country.

State-wise details of new entrepreneurs/accounts and Women entrepreneurs is at **Statement-III**. Further, details of Bulandshahar, Dakshina Kannada and Hazaribagh, Ramgarh Nabarangpur and Pali districts is placed at **Statement-IV**.

District wise details of loans sanctioned and disbursed to women, SC/ST/OBC and minority beneficiaries under the Scheme in the state of Bihar is given at **Statement-V**.

(c): As on February, 2026, more than 10.47 lakh loans, amounting to more than Rs.6,885 crore have been sanctioned in Bulandshahr, UP since launch of the Scheme.

(d): The details of non-performing assets under the Scheme for the last three years, category-wise is placed at **Statement-VI**.

Details of State-wise/ District-wise NPA and details of recovery made is not centrally maintained. However, the steps taken by banks for recovery of NPA under PMMY include:

- constant follow up and increased frequency of customer connect;
- rescheduling of instalments and One Time Settlement (OTS).

(e): Banks regularly conduct awareness programmes, financial literacy camps and recovery drives to improve repayment behaviour among borrowers and promote responsible credit utilization.

Financial literacy camps also help beneficiaries understand banking procedures, repayment schedules and the consequences of default. In addition, Banks actively monitor loan accounts and undertake recovery drives in coordination with district administration and other stakeholders. These measures collectively help in strengthening credit discipline, reducing NPAs and ensuring the long-term sustainability of micro-enterprise lending.

(f): As on February, 2026, more than 6.35 crore loans, amounting to more than Rs.3.46 lakh crore have been sanctioned in the state of Bihar, since launch of the Scheme.

The details of sector-wise distribution of loans, repayment performance and employment generation is not maintained centrally.

Government has taken various steps towards the effective implementation of the Mudra Scheme. These, inter-alia, include publicity campaigns, simplification of application form, Credit Guarantee Scheme, nomination of Mudra Nodal Officer, frequent reviews at various level by Government and Banks.

STATEMENT-I													
Pradhan Mantri Mudra Yojana - Category wise - State/UT wise Report (From 01.04.2022-31.03.2025)													
(Amount in Rs. Crore)													
S. No.	State/ U.T.	Shishu			Kishor			Tarun			Tarun Plus		
		No.of Loans	Sancti oned Amoun t	Disbur sed Amoun t	No.of Loans	Sancti oned Amoun t	Disbur sed Amoun t	No.of Loans	Sanctio ned Amount	Disbur sed Amoun t	No.o f Loa ns	Sanct ioned Amou nt	Disbu rsed Amou nt
1	Andaman and Nicobar Islands	1,478	4.13	4.03	5,199	142.92	141.08	2,942	249.82	248.10	2	0.35	0.35
2	Andhra Pradesh	2,390,366	7,178.04	7,078.45	1,712,250	25,404.05	25,022.93	290,569	23,225.91	22,960.17	8,770	1,289.02	1,240.98
3	Arunachal Pradesh	41,121	131.43	130.18	33,844	525.57	513.37	5,206	421.06	410.35	20	3.03	3.03

4	Assam	1,273,35 2	4,194.3 2	4,148.5 4	1,175,6 94	13,668. 65	13,525. 86	88,422	6,611.71	6,513.2 2	232	34.07	33.96
5	Bihar	16,229,5 24	60,129. 31	59,639. 31	9,429,3 29	84,587. 83	79,241. 71	231,70 5	18,428.9 2	17,356. 93	1,16 3	177.6 3	115.8 2
6	Chandigarh	25,441	92.01	91.47	17,017	317.18	310.12	6,095	508.54	498.01	17	2.37	2.37
7	Chhattisgarh	1,955,94 3	6,658.0 3	6,549.3 8	1,126,3 04	13,988. 45	12,984. 84	84,230	6,568.54	6,354.3 3	201	32.54	32.39
8	Dadra and Nagar Haveli & Daman and Diu	6,086	18.82	18.60	7,700	140.46	136.87	2,927	239.11	234.89	13	1.59	1.59
9	Delhi	504,569	1,250.8 6	1,237.1 5	257,63 3	4,430.0 1	4,359.4 4	89,946	7,138.19	7,055.2 1	466	68.86	68.30
10	Goa	51,072	183.38	181.26	46,736	813.23	795.14	14,996	1,146.88	1,124.1 6	31	4.30	4.30
11	Gujarat	3,026,65	10,692.	10,638.	2,050,9	25,318.	25,094.	236,49	21,451.8	21,189.	1,03	145.7	145.0

		7	03	09	04	77	63	2	8	05	0	6	5
12	Haryana	1,742,239	6,349.28	6,298.40	1,255,667	15,810.19	15,356.71	116,567	9,064.56	8,927.43	387	57.52	56.58
13	Himachal Pradesh	134,357	496.99	478.75	219,401	4,647.85	4,512.39	54,697	4,427.88	4,393.24	97	14.86	14.57
14	Jammu and Kashmir	245,351	836.27	820.15	726,530	15,064.25	14,441.70	124,578	9,182.16	8,879.13	42	6.78	6.67
15	Jharkhand	4,160,698	13,986.18	13,894.62	1,599,064	15,919.13	15,706.89	94,051	7,327.45	6,885.48	368	50.00	49.64
16	Karnataka	10,533,379	37,079.17	36,994.35	6,120,984	71,429.81	71,201.23	339,307	31,490.46	31,261.19	813	120.04	119.38
17	Kerala	3,244,785	12,137.83	11,952.86	2,294,277	26,598.18	26,370.46	159,501	14,428.20	14,235.92	1,270	199.15	196.83
18	Ladakh	2,810	7.30	7.14	24,884	521.33	513.87	5,499	427.09	422.05	5	0.73	0.41
19	Lakshadweep	1,927	5.65	5.62	3,942	77.52	77.46	321	27.52	27.45	-	-	-

20	Madhya Pradesh	6,864,680	23,650.23	23,248.61	3,316,581	38,043.96	36,375.28	268,113	20,115.17	19,100.82	536	80.25	79.75
21	Maharashtra	9,842,784	32,237.65	32,142.74	4,646,784	54,958.17	54,361.05	505,275	43,546.28	42,960.58	1,251	176.94	175.91
22	Manipur	31,363	100.88	99.60	25,341	518.26	500.17	5,133	409.73	392.65	25	3.71	3.71
23	Meghalaya	47,606	166.19	164.77	37,955	600.23	590.97	6,302	504.18	496.25	15	2.05	2.05
24	Mizoram	39,044	163.69	163.02	29,322	599.31	595.11	10,212	845.14	838.48	8	1.36	1.36
25	Nagaland	27,764	100.74	99.29	33,758	611.96	601.31	6,642	524.63	506.99	24	3.25	3.25
26	Odisha	7,451,618	25,802.85	25,673.32	2,872,624	28,033.76	27,803.33	153,201	14,013.23	13,842.88	504	75.70	74.15
27	Pondicherry	160,315	640.04	636.68	150,798	1,568.82	1,561.17	6,362	493.12	487.31	6	0.87	0.87
28	Punjab	1,786,972	6,269.25	6,149.24	1,088,925	15,554.12	14,745.44	130,439	10,782.37	10,337.66	380	59.37	58.71
29	Rajasthan	4,514,934	16,314.36	16,214.10	3,036,807	38,966.63	38,695.73	281,927	22,213.96	21,991.56	954	141.55	141.00

30	Sikkim	21,104	79.38	78.58	27,698	443.13	434.29	3,466	261.82	255.30	12	1.98	1.98
31	Tamil Nadu	9,728,742	36,858.90	36,726.04	8,094,707	82,513.04	82,157.20	322,738	28,872.03	28,694.97	1,294	189.70	188.84
32	Telangana	1,689,183	5,699.31	5,655.54	861,617	12,981.78	12,818.86	165,612	13,477.71	13,263.24	7,358	887.50	887.17
33	Tripura	562,024	2,001.02	1,994.68	450,116	4,868.78	4,819.28	12,023	879.32	860.61	40	5.31	5.24
34	Uttar Pradesh	13,511,686	47,421.56	46,806.88	6,382,224	71,397.48	70,431.08	516,788	47,452.46	46,570.87	1,771	267.92	265.24
35	Uttarakhand	714,424	2,610.50	2,565.92	455,414	6,352.03	6,269.51	58,564	4,746.42	4,688.39	263	42.70	42.57
36	West Bengal	9,882,554	34,306.35	34,231.81	6,898,659	74,915.56	74,536.19	353,343	26,359.46	25,724.71	1,059	154.58	149.10
	Total	112,447,952	395,853.93	392,819.17	66,516,689	752,332.40	737,602.67	4,754,191	397,862.91	389,989.58	30,427	4,303.34	4,173.12

Source: As per data uploaded by Member Lending Institutions (MLIs) on Mudra Portal

STATEMENT-II**Pradhan Mantri Mudra Yojana - Category wise - District wise Report (From 01.04.2022-31.03.2025)**

(Amount in Rs. Crore)

S.N o.	District	Shishu			Kishor			Tarun			Tarun Plus		
		No.of Loan s	Sanctio ned Amount	Disburs ed Amount	No.of Loan s	Sanctio ned Amount	Disburs ed Amount	No.o f Loa ns	Sanctio ned Amount	Disburs ed Amount	No.o f Loa ns	Sanctio ned Amount	Disburs ed Amount
1	Shahdol	128,5 46	432.88	425.44	45,70 1	439.29	405.58	2,46 0	194.63	178.51	8	1.40	1.40
2	Dahod	230,1 09	884.98	881.63	108,7 17	891.09	884.00	2,14 1	147.25	128.19	10	1.59	1.59

[illegible]

		294,6 71		935.12	119,2 96	1,523.18	1,484.5 5	17,5 69	1,424.58	1,375.0 2	43		
9	Bhilwara	134,4 07	489.51	487.11	95,88 7	1,216.44	1,210.5 2	9,87 4	740.08	732.70	36	5.24	5.24
10	Hazaribag h	210,9 19	718.40	714.56	92,94 8	947.23	929.16	6,40 2	488.55	450.76	23	3.48	3.48
11	Ramgarh	138,1 70	458.45	454.70	60,38 9	618.10	609.36	3,78 0	293.41	276.03	6	1.01	1.01

Source: As per data uploaded by Member Lending Institutions (MLIs) on Mudra Portal

<u>STATEMENT-III</u>						
Pradhan Mantri Mudra Yojana - State/UT wise Report (From 01.04.2022-31.03.2025)						
S.No	State/ U.T.	Total	Women Entrepreneurs (out of Total)		New Entrepreneurs/ Accounts (out of Total)	
		No. of Loans	No. of Loans	%age	No. of Loans	%age
1	Andaman and Nicobar Islands	9,621	1,654	17%	4,201	44%
2	Andhra Pradesh	4,401,955	2,114,863	48%	1,413,676	32%
3	Arunachal Pradesh	80,191	34,191	43%	26,747	33%
4	Assam	2,537,700	802,287	32%	407,952	16%
5	Bihar	25,891,721	18,166,679	70%	3,740,325	14%
6	Chandigarh	48,570	11,035	23%	16,509	34%
7	Chhattisgarh	3,166,678	2,148,994	68%	541,374	17%
8	Dadra and Nagar Haveli & Daman and Diu	16,726	4,237	25%	4,072	24%
9	Delhi	852,614	338,793	40%	240,703	28%
10	Goa	112,835	54,478	48%	46,293	41%

11	Gujarat	5,315,083	2,937,953	55%	1,364,551	26%
12	Haryana	3,114,860	1,540,057	49%	849,400	27%
13	Himachal Pradesh	408,552	104,762	26%	131,190	32%
14	Jammu and Kashmir	1,096,501	269,459	25%	737,517	67%
15	Jharkhand	5,854,181	4,321,700	74%	910,392	16%
16	Karnataka	16,994,483	11,927,204	70%	2,425,597	14%
17	Kerala	5,699,833	3,837,367	67%	1,594,395	28%
18	Ladakh	33,198	9,178	28%	21,202	64%
19	Lakshadweep	6,190	1,413	23%	923	15%
20	Madhya Pradesh	10,449,910	7,116,932	68%	2,389,877	23%
21	Maharashtra	14,996,094	11,816,347	79%	3,194,332	21%
22	Manipur	61,862	37,899	61%	31,751	51%
23	Meghalaya	91,878	34,408	37%	26,406	29%
24	Mizoram	78,586	50,751	65%	34,893	44%
25	Nagaland	68,188	27,809	41%	23,408	34%
26	Odisha	10,477,947	8,321,477	79%	1,728,825	16%

27	Pondicherry	317,481	196,001	62%	52,393	17%
28	Punjab	3,006,716	1,481,737	49%	999,857	33%
29	Rajasthan	7,834,622	4,532,406	58%	1,659,713	21%
30	Sikkim	52,280	21,081	40%	10,810	21%
31	Tamil Nadu	18,147,481	13,495,341	74%	2,905,049	16%
32	Telangana	2,723,770	1,248,428	46%	681,100	25%
33	Tripura	1,024,203	475,688	46%	94,544	9%
34	Uttar Pradesh	20,412,469	11,958,038	59%	4,390,565	22%
35	Uttarakhand	1,228,665	687,918	56%	306,879	25%
36	West Bengal	17,135,615	9,313,658	54%	1,713,509	10%
	Total	183,749,259	119,442,223	65%	34,720,930	19%

Source: As per data uploaded by Member Lending Institutions (MLIs) on Mudra Portal

<u>STATEMENT-V</u>							
Pradhan Mantri Mudra Yojana - Bihar Districtwise Report (From 01.04.2022-31.03.2025)							
S.No.	District	SC	ST	OBC	Total (All Categories including Gen)	Minority (out of Total)	Women Entrepreneurs (out of Total)
		No.of Loans	No.of Loans	No.of Loans	No.of Loans	No.of Loans	No.of Loans
1	Araria	84,301	28,096	416,800	953,960	172,657	563,489
2	Arwal	15,181	3,239	24,118	60,019	4,856	33,410
3	Aurangabad	101,960	21,277	160,704	443,757	28,352	284,800
4	Banka	43,850	14,192	184,836	329,822	24,066	240,869
5	Begusarai	161,340	41,779	475,055	900,811	86,483	646,625
6	Bhagalpur	62,135	22,412	289,361	591,085	69,575	350,448
7	Bhojpur	31,665	11,143	127,805	262,038	14,253	171,388
8	Buxar	45,933	10,605	130,836	249,898	14,342	174,180
9	Darbhangha	203,750	64,829	441,228	989,947	113,480	664,234
10	East champaran	178,793	57,971	656,820	1,219,679	120,336	807,837
11	Gaya	244,734	44,247	245,211	831,408	89,586	645,918
12	Gopalganj	79,953	30,441	275,763	558,360	43,895	378,114

13	Jamui	72,199	25,034	155,097	360,961	42,046	268,312
14	Jehanabad	28,188	5,701	50,254	129,299	11,047	72,468
15	Kaimur	40,667	6,532	65,902	165,532	11,109	114,354
16	Katihar	49,383	18,312	259,562	600,437	144,718	435,140
17	Khagaria	75,246	16,283	285,069	503,829	29,921	355,626
18	Kishanganj	30,344	12,336	89,218	463,789	120,274	215,402
19	Lakhisarai	20,753	5,823	93,040	173,883	6,401	131,766
20	Madhepura	53,816	17,210	302,081	581,553	48,376	358,112
21	Madhubani	230,648	74,570	560,823	1,239,114	147,373	810,915
22	Munger	26,489	7,000	110,719	223,143	16,468	151,013
23	Muzaffarpur	265,117	71,713	639,126	1,352,108	133,112	917,495
24	Nalanda	81,481	14,669	105,571	316,535	26,425	203,831
25	Nawada	105,500	22,332	130,778	365,070	42,898	257,957
26	Patna	203,616	44,434	597,203	1,352,804	80,503	912,141
27	Purnia	57,220	20,138	323,741	777,513	109,698	442,975
28	Rohtas	120,867	27,939	193,642	462,069	38,083	351,686
29	Saharsa	60,889	17,790	193,110	406,881	32,238	271,682
30	Samastipur	314,648	75,442	592,298	1,355,137	88,502	872,587

31	Saran	134,639	39,700	445,517	869,270	46,237	561,458
32	Sheikhpura	23,409	5,671	39,818	100,110	3,224	64,211
33	Sheohar	33,108	12,057	64,315	146,103	16,006	111,720
34	Sitamarhi	166,880	40,766	423,453	884,805	103,775	552,564
35	Siwan	84,939	31,847	310,613	635,822	53,127	421,678
36	Supaul	50,151	11,658	247,697	467,802	46,356	285,104
37	Vaishali	242,361	63,451	398,512	965,340	45,644	694,891
38	West champaran	108,421	34,115	423,084	763,474	73,994	558,716
39	Other #	2,486	210	249	2,838,554	759	2,811,563
	Total	3,937,060	1,072,964	10,529,029	25,891,721	2,300,195	18,166,679

District-wise data for some of the NBFCs/ MFIs is not available

Source: As per data uploaded by Member Lending Institutions (MLIs) on Mudra Portal

<u>STATEMENT-VI</u>			
Pradhan Mantri Mudra Yojana - Non-Performing Assets			
Category	% against disbursement as on 31.03.2023	% against disbursement as on 31.03.2024	% against disbursement as on 31.03.2025
Shishu	1.48	1.17	1.5
Kishor	3.34	2.66	2.49
Tarun	2.54	2.19	2.1
Tarun Plus*	-	-	0.29

* Implemented w.e.f October, 2024

Source: As per data uploaded by Member Lending Institutions (MLIs) on Mudra Portal

कैमूर और रोहतास जिले में पर्यटन अवसंरचना का विकास

3692. श्री सुधाकर सिंह:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार इस तथ्य से अवगत है कि बिहार के कैमूर और रोहतास जिले ऐतिहासिक, धार्मिक, प्राकृतिक और पुरातात्विक दृष्टिकोण से अत्यंत समृद्ध हैं जहाँ प्रसिद्ध माँ मुण्डेश्वरी मंदिर (कैमूर), रोहतासगढ़ किला, जलप्रपात, वन क्षेत्र और गुफाएं स्थित हैं और इसके बावजूद यह क्षेत्र पर्यटन की दृष्टि से अपेक्षित विकास से वंचित है;
- (ख) क्या सरकार द्वारा कैमूर और रोहतास में पर्यटन बुनियादी ढांचे को विकसित करने के लिए किसी विशेष योजना, सर्वेक्षण या परियोजना को मंजूरी दी गई है अथवा प्रस्ताव किया गया है; और
- (ग) यदि हां, तो वर्तमान स्थिति सहित तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके कारणों सहित इस संबंध में भावी कार्य योजना क्या है?

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

(क) से (ग): पर्यटन स्थलों और पर्यटन उत्पादों का विकास एवं संवर्धन मुख्य रूप से संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है।

पर्यटन मंत्रालय 'स्वदेश दर्शन (एसडी)', 'स्वदेश दर्शन 2.0 (एसडी 2.0)', 'चुनौती आधारित गंतव्य विकास (सीबीडीडी)'- स्वदेश दर्शन 2.0 योजना की एक उप-योजना, 'पूँजी निवेश हेतु राज्यों को विशेष सहायता (एसएससीआई)', 'तीर्थस्थल कायाकल्प एवं आध्यात्मिक विरासत संवर्धन अभियान (प्रशाद)' नामक अपनी चल रही केंद्रीय क्षेत्र की योजनाओं के माध्यम से राज्यों/संघ राज्यक्षेत्रों को, उनके परामर्श से पर्यटन संबंधी अवसंरचना के विकास के लिए वित्तीय सहायता प्रदान करके उनके, प्रयासों को संपूरित करता है।

मंत्रालय देश के समृद्ध सांस्कृतिक, तीर्थस्थल और प्राकृतिक विरासत संबंधी स्थलों सहित विभिन्न स्थलों पर पर्यटन के विकास को बढ़ावा देने के लिए बिहार सहित संबंधित राज्यों/संघ राज्यक्षेत्रों के साथ नियमित रूप से संपर्क करता है।

पर्यटन अवसंरचना के विकास के लिए वित्तीय सहायता प्राप्त करने संबंधी प्रस्ताव संबंधित राज्य/संघ राज्यक्षेत्र द्वारा तैयार किए जाते हैं। प्राप्त प्रस्तावों की निर्धारित दिशानिर्देशों के अनुसार जांच की जाती है और निर्धारित शर्तों की पूर्ति तथा निधियों की उपलब्धता के अध्यधीन वित्तीय सहायता प्रदान की जाती है।

वर्तमान में बिहार के कैमूर और रोहतास जिले के विकास के लिए कोई प्रस्ताव विचाराधीन नहीं है।

DIGITAL LEARNING INITIATIVES THROUGH DIKSHA

3693. SHRI KOTA SRINIVASA POOJARY:

SHRI PRAVEEN PATEL:

SHRI BHOJRAJ NAG:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI VISHNU DAYAL RAM:

DR. K SUDHAKAR:

SHRI PARIMAL SUKLABAIYA:

DR. NISHIKANT DUBEY:

SHRI SATISH KUMAR GAUTAM:

SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:

DR. SANJAY JAISWAL:

SHRI NABA CHARAN MAJHI:

SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI RODMAL NAGAR:

SHRI HARIBHAI PATEL:

DR. HEMANG JOSHI:

SHRI KRISHNA PRASAD TENNETI

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

- (a) The details of digital learning initiatives implemented across the country through the Digital Infrastructure for Knowledge Sharing (DIKSHA) platform and Study Webs of Active-Learning for Young Aspiring Minds (SWAYAM 2.0) during the last three years, including total number of courses offered and learner enrolment figures, State/UT-wise particularly in Rajasthan and Assam, especially district-wise details of Barak Valley including Cachar district;
- (b) The extent of integration of these platforms with schools, colleges, universities particularly Cachar, Karimganj and Hailakandi district of Assam and State education boards including credit recognition and alignment with the National Education Policy (NEP) 2020;
- (c) The details of financial allocation and expenditure incurred for strengthening digital infrastructure and the financial allocation and expenditure for strengthening digital infrastructure, connectivity, smart classrooms and e-content development particularly in Barak Valley, including rural and remote areas of Cachar district of Assam; and

- (d) Whether any evaluation study has been undertaken by the Government regarding learning outcomes, accessibility in rural and remote areas and digital divide mitigation and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): Education is part of the Concurrent List of the Constitution and most of the Government schools are under the administration of the State Government and its bodies. The Ministry of Education implements ICT and Digital initiatives under Samagra Shiksha to enhance digital learning in Government schools across the country, including rural areas of Assam and Rajasthan. The initiatives aim to enhance the quality of education by integrating technology into teaching and learning processes. Under the initiatives, funds are provided for setting up ICT Labs and Smart Classrooms according to the requirements of the State submitted in the Annual Work Plan & Budget (AWP&B).

Digital Infrastructure for Knowledge Sharing (DIKSHA) is the Nation's digital infrastructure for providing quality e-content for school education in States/UTs and QR coded Energised Textbooks (ETBs) for all grades (One Nation, One Digital platform). DIKSHA Offline supports areas with limited or no internet connectivity. To promote crucial critical thinking skills and to give space for creativity, more than 614 Virtual Labs have been created and made available on the DIKSHA platform. A group of 50 faculty members from SCERT

and DIETs were trained by NCERT for development of CPD courses for teachers using Learning Management System (LMS) on DIKSHA. In addition, CPD course, Teachers Handbook on FLN and ECCE, 11,600 e-content are uploaded on DIKSHA and linked with QR Codes printed on textbooks. In Assam 3,93,549 users are enrolled in the DIKSHA portal of which 19,953 are in Cachar, 5,829 in Hailakandi and 10,607 in Sri Bhumi (Karimganj).

The total allocation for digital infrastructure, including Smart Classes, in 10,099 schools in Assam during 2018-2025 amounts to Rs. 496.47 crore. The digital infrastructure component covers internet connectivity and e-content. Allocation and expenditure against Barak Valley including Cachar district is Rs. 58.61 crore and Rs. 37.71 crore respectively.

Department of Higher Education, Ministry of Education is implementing the National Mission on Education through Information and Communication Technology (NMEICT) in alignment with the vision of NEP 2020. The scheme aims to leverage the potential of ICT, in all processes of education including providing learning resources through online platforms and internet connectivity. Under the NMEICT scheme Study Webs of Active Learning for Young Aspiring Minds (SWAYAM) platform hosts content curated by premier institutions and is available free of cost with the approach of “Anyone, Anywhere, Anytime” Learning.

More than 415 Universities have adopted the UGC (Credit Framework for Online Learning Courses through SWAYAM) Regulations, 2021. Out of these, 29 and 14 Universities are from the States of Rajasthan and Assam

respectively. In the last three years, more than 8300 courses have been delivered through Swayam, which have witnessed more than 2.4 crore enrolments. The State/UT-wise details of the enrolments in SWAYAM platform in these years is placed at **Statement**.

Additionally, the Government of India, in the Budget 2025, has announced provision of broadband connectivity to all Government Secondary schools in rural areas, including 415 schools from Assam, of which 34 are in the Cachar district and 3,265 schools from Rajasthan in phase 1, under the 'BharatNet' project to enhance digital infrastructure in remote areas by BSNL in a phased manner. Further, National Knowledge Network (NKN) under the NMEICT Scheme provides broadband connectivity to Higher Education Institutions (HEIs). A total of 391 Universities/Institutions have been provided digital connectivity through this component including 37 and 6 from Rajasthan and Assam respectively.

The PARAKH Rashtriya Sarvekshan 2024 (formerly National Achievement Survey) was undertaken by the National Assessment Centre-PARAKH, NCERT to understand the baseline performance in development of competencies among the students at the end of the Foundational, Preparatory and Middle stages (Grades 3, 6 and 9 respectively) of schooling. Nationwide over 21.15 lakh students and 2.70 lakh teachers and school leaders from more than 74,000 schools, in 781 districts participated in the assessment. To gain a comprehensive understanding of students' educational backgrounds and to enable a more comprehensive interpretation of assessment findings,

information on various contextual variables was also collected as part of the survey exercise. Such contextual variables included access to digital devices and the internet at home and school. Gunotsav was conducted for assessing the Learning Outcomes of all students from Class I to X in Assam. PARAKH Rashtriya Sarvekshan was conducted for class III, VI and IX and covered 98,757 students in the State of Assam. National, State and District level reports from PARAKH Rashtriya Sarvekshan 2024, providing insights on achievement of stage-specific competencies and contextual variables affecting performance, are available at <https://dashboard.parakh.ncert.gov.in/en>, a dedicated dashboard designed to disseminate the findings of the assessment.

STATEMENT

State/UT-wise details of the enrolments in SWAYAM platform (Year-wise)				
S. No	State/UTs	2023	2024	2025
1	Andaman & Nicobar Islands	1,910	1,878	1,862
2	Andhra Pradesh	8,47,330	9,65,672	10,28,257
3	Arunachal Pradesh	4,282	4,592	4,894
4	Assam	53,159	86,838	1,10,443
5	Bihar	2,74,175	2,41,280	2,56,870
6	Chandigarh	11,260	10,864	14,620
7	Chhattisgarh	37,394	39,783	50,476
8	Dadra & Nagar Haveli and Daman & Diu	2353	2626	3425
9	Delhi	2,62,136	2,97,995	2,40,051

State/UT-wise details of the enrolments in SWAYAM platform (Year-wise)				
S. No	State/UTs	2023	2024	2025
10	Goa	28,285	22,729	21,259
11	Gujarat	1,86,653	2,02,567	2,60,119
12	Haryana	1,61,700	1,73,157	1,76,050
13	Himachal Pradesh	33,429	29,126	35,510
14	Jammu and Kashmir	50,511	51,922	49,222
15	Jharkhand	63,081	62,015	78,078
16	Karnataka	5,46,451	5,73,421	6,76,880
17	Kerala	3,01,590	3,35,406	3,96,135
18	Ladakh	5	29	1,004
19	Lakshadweep	121	191	268
20	Madhya Pradesh	2,23,703	2,50,831	5,25,659
21	Maharashtra	9,24,685	9,77,148	10,96,717
22	Manipur	4,094	5,850	11,010
23	Meghalaya	7,858	13,606	12,399
24	Mizoram	1,457	1,335	3,698
25	Nagaland	3,053	3,178	8,012
26	Odisha	1,26,925	1,36,562	1,30,794
27	Pondicherry	36,172	38,203	42,930
28	Punjab	89,801	92,665	1,29,068
29	Rajasthan	1,54,798	1,63,148	1,90,411
30	Sikkim	3,038	2,751	4,060
31	Tamil Nadu	16,01,399	17,40,850	21,49,818
32	Telangana	4,03,069	4,41,766	5,37,887

State/UT-wise details of the enrolments in SWAYAM platform (Year-wise)				
S. No	State/UTs	2023	2024	2025
33	Tripura	7,146	10,936	12,670
34	Uttar Pradesh	4,23,789	4,59,119	5,07,472
35	Uttarakhand	58,216	82,097	95,575
36	West Bengal	2,13,994	2,25,047	2,52,094

पीएम-उषा के अंतर्गत लक्षित उच्चतर शिक्षा संस्थान

3694. श्रीमती कलाबेन मोहनभाई देलकर:

श्री ज्ञानेश्वर पाटील:

श्री संदिपनराव आसाराम भुमरे:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश के विभिन्न राज्यों में प्रधानमंत्री उच्चतर शिक्षा अभियान (पीएम-उषा) के अंतर्गत लक्षित उच्चतर शिक्षा संस्थानों (एचईआई) की राज्य-वार कुल संख्या कितनी है;
- (ख) उक्त योजना में सभी राज्यों और संघ राज्यक्षेत्रों की भागीदारी सुनिश्चित करने के लिए सरकार द्वारा उठाए गए विशेष कदमों का ब्यौरा क्या है;
- (ग) उक्त योजना के अंतर्गत शुरू किए गए उद्योग सहयोग, इंटरनशिप और व्यावसायिक मॉड्यूल का विशेषकर संघ राज्य क्षेत्र दादरा और नगर हवेली तथा दमन और दीव और मध्य प्रदेश तथा महाराष्ट्र राज्यों के संबंध में ब्यौरा क्या है;
- (घ) क्या उक्त योजना से क्षेत्रीय असमानताओं को दूर करने और उच्च शिक्षा में सकल नामांकन अनुपात (जीईआर) में सुधार होने की संभावना है; और
- (ङ) यदि हां, तो संघ राज्य क्षेत्र दादरा और नगर हवेली तथा मध्य प्रदेश और महाराष्ट्र राज्यों सहित तत्संबंधी ब्यौरा क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) और (ख): सरकार ने शैक्षिक रूप से असेवित/अल्पसेवित क्षेत्रों की जरूरतों को पूरा करने के लिए, रूसा के पहले चरणों की प्रतिबद्ध देनदारियों सहित, 12,926.10 करोड़ रुपये के परिव्यय के साथ जून 2023 में प्रधानमंत्री उच्चतर शिक्षा अभियान (पीएम-उषा) के रूप में राष्ट्रीय उच्चतर शिक्षा अभियान (रूसा) का तीसरा चरण शुरू किया। पीएम-उषा एक केंद्र प्रायोजित योजना है जिसका उद्देश्य राज्य सरकार के विशिष्ट विश्वविद्यालयों और कॉलेजों को वित्त पोषित करना है, ताकि निर्धारित मानदंडों और मानकों के अनुरूप उनकी गुणवत्ता में सुधार किया जा सके।

पीएम-उषा के तहत उन फोकस जिलों को प्राथमिकता दी जाती है जिन्हें संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा विभिन्न मानदंडों, जिसमें कम सकल नामांकन अनुपात, लैंगिक समानता, महिलाओं, ट्रांसजेंडर, अनुसूचित जाति, अनुसूचित जनजाति और अन्य पिछड़ा वर्ग, आकांक्षी/ सीमा क्षेत्र/वामपंथी उग्रवाद प्रभावित जिले आदि के लिए जनसंख्या अनुपात और नामांकन अनुपात शामिल हैं, के आधार पर चिह्नित किया जाता है।

सभी राज्यों/संघ राज्य क्षेत्रों के पास अपने राज्यों/संघ राज्य क्षेत्रों में पीएम-उषा के कार्यान्वयन में भाग लेने का विकल्प था। योजना के तहत, विभिन्न राज्यों/संघ राज्य क्षेत्रों में कुल 613 इकाइयों को 8190.73 करोड़ रुपये की कुल सहायता राशि अनुमोदित की गई है। पीएम-उषा के तहत इकाइयों की संख्या और अनुमोदित राशि का राज्य-वार ब्यौरा **विवरण** में है।

(ग): मध्य प्रदेश में कुल 38 इकाइयों और महाराष्ट्र में 61 इकाइयों को पीएम-उषा के तहत क्रमशः 570.65 करोड़ रुपये और 814.24 करोड़ रुपये की कुल सहायता अनुमोदित की गई है। इसके अतिरिक्त, योजना के विभिन्न घटकों के तहत राज्य/संघ राज्य क्षेत्र (i) उद्योगों/सूक्ष्म, लघु और मध्यम उद्यमों (एमएसएमई) की सहायता से कौशल आधारित पाठ्यक्रमों के लिए स्टार्ट-अप इन्क्यूबेशन केंद्र और प्रौद्योगिकी विकास केंद्र स्थापित करना; (ii) इंटरनशिप /अनुसंधान/उद्यमिता/रोजगार हेतु उद्योग के साथ समझौता ज्ञापन पर हस्ताक्षर; (iii)

प्लेसमेंट/प्रशिक्षण और प्रमाणन कार्यक्रम, उद्योग हेतु अधिक उपयुक्त संवर्धित पाठ्यक्रमों और उद्योग-अकादमिक संबंधों के अनुसार संरचनात्मक सुधार; (iv) इंटरनशिप/अप्रेंटिसशिप एम्बेडेड डिग्री प्रोग्राम; (v) 21वीं सदी के कौशल के लिए व्यावसायिक पाठ्यक्रम, व्यावसायिक शिक्षा के संबंध में इंटरनशिप/प्रशिक्षण; (vi) महिलाओं, ट्रांसजेंडर आदि के लिए कौशल विकास और व्यावसायिक प्रशिक्षण/कार्यशालाओं/प्लेसमेंट पर ध्यान केंद्रित करना जैसी कई गतिविधियां कर सकते हैं।

(घ) और (ङ): उच्चतर शिक्षा प्राप्त करने में क्षेत्रीय असंतुलन को ठीक करने के लिए, पीएम-उषा का उद्देश्य शहरी और अर्ध-शहरी क्षेत्रों में उच्च गुणवत्तापूर्ण संस्थाओं तक पहुंच को सुविधाजनक बनाना; ग्रामीण क्षेत्रों के छात्रों को बेहतर गुणवत्तापूर्ण संस्थाओं तक पहुंचने के अवसर प्रदान करना; असेवित/अल्पसेवित क्षेत्रों में संस्थाओं की स्थापना करना; तथा कम जीईआर, वामपंथी उग्रवाद प्रभावित (एलडब्ल्यूई)/ सीमा क्षेत्र/ आकांक्षी जिलों और उच्च एससी/एसटी आबादी वाले जिलों पर ध्यान केंद्रित करना है।

विवरण

पीएम-उषा के तहत इकाइयों की संख्या और अनुमोदित राशि का राज्य-वार ब्यौरा:

क्र. सं.	राज्य/संघ राज्य क्षेत्र	अनुमोदित इकाइयों की कुल संख्या	अनुमोदित कुल राशि (रुपये करोड़ में)
1	अंडमान और निकोबार द्वीप समूह	3	18.61
2	आंध्र प्रदेश	33	378.74
3	अरुणाचल प्रदेश	7	55.55
4	असम	24	287.80
5	बिहार	25	388.85
6	चंडीगढ़	4	25.25
7	छत्तीसगढ़	21	272.58

8	गोवा	2	106.04
9	गुजरात	30	419.15
10	हरियाणा	20	183.08
11	हिमाचल प्रदेश	10	181.56
12	जम्मू और कश्मीर	18	156.49
13	झारखंड	27	307.83
14	कर्नाटक	31	438.32
15	केरल	18	409.04
16	लद्दाख	3	31.30
17	मध्य प्रदेश	38	570.65
18	महाराष्ट्र	61	814.24
19	मणिपुर	10	85.82
20	मेघालय	7	55.55
21	मिज़ोरम	7	50.50
22	नागालैंड	10	106.05
23	ओडिशा	38	676.70
24	पुडुचेरी	4	25.25
25	पंजाब	18	136.34
26	राजस्थान	34	333.30
27	सिक्किम	7	70.70
28	तेलंगाना	22	272.70
29	त्रिपुरा	7	65.65
30	उत्तर प्रदेश	66	1025.19
31	उत्तराखंड	8	161.60
कुल		613	8110.43

1% केंद्र के भाग एमएमईआर सहित कुल योग	613	8190.73

आपकी पूँजी आपका अधिकार

3695. डॉ. मन्ना लाल रावत:

श्री दुष्यंत सिंह:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार आपकी पूँजी, आपका अधिकार नामक योजना कार्यान्वित कर रही है और यदि हां, तो इसके मुख्य उद्देश्यों और इसके कार्यान्वयन की वर्तमान स्थिति का ब्यौरा क्या है;
- (ख) उक्त योजना के अंतर्गत अब तक देश भर में लाभान्वित होने वाले लाभार्थियों की राज्य-वार और विशेषकर राजस्थान में लाभार्थियों को भुगतान की गई राशि सहित जिला-वार संख्या कितनी है;
- (ग) वर्तमान में सरकार या विनियामक अभिरक्षा में रखी गई लावारिस वित्तीय आस्तियों का कुल मूल्य और व्यापक संरचना क्या है और बैंक जमा, म्यूचुअल फंड, बीमा प्राप्तियां, लाभांश और पेंशन फंड से संबंधित धनराशि का ब्यौरा क्या है;
- (घ) क्या बैंक लॉकरों में रखी गई वे संपत्तियां, जो लंबे समय में सक्रिय/अक्रियाशील रही हैं को भी उक्त योजना के दायरे में शामिल किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ङ) देश में उक्त योजना के तहत वर्तमान में लंबित मामलों की राज्य- वार विशेषकर राजस्थान की जिला-वार संख्या कितनी है
- (च) क्या सरकार का विचार एक केंद्रीकृत डिजिटल प्लेटफॉर्म विकसित करने और लावारिस वित्तीय आस्तियों की ट्रैकिंग में सुधार करने तथा भविष्य में इनके संचय को कम करने के उपाय अपनाने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(छ) विभिन्न सरकारी विभागों और संगठनों जैसे भारतीय रिजर्व बैंक (आरबीआई), पेंशन निधि विनियामक और विकास प्राधिकरण (पीएफआरडीए), भारतीय बीमा विनियामक और विकास प्राधिकरण (आईआरडीएआई) के बीच समन्वय बढ़ाने और अदावाकृत वित्तीय आस्तियों की उनके वास्तविक स्वामियों तक त्वरित ट्रेकिंग और वितरण सुनिश्चित करने के लिए इस पहल के तहत सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) से (छ): वित्तीय क्षेत्र में अदावी वित्तीय आस्तियों में व्यापक रूप से बैंक जमा, बीमा राशि, म्यूचुअल फंड की राशि, लाभांश और शेयर तथा पेंशन संबंधी निधियां शामिल हैं, जो संबंधित विनियामकीय ढांचे के अंतर्गत एक निर्दिष्ट अवधि तक अदावी रहती हैं। हालांकि, इस प्रकार की अदावी आस्तियों में बैंक लॉकरों में सुरक्षित रखी गई वे आस्तियां शामिल नहीं हैं जो दीर्घावधि तक निष्क्रिय रहती हैं।

भारतीय रिजर्व बैंक द्वारा अदावी बैंक जमाराशियों को जमाकर्ता शिक्षा और जागरूकता (डीईए) कोष में अंतरित किया जाता है। अदावी बीमा राशि को इरडाई द्वारा नियंत्रित ढांचे के अंतर्गत वरिष्ठ नागरिक कल्याण कोष (एससीडब्ल्यूएफ) में अंतरित कर दिया जाता है। अदावी लाभांश और संबंधित शेयरों को निवेशक शिक्षा और संरक्षण कोष (आईईपीएफ) में अंतरित कर दिया जाता है, जबकि पीएफआरडीए द्वारा विनियमित राष्ट्रीय पेंशन प्रणाली के अंतर्गत अभिदाता पेंशन अंशदान संरक्षण खाते (एससीपीए) में असमाधानकृत पेंशन अंशदान दिया जाता है। म्यूचुअल फंड में अदावी राशि सेबी के विनियमों के अंतर्गत बनाए रखी जाती है।

वर्तमान में निधियों में मौजूद अदावी वित्तीय आस्तियों के मूल्य में दिनांक 28.02.2026 तक डीईए कोष में लगभग 83,063 करोड़ रु., दिनांक 31.03.2025 तक आईईपीएफ में 9,371.78 करोड़ रु., दिनांक 31.01.2026 तक एससीडब्ल्यूएफ सहित बीमा निधियों से संबंधित 13,838.55 करोड़ रु., दिनांक 28.02.2026 की स्थिति के अनुसार सेबी विनियमों के अंतर्गत

म्यूचुअल फंड में अदावी राशि से संबंधित 3,749.34 करोड़ रु. और अभिदाता पेंशन एससीपीए में दिनांक 28.02.2026 तक लगभग 0.74 करोड़ रु. शामिल हैं।

वित्तीय सेवाएं विभाग ने नागरिकों को अदावी वित्तीय आस्तियों का पता लगाने और दावा करने में सक्षम बनाने के उद्देश्य से, आरबीआई, सेबी, इरडाई और पीएफआरडीए के समन्वय से अक्टूबर-दिसंबर 2025 के दौरान "आपकी पूँजी, आपका अधिकार – YOUR MONEY YOUR RIGHT" नामक एक राष्ट्रव्यापी अभियान का आयोजन किया। 748 जिलों में विशेष शिविर आयोजित किए गए और दिनांक 28.02.2026 तक, 22.95 लाख दावों से संबंधित 5,777 करोड़ रुपये की अदावी वित्तीय आस्तियों को उनके सही स्वामियों को प्रत्यास्थापित कर दिया गया है। भारतीय रिजर्व बैंक, इरडाई और सेबी द्वारा राज्य-वार लाभार्थियों के संबंध में सूचना नहीं रखी जाती है, जबकि पीएफआरडीए ने यह सूचित किया है कि आज की तारीख तक कोई दावा प्राप्त नहीं हुआ है।

ऐसी आस्तियों के निपटान को सुविधाजनक बनाने और संचयन को कम करने के लिए किए गए उपायों में, अन्य बातों के साथ-साथ, बैंकों के दिवंगत ग्राहकों के संबंध में दावों के निपटान के संबंध में भारतीय रिजर्व बैंक द्वारा जारी किए गए निर्देश, जिन्हें अब भारतीय रिजर्व बैंक उत्तरदायी व्यवसाय आचरण निदेश, 2025 के अंतर्गत समेकित किया गया है और दिनांक 1.10.2025 से प्रभावी एक प्रोत्साहन योजना शामिल है, जो दावों के सफल निपटान के लिए अदावी जमा राशि (एक सीमा के अधीन) के 5% -7.5% का पे आउट प्रदान करती है। बैंकों को जमाकर्ताओं अथवा नामितियों अथवा कानूनी उत्तराधिकारियों का पता लगाने, अदावी जमाराशियों की सूची प्रकाशित करने और जागरूकता अभियान के संचालन हेतु समय-समय पर अभियान चलाने की भी सलाह दी गयी है। इसके अतिरिक्त, बैंककारी विधि (संशोधन) अधिनियम, 2025 ने बैंक खातों में एकाधिक नामांकन को सक्षम बनाया है, जिसमें चार तक क्रमिक और एक साथ नामांकन शामिल हैं। इसके अतिरिक्त, भारतीय बैंक संघ (आईबीए) ने बैंकों के एक समर्पित

पोर्टल के माध्यम से अदावी जमाराशियों के निपटान के लिए एक सामान्य आवेदन प्रपत्र और एसओपी की शुरुआत की है।

ऐसी आस्तियों का पता लगाने के लिए क्षेत्र-विशिष्ट डिजिटल प्लेटफॉर्म विकसित किए गए हैं, जिनमें आरबीआई का उदगम पोर्टल, इरडाई का बीमा भरोसा पोर्टल और सेबी का मित्रा प्लेटफॉर्म शामिल है, जबकि आईईपीएफए और पीएफआरडीए द्वारा इसी प्रकार की प्रणालियां विकसित की जा रही हैं। भारतीय रिजर्व बैंक ने एक एकीकृत डिजिटल प्लेटफॉर्म विकसित करने के लिए एक अंतर-विनियामकीय कार्य समूह का भी गठन किया है जो नागरिकों को एक इंटरफेस के माध्यम से ऐसी आस्तियों का पता लगाने और दावा करने में सक्षम बनाता है।

ICE HOCKEY STADIUM AT KARGIL

3696. SHRI MOHMAD HANEEFA:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) Whether the Government is aware that while the structural construction of the Ice Hockey Stadium at Kargil has largely been completed, the essential 24x7 mechanical chilling facility required for year-round operation of the rink is yet to be installed;
- (b) Whether a Detailed Project Report (DPR) of Rs. 40 crore submitted by the Youth Services and Sports Department has been approved under the Special Development Plan (SDP) and if so, the details thereof;
- (c) The present status of administrative approval and release of funds for the said project;
- (d) Whether the Government proposes to intervene with the UT Administration of Ladakh to expedite approvals and ensure early

completion so that the stadium becomes fully functional for training, competitions and national-level events; and

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

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

(a) to (e): A project of “Construction of the Ice Hockey Stadium at Kargil” has been sanctioned under the Special Development Plan (SDP) of the Ministry of Home Affairs. As per information received from the Youth Services and Sports Department, Union Territory of Ladakh, the structural work of the Ice Hockey Rink at Khurbathang in Kargil district has been completed. The 24x7 mechanical chilling facility required for year-round operation of the rink has not been installed.

The project was initially approved under SDP at an estimated cost of Rs. 32.58 crore. Subsequently, a revised Detailed Project Report amounting to Rs. 42.26 crore has been submitted by the concerned authorities of the Union Territory of Ladakh.

The Ministry of Youth Affairs & Sports has not sanctioned this project under any scheme of this Ministry.

ALLOCATION OF FUNDS UNDER THE KIS

3697. SHRI KARTI P CHIDAMBARAM:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the total fund allocated and utilised under the Khelo India Scheme (KIS) during the last three years and the current year;
- (b) whether the Government has assessed India's preparedness for upcoming international sporting events;
- (c) the total number of athletes receiving Target Olympic Podium Scheme (TOPS) assistance;
- (d) whether any steps have been taken/being taken by the Government to address governance concerns in National Sports Federations and if so, the details thereof; and
- (e) the initiatives undertaken by the Government to promote sports infrastructure in rural areas?

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

(a): The details of funds allocated and expenditure incurred under Khelo India Scheme, during the last three years and the current year are as under:

(₹ in crore)

Financial Year	Funds allocated	Expenditure incurred
2025-26	700.00	695.48 (as on 28.02.2026)
2024-25	746.54	620.75
2023-24	880.00	872.20
2022-23	600.00	596.39

(b): The Government continuously assesses India's preparedness for upcoming international sporting events through structured mechanisms implemented by the Ministry of Youth Affairs and Sports in coordination with the Sports Authority of India and the concerned National Sports Federations. Under the Target Olympic Podium Scheme (TOPS), elite athletes with high medal potential are provided comprehensive support including international training, competition exposure, coaching, sports science services and specialized equipment. The Mission Olympic Cell periodically reviews athletes' training and performance to ensure optimal preparation.

(c): A total of 328 athletes have received assistance under the Target Olympic Podium Scheme (TOPS) in the current financial year.

(d): Governance of National Sports Federations (NSFs) has been regulated in terms of the provision of the National Sports Development Code of India, 2011 ("Sports Code"). The Ministry ensured that recognised NSFs abide by the basic and cardinal principles, such as age & tenure restrictions in respect of office bearers of the NSFs, conduct of fair and transparent elections, protection of athletes' interests, etc. The Government insisted on observance of the provisions of the Sports Code by the NSFs to maintain their recognition on year-to-year basis. Wherever any such violations were noticed, necessary action including suspension, non-renewal of annual recognition and withdrawal of recognition was taken.

National Sports Governance Act, 2025 has been enacted with the objective of promoting transparency, accountability, ethical practices and good

governance in sports bodies, ensuring the welfare of sportspersons, and providing for effective and time-bound resolution of sports-related disputes, in consonance with the Olympic Charter, the Paralympic Charter and international best practices. Select provisions of the said Act have been notified with effect from 01.01.2026. With the enactment of the National Sports Governance Act, 2025, governance of National Sports Bodies will now be governed by the provisions of the Act and the rules and regulations framed thereunder.

(e): 'Sports' being a State subject, the responsibility of development of sports, including promotion of sports infrastructure in rural areas, rests primarily with the respective State/Union Territory Governments. The Union Government only supplement their efforts by bridging critical gaps. However, the Khelo India Scheme and National Sports Development Fund (NSDF), implemented by this Ministry, under which financial assistance for development of sports infrastructure is provided are demand-driven schemes. The details of the sports infrastructure projects under Khelo India Scheme and NSDF, across the country, including in the rural areas, are available in public domain on the dashboards of the Ministry at <https://mdsd.kheloindia.gov.in> and <http://www.nsdf.yas.gov.in/nsdf-glance.html>.

इंडिया इंफ्रास्ट्रक्चर फाइनेंस कंपनी लिमिटेड

3698. श्री दिलीप शङ्कीया:

श्री योगेन्द्र चांदोलिया:

डॉ. हेमंत विष्णु सवरा:

श्री सौमित्र खान:

श्री जुगल किशोर:

श्री लुम्बाराम चौधरी:

डॉ. कल्याण वैजीनाथराव काले:

श्रीमती कमलेश जांगड़े:

श्री बिद्युत बरन महतो:

श्री अशोक कुमार रावत:

श्रीमती अपराजिता सारंगी:

डॉ. संजय जायसवाल:

श्री विष्णु दयाल राम:

श्री जनार्दन मिश्रा:

श्री कृष्ण प्रसाद टेन्नेटी:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) पिछले तीन वर्षों के दौरान इंडिया इंफ्रास्ट्रक्चर फाइनेंस कंपनी लिमिटेड (आईआईएफसीएल) द्वारा संस्वीकृत और वितरित की गई धनराशि का क्षेत्र-वार और वर्ष-वार ब्यौरा क्या है;
- (ख) उक्त अवधि के दौरान सरकार द्वारा उक्त कंपनी को प्रदान की गई पूंजी निवेश, गारंटी या किसी अन्य वित्तीय सहायता का ब्यौरा क्या है;
- (ग) ऋण संवर्धन और पुनर्वित्त तंत्र सहित दीर्घकालिक बुनियादी ढांचा वित्तपोषण में इसकी भूमिका को मजबूत करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं;
- (घ) क्या सरकार द्वारा उक्त कंपनी के वित्तीय प्रदर्शन, इसकी परिसंपत्ति गुणवत्ता और बुनियादी ढांचे के विकास में इसके योगदान के संबंध में कोई समीक्षा की गई है; और

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

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क): आईआईएफसीएल द्वारा विगत तीन वर्ष के दौरान स्वीकृत और संवितरित निधियों के क्षेत्र-वार और वर्ष-वार ब्यौरा **विवरण** में संलग्न है।

(ख): विगत तीन वर्ष के दौरान सरकार द्वारा आईआईएफसीएल को कोई पूंजी निवेश प्रदान नहीं किया गया है। वित्तीय वर्ष 2022-23 और 2023-24 के लिए आईआईएफसीएल को कोई सरकारी गारंटी प्रदान नहीं की गई थी। वित्तीय वर्ष 2024-25 के लिए सरकार ने एडीबी से 500 मिलियन अमरीकी डालर की नई ऋण सुविधा के लिए गारंटी प्रदान की, तथापि, 31 मार्च 2025 तक कोई ड्रॉ डाउन नहीं किया गया था।

(ग): आईआईएफसीएल एक बोर्ड द्वारा संचालित संस्था है और इसके परिचालनात्मक संबंधित सभी निर्णय आईआईएफसीएल के बोर्ड द्वारा सरकार के अर्थक्षम अवसंरचना परियोजनाओं के वित्तपोषण की योजना के माध्यम से इसे उपलब्ध कराए गए व्यापक अधिदेश के अंतर्गत लिए जाते हैं।

आईआईएफसीएल के पास परिचालनात्मक ऋण संवर्धन योजना है जिसके अंतर्गत यह विद्यमान ऋणों के पुनर्वित्तयन के लिए अवसंरचना कंपनियों द्वारा जारी बांडों के क्रेडिट रेटिंग को एए या उससे अधिक के संवर्धन के लिए आंशिक ऋण गारंटी प्रदान करता है। 31 मार्च 2025 की स्थिति के अनुसार, आईआईएफसीएल ने 20 अवसंरचना परियोजनाओं द्वारा 9,000 करोड़ रुपये से अधिक के बॉन्ड जारी करने के लिए 2,436 करोड़ रुपये की गारंटी मंजूर की है। साथ ही, आईआईएफसीएल ने अपनी पुनर्वित्त योजना के अंतर्गत 31 मार्च 2025 तक कुल मिलाकर 79,897 करोड़ रुपये मंजूर किए हैं और 50,101 करोड़ रुपये संवितरित किए हैं।

(घ) और (ड): वित्तीय सेवाएं विभाग नियमित रूप से आईआईएफसीएल की व्यापक समीक्षा करता है, जिसमें, अन्य बातों के साथ-साथ, इसके वित्तीय कार्यनिष्पादन, अवसंरचना विकास में

योगदान, आस्ति गुणवत्ता आदि शामिल हैं। पिछली समीक्षा बैठक 27.01.2026 को आयोजित की गई थी।

विवरण

विगत तीन वर्ष के दौरान, आईआईएफसीएल द्वारा स्वीकृत और संवितरित की गई क्षेत्र-वार और वर्ष-वार निधियां:

(करोड़ रुपए में)

क्षेत्र	वित्तीय वर्ष 2022-23		वित्तीय वर्ष 2023- 24		वित्तीय वर्ष 2024-25	
	सकल स्वीकृ ति	संवित रण	सकल स्वीकृ ति	संवितर ण	सकल स्वीकृ ति	संवितर ण
रोड	13,15 5	5,078	11,09 6	7,703	10,68 2	3,107
ऊर्जा	5,696	3,907	17,32 8	7,009	26,05 2	10,397
एयरपोर्ट	1,300	553	2,386	1,809	1,318	1,762
बंदरगाह	650	6	500	83	1,000	106
शहरी अवसंरचना*	-	182	-	278	-	467
लॉजिस्टिक्स	-	-	-	-	573	-
टेलीकॉम	450	300	-	-	-	-
सामाजिक और वाणिज्यिक अवसंरचना	920	-	-	-	-	-
कुल (प्रत्यक्ष ऋण + टेकआउट + इनविट + ऋण संवर्धन + बॉन्ड)	22,17 1	10,02 6	31,30 9	16,881	39,62 4	15,840
पुनर्वित्त	7,000	3,800	11,00	5,475	11,50	12,661

			0		0	
कुल योग	29,17	13,82	42,30	22,356	51,12	28,501
	1	6	9		4	

स्रोत: आईआईएफसीएल

*विगत वर्षों में स्वीकृत परियोजनाओं से संबंधित संवितरण

शिक्षा पाठ्यक्रम में पारंपरिक खेल

3699. डॉ. संबित पात्रा:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार पारंपरिक भारतीय खेलों को शैक्षिक पाठ्यक्रम में शामिल करके उन्हें बढ़ावा देने की किसी कार्ययोजना का है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार द्वारा पहचाने गए पारंपरिक भारतीय खेलों के लिए मानक नियम तैयार करने हेतु किसी विशेषज्ञ टीम का गठन किया गया है;
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ङ) क्या सरकार के पास पारंपरिक आत्मरक्षा कलाओं, यानी मार्शल आर्ट्स को खेल पाठ्यक्रम में शामिल करने का कोई प्रस्ताव विचाराधीन है;
- (च) क्या शैक्षणिक संस्थानों में कार्यरत शारीरिक शिक्षा शिक्षकों को भारतीय ज्ञान परंपरा के इन खेलों में प्रशिक्षित करने के लिए कोई कार्ययोजना तैयार की गई है; और
- (छ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री
(श्री जयंत चौधरी):

(क) से (छ): राष्ट्रीय शिक्षा नीति (एनईपी) 2020 में शिक्षा में खेलों के महत्व और खेलों को मुख्यधारा की शिक्षा में शामिल करने पर बल दिया गया है। एनईपी 2020 के पैरा 4.8 में, अन्य बातों के साथ-साथ प्रावधान है कि, “खेल-समन्वय एक और क्रॉस-करिकुलर शैक्षणिक दृष्टिकोण है जिसके तहत स्थानीय खेलों सहित विविध शारीरिक गतिविधियों का शिक्षण प्रक्रियाओं में उपयोग किया जाता है, ताकि परस्पर सहयोग, स्वतः पहल करना, स्वयं निर्देशित होकर कार्य करना, स्व-अनुशासन, टीम भावना, जिम्मेदारी, नागरिकता, आदि जैसे कौशल विकसित करने में सहायता सके।

समग्र शिक्षा योजना के तहत, स्कूलों में नियमित खेल गतिविधियों और फिटनेस कार्यक्रमों को बढ़ावा देने के लिए खेल और शारीरिक शिक्षा संबंधी एक समर्पित घटक शुरू किया गया है। इस संबंध में, इस विभाग ने समग्र शिक्षा के तहत खेल अनुदान हेतु दिशानिर्देश जारी किए हैं जो खेल गतिविधियों के आयोजन, खेल के मैदानों और खेल अवसंरचना के रखरखाव तथा स्कूलों में दैनिक शारीरिक गतिविधि को बढ़ावा देने के लिए निधियों के प्रभावी उपयोग पर बल देते हैं। इन दिशानिर्देशों में सरकारी स्कूलों के लिए आयु-उपयुक्त खेल उपकरणों की सुझावात्मक सूची का उल्लेख किया गया है। राज्यों और संघ राज्य क्षेत्रों को सलाह दी गई है कि वे स्कूली गतिविधियों में पारंपरिक और क्षेत्रीय खेलों के समावेशन को प्रोत्साहित करें। बच्चों के बीच ऐसे खेलों को लोकप्रिय बनाने के लिए स्कूलों को भी समय-समय पर स्वदेशी खेलों का आयोजन करने के लिए प्रोत्साहित किया गया है।

एनईपी 2020 के अनुवर्ती के रूप में, राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एनसीईआरटी) ने स्कूली शिक्षा के लिए राष्ट्रीय पाठ्यचर्या की रूपरेखा (एनसीएफ-एसई) -2023 जारी की है, जिसमें शारीरिक शिक्षा को अब अपने विशिष्ट अधिगम मानकों के साथ एक मुख्य पाठ्यचर्या क्षेत्र के रूप में शामिल किया गया है और इसमें विषय-वस्तु चयन, शैक्षणिक दृष्टिकोण और मूल्यांकन के तरीकों के लिए विशिष्ट अनुशंसाएं भी हैं। एनसीएफ-एसई 2023 की सिफारिशों

के अनुसार शारीरिक शिक्षा और कल्याण को कक्षा 3 से 10 में एक अनिवार्य विषय के रूप में शुरू किया गया है।

तदनुसार, एनसीईआरटी ने कक्षा 3 से 8 तक शारीरिक शिक्षा और कल्याण के लिए पाठ्यपुस्तकें तैयार की हैं। इन पाठ्यपुस्तकों में एनईपी 2020 और एनसीएफ-एसई 2023 के अनुरूप पारंपरिक और स्वदेशी खेलों को एकीकृत किया गया है, जिसमें समग्र विकास, शारीरिक फिटनेस और अनुभवात्मक अधिगम पर बल दिया गया है। ये छात्रों की शारीरिक साक्षरता, फिटनेस और समग्र विकास को बढ़ावा देते हैं। शारीरिक शिक्षा और खेल के पाठ्यक्रम तथा अध्ययन/गतिविधि सामग्री की मुख्य विशेषताएं इस प्रकार हैं;

खेल योग, कक्षा 3 से 5 के लिए, में निम्नलिखित शामिल हैं-

- कक्षा 3 से 5 तक प्रगतिशील और आयु-उपयुक्त तरीके से आनंदपूर्ण अनुभवात्मक शिक्षा के साथ बुनियादी मोटर गतिविधियों को विकसित करने के लिए 72 गतिविधियाँ।
- 47 प्रकार के वार्म अप और कूल-डाउन व्यायाम (कक्षा 3 में 15, कक्षा 4 और 5 में 16)।
- 42 स्वदेशी खेल/हमारे खेल - (कक्षा 3 में 17, कक्षा 4 में 13, कक्षा 5 में 12)।
- योग को दो भागों में विभाजित किया गया है- स्वस्थ जीवन के लिए योग और साधना के लिए योग।

खेल यात्रा, कक्षा 6 से 8 के लिए, में निम्नलिखित शामिल हैं-

- स्वदेशी/पारंपरिक और एथनोस्पोर्ट की प्रगति पर आधारित कुल 50 गतिविधियाँ।
- अपने मौलिक कौशल के साथ आठ आधुनिक/अंतर्राष्ट्रीय स्तर पर मान्यता प्राप्त खेल, नामतः खो-खो, कबड्डी, फुटबॉल, ट्रैक और फील्ड, टेबल-टेनिस, बैडमिंटन, हैंडबॉल और वॉलीबॉल।

योग को दो भागों में विभाजित किया गया है- दैनिक जीवन के लिए योग और साधना के लिए योग। माध्यमिक स्तर पर शारीरिक शिक्षा और कल्याण पाठ्यक्रम में स्वदेशी और अंतर्राष्ट्रीय

मार्शल आर्ट को एकीकृत किया गया है। कक्षा 9 से आगे की शारीरिक शिक्षा और कल्याण पाठ्यपुस्तकों में तायक्वोंडो और जूडो जैसी अंतरराष्ट्रीय मार्शल आर्ट के साथ-साथ कलारीपयट्टु, गतका और थांग-ता जैसी स्वदेशी मार्शल आर्ट संबंधी सामग्री शामिल है। इन समावेशनों का उद्देश्य स्कूल पाठ्यक्रम के माध्यम से छात्रों में आत्मरक्षा कौशल, शारीरिक फिटनेस, अनुशासन और भारत की पारंपरिक मार्शल आर्ट विरासत के बारे में जागरूकता को बढ़ावा देना है।

एनसीएफ-एसई, 2023 के अनुसार, शिक्षकों की क्षमता निर्माण और प्रशिक्षण शारीरिक शिक्षा और कल्याण के कार्यान्वयन के अभिन्न अंग हैं। एनसीईआरटी और अन्य संबंधित संस्थाएं शिक्षकों के लिए अभिविन्यास और प्रशिक्षण कार्यक्रम आयोजित करते हैं, ताकि वे शारीरिक शिक्षा पाठ्यपुस्तकों में शामिल पाठ्यक्रम, शैक्षणिक दृष्टिकोण और गतिविधियों से परिचित हो सकें। इन प्रशिक्षण और अभिविन्यास कार्यक्रमों में पारंपरिक और स्वदेशी खेलों, खेल गतिविधियों और संबंधित प्रक्रिया के संचालन पर मार्गदर्शन शामिल है ताकि शारीरिक शिक्षा के शिक्षक स्कूलों में उन्हें प्रभावी ढंग से लागू कर सकें और छात्रों में भारत की पारंपरिक खेल विरासत को बढ़ावा दे सकें। एनसीईआरटी नियमित रूप से सीबीएसई, केंद्रीय विद्यालय, नवोदय विद्यालय, एससीईआरटी, डीएमएस, आरआईई और परमाणु ऊर्जा शिक्षा सोसायटी आदि के प्रमुख प्रशिक्षकों और विभिन्न राज्यों के प्रमुख संसाधन व्यक्तियों के लिए क्षमता निर्माण कार्यक्रम, शिक्षक प्रशिक्षण कार्यक्रम आयोजित करता है।

केंद्रीय विद्यालय संगठन (बालक और बालिकाएं) के कक्षा VI से XII तक के छात्रों को खेल पाठ्यक्रम के तहत जूडो, तायक्वोंडो, मुक्केबाजी और कुश्ती जैसे मार्शल आर्ट विषयों में प्रशिक्षण प्रदान किया जाता है। इन खेल विधाओं को केविस की क्षेत्रीय और राष्ट्रीय खेल प्रतियोगिताओं के साथ-साथ स्कूल गेम्स फेडरेशन ऑफ इंडिया (एसजीएफआई) द्वारा आयोजित राष्ट्रीय स्कूल खेलों में भी शामिल किया गया है। इसके अतिरिक्त, पीएम श्री योजना के तहत छात्रों को आत्मरक्षा कौशल में विशेष प्रशिक्षण भी प्रदान किया जाता है।

पीएम श्री योजना के तहत सभी जवाहर नवोदय विद्यालयों में सभी छात्राओं को आत्मरक्षा प्रशिक्षण दिया जाता है।

इसके अतिरिक्त, बालिकाओं की शारीरिक और मानसिक क्षमता को बढ़ाने और उन्हें स्कूल में या उसके बाद किसी भी अभूतपूर्व स्थिति का सामना करने में सक्षम बनाने के लिए समग्र शिक्षा के "रानी लक्ष्मी बाई आत्मरक्षा प्रशिक्षण" के तहत सरकारी स्कूलों की कक्षा VI से XII तक की बालिकाओं को आत्मरक्षा प्रशिक्षण प्रदान किया जाता है।

MISSING VALUABLES IN BANK LOCKERS

3700 SHRI SANJAY DINA PATIL:

PROF. VARSHA EKNATH GAIKWAD:

SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL:

SHRI BHASKAR MURLIDHAR BHAGARE:

DR. AMOL RAMSING KOLHE:

SHRIMATI SUPRIYA SULE:

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

- (a) whether the Government is aware of reported incidents of gold and valuables kept in bank lockers going missing across the country, despite lockers being operated under the revised RBI Locker Agreement, 2021, if so, the details thereof;
- (b) whether the Government has compiled any data on such complaints during the last five years and the compensation provided to affected locker holders, if so, the details thereof, bank-wise and State-wise;

- (c) whether it is a fact that customers continue to face difficulties in establishing liability due to limited accountability clauses, delayed investigations and weak grievance redressal mechanisms, if so, the details thereof;
- (d) whether the Government proposes to strengthen regulatory oversight, mandate comprehensive insurance cover for locker contents and fix time-bound responsibility on banks in cases of loss, theft or damage, if so, the details thereof; and
- (e) the steps being taken by the Government to restore public confidence in the safety of bank lockers, especially for senior citizens and small depositors in the country?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): Reserve Bank of India (RBI) has informed that it does not maintain data relating to instances of gold or other valuables kept in bank lockers going missing. Further, as per the information received from Public Sector Banks (PSBs), 40 such instances of items gone missing from bank lockers have been established during FY 2020-21 to FY 2024-25 and appropriate compensations as per RBI's guidelines and Board approved policies of banks, have been paid. The PSB-wise and State-wise data is enclosed as per **Statement I & Statement-II** respectively.

(c) to (e): RBI has issued 'Deposit Locker/Safe Custody Article Facility provided by the banks- Revised Instructions', on 18.08.2021 and the banks

have been advised to frame their own Board approved policy/ operational guidelines, considering the same. Some of the key instructions of the said circular include, *inter alia*, the following:

- i) Model locker agreement for adoption by banks;
- ii) Enhanced standards of safety and security both for mechanical and electronic lockers have been prescribed;
- iii) The area housing the locker shall remain adequately guarded at all times;
- iv) Provision of alerts to locker hirer through SMS and email for locker operation;
- v) A detailed procedure has been prescribed for discharge of locker contents by breaking open the locker under various circumstances – at the request of a) customer b) Law enforcement agencies c) Non-payment of locker rent for more than three years d) Locker remaining inoperative for seven years;
- vi) A Liability / Compensation policy has been prescribed. The banks shall also place on their websites, the model locker agreement, Standard Operating Procedures and the instructions/ policies / procedures regarding the locker facility.

Also, RBI has introduced “The Reserve Bank - Integrated Ombudsman Scheme, 2021” with the objective of enabling resolution of complaints if any, relating to services rendered by banks to facilitate the satisfaction or settlement

of such complaints. Banks take steps in accordance with the said RBI advice/guidelines.

Banks have been advised to form a branch insurance policy with the approval of the Board to minimise the loss due to incidents like robbery, fire, natural calamities, loss during shifting / merger of branch, etc., affecting contents of lockers. As per the RBI's said circular, the banks have now been held liable for events like fire, theft, burglary, dacoity, robbery, building collapse or in case of fraud committed by the employees of the bank. It is the responsibility of banks to take all steps for the safety and security of the premises in which the safe deposit vaults are housed. Bank has the responsibility to ensure that the aforesaid incidents do not occur in the bank's premises due to its own shortcomings, negligence and by any act of omission/commission. In such instances where loss of contents of locker are due to incidents mentioned above or attributable to fraud committed by its employee(s), the banks' liability shall be for an amount equivalent to one hundred times the prevailing annual rent of the safe deposit locker.

Banks have put in place several security measures to ensure the safety of locker facilities and to maintain public confidence, including for senior citizens and small depositors. As informed by PSBs, locker units are kept either in strong rooms or in a safe as per Bureau of Indian Standards specifications. Bank branches have been provided with security equipments like closed circuit televisions, burglar alarms with passive infrared devices, fire alarm systems covering the entry and exit of strong room and the common

areas of operation, besides measures for proper physical security. These arrangements are subject to regular audit of security.

Further, as per the RBI's said circular, banks are advised to take necessary steps to ensure that the area in which the locker facility is housed is properly secured to prevent criminal break-ins and to securely protect against any natural/ man-made hazard damaging the lockers. The standards/ benchmarks have also been prescribed for the lockers installed by the banks.

STATEMENT-I

PSB-wise data on no. of established cases of items gone missing (Theft/ Dacoity/ missing items/ burglary) from lockers during FY 2020-21 to FY 2024-25:

Sl. No.	Public Sector Banks	No. of established cases	Cumulative compensation paid (Rs. in crore)*
(i)	Bank of Baroda	0	0
(ii)	Bank of India	14	0.71
(iii)	Bank of Maharashtra	0	0
(iv)	Canara Bank	0	0
(v)	Central Bank of India	14	2.73
(vi)	Indian Bank	1	0.47
(vii)	Indian Overseas Bank	1	0.7
(viii)	Punjab & Sind Bank	0	0

(ix)	Punjab National Bank	0	0
(x)	State Bank of India	10	1.32
(xi)	UCO Bank	0	0
(xii)	Union Bank of India	0	0
Total		40	5.93

**as per the established guidelines*

#Source: Public Sector Bank

STATEMENT-II

State-wise data on no. of established cases of items gone missing (Theft/ Dacoity/ missing items/ burglary) from lockers in PSBs during FY 2020-21 to FY 2024-25:

Sr. No.	State/UT	No. of established cases	Cumulative compensation paid (Rs. in crore)*
1	Andhra Pradesh	1	0.06
2	Arunachal Pradesh	0	0
3	Assam	0	0
4	Bihar	1	0.35
5	Chhattisgarh	1	0.02
6	Goa	0	0
7	Gujarat	1	0.02
8	Haryana	1	0.31
9	Himachal Pradesh	0	0
10	Jharkhand	12	0.61
11	Karnataka	0	0
12	Kerala	0	0
13	Madhya Pradesh	0	0

Sr. No.	State/UT	No. of established cases	Cumulative compensation paid (Rs. in crore)*
14	Maharashtra	5	0.15
15	Manipur	0	0
16	Meghalaya	0	0
17	Mizoram	0	0
18	Nagaland	0	0
19	Odisha	0	0
20	Punjab	0	0
21	Rajasthan	0	0
22	Sikkim	0	0
23	Tamil Nadu	0	0
24	Telangana	0	0
25	Tripura	0	0
26	Uttar Pradesh	18	4.41
27	Uttarakhand	0	0
28	West Bengal	0	0
29	Andaman and Nicobar Islands	0	0
30	Chandigarh	0	0
31	D&N Haveli and Daman and Diu	0	0
32	Delhi	0	0
33	Jammu & Kashmir	0	0
34	Ladakh	0	0
35	Lakshadweep	0	0
36	Puducherry	0	0
Total		40	5.93

**as per the established guidelines*

#Source: Public Sector Banks

खेलो इंडिया का लंबित प्रस्ताव

3701. एडवोकेट चन्द्र शेखर:

श्री हनुमान बेनीवाल:

क्या युवक कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

- (क) उत्तर प्रदेश के नगीना और अन्य लोक सभा निर्वाचन क्षेत्रों तथा राजस्थान के दीदवाना-कुचामन और अन्य जिलों में खेलो इंडिया कार्यक्रम के अंतर्गत स्वीकृत और उपयोग की गई निधि का मदवार और निर्वाचन क्षेत्र-वार ब्यौरा क्या है;
- (ख) क्या उक्त कार्यक्रम के अंतर्गत उत्तर प्रदेश के नगीना और राजस्थान के नागौर और दोनों राज्यों के अन्य निर्वाचन क्षेत्रों में कार्यों के लिए कोई प्रस्ताव अनुमोदन के लिए लंबित है;
- (ग) यदि हां, तो उक्त लंबित प्रस्तावों का जिला-वार और कार्य-वार ब्यौरा क्या है;
- (घ) क्या सरकार का एथलीटों के हित में उक्त लंबित प्रस्तावों की शीघ्र मंजूरी का विचार है; और
- (ङ) यदि हां, तो तत्संबंधी समय-सीमा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

- (क) खेलो इंडिया स्कीम के अंतर्गत धनराशि का आवंटन मद और निर्वाचन क्षेत्र-वार नहीं, स्कीम-वार किया जाता है। वर्तमान वर्ष के दौरान राजस्थान और उत्तर प्रदेश राज्य सहित देशभर में खेलो इंडिया स्कीम के अंतर्गत स्वीकृत धनराशि और किए गए व्यय का विवरण निम्नानुसार है:

(राशि करोड़ रु. में)

वित्तीय वर्ष	आवंटित धनराशि	किया गया व्यय
2025-26	700.00	695.48 (दिनांक 28.02.2026 की स्थिति के अनुसार)

(ख) से (ड) : इस मंत्रालय की खेलो इंडिया स्कीम के अंतर्गत प्रस्तावों की प्राप्ति एक सतत प्रक्रिया है। राज्य/संघ राज्य क्षेत्र सरकारों और अन्य पात्र संस्थाओं से प्राप्त प्रस्तावों पर वित्तीय सहायता हेतु विचार उनकी पूर्णता, तकनीकी व्यवहार्यता और स्कीम के अंतर्गत उपलब्ध धनराशि के आधार पर किया जाता है।

पदिया मीणा को आदिवासी क्रांतिकारी के रूप में मान्यता

3702. श्री मुरारी लाल मीना:

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार का मारवाड़ क्षेत्र के एक प्रमुख जनजातीय नेता पदिया मीणा को राज्य द्वारा स्वतंत्रता-पूर्व जनजातीय क्रांतिकारी की मान्यता देने का विचार है;
- (ख) क्या सरकार द्वारा उनके जीवन, योगदान और जन-विरोध आंदोलनों को राष्ट्रीय अभिलेखागार, स्मारकों के निर्माण अथवा शैक्षणिक पाठ्यक्रम में शामिल करने के लिए कोई पहल की गई है;
- (ग) क्या सरकार को इस बात की जानकारी है कि ऐतिहासिक स्रोतों और उपाख्यानो के अनुसार जाला मीणा ने विक्रम संवत् 900 में जालोर शहर की नींव रखी थी और क्या इसके उपलब्ध साक्ष्यों की जांच की गई है; और

(घ) क्या सरकार के पास कनकगिरि और कनकचन पहाड़ी के बीच स्थित प्राचीन अवशेषों का सर्वेक्षण और संरक्षण करने और इन्हें संरक्षित धरोहर घोषित करने के लिए कोई ठोस कार्ययोजना है?

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

(क): जी, नहीं। मारवाड़ क्षेत्र के एक प्रमुख जनजातीय नेता पदिया मीणा को जनजातीय क्रांतिकारी की उपाधि प्रदान करना संस्कृति मंत्रालय के अधिदेश के अंतर्गत नहीं आता है। संस्कृति मंत्रालय अपनी शताब्दी एवं वर्षगांठ स्कीम के अंतर्गत प्रसिद्ध हस्तियों और देश के ऐतिहासिक महत्व के घटनाक्रमों की 50वीं, 75वीं, 100वीं, 125वीं, 150वीं और 175वीं आदि जैसी जन्मशक्तियों और विशेष वर्षगांठों को मनाता है।

(ख): जी, नहीं।

(ग): जी, नहीं।

(घ): कनकगिरि और कनकचन पहाड़ी के बीच स्थित प्राचीन अवशेषों का सर्वेक्षण करने का मंत्रालय में ऐसा कोई प्रस्ताव नहीं है, साथ ही, कनकगिरि और कनकचन पहाड़ी के बीच स्थित इन अवशेषों को 'प्राचीन स्मारक तथा पुरातत्वीय स्थल और अवशेष अधिनियम, 1958' के तहत संरक्षित धरोहर घोषित करने का वर्तमान में कोई प्रस्ताव नहीं है।

AVAILABILITY OF ADEQUATE EDUCATIONAL INFRASTRUCTURE IN HIGHER EDUCATION FACILITIES

3703. DR. AMAR SINGH:

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

(a) whether the Government has undertaken any assessment of the availability and adequacy of educational infrastructure, including schools, colleges and higher education institutions in the country

particularly in Fatehgarh Sahib Lok Sabha Constituency, if so, the details thereof;

- (b) whether the Government proposes to establish or upgrade any Central Government educational institutions, including Kendriya Vidyalayas, Navodaya Vidyalayas, Central Universities or professional colleges, in the said constituency;
- (c) the amount of funds sanctioned and released under Centrally Sponsored Schemes for strengthening school education, digital learning and teacher training in the said constituency during the last five years;
- (d) whether the Government is aware of the lack of higher education and professional education opportunities in the region leading to migration of students and if so, the details thereof; and
- (e) the details of steps taken/proposed to be taken by the Government to improve access to quality education and skill-oriented courses for students in the said constituency?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): Education is in the concurrent list of the Constitution and majority of the schools and colleges are under the administrative domain of the respective State/UT Government. After implementation of the National Education Policy (NEP), 2020 various schemes/projects/programmes run by the Ministry of Education have been aligned with the NEP 2020 and a number of

transformative initiatives have been undertaken both at school education level and higher education level.

In alignment with National Education Policy (NEP) 2020, the Government has launched the third phase of Rashtriya Uchchatar Shiksha Abhiyan (RUSA) in June 2023 in the form of Pradhan Mantri Uchchatar Shiksha Abhiyan (PM-USHA) for the period 2023-24 to 2025-26 with an outlay of Rs. 12926.10 crore, to cater to the needs of educationally unserved/ underserved areas. The scheme has been further extended till 31st March, 2028, for completion of PM-USHA projects and for an additional 6 months (i.e., 30th September, 2026) for completion of ongoing RUSA projects.

Under the scheme, States/ UTs have the flexibility to utilize funds for undertaking the various activities including infrastructure upgradation, multidisciplinary education, imparting skill development and quality initiatives, outlined in their proposals approved by the Ministry.

So far, 86 projects amounting to ₹ 581.61 crore have been approved to the State of Punjab including a total of 11 units amounting to ₹ 34 crore in the districts Fatehgarh Sahib (2 units amounting to ₹ 6 crore), Ludhiana (7 units amounting to ₹ 24 crore), and Malerkotla (2 units amounting to ₹ 4 crore) under Fatehgarh Sahib Lok Sabha Constituency.

The number of Higher Education Institutions (HEIs) in the district Fatehgarh Sahib of Punjab State as per AISHE 2022-23 (provisional) are as follows:

Institutions	Number of HEIs	
	Punjab	Fatehgarh Sahib District
University	40	3
College	1,040	23
Standalone	353	9
All HEIs	1,433	35

As per UDISE+ the number of primary, upper primary, secondary and higher secondary schools in the districts of Fatehgarh Sahib, Ludhiana and Malerkotla (the districts pertaining to Fatehgarh Sahib Lok Sabha Constituency) are as follows:

District	Primary	Upper Primary	Secondary	Higher Secondary
Fatehgarh Sahib	447	152	67	123
Ludhiana	1097	472	551	675
Malerkotla	198	56	55	83

(b): Opening of new NVs/KVs is a continuous process and opening of new NVs/KVs depend on approval by the competent authority as per extant procedure/policy. As per the Navodaya Vidyalaya Scheme (one NV in each district), Navodaya Vidyalayas are functioning in Fatehgarh Sahib and Ludhiana district – part of Fatehgarh Sahib Lok Sabha Constituency) from their permanent campuses, with the requisite infrastructure as per the norms. There is one KV (PM SHRI KV, Reona Ucha) functional in Fatehgarh Sahib, while two KVs (PM SHRI KV No-1, AFS Halwara, and KV No-2, AFS Halwara) are

functional in Ludhiana district. Moreover, there are 356 PM SHRI Schools in Punjab including 6 in Fatehgarh Sahib and 24 in Ludhiana district.

(c): Under the Centrally sponsored scheme, annual plans, including infrastructure development, are prepared by the respective state/UT as per their requirement and priority and the same is reflected in their Annual Work Plan & Budget proposals. These plans are then appraised/approved by the Project Approval Board in the Department in consultation with the respective State and UT based on physical and financial progress of the works sanctioned earlier and availability of budgetary resources. The financial assistance is provided to the States/UTs in an aggregate manner and not as intervention-wise/district-wise/ constitution-wise.

As informed by the State of Punjab, the funds sanctioned and released for strengthening school education, digital learning and teacher learning during the last 5 years in the Fatehgarh Sahib Lok Sabha Constituency is at **Statement**.

(d): NEP 2020 provides for more Higher Educational Institutions (HEIs) to be established and developed in underserved regions to ensure full access, equity and inclusion. However, enrollment in Higher education after schooling is determined not only by geographical proximity, but is also guided by other factors, viz., desire of students for learning from best teachers & researchers, exposure to diverse perspectives and culture, career pathways, employment opportunities etc. Further, setting up of central universities/HEIs is a continuous process.

(e): Improving the quality of education across all levels of education is a continuous and ongoing process.

PM Schools for Rising India (PM SHRI) aims to develop more than 14500 selected schools as exemplar schools that offers leadership to other schools in the neighbourhood, showcasing all the initiatives of NEP 2020.

Several initiatives have been undertaken to improve access to quality education for students in Fatehgarh Sahib constituency. As informed by Punjab Government, to strengthen foundational learning, the Mission Samrath program has been implemented since the 2023–24 academic session, focusing on enhancing language and mathematics skills among students from Classes 3 to 8 through the Teaching at the Right Level (TaRL) methodology. Under this mission, nearly 1.2 million students in government schools are provided with Teaching-Learning Material (TLM), and workshops and training sessions are organized for stakeholders at different levels.

Further, based on the PARAKH Survey 2024 report, the Competency Enhancement Plan (CEP) was introduced during October to December 2025 for Classes 6 to 10, aiming to address weak competencies. Students were given fortnightly practice sheets to reinforce key concepts, along with baseline and endline assessments to monitor progress.

To promote experiential learning and “Learning by Doing,” subject fairs were organized in 6,328 government schools across Punjab, where students showcased models, presentations, role plays, and projects prepared in groups.

Additionally, subject-specific circles or clubs have been established in all schools, encouraging students to participate in activities related to different subjects, thereby fostering interest and deeper engagement in academics. These combined efforts reflect the government's commitment to strengthening educational quality and accessibility in Fatehgarh Sahib.

NEP 2020 advocates integration of skill development with mainstream education by embedding skill education across school and higher education. Under Samagra Shiksha, financial assistance is provided to the States/UTs for offering skill courses to the students from Class 9 to Class 12 and for providing skill exposure at middle level.

University Grants Commission (UGC) and the Ministry of Education have taken the following steps to provide access to quality education through digital mode-

1. SWAYAM (Study Webs of Active Learning for Young Aspiring Minds) is a programme initiated by the Government of India and designed to achieve the three cardinal principles of Education Policy viz., access, equity and quality. The MOOCs available on the SWAYAM Platform (www.swayam.gov.in) can be accessed by anyone who is desirous of learning, at any time, and from anywhere.
2. UGC MOOC Portal: Archived SWAYAM Non-Technology Undergraduate and Postgraduate MOOCs Courses are available on the UGC MOOCs Portal, ensuring continued access to quality

academic content for students, teachers, and lifelong learners even after the live course cycle is completed on SWAYAM.

3. E-PG Pathshala: - Non-Technology postgraduate e-content is available at e-PG Pathshala (<https://epgp.inflibnet.ac.in/>) and freely accessible at one place for Students/Faculty Members/professionals/ lifelong learners.
4. UGC has notified the University Grants Commission (Credit Framework for Online Learning Courses through Study Webs of Active Learning for Young Aspiring Minds) Regulations, 2021, which allows universities to take up to 40% of the total courses in a semester through online learning via the SWAYAM platform. This ensures flexibility and academic enrichment for students.

STATEMENT

Funds sanctioned and released for strengthening school education, digital learning and teacher learning during the last 5 years in the Fatehgarh Sahib Lok Sabha Constituency

Year	Infrastructure for Strengthening school		Digital learning		teacher learning	
	Funds Sanctioned (₹ in lakhs)	Funds released (₹ in lakhs)	Funds Sanctioned (₹ in lakhs)	Funds released (₹ in lakhs)	Funds Sanctioned (₹ in lakhs)	Funds released (₹ in lakhs)
2021-22	482.37	482.37	807.20	36.00	-	-
2022-23	599.17	599.17	404.80	36.00	21.77	21.77
2023-24	1092.31	1092.31	259.50	38.50	15.01	15.01
2024-25	999.87	974.88	70.64	38.64	6.58	6.58
2025-26	1255.00	963.33	1259.30	902.80	5.21	5.21

WELFARE SCHEMES FOR UNORGANIZED SECTOR WORKERS**3704. SHRI NAVEEN JINDAL:**

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

- (a) the details of the total number of unorganized sector workers registered on e-Shram portal at present;
- (b) the details of various social welfare schemes available to unorganized sector workers only, along with the number of unorganized sector workers getting the benefits of such social welfare schemes at present, scheme-wise; and
- (c) the details of the fresh steps taken by the Government to simplify the registration process as well as to facilitate their access to the Government welfare schemes?

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

(a) to (c): The Ministry of Labour and Employment launched eShram portal (eshram.gov.in) on 26th August, 2021 for creation of a comprehensive National Database of Unorganised Workers (NDUW) including platform workers, migrant workers etc. The eShram portal registers the unorganised workers including gig and platform workers and provides them a Universal Account Number (UAN) on a self-declaration basis.

As on 9th March 2026, over 31.55 crore unorganised workers have already been registered on eShram portal.

Details of unorganised workers registered on eShram portal availing benefits under various schemes is enclosed as **Statement**.

In keeping with the vision of the Budget Announcement 2024-25 on developing eShram as a One-Stop-Solution for unorganized workers to have access to various social security schemes, Ministry of Labour and Employment launched the eShram–

“One-Stop-Solution” on 21st October 2024. eShram– “One-Stop-Solution” entails integration of different social security/ welfare schemes at single portal i.e. eShram. This enables unorganised workers registered on eShram to access social security schemes and see benefits availed by them so far, through eShram.

So far, fourteen (14) schemes of different Central Ministries/ Departments have already been integrated/ mapped with the eShram to extend benefits and access to social security, insurance or skill development programmes to eShram cardholders including Pradhan Mantri Street Vendors Atmanirbhar Nidhi (PMSVANidhi), Pradhan Mantri Suraksha Bima Yojana (PMSBY), Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY), Viksit Bharat-Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), Pradhan Mantri Awas Yojana – Gramin (PMAY-G), Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (AB-PMJAY), Pradhan Mantri Awas Yojana – Urban (PMAY-U), Pradhan Mantri Matsya Sampada Yojana (PMMSY), Pradhan

Mantri Kisan Samman Nidhi (PM-KISAN), One Nation One Ration Card (ONORC) and Pradhan Mantri Matru Vandna Yojana (PMMVY), etc.

Apart from the above, eShram has linkages with National Career Service (NCS) for Job Opportunities , Skill India Digital Hub (SIDH) for Skill Development, Pradhan Mantri Shram Yogi Maan-dhan (PM-SYM) for Pension and convergence portal of MoHUA.

To enhance registrations under the eShram initiative and ensure wider coverage of unorganised workers, the Government has adopted a comprehensive strategy. In addition to enabling self-registration through the web portal and mobile application, assisted registration modes have been introduced via Common Service Centres (CSCs), State Sewa Kendras (SSKs), and the UMANG platform to facilitate easy access for workers. The Ministry of Labour and Employment is conducting targeted awareness campaigns comprising registration drives, community outreach programs and locally tailored communication efforts. To further strengthen outreach, the Ministry leverages social media channels to disseminate videos, tutorials, and other informative content, making the initiative more accessible and engaging.

STATEMENT

Details of unorganized workers registered on eShram portal enrolled under various social welfare schemes as on 09th March, 2026.

S.No.	Schemes	Enrollments
1.	One Nation One Ration Card (ONORC)	24,31,62,820
2.	Pradhan Mantri Street Vendors Atmanirbhar Nidhi (PMSVANidhi)	32,54,287
3.	Viksit Bharat-Guarantee for Rozgar and Aajeevika Mission (Gramin) (VB-G RAM G)	6,18,95,941
4.	Pradhan Mantri Awas Yojana – Gramin (PMAY-G)	98,27,430
5.	Indira Gandhi National Disability Pension Scheme (IGNDPS)	1,67,691
6.	Indira Gandhi National Widow Pension Scheme (IGNWPS)	11,73,899
7.	Pradhan Mantri Awas Yojana – Urban (PMAY-U)	24,90,348
8.	Pradhan Mantri Matsya Sampada Yojana (PMMSY)	23,905
9.	Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY)	2,25,52,084
10.	Pradhan Mantri Suraksha Bima Yojana (PMSBY)	8,51,79,093

11.	Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (AB-PMJAY)	15,10,06,017
12.	Pradhan Mantri Kisan Samman Nidhi (PM-KISAN)	3,95,63,036
13.	Pradhan Mantri Matru Vandna Yojana (PMMVY)	31,83,241

SOCIAL SECURITY COVERAGE OF GIG WORKERS**3705. DR. BHOLA SINGH:**

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

- (a) the details of the number of workers registered on e-Shram portal during the last three years and the current year, year and State/UT-wise, including Uttar Pradesh;
- (b) the details of the number of gig, platform and unorganised sector workers registered in Bulandshahr district;
- (c) the details of the benefits extended by the Government to registered workers under social security schemes; and
- (d) the details of the steps taken by the Government to further expand social security coverage and welfare benefits for such workers in the districts of the said State such as Bulandshahr?

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

(a) to (d) : The Ministry of Labour and Employment launched eShram portal (eshram.gov.in) on 26th August, 2021 for creation of a comprehensive National Database of Unorganised Workers (NDUW) including platform workers, migrant workers etc. The eShram portal registers the unorganised workers including gig and platform workers and provides them a Universal Account Number (UAN) on a self-declaration basis.

As on 10th March 2026, over 31.55 crore unorganised workers have already been registered on eShram portal including over 13,99,902 unorganised workers and 3045 platform based gig workers registered in Bulandshahr district.

State/UTs-wise details of unorganised workers registered on eShram portal during the last three years and the current year including Uttar Pradesh is at **Statement- I**.

Details of unorganised workers registered on eShram portal enrolled under various social security schemes is at **Statement -II**.

In keeping with the vision of the Budget Announcement 2024-25 on developing eShram as a One-Stop-Solution for unorganized workers to have access to various social security schemes, Ministry of Labour and Employment launched the eShram–“One-Stop-Solution” on 21st October 2024. eShram–“One-Stop-Solution” entails integration of different social security/ welfare schemes at single portal i.e. eShram. This enables unorganised workers registered on eShram to access social security schemes and see benefits availed by them so far, through eShram.

So far, fourteen (14) schemes of different Central Ministries/ Departments have already been integrated/ mapped with the eShram to extend benefits and access to social security, insurance or skill development programmes to eShram cardholders including Pradhan Mantri Street Vendors Atmanirbhar Nidhi (PMSVANidhi), Pradhan Mantri Suraksha Bima Yojana (PMSBY), Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY), Viksit Bharat-

Guarantee for Rozgar and Ajeevika Mission (Gramin) (VB-G RAM G), Pradhan Mantri Awas Yojana – Gramin (PMAY-G), Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (AB-PMJAY), Pradhan Mantri Awas Yojana – Urban (PMAY-U), Pradhan Mantri Matsya Sampada Yojana (PMMSY), Pradhan Mantri Kisan Samman Nidhi (PM-KISAN), One Nation One Ration Card (ONORC) and Pradhan Mantri Matru Vandana Yojana (PMMVY), etc.

Apart from the above, eShram has linkages with National Career Service (NCS) for Job Opportunities, Skill India Digital Hub (SIDH) for Skill Development, Pradhan Mantri Shram Yogi Maan-dhan (PM-SYM) for Pension and convergence portal of MoHUA.

To enhance registrations under the eShram initiative and ensure wider coverage of unorganised workers, the Government has adopted a comprehensive strategy. In addition to enabling self-registration through the web portal and mobile application, assisted registration modes have been introduced via Common Service Centres (CSCs), State Sewa Kendras (SSKs), and the UMANG platform to facilitate easy access for workers. The Ministry of Labour and Employment is conducting targeted awareness campaigns comprising registration drives, community outreach programs and locally tailored communication efforts. To further strengthen outreach, the Ministry leverages social media channels to disseminate videos, tutorials, and other informative content, making the initiative more accessible and engaging.

STATEMENT-I

State/UTs-wise details of unorganised workers registered on eShram portal during the last three years and the current year including Uttar Pradesh as on 09.03.2026.

S.No.	State/UTs	2023	2024	2025	2026
1	Andaman And Nicobar Islands	2,187	1,870	2,730	296
2	Andhra Pradesh	1,70,081	92,338	6,52,005	47,688
3	Arunachal Pradesh	5,298	54,575	13,357	3,300
4	Assam	2,22,194	4,67,469	2,13,722	27,828
5	Bihar	3,99,535	6,80,865	25,31,853	1,32,394
6	Chandigarh	3,440	7,705	4,907	713
7	Chhattisgarh	1,40,091	1,51,322	1,01,154	9,921
8	Delhi	80,116	1,52,507	1,29,230	21,540
9	Goa	14,489	9,841	11,815	1,491
10	Gujarat	23,95,909	3,94,441	4,03,226	54,346
11	Haryana	46,432	68,492	65,613	8,979

12	Himachal Pradesh	28,808	32,475	30,294	5,804
13	Jammu And Kashmir	73,183	1,22,190	68,491	19,300
14	Jharkhand	1,59,965	3,28,048	1,96,855	21,131
15	Karnataka	5,63,760	25,81,382	5,44,899	55,869
16	Kerala	37,445	69,909	90,555	14,362
17	Ladakh	3,334	1,735	1,809	388
18	Lakshadweep	102	303	57	7
19	Madhya Pradesh	5,74,655	10,82,760	6,93,978	1,17,776
20	Maharashtra	6,68,833	33,13,357	9,08,109	1,40,722
21	Manipur	24,826	23,764	17,416	1,845
22	Meghalaya	25,860	16,797	33,224	4,469
23	Mizoram	5,070	1,830	7,770	530
24	Nagaland	2,538	10,862	10,748	1,603
25	Odisha	48,031	1,79,810	1,26,103	27,791
26	Puducherry	7,082	6,408	8,189	1,446
27	Punjab	83,652	1,97,783	1,42,506	17,370

28	Rajasthan	6,33,144	9,43,006	8,34,803	1,14,314
29	Sikkim	13,618	5,445	8,303	231
30	Tamil Nadu	2,39,397	3,69,502	6,14,434	1,19,962
31	Telangana	2,73,315	1,55,060	1,68,164	34,413
32	The Dadra And Nagar Haveli And Daman And Diu	725	1,014	1,502	390
33	Tripura	20,030	22,452	15,205	2,036
34	Uttar Pradesh	2,75,539	5,13,403	4,75,876	1,11,585
35	Uttarakhand	32,494	52,093	46,134	7,735
36	West Bengal	4,34,514	2,34,496	1,34,115	26,929
	Grand Total	77,09,692	1,23,47,309	93,09,151	11,56,504

STATEMENT-II

Details of unorganized workers registered on eShram portal enrolled under various social security schemes as on 09.03.2026.

S.No.	Schemes	Enrollments
1	One Nation One Ration Card (ONORC)	24,31,62,820
2	Pradhan Mantri Street Vendors Atmanirbhar Nidhi (PMSVANidhi)	32,54,287
3	Viksit Bharat-Guarantee for Rozgar and Aajeevika Mission (Gramin) (VB-G RAM G)	6,18,95,941
4	Pradhan Mantri Awas Yojana – Gramin (PMAY-G)	98,27,430
5	Indira Gandhi National Disability Pension Scheme (IGNDPS)	1,67,691
6	Indira Gandhi National Widow Pension Scheme (IGNWPS)	11,73,899
7	Pradhan Mantri Awas Yojana – Urban (PMAY-U)	24,90,348
8	Pradhan Mantri Matsya Sampada Yojana (PMMSY)	23,905
9	Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY)	2,25,52,084
10	Pradhan Mantri Suraksha Bima Yojana (PMSBY)	8,51,79,093

11	Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (AB-PMJAY)	15,10,06,017
12	Pradhan Mantri Kisan Samman Nidhi (PM-KISAN)	3,95,63,036
13	Pradhan Mantri Matru Vandna Yojana (PMMVY)	31,83,241

SCIENTIFIC DISPOSAL OF ANIMAL CARCASSES**3706. DR. BYREDDY SHABARI:**

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

- (a) whether instances of dumping of animal carcasses in open public places, water bodies and vacant lands have been reported during the last three years and if so, the details thereof, State/UT-wise;
- (b) the details of guidelines, rules, standards or advisories issued for scientific disposal of animal carcasses and animal waste under the Solid Waste Management Rules, 2016 and other relevant environmental laws;
- (c) the number of inspections conducted by State Pollution Control Boards in this regard and the number of violations detected during the said period, State/UT-wise;
- (d) the details of action taken against violators, including penalties imposed and prosecutions launched; and
- (e) whether the Government proposes to strengthen monitoring and enforcement mechanisms to prevent contamination of soil, water and air due to improper disposal of animal remains?

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

(a) to (e) : Based upon the available information, as provided by State Pollution Control Boards and Pollution Control Committees, there are instances of dumping of animal carcasses in open public places, water bodies and vacant lands.

The Department of Animal Husbandry and Dairying has issued guidelines on disposal of animal carcass and disinfection for scientific disposal of animal carcass and animal waste. The Central Pollution Control Board has also issued 'Guidelines for Carcass Disposal' in 2020. A standard operating procedure for disposing Tiger/ leopard carcass/ body parts has been issued by National Tiger Conservation Authority.

As per the Solid Waste Management Rules 2016, the local authorities and Panchayats have been mandated to collect waste from meat, poultry and fish market on day-to-day basis and promote setting up of decentralised compost plant or bio-methanation plant at suitable locations in the markets or in the vicinity of markets ensuring hygienic conditions.

Under the Bio-medical Waste Management Rules 2016, notified vide G.S.R. 343(E) dated 28.03.2016, the treatment and disposal options of Animal Anatomical Waste (i.e. Experimental animal carcasses, body parts, organs, tissues, including the waste generated from animals used in experiments or testing in veterinary hospitals or colleges or animal houses) through Incineration or Plasma Pyrolysis or deep burial have been provided under Schedule I. The Disposal by deep burial is permitted only in rural or remote

areas where there is no access to common bio-medical waste treatment facility. This will be carried out with prior approval from the prescribed authority and as per the Standards specified in Schedule-II of the Bio-medical Waste Management Rules 2016.

DEGRADATION OF ASSAM'S MAHAMAYA FOREST BELT

3707. SHRI PRADYUT BORDOLOI:

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

- (a) whether there has been illegal encroachment in Assam's Mahamaya forest belt and if so, the details thereof including the area of land encroached;
- (b) the details of the encroachers and whether any action has been taken against them, if not, the reasons therefor;
- (c) the details of the steps taken by the Government to secure the forest boundary, remove encroachments and restore the Mahamaya Forest area;
- (d) the details regarding the steps taken by the Government for afforestation, boundary demarcation and community engagement in the area; and
- (e) whether the Government has reviewed the effectiveness of enforcement actions undertaken against encroachment in Mahamaya forest, if so, the findings thereof and if not, the reasons therefor?

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

(a) and (b): The Protection and management of forests is primarily the responsibility of the concerned State Government/UT Administration. To prevent the encroachment, appropriate legal provisions are there in the Indian Forest Act 1927, the Wildlife (Protection) Act, 1972 and the Local Forest Acts/Rules. The State Governments /UT Administrations take appropriate actions to protect forest and tree resources under the provisions made under these Acts/ Rules.

As reported by the State Forest Department of Assam, there is an encroachment of 2578.49 Ha by the households, rubber plantations, fisheries, tea-garden, dwelling area and agriculture in Parbatjhora Division of Assam.

(c) to (e): The Ministry issues advisories to State Governments/UT Administrations to remove encroachments on forest lands as per the provisions of the law and to ensure that further encroachments do not occur. Further, in order to prevent encroachments, various measures are taken by the State Forest Departments, which include survey and demarcation of forest areas, fixing of pillars along forest boundary and regular patrolling by field staff. The State Forest Departments also use a range of modern technologies such as Geographical Information System, Remote sensing and Global Positioning System to check encroachments in the forest areas. The Joint Forest

Management committees have also been established at village levels involving local communities for protection, conservation and management of forests.

The Ministry provides technical and financial support to the States and Union Territories through various schemes and programmes of the Central Government for increasing forest and tree cover, including protection, conservation and sustainable management of forests in the country. These include, inter alia, the National Mission for a Green India (GIM), Nagar Van Yojana (NVY), Mangrove Initiative for Shoreline Habitats and Tangible Incomes (MISHTI), Compensatory Afforestation Fund Management and Planning Authority (CAMPA), Integrated Development of Wildlife Habitats, and forest fire prevention and management schemes. In addition, States and Union Territories implement State-specific afforestation, reforestation and forest conservation schemes in accordance with their ecological, climatic and geographic conditions.

Further, a plantation campaign “एक पेड़ माँ के नाम #Plant4Mother” has also been launched on the occasion of World Environment Day 2024 and in the current year also to undertake plantation activities across the country. This campaign follows the “Whole of Government” and “Whole of Society” approach with participation of all stakeholders for increasing the green cover in the country. The campaign has contributed to large scale plantation aiding the enhancement of green cover in the country.

PROMOTION OF ARTISTS UNDER THE KSVY

3708. SHRI DINESHBHAI MAKWANA:

SHRI BHARTRUHARI MAHTAB:

SHRI ALOK SHARMA:

SHRI ANANTA NAYAK:

SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:

SHRI P P CHAUDHARY:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRIMATI SMITA UDAY WAGH:

DR. RAJESH MISHRA:

SHRIMATI KAMLESH JANGDE:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRIMATI SANJNA JATAV:

SHRI BIDYUT BARAN MAHATO:

SHRI AVIMANYU SETHI:

SHRI NABA CHARAN MAJHI:

SHRI MAHESH KASHYAP:

SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI HARIBHAI PATEL:

SHRI BIBHU PRASAD TARAI:

SHRI DILIP SAIKIA:

SHRI MANOJ TIWARI:

Will the MINISTER OF **CULTURE** be pleased to state

- (a) the details of the number of beneficiaries including artists and cultural organisations supported under the Kala Sanskriti Vikas Yojana (KSVY) during the last three years across the country, component-wise and State/UT-wise, particularly Keonjhar, Pali and Bharatpur Lok Sabha Constituencies and Bastar region of Chhattisgarh;
- (b) the details of the financial allocation and utilisation under Production Grants, Recurring Grants to repertory groups, Scholarships to Young Artists, Senior and Junior Fellowships and Guru–Shishya mentorship support during the said period, year and district-wise in Rajasthan and Keonjhar Lok Sabha Constituency;
- (c) the criteria adopted for selection of beneficiaries and the steps taken to ensure regional and gender balance in the country particularly in the Scheduled Tribe dominated Bastar region along with the steps taken by the Government to ensure regional representation, particularly from aspirational and tribal districts such as Keonjhar;
- (d) whether the Government proposes to enhance funding or expand coverage or introduce new livelihood and market linkage mechanism for artists under these components to strengthen artist livelihoods and promote diverse and indigenous art forms including traditional and tribal art forms in the country, particularly in Bastar and Keonjhar under the said components and if so, the details thereof; and
- (e) whether any incentive has been provided to the artists of Sidhi Lok Sabha Constituency and if so, the details thereof?

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

(a) and (b): The details of the number of beneficiaries including artists and cultural organisations supported under various components of Kala Sanskriti Vikas Yojana (KSVY) during the last three years across the country, component-wise and State/UT-wise are given in the **Statement**. Further, KSVY being a Central Sector Scheme, there is no provision for allocation of funds Constituency-wise / region-wise.

(c) Eligible beneficiaries, i.e., cultural organisations and individual artists, are required to submit their applications/proposals along with all mandatory supporting documents. Applications/proposals that are complete in all respects are examined by the Expert/Evaluation Committee constituted by the Ministry for the purpose. The Committee makes its recommendations on the merit of each proposal/application after due consideration of the provisions of the scheme guidelines, the cultural performances/activities undertaken and other relevant factors.

(d) and (e): Government reviews the policy time to time, however at present there is no specific provision for allocation of funds Constituency-wise, as KSVY being a Central Sector Scheme.

STATEMENT**FINANCIAL ASSISTANCE FOR PROMOTION OF GURU-SHISHYA PARAMPARA
(REPERTORY GRANT)****(Rs. in lakhs)**

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		Nos. of Orgs	Amount	Nos. of Orgs authorize d	Amount	Nos. of Orgs authorized	Amount
1	Andhra Pradesh	6	16.42	16	40.38	12	35.07
2	Assam	37	214.5	54	277.54	23	263.25
3	Bihar	64	363.8	158	697.37	50	347.56
4	Chandigarh	5	49.2	10	69.96	7	91.65
5	Chhattisgarh	0	0	9	33.52	2	13.12
6	Delhi	98	793.3	161	1065.1	87	823.77
7	Gujarat	4	27.84	13	71.42	11	48.28
8	Haryana	24	93.06	23	124.2	15	138.16
9	Himachal Pradesh	4	51.12	5	55.28	6	90.95
10	Jammu & Kashmir	15	120.8	37	118.2	27	215.66
11	Jharkhand	13	69.18	18	100.64	13	47.65
12	Karnataka	113	807.4	201	1009.9	96	738.67
13	Kerala	37	264.4	38	318.06	19	169.71
14	Madhya Pradesh	73	525.4	106	687.19	69	654.78
15	Maharashtra	41	307.6	97	639.72	59	333.05

16	Manipur	147	900.7	173	973.68	119	816.68
17	Mizoram	4	26.64	2	10.9	2	10.88
18	Nagaland	2	8.88	1	6.96	4	12.93
19	Odisha	55	289.2	115	515.29	67	343.87
20	Pondicherry	5	50.04	3	32.52	5	65.76
21	Punjab	6	43.56	10	66.68	8	56.06
22	Rajasthan	17	95.2	32	123.52	16	140.66
23	Sikkim	1	2.64	3	7.02	0	0
24	Tamil Nadu	19	108.6	22	143.02	14	90.15
25	Telangana	17	153.0	19	109.52	17	131.72
26	Tripura	1	6.24	14	57.12	3	14.46
27	Uttarakhand	16	80.86	17	65.96	12	76.03
28	Uttar Pradesh	57	293.9	107	438.32	70	502.02
29	West Bengal	333	2060.8	418	2288.4	208	1432.2
	Total	1214	7824.7	1882	10147.6	1041	7704.7

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA)Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations.

Financial Assistance to Cultural Organizations with National Presence**including RK Mission****(Rs.in lakhs)**

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		Nos. of Orgs	Amount	Nos. of Orgs authorized	Amount	Nos. of Orgs authorized	Amount
1	Andhra Pradesh	1	22.50	1	7.50	0	0.00
2	Assam	0	0.00	1	22.50	2	22.50
3	Chandigarh	0	0.00	1	15.00	1	22.50
4	Delhi	7	241.25	11	276.25	8	103.75
5	Haryana	0	0.00	0	0.00	1	26.25
6	Jharkhand	0	0	0	0	1	15.00
7	Karnataka	1	22.50	0	0.00	1	4.73
8	Kerala	0	0.00	1	18.75	2	32.50
9	Maharashtra	0	0.00	1	15.00	1	18.75
10	Madhya Pradesh	1	0.59	0	0.00	0	0.00
11	Manipur	0	0	0	0	1	11.25
12	Odisha	0	0.00	1	8.75	2	37.50
13	Puducherry	1	3.75	0	0.00	0	0.00
14	Rajasthan	1	37.50	1	26.25	2	27.50
15	Tamil Nadu	0	0	0	0	1	15.00
16	Uttar Pradesh	2	93.75	1	22.50	1	7.50
17	West Bengal (NP)	0	0.00	2	37.50	3	31.25

18	RK Mission, West Bengal	1	738.56	1	766.50	1	807.00
	Total	15	1160.4	22	1216.5	28	1182.98

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA) Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations.

Cultural Function & Production Grant

(Rs. in lakhs)

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		Nos. of Orgs	Amount	Nos. of Orgs authorized	Amount	Nos. of Orgs authorized	Amount
1	Andra Pradesh	65	62.85	83	80.7	49	75.79
2	Arunachal Pradesh	0	0	0	0	0	0
3	Assam	48	96.21	68	114.11	27	36.59
4	Bihar	123	203.2	126	161	73	122.21
5	Chandigarh	1	0.5	3	21.69	1	10
6	Chhattisgarh	3	5.5	4	7.5	3	6.42
7	Delhi	167	408.06	204	370.03	106	262.97
8	Goa	1	0.625	1	1.5	2	2.12
9	Gujarat	17	23.4	16	12.34	3	3.59

10	Haryana	28	62.59	36	74.72	29	89.98
11	Himachal Pradesh	8	11	15	25.75	11	12.92
12	Jammu And Kashmir	52	50.33	49	33.76	30	36.37
13	Jharkhand	11	14.26	7	8	10	12.75
14	Karnataka	218	349.4	221	208.22	235	494.09
15	Kerala	30	48.38	30	40.27	21	65.13
16	Madhya Pradesh	141	264.9	161	155.17	100	202.89
17	Maharashtra	56	104.1	34	29.64	44	97.31
18	Manipur	162	196.1	237	249.25	140	164.8
19	Mizoram	0	0	0	0	0	0
20	Nagaland	5	4.62	4	1.35	2	1
21	Odisha	180	296.8	168	269.71	179	482.88
22	Pondicherry	0	0	0	0	0	0
23	Punjab	12	23.27	11	22.65	9	22
24	Rajasthan	48	81.16	57	46.28	40	61.55
25	Sikkim	0	0	1	3.75	3	7
26	Tamil Nadu	15	18.87	11	10.73	16	35.35
27	Telangana	16	16.87	16	9.61	25	51.13
28	Tripura	16	16.15	23	24.94	10	7.87
29	Uttarakhand	24	28.11	31	21.91	22	30
30	Uttar Pradesh	278	343.3	268	244.07	218	395.66
31	West Bengal	410	544.4	357	206.86	302	435.61
	Total	2135	3275.21	2242	2455.51	1710	3225.98

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA) Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations.

Financial Assistance for the Preservation and Development of Cultural

Heritage of the Himalayas

(Rs. In lakhs)

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		Nos. of Orgs	Amount	Nos. of Orgs authorized	Amount	Nos. of Orgs authorized	Amount
1	Arunachal Pradesh	41	117.95	48	93.00	16	33.51
2	Sikkim	4	10.00	4	16.00	1	5.00
3	Himachal Pradesh	42	98.52	51	126.28	3	8.49
4	Jammu and Kashmir	69	117.02	29	47.52	10	16.25
5	UT of Ladakh	11	34.00	2	5.50	0	0
6	Uttarakhand	58	91.24	63	81.75	14	18.25
7	Delhi	0	0	0	0	2	3.25
8	Uttar Pradesh	0	0	2	2.50	2	1.00

	Total	225	468.73	199	372.55	48	85.75

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA) Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations.

Financial Assistance for the Development of Buddhist/ Tibetan Culture &

Art

(Rs. in lakhs)

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		Nos. of Orgs	Amount	Nos. of Orgs authorized	Amount	Nos. of Orgs authorized	Amount
1	Arunachal Pradesh	57	518.19	50	392.31	60	416.33
2	Andhra Pradesh	2	8	10	9.18	4	9.00
3	Assam	9	30	15	72.00	6	24.36
4	Bihar	2	8.5	2	8.50	2	10.48
5	Chandigarh (UT)	7	49.5	4	40.00	15	120.16
6	NCT of Delhi	6	44.47	2	9.45	7	44.27
7	Himachal Pradesh	78	550.97	31	167.63	49	317.38
8	UT of J& K	6	23.5	4	20.00	5	33.50
9	UT of Ladakh	45	319.62	44	246.42	6	26.94

10	Karnataka	33	272.8	11	62.78	49	333.82
11	Kerala	1	13.5	0	0	0	0
12	Mizoram	0	0	0	0	0	0
13	Madhya Pradesh	5	29	4	30.00	1	5.00
14	Maharashtra	11	38.25	14	41.00	14	57.45
15	Manipur	2	5.5	3	9.50	1	3.00
16	Odissa	1	5	2	12.00	2	11.00
17	Punjab	2	8.5	2	10.00		
18	Sikkim	0	0	12	89.93	5	39.99
19	Tripura	7	37.5	7	41.5	17	97.20
20	Tamil Nadu	0	0	2	10.00	0	0
21	Telangana	2	22.5	3	30.00	0	0
22	Uttarakhand	26	252.42	5	35.50	38	354.97
23	Uttar Pradesh	27	195.28	11	44.15	34	236.27
24	West Bengal	72	168.00	92	175.51	70	82.75
	Total	401	2601	330	1557.36	385	2223.87

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA) Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations.

Building Grants including Studio Theatre Scheme**(Rs. in lakhs)**

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		Nos. of Orgs	Amount	Nos. of Orgs authorized	Amount	Nos. of Orgs authorized	Amount
1	Arunachal Pradesh	0	0	0	0	0	0
2	Assam	1	5.4	0	0	0	0
3	Bihar	1	0.6	1	6	0	0
4	Chhattisgarh	1	7.5	0	0	0	0
5	Delhi	0	0	2	11.2	3	23.25
6	Himachal Pradesh	1	12.79	1	6	2	20
7	Jammu and Kashmir	0	0	0	0	2	10
8	Karnataka	3	26.4	1	25	0	0
9	Kerala	1	1.4	0	0	0	0
10	Madhya Pradesh	1	3	0	0	4	16.86
11	Maharashtra	0	0	2	8	2	25
12	Manipur	4	15.98	6	35.23	2	3.88
13	Meghalaya	0	0	0	0	1	4.5
14	Nagaland	0	0	0	0	0	0
15	Odisha	0	0	0	0	2	21.5
16	Punjab	0	0	1	2	1	0.9
17	Rajasthan	1	7.5	0	0	0	0
18	Telangana	1	4.29	0	0	0	0

19	Uttarakhand	0	0	0	0	0	0
20	West Bengal	5	34.61	1	15	4	24.2
	Total	20	119.47	15	108.43	23	150.09

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA) Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations.

FINANCIAL ASSISTANCE FOR ALLIED CULTURAL ACTIVITIES

Sl. No.	State/UT	Financial Year	
		2024-2025	
		No. of Orgs /State Govt.	Amount (Rs in lakhs.)
1.	Uttar Pradesh	2	120

FINANCIAL ASSISTANCE FOR CONSTRUCTION OF TAGORE CULTURAL COMPLEXES (TCC)

(Rs. in lakhs)

Sl. No.	State/UT	Financial Year					
		2022-2023*		2023-2024*		2024-2025*	
		No. of Orgs /State Govt.	Amount (Rs.)	No. of Orgs /State Govt.	Amount (Rs.)	No. of Orgs /State Govt.	Amount (Rs.)

Sl. No.	State/UT	Financial Year					
		2022-2023*		2023-2024*		2024-2025*	
		No. of Orgs /State Govt.	Amount (Rs.)	No. of Orgs /State Govt.	Amount (Rs.)	No. of Orgs /State Govt.	Amount (Rs.)
1.	Delhi	0	0	0	0	1	300
2.	Karnataka	0	0	0	0	0	0
3.	Madhya Pradesh	0	0	2	1131.52	0	0
4.	Meghalaya	1	500	0	0	0	0
5.	Rajasthan	0	0	1	54.91	0	0
6.	Tamil Nadu	0	0	0	0	0	0
7.	Uttar Pradesh	0	0	1	369.57	0	0
Total		1	500.00	4	1556	1	300

* In pursuant of the instructions issued by Department of Expenditure regarding Revised procedure for flow of funds under Central Sector Schemes and implementation of Central Nodal Agency (CNA) Module, the financial assistance under this scheme was released through Central Nodal Agency Module of payment to the selected grantee organizations. During the year 2023-24, an amount of Rs.369.57 lakh was released to concerned CNA. Out of total released amount of Rs.369.57 lakhs, an amount of Rs.337.11 has been authorized to 01 organization.

Senior / Junior Fellowships to Outstanding Persons in the Fields of
Culture

(Rs. in lakhs)

Sl. No.	State/UT	2022-2023		2023-24		2024-25	
		No. of Fellows	Amount disbursed	No. of Fellows	Amount disbursed	No. of Fellows	Amount disbursed
1	Andhra Pradesh	12	17.40	12	11.40	08	14.40
2	Arunachal Pradesh	-	-	02	1.20	02	1.20
3	Assam	50	58.80	70	69.60	70	84.00
4	Bihar	31	48.00	47	44.40	35	43.80
5	Chandigarh	03	3.60	-	-	01	2.40
6	Chhattisgarh	08	11.40	12	12.00	12	12.60
7	Delhi	116	178.20	101	100.80	77	100.20
8	Goa	01	2.40	-	-	-	-
9	Gujarat	18	27.00	23	21.60	14	19.20
10	Haryana	27	40.20	27	30.00	23	33.00
11	Himachal Pradesh	07	7.20	04	3.00	04	5.40
12	Jammu & Kashmir	14	19.80	13	10.20	13	11.40
13	Jharkhand	15	17.40	24	30.60	15	24.00
14	Karnataka	43	61.20	57	64.80	33	48.60
15	Kerala	62	85.20	60	54.00	54	73.80
16	Madhya Pradesh	62	93.00	82	76.20	59	70.20
17	Maharashtra	84	118.80	85	84.00	52	78.60

18	Manipur	33	37.20	62	60.00	64	70.20
19	Meghalaya	2	1.20	-	-	01	1.20
20	Nagaland	02	1.80	03	3.00	03	3.60
21	Odisha	89	129.60	90	93.60	83	105.60
22	Pondicherry	04	7.20	02	1.80	02	3.00
23	Punjab	06	7.20	11	10.20	06	9.00
24	Rajasthan	27	39.60	34	33.00	28	33.00
25	Tamil Nadu	19	24.60	15	15.00	15	23.40
26	Telangana	22	27.00	28	28.80	21	24.60
27	Tripura	03	3.60	06	7.80	05	6.60
28	Uttarakhand	13	21.00	13	12.60	10	13.20
29	Uttar Pradesh	120	154.80	158	146.40	116	157.20
30	West Bengal	87	118.20	100	93.00	102	116.40
Total		980	1362.6	1141	1119.00	928	1189.8

Scholarship to Young Artists in Different Cultural Fields (SYA)

(Rs. in lakhs)

Sl. No.	State/UT	2022-2023		2023-24		2024-25	
		No. of Scholars	Amount (Rs.)	No. of Scholars	Amount (Rs.)	No. of Scholars	Amount (Rs.)
1	Andaman & Nicobar	-	-	03	0.90	-	-
2	Andhra Pradesh	03	0.90	09	2.70	06	1.80
3	Arunachal Pradesh	01	0.30	05	1.50	03	0.90
4	Assam	28	8.40	89	26.70	58	17.40
5	Bihar	16	4.80	63	18.90	43	12.90
6	Chandigarh	03	0.90	09	2.70	07	2.10

7	Chhattisgarh	10	3.00	50	15.00	38	11.70
8	NCT of Delhi	21	6.30	73	21.90	53	16.20
9	Goa	02	0.60	06	1.80	04	1.20
10	Gujarat	05	1.50	23	6.90	19	5.70
11	Haryana	05	1.50	25	7.50	18	5.40
12	Himachal Pradesh	-	-	04	1.20	03	0.90
13	Jammu & Kashmir	01	0.30	09	2.70	08	2.40
14	Jharkhand	08	2.40	24	7.20	17	5.10
15	Karnataka	30	9.00	97	29.10	63	18.90
16	Kerala	20	6.00	71	21.30	48	14.40
17	Madhya Pradesh	27	8.10	131	39.30	104	31.80
18	Maharashtra	40	12.00	127	38.10	81	24.30
19	Manipur	08	2.40	39	11.70	29	8.70
20	Mizoram	-	-	-	-	-	-
21	Odisha	25	7.50	97	29.10	71	21.60
22	Pondicherry	-	-	-	-	-	-
23	Punjab	04	1.20	11	3.30	05	1.50
24	Rajasthan	10	3.00	37	11.10	25	7.50
25	Sikkim	01	0.30	03	0.90	02	0.60
26	Tamil Nadu	18	5.40	51	15.30	32	9.90
27	Telangana	03	0.90	13	3.90	08	2.40
28	Tripura	02	0.60	10	3.00	06	1.80
29	Uttarakhand	03	0.90	16	4.80	10	3.00
30	Uttar Pradesh	35	10.50	134	40.20	97	29.70
31	West Bengal	67	20.10	278	83.70	219	65.70
Total		396	118.80	1507	452.40	1077	325.5

Tagore National Fellowship for Cultural Research (TNFCR)**(Rs. in lakhs)**

Sl. No.	State/UT	2023-24		2024-25	
		No. of Scholars	Amount (Rs.)	No. of Scholars	Amount (Rs.)
1	Andhra Pradesh	02	13.50	01	3.00
2	Chandigarh	-	-	01	3.00
3	Delhi	-	-	03	12.60
4	Maharashtra	01	3.60	10	67.11
5	Tamil Nadu	-	-	01	3.00
6	Telangana	03	18.00	03	16.80
	Total	06	35.10	19	105.51

Seva Bhoj Yojna**(Rs. in lakh)**

Sl. No.	State / UT	2022-23		2023-24		2024-25	
		Nos. of Orgs.	Amount	Nos. of Orgs.	Amount	Nos. of Orgs.	Amount
1.	Punjab	03	143	02	146	03	145.55

Financial Assistance for Veteran Artists**(Rs. in lakhs)**

Sl. No.	State/UT	2022-2023		2023-24*		2024-25*	
		No. of	Amount	No. of	Amount	No. of	Amount

		Beneficiaries	(Rs.)	Beneficiaries	(Rs.)	Beneficiaries	(Rs.)
1	Andhra Pradesh	148	84.66	191	153.30	177	115.9
2	Assam	1	1.57	3	2.41	2	0.9
3	Bihar	-	-	14	15.47	7	4.62
4	NCT of Delhi	-	-	8	5.87	10	4.92
5	Haryana	2	0.56	4	3.69	4	1.94
6	Goa	-	-	-	-	41	7.12
7	Himachal Pradesh	-	-	-	-	1	0.3
8	Jharkhand	7	3.59	4	3.88	3	2.76
9	Karnataka	130	64.32	344	341.98	397	354.67
10	Kerala	51	25.3	67	64.21	80	85.82
11	Madhya Pradesh	6	3.86	7	6.95	13	14.95
12	Maharashtra	740	273.49	1239	795.97	1392	541.19
13	Manipur	5	0.6	13	14.7	14	14.94
14	Nagaland	1	0.12	2	3.28	2	1.08
15	Odisha	966	306.77	1460	1063.4	1995	1106.51
16	Punjab	-	-	-	-	1	0.30
17	Rajasthan	2	0.71	2	1.36	2	2.52
18	Tamil Nadu	21	14.6	41	46.96	34	36.61
19	Telangana	489	268.16	293	274.94	309	207.07
20	Tripura	1	0.12	-	-	0	0
21	Uttar Pradesh	58	15.46	82	67.24	109	80.46
22	Uttarakhand	-	-	2	2.43	4	4.83
23	West Bengal	27	11.71	35	28.53	39	20.37

	Total	2655	1075.6	3811	2896.57	4636	2609.78
	LIC	996	783.58				
	Grand Total	3651	1859.18	3811	2896.57		

* From 2023-24 onwards, disbursal of financial assistance through LIC has been discontinued and the same is directly being released by the Ministry of Culture through Canara Bank (Disbursing agency for the scheme)

MENTAL STRESS AMONG SCHOOL STUDENTS

3709. DR. GANAPATHY RAJKUMAR P:

SHRI TAMILSELVAN THANGA:

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

- (a) whether it is a fact that many students studying in 5th standard and above are prone to mental stress due to heavy work load in schools and various issues related to study and also due to lack of time to play both in schools and at homes after implementation of National Education Policy (NEP);
- (b) if so, the details thereof;
- (c) whether the Government has any proposal to implement any scheme to lessen heavy work load of students in schools so as to give them sufficient time to play games in schools and get relief from mental stress;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): The Government of India announced the National Education Policy 2020 (NEP 2020) on 29.07.2020 as the first education policy of the 21st century that aims to address the many growing developmental imperatives of our country. The NEP 2020 places strong emphasis on the holistic development and well-being of students and underscores the need to reduce stress, promote joyful learning, promote mental well-being and increase community engagement for optimal learning outcomes. The policy recommends reduction of curriculum content to its core essentials to reduce academic burden and promote conceptual and experiential learning among students. It also promotes art integrated and sports-integrated learning and encourages the inclusion of physical education and sports as part of the curriculum to support students' physical and mental well-being.

In line with the vision of NEP 2020, NCERT has developed the National Curriculum Framework for Foundational Stage (NCF-FS) and National Curriculum Framework for School Education (NCF-SE). Both the NCFs factor in mental well-being needs of students in different aspects such as syllabi development, development of content in learning and teaching material, pedagogical practices etc. Moreover, the frameworks integrate sports and physical education across all stages of schooling through sports-based pedagogy.

Besides this, the centrally sponsored scheme of Samagra Shiksha includes a dedicated component on Sports and Physical Education to promote daily sports activities and fitness programmes in government schools. One of the major objectives of this component is to ensure the holistic development of students by making them physically, mentally, psychologically, socially and emotionally fit. Moreover, assistance is also provided to States and UTs for organising the 10 bagless days initiative from class 6 to 8, the objective being to help the children experience joyful learning with real-life exposure through activities such as educational tours, experiments, interviews with community/parents, etc.

Additionally, large-scale participation activities organised by the Government of India in collaboration with States/UTs such as the International Day of Yoga, National Yoga Olympiad, Fit India Movement, sports events under Khelo India and National Sports Day further encourage active lifestyles in schools. Additionally, the Central Board of Secondary Education (CBSE), an autonomous body under the Ministry of Education has made sports compulsory for all Classes through the Health and Physical Education programme, ensuring structured physical activity and participation in sports as part of the school curriculum.

The PARAKH Rashtriya Sarvekshan, 2024 (formerly National Achievement Survey) conducted by the National Assessment Centre-PARAKH, NCERT, in December, 2024 provides important insights derived from more than 21 lakh students (in class 3, 6 and 9) across 74,000 schools in

India on contextual variables that affect learning outcomes. Key findings of the survey indicate that 97% of schools carry out sports activities whereas 85% employ sports integrated learning approaches. Moreover, 76% of students report that their schools provide adequate sporting facilities.

PROJECT FINANCE AND LOAN RESTRUCTURING BASED ON TEV REPORTS

3710. SHRI LAXMIKANT PAPPU NISHAD:

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

- (a) whether the Government is aware that State Bank of India (SBI), Punjab National Bank (PNB), Bank of Baroda (BOB) and Canara Bank have instances of project finance and loan restructuring, relied upon Techno-Economic Viability (TEV) reports prepared internally or through subsidiaries entities instead of independent third-party consultants, despite RBI Master Directions on Frauds and RBI Project Finance Directions, 2025 mandating arm's-length feasibility assessments;
- (b) if so, the details thereof;
- (c) whether preparation of TEV reports covering assumptions, Debt-Service Coverage Ratio (DSCR), Internal Rate of Return (IRR), break-even and sensitivity analysis—by lending bank creates a conflict of interest, as the same institutions subsequently appraise and sanction such loans, if so, the details thereof;

- (d) whether the Government has examined the role of such non-independent feasibility studies of stressed assets and NPAs in banks, if so, the details thereof;
- (e) whether TEV requirements were diluted in large for greenfield projects, if so, the details of accountability fixed, bank-wise; and
- (f) the corrective measures proposed to mandate independent feasibility assessments and ensure strict separation between evaluation and lending functions?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): As informed by Reserve Bank of India (RBI), Reserve Bank of India (Project Finance) Directions, 2025 — now subsumed under the Reserve Bank of India (Commercial Banks – Credit Facilities) Directions, 2025 dated November 28, 2025 — prescribe undertaking of a techno-economic viability (TEV) study only in cases of a shift in the appointed date of infrastructure projects under the PPP mode where the aggregate exposure of all lenders is Rs.100 crore or more.

The appointment of TEV consultants is undertaken in accordance with the Board-approved policies of the respective banks.

Further, as informed by major Public Sector Banks (PSBs), TEV evaluation and vetting are independent of the loan appraisal/processing team, and both functions operate separately with defined roles in line with the banks' internal credit governance framework.

This is in compliance with Reserve Bank of India (Commercial Banks – Credit Facilities) Directions, 2025 dated November 28, 2025.

(e) TEV studies for any project including that for Greenfield projects are stipulated by the Banks in accordance with their Board-approved policies.

(f) As informed by major PSBs, independent feasibility assessments and separation between project evaluation and lending functions are already ensured through the existing framework.

CONSERVATION OF ASI PROTECTED MONUMENTS IN WEST BENGAL

3711. DR. SHARMILA SARKAR:

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

- (a) the details of the Archaeological Survey of India (ASI) protected monuments along with their ASI circles in West Bengal, district-wise;
- (b) the details of the funds allocated and released towards conservation and maintenance of these monuments since 2014, year and monument-wise; and
- (c) the details of the funds utilised thereon since 2014, year and monument-wise?

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

- (a): There are 135 monuments and archaeological sites and remains declared as of national importance in the State of West Bengal, out of which 86

are under the jurisdiction of Kolkata Circle while 49 are being under the Raiganj Circle of Archaeological Survey of India. Details are at **Statement-I**.

(b) and (c): Details of the funds allocated and expenditure incurred on conservation and maintenance of protected monuments and protected areas in the State of West Bengal since 2014, are at **Statement-II**.

STATEMENT-I

DISTRICT-WISE DETAILS OF PROTECTED MONUMENTS AND AREAS (SITES) UNDER THE ARCHAEOLOGICAL SURVEY OF INDIA IN THE STATE OF WEST BENGAL.

KOLKATA CIRCLE		
Sl. No	Name of Monument / Site	District
1.	Ancient Temple	Bankura
2.	Brindaban Chandra Temple,	Bankura
3.	Radha Damodar Temple	Bankura
4.	Dalmadal Gun and the platform on which it is mounted	Bankura
5.	Gate of Old Fort	Bankura
6.	Jora Mandir	Bankura
7.	Jore-Bungla Temple	Bankura
8.	Kala Chand Temple	Bankura
9.	Lalji Temple	Bankura
10.	Madan Gopal Temple	Bankura
11.	Madanmohan Temple	Bankura
12.	Maleswar Temple	Bankura

13.	Muralimohan Temple	Bankura
14.	Nanda Lal Temple	Bankura
15.	Patpur Temple	Bankura
16.	Radhabinode Temple	Bankura
17.	Radhagovinda Temple	Bankura
18.	Radhamadhab Temple	Bankura
19.	Radhashyam Temple	Bankura
20.	Rashmancha	Bankura
21.	Shyam Rai Temple	Bankura
22.	Small Gateway of Fort	Bankura
23.	Stone Chariot	Bankura
24.	Saileswar Temple	Bankura
25.	Sareswar Temple	Bankura
26.	Temple of Radha Damodar Jew	Bankura
27.	Gokulchand Temple	Bankura
28.	Temple of Ratneswar	Bankura
29.	Temple of Shyam Sundar	Bankura
30.	Temple site now represented only by a Mound and a Statue of Surya.	Bankura
31.	Temple site of an old Jain Temple now represented only by a Mound with a Jain statue.	Bankura
32.	Image of Durga slaying Mahisasura under a tree	Bankura
33.	Temple site now represented only by a Mound	Bankura
34.	Temple site now represented only by a Mound with statues of Ganesh and Nandi on it.	Bankura

35.	Temple site now represented only by a Mound with an Image of Nandi on it.	Bankura
36.	Rock Inscription of Chandra Varman	Bankura
37.	Two Mounds	Birbhum
38.	Temple of Radha Binode commonly known as Joydeb.	Birbhum
39.	Old temple of Dharmaraj	Birbhum
40.	The temple of Basuli and the mound together with fourteen other temples near them containing the "Linga" image of Siva	Birbhum
41.	Temple and Rasmancha	Birbhum
42.	Two Ancient Temples (Joined together)	Burdwan
43.	Rudreswar Temple	Burdwan
44.	Group of four Ancient Temples	Burdwan
45.	Ancient Mound	Burdwan
46.	The tombs of Baharam Sakka, Sher Afgan and Nawab Kutabuddin	Burdwan
47.	Jain Brick Temple known as Sat-Deul	Burdwan
48.	Stone Temple	Burdwan
49.	Temple of Ichai Ghose	Burdwan
50.	Group of Temples (12 nos. Temples) (i) Bijoy Vaidyanath Temple, (ii) Giri Gobardhan Temple, (iii) Gopalji Temple, (iv) Jaleswar Temple, (v) Krishna Chandraji Temple, (vi) Lalji Temple, (vii)	Burdwan

	Naba-Kailasha Temple, (viii) Pancharatna Temple, (ix) Pratapeswar Siva Temple in Rajbari Complex, (x) Rameswar Temple, (xi) Ratneswar Temple, (xii) Rupeswar Temple	
51.	The area situated between the road to Amlajore and the river Damodar	Burdwan
52.	Ancient Site and Remains of Pandurajar Dhipi	Burdwan
53.	Hansesvari and Vasudeva Temples	Hooghly
54.	Dupleix Palace (Institute de Chandan Nagar)	Hooghly
55.	Dutch Cemetery together with all tombs & monuments contained therein	Hooghly
56.	Dutch Memorial monument of Susenne Anne Maria	Hooghly
57.	Group of temples known as Brindaban Chandra's Math	Hooghly
58.	Mounds	Hooghly
59.	Minar	Hooghly
60.	Mosque	Hooghly
61.	Mosque & Tombs	Hooghly
62.	i) Danish Cemetery ii) All ancient structures, all tombs stone monument remains and inscriptions within the area enclosed by the said walls.	Hooghly
63.	Dargah of Zafar Khan Ghazi	Hooghly

64.	Sri Mayer Ghat	Howrah
65.	Currency Building	Kolkata
66.	St. John's Church	Kolkata
67.	Metcalfe Hall	Kolkata
68.	Old Building of the Asiatic Society	Kolkata
69.	Beth-el-Synagogue	Kolkata
70.	Maghen David Synagogue	Kolkata
71.	Dharmaraj Temple	Midanapur
72.	Temples of Bandyopadhyay Family	Midanapur
73.	Sitala Temples	Midanapur
74.	Nava Ratna Temple Complex	Midanapur
75.	Karambera Fort	Midnapore
76.	John Pierce's Tomb	Midnapore
77.	Ruins of Fort	Nadia
78.	Temple	Nadia
79.	Warren Hasting's House	North 24 Parganas
80.	26 Shiva Temples	North 24 Parganas
81.	Chandra Ketu's Fort	North 24 Parganas
82.	Ancient Mound known as Varahamihirer Dhipi	North 24 Parganas
83.	Clive's House known as Barakothi	North 24 Parganas
84.	Temple at Jhater Deul	South 24 Parganas
85.	Tamluk Rajbati, West Bengal	Purba Medinipur
86.	Old Temple at Banda	Purulia
	RAIGANJ CIRCLE	

87.	Cooch Behar Palace	Cooch Behar
88.	Rajpat Site	Cooch Behar
89.	Tomb of Alexander-Cosma de Koros	Darjeeling
90.	Tomb of General Lloyd	Darjeeling
91.	Mounds	Dinajpur (South)
92.	Dargah of Shah Ata	Dinajpur (South)
93.	Baisgazi Wall	Malda
94.	Baraduary Masjid or the Great Golden Mosque	Malda
95.	Bhita of Chand Sadagar	Malda
96.	Chamkatti Masjid	Malda
97.	Chika Masjid	Malda
98.	Dakhil Darwaza or the northern Gate of the Fort	Malda
99.	Firoz Minar or the tower of Firoz Shab	Malda
100.	Gunti gateway	Malda
101.	Gunmant Mosque	Malda
102.	Kotowali Darwaza	Malda
103.	Lotton Masjid	Malda
104.	Lukachuri gateway	Malda
105.	Qudam Rasul Masjid	Malda
106.	Tomb of Fath Khan	Malda
107.	Tantipara Masjid	Malda
108.	Two tombs in front of Tantipara Masjid	Malda
109.	Two Stone Pillars	Malda
110.	The tower of Nimasarai	Malda

111.	Eklakhi Mausoleum	Malda
112.	Kutub Shahi Masjid	Malda
113.	Adina Mosque	Malda
114.	Tomb of Azimunnessa Begum, daughter of Murshid Kuli Khan	Murshidabad
115.	Residency Cemetery also known as Station Burial ground	Murshidabad
116.	Bhavanisvar Mandir	Murshidabad
117.	Char Bangla group of four Siva mandirs	Murshidabad
118.	Tomb of Mir Madan	Murshidabad
119.	Dutch Cemetery	Murshidabad
120.	Old English Cemetery or the old Residency burial-ground	Murshidabad
121.	Ancient Monument	Murshidabad
122.	The tomb and the mosque of Aliverdi Khan and the tomb of Seraj-ud-Dowla	Murshidabad
123.	Hazarduari Palace & Imambara (Murshidabad)	Murshidabad
124.	South Gate, Kella Nezamat	Murshidabad
125.	Immambara, Kella Nezamat	Murshidabad
126.	White Mosque, Kella Nezamat	Murshidabad
127.	Yellow Mosque with vacant land	Murshidabad
128.	Tripolia Gate, Kella Nizamat	Murshidabad
129.	Nil Kuthi Mound	Murshidabad
130.	Motijhil Jama Masjid	Murshidabad
131.	Two mounds called the Barkona Deul mound	Murshidabad

132.	Mounds known as the Devil's Mound and Raja Karna's Palace	Murshidabad
133.	Tomb of Sujauddin	Murshidabad
134.	Tank & Mosque of Murhsid Kuli Khan	Murshidabad
135.	Jahan Kosa Gun	Murshidabad

STATEMENT-II

DETAILS OF FUNDS ALLOCATED AND EXPENDITURE INCURRED ON CONSERVATION AND MAINTENANCE OF PROTECTED MONUMENTS AND PROTECTED AREAS UNDER THE KOLKATA CIRCLE AND RAIGANJ CIRCLE IN THE STATE OF WEST BENGAL SINCE 2014.

(Amount rupees in crore)

Year	Kolkata Circle	Raiganj Circle
2014-15	5.54	Monuments of Raiganj Circle were part of the Kolkata Circle as Raiganj circle was formed in the year 2020.
2015-16	5.50	
2016-17	2.72	
2017-18	5.30	
2018-19	8.96	
2019-20	7.29	
2020-21	6.34	2.66
2021-22	7.59	3.92
2022-23	9.83	6.72
2023-24	8.78	7.39
2024-25	5.94	5.86

2025-26 (till date)	4.45	8.01

असंगठित क्षेत्र के कामगारों की स्थिति

3712. श्री संजय हरिभाऊ जाधव:

श्री संजय उत्तमराव देशमुख:

श्रीमती कलाबेन मोहनभाई देलकर:

श्री संदिपनराव आसाराम भुमरे:

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

- (क) क्या सरकार ने विगत पांच वर्षों के दौरान देश में असंगठित कामगारों की संख्या के संबंध में कोई अध्ययन किया है;
- (ख) यदि हां, तो उक्त अवधि के दौरान विशेषकर दादरा और नगर हवेली संघ राज्यक्षेत्र तथा महाराष्ट्र के संबंध में वर्ष-वार और जिलावार ब्यौरा क्या है;
- (ग) देशभर में असंगठित कामगारों के कल्याण के लिए राज्य/संघ राज्यक्षेत्रवार और विशेषकर महाराष्ट्र में शुरू की गई और कार्यान्वित की गई केंद्रीय क्षेत्र और केंद्र प्रायोजित योजनाओं का ब्यौरा क्या है; और
- (घ) गत पांच वर्षों और वर्तमान वर्ष के दौरान सरकार द्वारा असंगठित कामगारों, विशेषकर युवाओं और महिलाओं में जागरूकता बढ़ाने के लिए उठाए गए कदमों का वर्षवार ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

- (क) से (घ): श्रम और रोजगार मंत्रालय ने प्लेटफॉर्म कामगारों, प्रवासी कामगारों आदि सहित असंगठित कामगारों का एक व्यापक राष्ट्रीय डेटाबेस (एनडीयूडब्ल्यू) बनाने के लिए दिनांक 26

अगस्त, 2021 को ई-श्रम पोर्टल (eshram.gov.in) का शुभारंभ किया। ई-श्रम पोर्टल, गिग और प्लेटफॉर्म कामगारों सहित असंगठित कामगारों को पंजीकृत करता है और उन्हें स्व-घोषणा के आधार पर एक सार्वभौमिक खाता संख्या (यूएएन) प्रदान करता है।

दिनांक 9 मार्च 2026 तक, ई-श्रम पोर्टल पर 31.55 करोड़ से अधिक असंगठित कामगारों का पंजीकरण किया जा चुका है।

पिछले पांच वर्षों के दौरान, ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की राज्य-वार और वर्ष-वार संख्या **विवरण-I** में दी गई है।

दादरा और नगर हवेली संघ राज्यक्षेत्र तथा महाराष्ट्र में ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की जिला-वार संख्या क्रमशः **विवरण-II** और **विवरण-III** में दी गई है।

असंगठित कामगारों के लिए विभिन्न सामाजिक सुरक्षा योजनाओं तक पहुंच सुनिश्चित करने हेतु ई-श्रम को 'वन-स्टॉप-सॉल्यूशन' के रूप में विकसित करने संबंधी बजट घोषणा वर्ष 2024-25 के विज़न के अनुरूप, श्रम और रोजगार मंत्रालय ने दिनांक 21 अक्टूबर 2024 को ई-श्रम—“वन-स्टॉप-सॉल्यूशन” का शुभारंभ किया। ई-श्रम—“वन-स्टॉप-सॉल्यूशन” के अंतर्गत विभिन्न सामाजिक सुरक्षा/कल्याणकारी योजनाओं का एक ही पोर्टल अर्थात् ई-श्रम पर एकीकरण किया गया है। यह ई-श्रम पर पंजीकृत असंगठित कामगारों को सामाजिक सुरक्षा योजनाओं तक पहुंचने और ई-श्रम के माध्यम से अब तक उनके द्वारा प्राप्त किए गए लाभों को देखने में सक्षम बनाता है।

ई-श्रम कार्डधारकों को सामाजिक सुरक्षा, बीमा या कौशल विकास कार्यक्रमों का लाभ और उन तक पहुंच प्रदान करने के लिए अब तक, विभिन्न केंद्रीय मंत्रालयों/विभागों की चौदह (14) योजनाओं को ई-श्रम के साथ एकीकृत/मैप किया जा चुका है, जिनमें प्रधानमंत्री स्ट्रीट वेंडर्स आत्मनिर्भर निधि (पीएम-स्वनिधि), प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई), प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेजेबीवाई), विकसित भारत-गारंटी फॉर रोजगार एण्ड आजीविका मिशन (ग्रामीण) (वीबी-जी आरएएम जी), प्रधानमंत्री आवास योजना - ग्रामीण

(पीएमएवाई-जी), आयुष्मान भारत - प्रधानमंत्री जन आरोग्य योजना (एबी-पीएमजेएवाई), प्रधानमंत्री आवास योजना - शहरी (पीएमएवाई-यू), प्रधानमंत्री मत्स्य संपदा योजना (पीएमएमएसवाई), प्रधानमंत्री किसान सम्मान निधि (पीएम-किसान), वन नेशन वन राशन कार्ड (ओएनओआरसी) और प्रधानमंत्री मातृ वंदना योजना (पीएमएमवीवाई) आदि शामिल हैं।

उपर्युक्त के अतिरिक्त, ई-श्रम, रोजगार के अवसरों के लिए राष्ट्रीय करियर सेवा (एनसीएस), कौशल विकास के लिए स्किल इंडिया डिजिटल हब (एसआईडीएच), पेंशन के लिए प्रधानमंत्री श्रम योगी मान-धन (पीएम-एसवाईएम) और आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) के कन्वर्जेंस पोर्टल के साथ जुड़ा हुआ है।

विभिन्न समाज कल्याण योजनाओं के तहत नामांकित ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों का महाराष्ट्र सहित राज्य-वार ब्यौरा **विवरण-IV** में दिया गया है।

ई-श्रम पहल के तहत पंजीकरण बढ़ाने और युवाओं तथा महिलाओं सहित असंगठित कामगारों का व्यापक कवरेज सुनिश्चित करने के लिए, सरकार ने एक व्यापक कार्यनीति अपनाई है। वेब पोर्टल और मोबाइल एप्लिकेशन के माध्यम से स्व-पंजीकरण को सक्षम करने के अतिरिक्त, कामगारों के लिए आसान पहुंच सुनिश्चित करने हेतु सामान्य सेवा केंद्रों (सीएससी), राज्य सेवा केंद्रों (एसएसके) और उमंग प्लेटफॉर्म के माध्यम से सहायता सुविधा युक्त पंजीकरण मोड शुरू किए गए हैं। श्रम और रोजगार मंत्रालय, पंजीकरण अभियान, सामुदायिक आउटरीच कार्यक्रम और स्थानीय स्तर पर तैयार संचार प्रयासों सहित लक्षित जागरूकता अभियान चला रहा है। आउटरीच को और मजबूत करने के लिए, मंत्रालय, वीडियो, ट्यूटोरियल और अन्य सूचनात्मक सामग्री प्रसारित करने हेतु सोशल मीडिया चैनलों का उपयोग कर रहा है, जो इस पहल को और अधिक सुलभ और आकर्षक बना रहा है।

विवरण-I

पिछले पाँच वर्षों के दौरान, ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की राज्य-वार और वर्ष-वार संख्या का ब्यौरा:

क्र.सं.	राज्य/संघ राज्य क्षेत्र	पिछले पाँच वर्षों के दौरान वर्ष-वार पंजीकरण संख्या				
		2021	2022	2023	2024	2025
1	अंडमान और निकोबार द्वीप समूह	17,395	10,916	2,187	1,870	2,730
2	आंध्र प्रदेश	25,41,513	53,35,547	1,70,081	92,338	6,52,005
3	अरुणाचल प्रदेश	44,482	95,352	5,298	54,575	13,357
4	असम	48,95,133	19,98,054	2,22,194	4,67,469	2,13,722
5	बिहार	1,59,27,110	1,26,34,063	3,99,535	6,80,865	25,31,853
6	चंडीगढ़	1,03,214	70,947	3,440	7,705	4,907
7	छत्तीसगढ़	54,88,503	27,53,427	1,40,091	1,51,322	1,01,154
8	दिल्ली	17,09,746	15,39,743	80,116	1,52,507	1,29,230
9	गोवा	9,567	41,990	14,489	9,841	11,815
10	गुजरात	33,30,444	57,75,393	23,95,910	3,94,440	4,03,225
11	हरियाणा	26,67,586	25,69,049	46,432	68,492	65,613

12	हिमाचल प्रदेश	8,03,255	11,18,877	28,808	32,475	30,294
13	जम्मू और कश्मीर	18,24,241	15,30,233	73,183	1,22,190	68,491
14	झारखंड	65,83,167	25,35,674	1,59,965	3,28,048	1,96,855
15	कर्नाटक	23,33,705	49,79,846	5,63,760	25,81,382	5,44,898
16	केरल	47,78,855	11,23,020	37,445	69,909	90,555
17	लद्दाख	5,020	23,369	3,334	1,735	1,809
18	लक्षद्वीप	138	2,258	102	303	57
19	मध्य प्रदेश	46,26,522	1,22,08,499	5,74,655	10,82,760	6,93,977
20	महाराष्ट्र	37,08,606	96,81,127	6,68,834	33,13,358	9,08,111
21	मणिपुर	3,37,490	66,497	24,826	23,764	17,416
22	मेघालय	1,19,820	1,63,802	25,860	16,797	33,224
23	मिजोरम	8,293	49,770	5,070	1,830	7,770
24	नागालैंड	1,83,927	34,175	2,538	10,862	10,748
25	ओडिशा	1,27,11,227	6,09,653	48,031	1,79,810	1,26,104
26	पुदुच्चेरी	1,04,339	71,759	7,082	6,408	8,189
27	पंजाब	46,90,397	8,00,910	83,652	1,97,782	1,42,506

28	राजस्थान	37,90,531	89,69,569	6,33,144	9,43,008	8,34,803
29	सिक्किम	4,718	18,356	13,618	5,445	8,303
30	तमिलनाडु	45,41,452	37,71,596	2,39,397	3,69,501	6,14,434
31	तेलंगाना	18,82,559	21,45,366	2,73,315	1,55,060	1,68,164
32	दादरा और नगर हवेली तथा दमन और दीव	38,072	34,384	725	1,014	1,502
33	त्रिपुरा	7,02,770	1,40,524	20,030	22,452	15,205
34	उत्तर प्रदेश	6,29,21,323	2,00,23,434	2,75,538	5,13,403	4,75,876
35	उत्तराखंड	9,17,675	20,56,117	32,494	52,093	46,134
36	पश्चिम बंगाल	2,34,20,797	23,18,090	4,34,513	2,34,496	1,34,115
	कुल पंजीकरण	17,77,73,592	10,73,01,386	77,09,692	1,23,47,309	93,09,151

विवरण-II

दादरा और नगर हवेली संघ राज्य क्षेत्र में दिनांक 09.03.2026 तक ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की जिला-वार संख्या।

क्र.सं.	जिला	पंजीकरण संख्या
1	दीव	3,145
2	दमन	17,024
3	दादरा और नगर हवेली	55,917
	कुल पंजीकरण	76,086

विवरण-III

दिनांक 09.03.2026 तक, महाराष्ट्र में ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की जिला-वार संख्या।

क्र.सं.	जिला	पंजीकरण संख्या
1	अहिल्यानगर	5,20,303
2	अकोला	4,56,411
3	अमरावती	7,02,273
4	बीड	3,94,018

5	भंडारा	4,42,912
6	बुलढाना	5,41,227
7	चंद्रपुर	5,69,240
8	छत्रपति संभाजीनगर	7,24,938
9	धाराशिव	2,82,254
10	धुले	4,06,910
11	गडचिरोली	3,29,930
12	गोंदिया	5,04,707
13	हिंगोली	2,74,849
14	जलगांव	9,24,731
15	जलना	3,68,350
16	कोल्हापुर	6,97,900
17	लातूर	3,56,289
18	मुंबई	5,27,773

19	मुंबई उपनगर	5,79,651
20	नागपुर	8,78,640
21	नांदेड़	5,60,711
22	नंदुरबार	3,07,441
23	नासिक	7,64,456
24	पालघर	6,32,857
25	परभनी	2,69,417
26	पुणे	8,67,840
27	रायगढ़	3,61,706
28	रत्नागिरि	2,41,986
29	सांगली	3,92,106
30	सतारा	4,66,740
31	सिंधुदुर्ग	1,60,922
32	सोलापुर	5,25,131

33	थाइन	10,75,476
34	वर्धा	2,88,215
35	वाशिम	2,83,044
36	यवतमाल	7,39,403
	कुल पंजीकरण	1,84,20,757

विवरण-IV

दिनांक 09.03.2026 तक, ई-श्रम पोर्टल पर पंजीकृत और विभिन्न सामाजिक कल्याण योजनाओं के अंतर्गत नामांकित असंगठित कामगारों का महाराष्ट्र सहित राज्य-वार ब्यौरा।

क्र. सं.	राज्य	ओएनओ आरसी	पीएम-स्वनिधि	मनरेगा	पीएमए वाई-जी	आईए नजी डीपीएस	आईए नजीड ब्ल्यूपीएस	पीएमए वाईयू	पीएमए मएसवाई	पीएमजेजे बीवाई	पीएमएस बीवाई	पीएमजेए वाई	पीएमकि सान	पीएमएम वीवाई
1	अंडमान व निकोबार	9,408	180	2,193	366	1	5	16	13	4,859	11,759	25,929	1,318	26

	द्वीप समूह													
2	आंध्र प्रदेश	55,07,3 35	1,37,7 83	34,81,4 29	62,00 5	5,12 0	1,30,5 03	4,81,4 58	1,208	11,31,7 99	31,13,3 67	75,15,71 7	10,51,1 95	48,612
3	अरुणाचल प्रदेश	1,21,35 4	2,543	98,892	8,021	342	1,372	2,211	18	16,140	61,526	48,208	46,338	84
4	असम	71,12,2 44	25,000	24,35,9 26	2,81,3 40	8,84 5	29,89 7	27,929	2,721	3,77,49 7	16,41,7 39	41,16,77 6	10,33,3 23	1,47,8 73
5	बिहार	2,70,51 ,386	86,808	51,06,4 73	19,31, 821	20,8 83	83,57 9	45,902	550	21,33,4 81	89,53,4 78	2,43,52, 329	38,33,6 58	4,91,1 07
6	चंडीगढ़	1,25,38 1	3,416	2,104	824	27	322	76	-	15,277	49,529	1,07,442	7,867	3,263
7	छत्तीसगढ़	65,19,0 28	44,509	38,00,1 22	5,08,4 89	12,7 17	74,97 8	77,732	178	7,74,10 4	28,86,9 07	78,44,04 5	12,10,0 75	1,40,6 89
8	दिल्ली	22,83,5 99	92,953	28,612	16,47 0	1,15 0	536	3,392	7	2,04,76 0	8,08,98 3	4,26,807	1,18,17 0	57,695
9	गोवा	47,119	328	2,191	135	48	603	9	27	8,595	23,782	12,996	2,012	1,169

10	गुजरात	90,24,5 15	2,29,2 88	13,37,3 08	2,51,7 04	7,58 4	1,00,3 97	26,928	93	8,56,36 8	28,89,7 02	96,48,49 7	17,39,2 98	1,17,9 44
11	हरियाणा	44,49,4 73	77,976	5,36,57 2	16,83 5	7,15 7	23,57 6	8,859	298	6,04,42 0	14,64,6 50	43,24,68 6	4,26,81 9	38,099
12	हिमाचल प्रदेश	10,35,0 89	2,757	7,54,19 9	9,978	55	1,585	4,097	75	1,47,35 9	4,33,81 5	6,41,639	3,54,94 5	595
13	जम्मू और कश्मीर	28,29,0 32	11,183	9,52,16 9	1,35,9 92	951	2,467	17,075	411	26,084	1,24,23 0	34,03,12 9	4,71,39 3	55,853
14	झारखंड	83,28,0 32	44,796	23,18,8 77	5,68,3 99	9,04 6	49,39 2	41,467	1,858	11,01,5 46	37,60,5 19	52,46,79 2	12,63,3 07	1,00,8 46
15	कर्नाटक	77,66,1 19	1,53,7 07	30,08,3 60	55,92 7	10,5 38	1,09,3 52	22,762	190	7,39,99 1	22,70,9 01	39,97,57 5	9,74,51 6	1,98,2 06
16	केरल	36,72,4 62	49,513	12,34,7 84	10,09 8	3,90 7	87,29 2	43,654	458	2,15,31 2	11,44,3 98	22,80,95 9	10,84,9 34	58,111
17	लद्दाख	26,316	129	13,770	487	7	25	97	24	1,002	3,821	31,616	8,001	558
18	लक्षद्वीप	1,487	3	70	10	8	2	1	1	178	559	1,848	307	28

19	मध्य प्रदेश	1,57,47 ,699	4,72,8 54	41,90,2 70	2,94,2 50	2,91 4	9,389	1,86,5 68	605	14,96,7 81	64,91,9 80	1,27,37, 318	29,11,9 27	4,87,1 53
20	महाराष्ट्र	1,40,45 ,333	3,19,7 19	26,77,8 76	2,22,0 66	2,44 6	30,72 1	35,417	752	15,03,7 25	50,21,7 85	1,08,76, 272	22,60,1 43	2,66,1 80
21	मणिपुर	4,24,14 9	4,843	1,98,57 9	29,07 7	72	2,071	8,158	216	18,283	80,395	1,94,742	29,560	14,525
22	मेघालय	2,15,40 7	19	2,12,27 2	45,57 6	238	1,772	739	419	15,855	69,978	1,96,024	76,353	4,049
23	मिजोरम	52,568	593	27,106	5,063	29	102	2,495	5	2,029	8,852	49,331	21,201	365
24	नगालैंड	2,31,52 9	1,591	77,819	13,42 2	20	139	7,559	628	13,781	72,509	1,98,433	89,718	3,703
25	ओडिशा	1,22,49 ,874	35,375	28,03,9 84	11,41, 312	34,0 10	1,59,1 86	75,808	415	15,79,2 84	55,40,7 16	27,050	19,67,8 47	1,853
26	पुदुचेरी	1,59,41 3	1,585	30,372	90	182	516	5,286	6,995	11,359	33,313	1,19,342	2,975	1,271
27	पंजाब	45,34,7	76,388	7,01,28	16,95	1,02	2,660	14,300	46	4,82,18	15,56,1	30,49,20	2,37,75	1,08,5

		39		9	3	2				2	11	0	5	02
28	राजस्थान	1,05,99 ,028	90,001	48,21,4 55	4,46,8 14	5,73 0	48,14 1	50,041	3	13,17,8 44	47,49,8 86	65,46,67 0	22,69,1 81	4,64,5 94
29	सिक्किम	38,126	273	15,740	202	1	3	4	32	5,360	15,226	11,209	5,218	270
30	तमिलनाडु	61,49,3 81	87,182	35,27,9 09	2,07,7 66	7,36 5	57,34 0	45,148	1,651	6,14,96 2	19,39,1 67	45,83,73 0	5,48,81 4	43,693
31	तेलंगाना	31,65,4 65	1,40,1 86	16,82,5 58	689	5,43 5	23,03 2	815	56	4,35,45 5	12,59,0 86	22,47,43 9	7,13,15 4	825
32	दादरा और नगर हवेली तथा दमन और दीव	54,638	706	1,580	1,076	10	56	148	3	7,014	17,011	51,812	4,372	123
33	त्रिपुरा	6,58,16 3	2,826	4,92,81 7	1,55,6 11	299	1,430	20,534	1,125	89,989	2,25,86 3	8,22,069	1,11,46 5	65
34	उत्तर प्रदेश	6,78,99 ,093	9,54,8 95	92,74,6 58	17,68, 223	4,57 6	44,40 4	10,90, 303	1,623	44,08,1 36	1,87,39 ,222	3,24,06, 138	1,20,59 ,142	2,44,4 14

35	उत्तराखंड	21,29,0 06	15,194	6,12,31 3	37,45 4	371	3,491	14,544	185	1,98,86 2	8,76,76 7	27,65,46 5	3,56,74 6	58,437
36	पश्चिम बंगाल	1,88,89 ,979	87,082	54,32,3 09	15,82, 813	14,5 81	93,55 0	1,28,7 91	1,015	19,92,4 11	88,36,3 73	96,783	22,69,6 13	22,285

MANDATORY FIRST BOARD EXAMINATION FOR CLASS TEN STUDENTS**3713. SHRI V K SREEKANDAN:**

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

- (a) whether it is a fact that the Central Board of Secondary Education (CBSE) has made it mandatory for Class ten students to appear in the first Board examination;
- (b) if so, the details thereof;
- (c) whether it is also true that the CBSE has received requests to allow those unable to appear in the first Board exam to appear in the second exam and if so, the details thereof;
- (d) whether according to CBSE, student who has not appeared in three or more subjects in the first exam, will not be allowed in the second exam; and
- (e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): Central Board of Secondary Education (CBSE) has introduced Two Board Examination Policy as per recommendations made in NEP-2020 after extensive consultations with stakeholders i.e. Management of the schools, Principals, Teachers, Parents and students.

As per policy, it is mandatory for all students to appear in the first/main Class X examinations. Details of the two examinations policy are as follows: -

- i. It is mandatory for all the students to appear in the first Board examination.
- ii. All passed and eligible students will be allowed to improve their performance in any of the three subjects out of Science, Mathematics, Social Science and languages.
- iii. If a student has not appeared in 3 or more subjects in first examination, then s/he will not be allowed to appear in the 2nd examination. Such students will be placed in the “Essential Repeat” category and can take the examination only next year in the main examinations in the month of February next year.
- iv. For students whose result in the first examination is Compartment, such students will be allowed to appear in second examination under Compartment Category.

BANKING AND FINANCIAL INCLUSION IN HARYANA

3714. SHRI DHARAMBIR SINGH:

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

- (a) the number of bank branches and ATMs functioning in rural blocks of Bhiwani-Mahendragarh district in Haryana;
- (b) whether adequate crop loans and Micro, Small and Medium Enterprises (MSME) credit facilities are being provided to farmers and small traders, if so, the details thereof;

- (c) the status of PM Mudra Yojana and Stand-Up India beneficiaries in the Bhiwani-Mahendragarh Lok Sabha constituency;
- (d) whether any proposal exists to open additional public sector bank branches in underserved villages, if so, the details thereof; and
- (e) the steps taken to curb cyber frauds and financial scams affecting rural citizens?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The details of number of bank branches and ATMs functioning, as on 31.01.2026, in Bhiwani and Mahendragarh Districts of Haryana are as under:

District	Branch	ATM
Bhiwani	204	149
Mahendragarh	166	105

Source: JDD App

(b): The details of crop loans and Micro, Small and Medium Enterprises (MSME) loans, as on 31.12.2025, in Bhiwani and Mahendragarh Districts of Haryana are as under:

District	Crop Loan o/s		MSME o/s	
	Accounts	Amount (In Crore)	Accounts	Amount (In Crore)
Bhiwani	1,73,268	3439.77	27,417	3177.17
Mahendragarh	1,39,156	1848.44	15,946	1532.55

Source: SLBC Haryana

(c): the status of PM Mudra Yojana and Stand-Up India scheme, in Bhiwani and Mahendragarh Districts of Haryana, is as under:

District	Stand-Up India		*PM Mudra Yojana	
	Number of Accounts	Amount Sanctioned (In Crore)	Number of Accounts	Amount Sanctioned (In Crore)
Bhiwani	336	77.61	5,15,620	3503.16
Mahendragarh	143	29.03	3,81,408	2789.12

**District-wise data for FY 2015-2016 is not maintained.*

Stand Up India & PM Mudra Yojana Data is available as on 31.03.2025 & 27.02.2026 respectively.

(d): To ensure accessibility of banking services in rural and remote areas, the endeavour of the Government is to provide a banking outlet (Bank branch / Business Correspondent / India Post Payments Bank) within 5 kilometres of all inhabited villages in the country.

Reserve Bank of India (RBI) has also permitted Scheduled Commercial Banks (except Regional Rural Banks) to open bank branches anywhere in India without prior approval, provided 25% are in unbanked rural areas.

Moreover, in pursuance of extant RBI guidelines, rolling out of banking outlets in uncovered areas is a continuous process looked after by the State Level Bankers' Committee (SLBC) / Union Territory Level Bankers Committee (UTLBC), in consultation with the concerned State/UT Government, member Banks and other stakeholders, Banks, inter-alia, consider proposals for

opening banking outlets in the light of RBI's instructions, their business plans and their commercial viability. To further assess the viability for opening a banking outlet, banks carry out survey as required.

(e): Reserve Bank of India (RBI) has issued Master Directions on Digital Payment Security Controls in February, 2021 to combat web and mobile app threats. These guidelines mandate the banks to implement a common minimum standards of security controls for various payment channels like internet, mobile banking, card payment etc. RBI has also launched an Artificial intelligence (AI) based tool 'MuleHunter' for identification of money mule and advised the banks and financial institutions for its uses.

RBI and Banks have been taking up awareness campaigns through short SMS, radio campaign, publicity on prevention of 'cyber-crime'. Further, RBI has been conducting electronic-banking awareness and training (e-BAAT) programmes which focuses on awareness about frauds and risk mitigation.

In order to facilitate the citizens to report cyber incidents including illegal loan apps, MHA has launched a National Cybercrime Reporting Portal (www.cybercrime.gov.in) as well as a National Cybercrime Helpline number "1930". Similarly, Department of Telecommunications has launched 'Chakshu' facility which facilitates citizens to report suspected fraud communication received over call, SMS or WhatsApp with the intention of defrauding like KYC expiry or update of bank account, etc.

समय पर भर्ती प्रक्रिया आयोजित न करना

3715. श्री अमरा राम:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) प्रशिक्षित शिक्षकों की उपलब्धता के बावजूद समय पर भर्तियां न करने के क्या कारण हैं, जिसके परिणामस्वरूप देश में प्राथमिक से उच्च शिक्षा तक शिक्षकों की दो श्रेणियां (स्थायी और संविदात्मक) मौजूद हैं; और
- (ख) क्या सरकार ने नई शिक्षा नीति (एनईपी) के प्रतिकूल प्रभावों के विरुद्ध विरोध प्रदर्शन कर रहे छात्रों, शिक्षकों और जनता की मांगों पर विचार किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): शिक्षा संविधान की समवर्ती सूची में एक विषय होने के कारण, देश में अधिकांश स्कूल संबंधित राज्य सरकारों और संघ राज्य क्षेत्र प्रशासनों के प्रशासनिक नियंत्रण में आते हैं। तदनुसार, स्कूल शिक्षा में शिक्षकों की भर्ती, सेवा शर्तें और तैनाती संबंधित राज्यों/संघ राज्य क्षेत्रों के प्रशासनिक क्षेत्राधिकार में आती है। शिक्षकों की भर्ती एक सतत् प्रक्रिया है और रिक्तियां सेवानिवृत्ति, पदोन्नति, त्यागपत्र, नए स्कूल खोलने और छात्रों के नामांकन में वृद्धि के कारण शिक्षकों की बढ़ती आवश्यकता जैसे कारकों के कारण उत्पन्न होती हैं। केन्द्र सरकार समय-समय पर राज्यों/संघ राज्य क्षेत्रों को स्वायत्त शिक्षक भर्ती बोर्डों अथवा इसी प्रकार के तंत्रों सहित पारदर्शी और योग्यता आधारित भर्ती प्रक्रियाओं के माध्यम से शिक्षकों के रिक्त पदों को भरने की सलाह देती है।

जहां तक केन्द्रीय विद्यालय संगठन (केविस.) और नवोदय विद्यालय समिति (नविस.) का संबंध है, शिक्षकों की भर्ती संबंधित संगठनों द्वारा समय-समय पर भर्ती अभियानों के माध्यम से उनके भर्ती नियमों और प्रक्रियाओं के अनुसार की जाती है। स्थानांतरण, सेवानिवृत्ति या अन्य

प्रशासनिक कारणों से अस्थायी रूप से उत्पन्न रिक्तियों के मामले में, संविदा शिक्षकों को अंतःकालीन व्यवस्था के रूप में सीमित अवधि के लिए नियुक्त किया जाता है ताकि यह सुनिश्चित किया जा सके कि नियमित नियुक्तियां होने तक स्कूलों में शैक्षणिक गतिविधियां बाधित न हों।

मंत्रालय के अधीन केन्द्रीय उच्चतर शिक्षा संस्थाएं (सीएचईआई) संसद के संबंधित केन्द्रीय अधिनियमों के अंतर्गत स्थापित सांविधिक स्वायत्त संगठन हैं और इसके अंतर्गत बनाए गए अधिनियमों/संविधियों/अध्यादेशों/विनियमों के प्रावधानों द्वारा शासित होते हैं। स्वायत्त संस्थाओं के रूप में, संकाय भर्ती संस्थानों के भीतर ही उनके अधिनियमों और विनियमों के अनुसार की जाती है। भर्ती शक्तियां संबंधित शासी बोर्ड/कार्यकारी समिति/प्रबंधन बोर्ड के पास निहित हैं और इसमें मंत्रालय की कोई सक्रिय भूमिका शामिल नहीं है।

रिक्तियों का होना और उन्हें भरना एक सतत् प्रक्रिया है। पदोन्नति, सेवानिवृत्ति, त्यागपत्र, मृत्यु, नई संस्थाओं, योजनाओं या परियोजनाओं के खुलने और छात्रों की बढ़ी हुई संख्या और मौजूदा संस्थानों में क्षमता के विस्तार के कारण अतिरिक्त आवश्यकताओं के कारण रिक्तियां उत्पन्न होती हैं।

सितंबर 2022 से, सभी सीएचईआई ने रिक्तियों को भरने के लिए मिशन मोड भर्ती अभियान शुरू किया है। दिनांक 24.01.2026 (अर्थात् पिछले रोजगार मेले की तारीख) तक, मिशन मोड में 17878 संकाय पदों सहित सभी सीएचईआई द्वारा कुल 30720 पदों को भरा गया है।

(ख): राष्ट्रीय शिक्षा नीति (एनईपी), 2020, जिसे 21वीं सदी की जरूरतों के अनुसार सभी स्तरों पर शिक्षा को बदलने के लिए डिज़ाइन किया गया है, हितधारकों की एक विस्तृत श्रृंखला के साथ एक व्यापक और सहभागी परामर्श प्रक्रिया के बाद तैयार की गई थी। राष्ट्रीय शिक्षा नीति, 2019 का मसौदा दिनांक 31 मई 2019 को मंत्रालय को प्रस्तुत किया गया था और बाद में इसे दिनांक 15 अगस्त 2019 तक छात्रों, शिक्षकों और आम जनता सहित हितधारकों से विचार, सुझाव और

टिप्पणियां आमंत्रित करने के लिए मंत्रालय की वेबसाइट के साथ-साथ एमवाईजीओवी प्लेटफॉर्म पर सार्वजनिक डोमेन में रखा गया था।

इसके बाद, ग्राम पंचायतों, ब्लॉकों, शहरी स्थानीय निकायों, जिलों, राज्य सरकारों और संघ राज्य क्षेत्रों के प्रशासनों, माननीय संसद सदस्यों और जनता सहित हितधारकों के साथ विस्तृत विचार-विमर्श के बाद राष्ट्रीय शिक्षा नीति, 2020 को अंतिम रूप दिया गया और दिनांक 29 जुलाई 2020 को केंद्रीय मंत्रिमंडल द्वारा इसे अनुमोदित किया गया।

इसके अतिरिक्त, नवीन विचारों की समीक्षा और चर्चा करने तथा एनईपी 2020 के कार्यान्वयन से संबंधित बाधाओं से निपटने के लिए, सरकार राज्यों/संघ राज्य क्षेत्रों, शैक्षणिक संस्थानों और अन्य हितधारकों के साथ नियमित कार्यशालाएं, परामर्श और समीक्षा बैठकें आयोजित करती है। एनईपी 2020 के कार्यान्वयन पर विभिन्न राष्ट्रीय मंचों पर विचार-विमर्श किया गया है, जिसमें राष्ट्रीय शिक्षा मंत्रियों का सम्मेलन (जून 2022), मुख्य सचिवों का राष्ट्रीय सम्मेलन (जून 2022, दिसंबर 2023 और दिसंबर 2025), नीति आयोग की शासी परिषद की बैठकें तथा 2022, 2023, 2024 और 2025 में आयोजित अखिल भारतीय शिक्षा समागम शामिल हैं।

YOUTH EXCHANGE PROGRAMMES

3716. SHRI YOGENDER CHANDOLIA:

SHRI SUDHEER GUPTA:

CAPTAIN BRIJESH CHOWTA:

SHRI JUGAL KISHORE:

SHRI LAVU SRI KRISHNA DEVARAYALU:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI MANISH JAISWAL:

SHRI CHANDRA PRAKASH CHOUDHARY:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI KHAGEN MURMU:

SHRI LUMBARAM CHOUDHARY:

SHRI RODMAL NAGAR:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the current status of implementation of youth exchange programmes under the Mera Yuva Bharat initiative including the number of district and inter-State exchange programmes organized during the last two years, State/UT-wise, particularly in Andhra Pradesh;
- (b) the details of the objectives and thematic focus areas of such exchange programmes, including leadership development, national integration and cultural, awareness and the participation of Youth therein, State/UT-wise, including Andhra Pradesh;
- (c) the details of financial allocation and expenditure incurred under the said programmes during the last two years, State/UT-wise, along with funds allocated and utilised in Andhra Pradesh;
- (d) whether the Government proposes to expand the coverage of the said initiative to additional districts, including aspirational districts and socially and educationally backward districts including in Andhra Pradesh and Sirohi district in Jalore Lok Sabha Constituency; and
- (e) if so, the details thereof?

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

(a): The Youth Exchange Programmes implemented by Mera Yuva Bharat (MY Bharat) across the country, including in the State of Andhra Pradesh, currently comprise of the following:

- Inter-State Youth Exchange Programme (ISYEP)
- Inter-District Youth Exchange Programme (IDYEP)

In addition, MY Bharat conducts the following programmes in collaboration with the Ministry of Home Affairs (MHA):

- Tribal Youth Exchange Programme (TYEP)
- Kashmiri Youth Exchange Programme (KYEP)

During the year 2023–24, Youth Exchange Programmes were not part of the MY Bharat Annual Action Plan. However, in FY 2024–25, the Inter-State Youth Exchange Programme (ISYEP) and Inter-District Youth Exchange Programme (IDYEP) were included in the MY Bharat Annual Action Plan.

MY Bharat also implemented the Tribal Youth Exchange Programme (TYEP) and Kashmiri Youth Exchange Programme (KYEP) in collaboration with the Ministry of Home Affairs during FY 2023–24 and FY 2024–25.

The State/UT-wise details of Inter-District, Inter-State, Tribal Youth and Kashmiri Youth Exchange Programmes conducted, including in Andhra Pradesh, during FY 2023–24 and FY 2024–25 are placed at **Statement-I**, **Statement-II**, **Statement-III** and **Statement-IV** respectively.

(b) The objectives and thematic focus areas of the Youth Exchange Programmes conducted by MY Bharat across the country, including Andhra Pradesh, are as follows:

- (i) Inter-State Youth Exchange Programme (ISYEP): The programme aims to promote national integration, cultural exchange and mutual understanding among youth from different States. It facilitates interaction through exposure visits, language learning, sharing of cuisine, cultural activities and exchange of best practices.
- (ii) Inter-District Youth Exchange Programme (IDYEP): The programme aims to promote exchange of ideas, knowledge and experiences among youth from different districts, while enabling them to understand and appreciate the traditions, customs and cultural heritage of the host district. It also fosters meaningful interaction and collaboration among youth.
- (iii) Tribal Youth Exchange Programme (TYEP): The programme aims to sensitize tribal youth from Left Wing Extremism (LWE) affected areas about the rich cultural heritage of the country, promote the spirit of unity in diversity, expose them to development activities, and enhance life skills along with career counselling opportunities.
- (iv) Kashmiri Youth Exchange Programme (KYEP): The programme aims to expose youth from the Kashmir Valley to technological and industrial advancements in other parts of the country, while creating

awareness about development initiatives, skill development opportunities, education and employment avenues.

The State/UT-wise participation details, including in Andhra Pradesh, are placed at **Statement-I**, **Statement-II**, **Statement-III** and **Statement-IV**.

(c): The State/UT-wise details of financial allocation and expenditure incurred under the Inter-District and Inter-State Youth Exchange Programmes during FY 2024–25 are placed at **Statement-V**, including the details for Andhra Pradesh. Also, as the Youth Exchange programmes were not part of MY Bharat Annual Action Plan during the FY 2023-24, no funds were provided to field offices for conducting Youth Exchange Programmes.

(d): At present, there is no such proposal under consideration.

(e): Does not arise.

STATEMENT-I

Inter District Youth Exchange Programme (IDYEP) organized during 2024-25:

S. N.	Name of State	No. of Programmes	No. of Participants
1	Andhra Pradesh	4	100
2	Arunachal Pradesh	2	50
3	Assam	2	50
4	Bihar	6	148
5	Chhattisgarh	4	102
6	Gujarat	6	150
7	Haryana	2	47
8	Himachal Pradesh	2	54
9	Jharkhand	4	105
10	Karnataka	6	154
11	Kerala	4	100
12	Madhya Pradesh	6	148

13	Maharashtra	6	150
14	Odisha	4	100
15	Punjab	2	52
16	Rajasthan	8	200
17	Tamil Nadu	4	100
18	Telangana	2	55
19	Uttar Pradesh	9	231
20	Uttarakhand	2	51
21	West Bengal	4	100
	Grand Total	89	2247

STATEMENT-II

Inter State Youth Exchange Programme (ISYEP) organized during 2024-25:

S.	Name of State	No. of	No. of
1	Andhra Pradesh	2	53
2	Arunachal Pradesh	2	50
3	Assam	2	50
4	Bihar	2	48
5	Chandigarh	1	25
6	Chhattisgarh	2	50
7	Dadra Nagar Haveli and Daman &	1	27
8	Delhi	2	50
9	Goa	2	50
10	Gujarat	2	49
11	Haryana	2	46
12	Himachal Pradesh	2	53
13	Jammu & Kashmir	2	50
14	Jharkhand	2	53
15	Karnataka	2	50
16	Kerala	2	49
17	Madhya Pradesh	2	52
18	Maharashtra	2	52
19	Meghalaya	2	50
20	Mizoram	1	24
21	Nagaland	2	54
22	Odisha	2	45
23	Punjab	1	24
24	Rajasthan	2	50
25	Sikkim	2	50
26	Tamil Nadu	1	25
27	Telangana	2	50
28	Tripura	2	51
29	Uttar Pradesh	3	75

30	Uttarakhand	2	51
31	West Bengal	2	41
	Grand Total	58	1447

STATEMENT-III

Tribal Youth Exchange Programme conducted during 2023-24 and 2024-

25:

S.No.	Name of State/ UT	2023-24		2024-25	
		No. of Prog. Conducted	No. of Participants	No. of Prog.	No. of Participants
1	Andhra Pradesh	1	179	1	200
2	Chandigarh	1	200	1	200
3	Delhi	3	600	3	600
4	Gujarat	2	400	2	400
5	Haryana	1	200	1	199
6	Jammu & Kashmir	1	200	The Program was not allocated during the period	
7	Karnataka	2	400	2	400
8	Kerala	1	200	2	398
9	Madhya Pradesh	1	200	The Program was not allocated during the period	
10	Maharashtra	4	799	4	793
11	Odisha	1	200	1	200
12	Rajasthan	1	199	1	200
13	Tamil Nadu	1	198	1	200
14	Telangana	1	200	1	199
15	Uttar Pradesh	2	398	3	598
16	Uttarakhand	1	198	The Program was not allocated during the period	
17	West Bengal	1	200	1	200
	Total	25	4971	24	4787

STATEMENT-IV**Kashmiri Youth Exchange Programme conducted during 2023-24 and
2024-25:**

S.No.	Name of State/ UT	2023-24		2024-25	
		No. of Prog. Conducted	No. of Participants	No. of Prog. Conducted	No. of Participants
1	Andhra Pradesh	1	110	1	117
2	Assam	1	120		
3	Bihar	1	109	1	114
4	Chhattisgarh	The Program was not allocated during the period in the State		1	120
5	Delhi	1	120	2	229
6	Goa			1	118
7	Gujarat	1	120	3	352
8	Haryana	1	114	2	225
9	Himachal Pradesh	1	120		
10	Jharkhand	1	110	2	224
11	Karnataka	1	112	1	120
12	Kerala	The Program was not allocated during the period in the State		1	112
13	Madhya Pradesh	1	112	1	109
14	Maharashtra	The Program was not allocated during the period in these		1	109
15	Odisha			2	225
16	Punjab			2	234
17	Rajasthan	1	120	3	350
18	Tamil Nadu	1	66	1	107
19	Telangana	1	120	1	111
20	Uttar Pradesh	1	113	3	345
21	West Bengal	1	120	1	117
	Total	15	1686	30	3438

STATEMENT-V

The State/UT-wise details of financial allocation and expenditure incurred under the Inter-District and Inter-State Youth Exchange Programmes during FY 2024–25 including the details for Andhra Pradesh:

(Figures in lakhs)

State	Allocation	Expenditure
Andhra Pradesh	23	22
Arunachal Pradesh	15	15
Assam	15	15
Bihar	30	29
Chhattisgarh	23	22
Delhi	8	8
Gujarat	34	32
Haryana	15	14
Himachal Pradesh	23	17
Jammu & Kashmir	8	8
Jharkhand	23	22
Karnataka	30	26
Kerala	23	22
Madhya Pradesh	30	29
Maharashtra	38	36
Meghalaya	8	8
Mizoram	8	4
Nagaland	8	8
Odisha	23	22
Punjab	15	15
Rajasthan	37	37
SIKKIM	8	8
Tamil Nadu	23	18
Telangana	15	15
Tripura	8	8
Uttar Pradesh	49	45
Uttarakhand	15	15
West Bengal	23	22

Note: Expenditure reported is provisional and unaudited

**FACULTY STRENGTH AND VACANCIES IN JAWAHAR NAVODAYA
VIDYALAYAS**

3717. SHRI PRADEEP PUROHIT:

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

- (a) the total number of sanctioned teaching posts at Jawahar Navodaya Vidyalaya in the country particularly in Paikmal in Bargarh district of Odisha, department/subject-wise;
- (b) the total number of faculty members currently in position and the number of temporary/contractual teachers engaged in the country, particularly in the above said district, subject-wise;
- (c) the total number students presently enrolled in the Vidyalaya;
- (d) the number of vacant teaching and non-teaching posts in the country as on date;
- (e) the details of steps taken or proposed to be taken by the Government to fill up the vacant posts and the expected timeline to fill them; and
- (f) whether the Government is planning to construct waiting hall for visitors/parents in the said schools and if so, the detail thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) to (e): Vacancies keep on arising due to opening of new Navodaya Vidyalayas (NVs), retirement, resignation, promotion of employees, transfer, employees going on lien to another department and up-gradation of schools.

Filling up of vacancies is a continuous process and efforts are made to fill up the vacancies as per the provisions of the relevant recruitment rules. Teachers are also engaged on contractual basis for temporary duration at the local level against sanctioned posts, whenever regular or leave vacancies arise in a NV to ensure that the teaching-learning process is not hampered.

As per information received from Navodaya Vidyalaya Samiti (NVS), the total number of sanctioned and in-position teaching staff (including Principal and Vice Principal) in NVs across the country, as on 31.12.2025, is as under:

Post	Sanctioned	In-Position
Teaching staff	17510	12427

The subject-wise number of sanctioned, in-position (including Principal and Vice Principal) and contractual teaching staff in NVs across the country, are at **Statement-I.**

The subject-wise number of sanctioned, in-position (including Principal and Vice Principal) and contractual teaching staff in NV Paikmal, Bargarh District, Odisha, are at **Statement-II.**

The total number of students enrolled in NVs across the country and NV Paikmal, Bargarh district as on 31.01.2026 are 314,927 and 555, respectively. The number of vacant posts of teaching (including Principal & Vice Principal) and non-teaching staff in NVs across the country, as on 31.12.2025, are as under:

Posts	No. of vacancies
Teaching	5083
Non-Teaching	1221

(f): Arrangements for waiting for parents/guests have been made within the school building at the entrance lobby of the NVs.

STATEMENT-I

Subject-wise number of sanctioned, in-position (including Principal and Vice Principal) and contractual teaching staff in NVs across the country,

S.No.	Name of Post	Sanctioned (as on 31.12.2025)	In – Position (as on 31.12.2025)	Contractual
1	Principal	630	436	-
2	Vice-Principal	665	573	-
3	PGT-English	641	490	178
4	PGT-Hindi	634	517	141
5	PGT-Physics	645	398	215
6	PGT-Chemistry	605	444	171
7	PGT-Biology	606	484	138
8	PGT-Mathematics	611	467	148
9	PGT-IT	396	241	97
10	PGT-Economics	458	349	79
11	PGT-History	461	361	98
12	PGT-Geography	441	324	108

13	PGT-Commerce	180	149	23
14	PGT Physical Education	85	14	-
15	PGT MIL	43	18	-
16	TGT-Hindi	1154	910	138
17	TGT-English	1228	941	188
18	TGT-Mathematics	1205	1001	120
19	TGT-Science	652	497	113
20	TGT-Computer Science	652	0	575
21	TGT-Social Science	665	504	96
22	TGT-3rd Language	1196	732	299
23	TGT-Special Educator	495	0	-
24	TGT(PET-Male)	532	411	143
25	TGT(PET-Female)	665	555	78
26	TGT(Art)	652	518	123
27	TGT(Music)	665	552	83
28	TGT(Library)	648	541	85
	Total	17510	12427	3437

STATEMENT-II

Subject-wise number of sanctioned, in-position (including Principal and Vice Principal) and contractual teaching staff in NV Paikmal, Bargarh District, Odisha

Sr. No.	Name of the Post	Sanctioned (as on	In – position (as on	Contractual

		31.12.2025)	31.12.2025)	
1	Principal	1	0	-
2	Vice-Principal	1	1	-
3	PGT-English	1	1	-
4	PGT-Hindi	1	1	-
5	PGT-Physics	1	0	1
6	PGT-Chemistry	1	0	1
7	PGT-Biology	1	1	-
8	PGT-Mathematics	1	0	1
9	PGT-Economics	1	1	-
10	PGT-History	1	0	1
11	PGT-Geography	1	1	-
12	PGT MIL	1	0	-
13	TGT-Hindi	2	1	1
14	TGT-English	2	0	2
15	TGT-Mathematics	2	1	1
16	TGT-Science	1	0	1
17	TGT-Computer Science	1	0	1
18	TGT-Social Science	1	0	1
19	TGT-3rd Language	2	2	-
20	TGT-Special Educator	1	0	-
21	TGT(PET-Male)	1	0	1
22	TGT(PET-Female)	1	1	-
23	TGT(Art)	1	1	-
24	TGT(Music)	1	1	-

25	TGT(Library)	1	1	-
	Total	29	14	12

पहाड़ी राज्यों के लिए अलग पर्यावरण नीति

3718. श्री सुरेश कुमार कश्यप :

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

- (क) क्या हिमालयी और अन्य पहाड़ी राज्यों में, विशेषकर हिमाचल प्रदेश जैसे पर्यावरण की दृष्टि से संवेदनशील क्षेत्रों में, पर्यटन के अनियंत्रित विस्तार, अंधाधुंध निर्माण गतिविधियों, अत्यधिक वाहन यातायात और ठोस अपशिष्ट, प्लास्टिक अपशिष्ट और सीवेज के अंधाधुंध निपटान के कारण पिछले कुछ वर्षों में वायु, जल और ध्वनि प्रदूषण खतरनाक स्तर पर पहुंच गया है;
- (ख) क्या उक्त प्रदूषण स्थानीय नागरिकों के स्वास्थ्य को गंभीर रूप से प्रभावित कर रहा है और पर्वतीय पारिस्थितिकी तंत्र, जल स्रोतों और जैव विविधता के लिए दीर्घकालिक खतरा प्रस्तुत कर रहा है;
- (ग) क्या सरकार उक्त गंभीर और निरंतर बिगड़ती स्थिति से अवगत है;
- (घ) यदि हां, तो सरकार द्वारा प्रदूषण नियंत्रण के लिए अब तक उठाए गए ठोस और दंडात्मक कदमों का ब्यौरा क्या है और उनके वास्तविक परिणाम क्या हैं;
- (ङ) क्या सरकार का पहाड़ी राज्यों के लिए एक अलग, सख्त और बाध्यकारी पर्यावरण नीति तैयार करने का विचार है; और
- (च) यदि हां, तो तत्संबंधी ब्यौरा क्या है और और यदि नहीं, तो इसके क्या कारण हैं?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (च): भारतीय हिमालयी क्षेत्र (आईएचआर) देश के पर्वतीय क्षेत्रों में रहने वाले लाखों लोगों के लिए जीवन-समर्थन प्रणाली है तथा देश के मैदानी क्षेत्रों में रहने वाली उससे भी अधिक आबादी के लिए महत्वपूर्ण भूमिका निभाता है। यह एशिया के बड़े हिस्से के लिए जलवायु नियंत्रक के रूप में भी कार्य करता है। हिमालयी क्षेत्रों से उत्पन्न पारिस्थितिकी तंत्र सेवाएँ भारतीय उप-महाद्वीप के अधिकांश भागों के पोषण में महत्वपूर्ण योगदान देती हैं। इसके साथ ही यहाँ समृद्ध तथा विशिष्ट जैव-भौतिक तथा सामाजिक-सांस्कृतिक विविधता भी पाई जाती है।

पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के अंतर्गत एक स्वायत्त संस्थान, जी.बी. पंत राष्ट्रीय हिमालयी पर्यावरण संस्थान (जीबीपीएनआईएचई) द्वारा किए गए वैज्ञानिक अध्ययनों और क्षेत्रीय आकलन यह दर्शाते हैं कि भारतीय हिमालयी क्षेत्र के कुछ हिस्सों में वायु गुणवत्ता, जल गुणवत्ता, शोर के स्तर तथा भूदृश्य स्थिरता में स्थानीय स्तर पर गिरावट देखी गई है। तथापि, इसके जन-स्वास्थ्य और पर्वतीय पारिस्थितिकी तंत्र की धारणीयता पर संभावित प्रभावों का और अधिक अध्ययन किया जाना आवश्यक है।

सरकार ने आईएचआर के पहाड़ी राज्यों में संधारणीय विकास सुनिश्चित करने के लिए विभिन्न नियामक तथा प्रबंधन उपाय किए हैं। इनमें से कुछ पहले नीचे लिखित हैं:

- पर्यावरणीय स्थिरता पर्यटन मंत्रालय द्वारा तैयार की गई संधारणीय पर्यटन हेतु राष्ट्रीय रणनीति का एक प्रमुख स्तंभ है, जिसे राज्य सरकारों और संघ राज्य क्षेत्रों के प्रशासन को प्रेषित किया गया है। इस रणनीति के अनुरूप, ट्रेवल फॉर लाइफ लाइफस्टाइल फॉर एनवायरनमेंट कार्यक्रम शुरू किया गया, जिसका उद्देश्य पर्यटकों और पर्यटन व्यवसायों को संधारणीय पर्यटन की प्रक्रियाएं अपनाने के लिए प्रोत्साहित करना है।
- इसके अलावा, पर्यटन मंत्रालय अपनी केंद्रीय क्षेत्र की योजनाओं 'स्वदेश दर्शन', 'तीर्थयात्रा पुनरुद्धार एवं आध्यात्मिक, विरासत संवर्धन अभियान (प्रसाद)' तथा 'पर्यटन अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता' के माध्यम से देश में पर्यटन अवसंरचना के विकास के लिए

राज्य सरकारों/संघ राज्य क्षेत्रों के प्रशासन को वित्तीय सहायता प्रदान करता है। यह केंद्रीय वित्तीय सहायता निर्धारित दिशानिर्देशों के अनुसार तथा राज्यों और संघ राज्य क्षेत्रों से प्राप्त प्रस्तावों/विस्तृत परियोजना रिपोर्टों के आधार पर प्रदान की जाती है। पर्यटन मंत्रालय की स्वदेश दर्शन योजना को अब स्वदेश दर्शन 2.0 के रूप में पुनर्गठित किया गया है, जिसका उद्देश्य पर्यटक तथा गंतव्य-आधारित दृष्टिकोण अपनाते हुए संधारणीय और जिम्मेदार पर्यटन स्थलों का विकास करना है।

- केंद्र सरकार ने विकास/निर्माण परियोजनाओं के पर्यावरणीय प्रभाव आकलन के लिए एक विस्तृत प्रक्रिया निर्धारित की है, जिसे समय-समय पर संशोधित पर्यावरण प्रभाव आकलन (ईआईए) अधिसूचना, 2006 में निर्धारित किया गया है। ईआईए अधिसूचना, 2006 की अनुसूची में उल्लिखित सभी परियोजनाओं/गतिविधियों, जिनमें विभिन्न निर्माण कार्य शामिल हैं, का मूल्यांकन संबंधित क्षेत्रीय विशेषज्ञ मूल्यांकन समिति द्वारा किया जाता है। इस प्रक्रिया में परियोजनाओं का पर्यावरणीय सुरक्षा के दृष्टिकोण से विस्तृत परीक्षण किया जाता है, ताकि यह सुनिश्चित किया जा सके कि उनका पर्यावरण पर न्यूनतम प्रभाव पड़े। जब यह सुनिश्चित हो जाता है कि परियोजनाएँ पर्यावरणीय सुरक्षा से संबंधित कठोर परीक्षणों को पूरा करती हैं, तो आवश्यक सामान्य और विशिष्ट शर्तों को सम्मिलित करते हुए उन्हें पर्यावरणीय स्वीकृति प्रदान की जाती है।

- पर्वतीय क्षेत्रों सहित नाजुक पारिस्थितिकी तंत्र के संरक्षण के लिए, मंत्रालय सभी निर्माण परियोजनाओं को पर्यावरणीय स्वीकृति प्रदान करते समय विभिन्न पर्यावरणीय सुरक्षा उपाय/शर्तें निर्धारित करता है। इनमें भूस्खलन प्रबंधन योजना, भूस्खलन की संवेदनशीलता पर व्यापक अध्ययन, क्षेत्र की पारिस्थितिक नाजुकता का अध्ययन, भारतीय सड़क कांग्रेस (आईआरसी) के दिशानिर्देशों का पालन, ढलानों के साथ तटबंधों का निर्माण कर मृदा अपरदन को रोकना, अपशिष्ट उपचार संयंत्र (एसटीपी) की स्थापना, ऊर्जा संरक्षण निर्माण संहिता (ईसीबीसी) का अनुपालन, प्रभाव क्षेत्र उपचार (सीएटी) योजना का क्रियान्वयन, पर्यावरण प्रबंधन योजना (ईएमपी)

का अनुपालन, वन्यजीव संरक्षण योजना, हरित पट्टी का विकास और वन संरक्षण योजना, मलबा निस्तारण स्थलों का स्थिरीकरण, रियल टाइम ई-फ्लो निगरानी, बाढ़ की पूर्व चेतावनी प्रणाली तथा बांध विफलता के लिए आपातकालीन तैयारी योजना शामिल हैं।

- इसके अलावा, वन/संरक्षित क्षेत्रों में स्थित किसी भी परियोजना को उपयोगकर्ता एजेंसी को तभी अनुमति दी जाती है जब वह सक्षम प्राधिकारी से वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 के अंतर्गत पूर्व स्वीकृति तथा वन्यजीव (संरक्षण) अधिनियम, 1972 के अंतर्गत राष्ट्रीय वन्यजीव बोर्ड से अनुमति प्राप्त कर ले।
- राष्ट्रीय स्वच्छ वायु कार्यक्रम (एनसीएपी) को पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय द्वारा जनवरी 2019 में प्रारंभ किया गया, जिसका उद्देश्य सभी हितधारकों की भागीदारी से 24 राज्यों के 130 शहरों (नॉन-अटेनमेंट शहर और दस लाख से अधिक आबादी वाले शहर) में वायु गुणवत्ता में सुधार करना है। इन 130 शहरों, जिनमें भारतीय हिमालयी क्षेत्र (आईएचआर) के शहर भी शामिल हैं, द्वारा नगर कार्य-योजना तैयार की गई हैं।
- केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) ने निर्माण एवं विध्वंस अपशिष्टों के पर्यावरणीय प्रबंधन के लिए दिशानिर्देश, निर्माण सामग्री और निर्माण एवं विध्वंस अपशिष्टों के प्रबंधन के दौरान धूल नियंत्रण उपायों से संबंधित दिशानिर्देश आदि प्रकाशित किए हैं, ताकि ऐसे अपशिष्टों का उचित निपटान और प्रबंधन सुनिश्चित किया जा सके।
- भारत सरकार ने राष्ट्रीय शहरी परिवहन नीति, 2006, मेट्रो रेल नीति, 2017, आवागमन-उन्मुख विकास (टीओडी) नीति, 2017 तथा अन्य नीतिगत दिशानिर्देश जारी किए हैं, ताकि राज्य/संघ राज्य क्षेत्र संधारणीय परिवहन प्रणाली का नियोजन और क्रियान्वयन कर सकें। पीएम-ईबस सेवा योजना के अंतर्गत 26 राज्यों/संघ राज्य क्षेत्रों के 116 शहरों के लिए 10,000 वातानुकूलित ई-बसें स्वीकृत की गई हैं, जिनमें पर्वतीय और उत्तर-पूर्वी क्षेत्रों के लिए 690 बसें भी

शामिल हैं। इसके साथ ही संबंधित अवसंरचना के विकास के लिए केंद्रीय सहायता भी प्रदान की जा रही है।

- इसके अलावा, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के अंतर्गत जी.बी. पंत राष्ट्रीय हिमालयी पर्यावरण संस्थान (जीबीपीएनआईएचई), अल्मोड़ा भारतीय हिमालयी क्षेत्र (आईएचआर) में जैव विविधता और प्राकृतिक संसाधनों के संरक्षण के लिए वैज्ञानिक ज्ञान को आगे बढ़ाने तथा समेकित प्रबंधन रणनीतियाँ विकसित करने वाली एक प्रमुख संस्था है। इस संस्थान ने आईएचआर के पर्यावरणीय रूप से संधारणीय विकास के लिए कई नीतिगत दस्तावेज़ और तकनीकी दिशानिर्देश विकसित किए हैं। इनमें हिमालयी पारिस्थितिक तंत्र के शासन, संधारणीय पर्यटन, वहन क्षमता आकलन, जलवायु परिवर्तन अनुकूलन, आपदा जोखिम न्यूनीकरण, प्राकृतिक संसाधन प्रबंधन तथा क्षेत्र-विशिष्ट विकास योजना से संबंधित रणनीतिक सिफारिशें शामिल हैं।

NMMA AND MUSEUM GRANTS SCHEME

3719. SHRI SUDHEER GUPTA:

SHRI SAUMITRA KHAN:

SHRI CHINTAMANI MAHARAJ:

SHRI LAVU SRI KRISHNA DEVARAYALU:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI SHIVMANGAL SINGH TOMAR:

SHRIMATI SMITA UDAY WAGH:

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

(a) the current status of implementation of the National Mission on Monuments and Antiquities, including the number of monuments and

antiquities documented and digitised during the last three years, State/UT – wise particularly in Andhra Pradesh, West Bengal including Bishnupur and Jalgaon Lok Sabha Constituencies and Surguja district in Chhattisgarh;

- (b) the details of the steps taken to strengthen museums through grant assistance for modernisation, conservation, security and digitisation of collections;
- (c) the financial allocation, release and utilisation under NMMA and the Museum Grant Scheme, year and State/UT-wise including district-wise in West Bengal; and
- (d) whether any evaluation has been undertaken to assess improvements in preservation standards, visitor engagement, outreach programmes and digital access to collection under the said scheme and if so, the details thereof including outcomes in Andhra Pradesh and Maharashtra?

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

(a) : The National Mission on Monuments and Antiquities (NMMA) has so far documented 11,406 Unprotected Monuments (Built Heritage and Sites) and 12,48,775 antiquities of this country.

State-wise data particularly in respect of Andhra Pradesh, West Bengal, Maharashtra and Chhattisgarh during last 3 years is at **Statement-I**.

(b) : Ministry of Culture operates Museum Grant Scheme under which financial assistance is provided for setting up of New

Museums/development/modernization of the existing museums/digitization of museum collections/setting up of virtual museums and training of museums professionals of museums managed by Central/State Governments, Societies, Autonomous bodies, Public sector Undertaking, local bodies, Academic Institutions and Trusts registered under the societies Act at the regional, State and District Level including Andhra Pradesh, West Bengal, Maharashtra.

(c) : A consolidated amount Rs. 30 lakhs have been allotted to the NMMA in the current financial year. Details of the amount allocation and utilisation under the Museum Grant Scheme year wise including district wise in West Bengal and state-wise during the last three years are at **Statement-II**.

(d) : NMMA regularly conducts workshops in various regions to raise awareness and organises training programs for universities, colleges, NGOs, and other interested organizations, in coordination with field offices of ASI and the State-Level Implementation Committees (SLIC) in each state to speed up the documentation work.

The digital data is available on the NMMA website: <http://nmma.nic.in> for public access.

STATEMENT-I

Data digitization report last 3 years (2023-2025)

State Name	Year -2023	Year-2024	Year-2025
Andaman & Nicobar Islands	0	0	0
Andhra Pradesh	212	0	304
Arunachal Pradesh	0	0	0

Assam	364	0	935
Bihar	1325	0	607
Chandigarh	0	0	0
Chhatisgarh	0	0	0
Dadra & Nagar Haveli	0	0	0
Daman & Diu	0	0	0
Delhi	515	0	1050
Goa	0	0	0
Gujarat	0	2	372
Haryana	0	0	316
Himachal Pradesh	0	0	0
Jammu and Kashmir	47	0	0
Jharkhand	0	0	0
Karnataka	1	2	0
Kerala	0	0	412
Lakshadweep	0	0	0
Madhya Pradesh	490	0	737
Maharashtra	865	0	572
Manipur	0	0	0
Meghalaya	0	0	0
Mizoram	0	0	0
Nagaland	0	0	0
Orissa	89	0	491
Pondicherry	0	0	0
Punjab	0	0	0

Rajasthan	500	773	173
Sikkim	0	0	0
Tamil Nadu	62	0	298
Telangana	1	0	0
Tripura	0	0	0
Union Territory of Ladakh	0	0	0
Uttarakhand	0	0	45
Uttar Pradesh	11	0	1133
West Bengal	766	0	4243

STATEMENT-II

Year-wise details of the fund released under the Museum Grant Scheme during the last three financial years (2023-2025).

S. No.	State	District	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
1	Andhra Pradesh	Anantpur	Government of Andhra Pradesh, Padamshree Kalluri Subbarao Memorial District Archaeological Museum Anantpur	State Govt.	Setting of New Museum	572.00	-	286.00	-	572.00
2		Visakhapatnam	Science City of Andhra Pradesh, Govt. of Andhra	State Govt.	Setting of New Museum	375.20	58.467	-	-	58.467

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
			Pradesh, Kailasgiri (Dovari Konda), Visakhapatnam, Andhra Pradesh.							
3		Godavari	Archaeology and State Museum, Govt. of Andhra Pradesh, Rallabandi Subba Rao Archaeology East Godavari District, Andhra Pradesh	State Govt.	Development of existing museum	400.00	140.043	-	-	140.043
4	Arunachal	Ziro	Dept. of Cultural	State	Setting of	720.00	-	-	21.698	21.698

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
	Pradesh		Affairs, Govt. of Arunachal Pradesh, District Museum, Ziro, Arunachal Pradesh	Govt.	New Museum					
5	Gujarat	Rajkot	Rajkot Rajya Foundation, Rajit Villas Palace, Palace Road, Rajkot, Gujarat	NGO	Setting of New Museum	500.00	125.00	125.00	-	500.00
6	Karnataka	Shivamo-gga	Shivappa Nayaka Museum & Research Bureau, Sri Bekkiinakalmatha, Shivamogga	NGO	Setting of New Museum	300.00	75.00	-	-	225.00

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
			Karnataka							
7	Leh Ladhak	Leh	Deskid Cultural and Welfare Society, Deskid, Gonpa, Ladhak	NGO	Setting of New Museum	435.04	108.76	-	-	326.28
8	Madhya Pradesh	Vidisha	Local Archaeological Museum, Sironj, Vidisha, Madhya Pradesh Heritage Development Trust, Archaeology, Archives and Museum, Banganga	State Govt.	Setting of New Museum	152.80	22.90	-	-	91.68

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
			Road, Bhopal							
9	Maharashtra	Mumbai	Funds & Properties of the Parsi Punchayet Bombay, of Framji Dadabhoy Alpiwalla Museum, Dr. Dadabhai Naoroji Road, Fort, Mumbai	NGO	Developmen t of existing museum	400.00	-	64.48	100.00	400.00
10		Pune	Symbiosis Society's for Development of Asian Cultural Museum, Pune	NGO	Developmen t of existing museum	35.615	17.807	8.90	8.90	35.615
11	Manipur	Imphal	State Archaeology,	State	Setting of	435.51	-	108.87	-	326.632

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
			Govt. of Manipur Imphal, Manipur for 3 Galleries inside Kangla Fort, Manipur	Govt.	New Museum					
12		Thoubal	Khongjom War Memorial Trust Khongjom Bazar, Opposite Khongjom Police Station, Thoubal District, Manipur	NGO	Setting of New Museum	500.00	-	125.00	-	375.00
13		Chandel	Anallon Christian Development		Setting of New	449.166	-	224.58	-	226.87

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
			Committee (ACDC), Chandel, Manipur		Museum					
14	Mizoram	Lunglei	District Museum, Lunglei, Director Art & Culture Department, Chanmari, Aizwal	NGO	Setting of New Museum	827.217	-	206.807	-	827.217
15	Odisha	Bhubaneswar	J. D Centre Of Art, VIP Colony, Nayapalli, Bhubaneswar	NGO	Setting of New Museum	621.60	-	35.352	57.887	497.28
16	Rajasthan	Jaipur	Maharaja Sawai Man Singh II Museum, City Palace, Jaipur		Developmen t of existing museum	400.00	-	1.00	-	127.074

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
			Rajasthan							
17	Telangana	Hyderabad	Salar Jung Museum, Hyderabad, Telangana	Autonomous body of MoC	Virtual Experiential Museum	33.00	-	33.00	-	18.466
18	Uttar Pradesh	Prayagraj	Allahabad High Court, Prayagraj, Uttar Pradesh	High Court	Development of existing museum	20.976	-	10.488	-	15.731
19		Vrindavan	VRI Braj Culture Museum, Vrindavan Research Institute. Raman Reti Marg, Vrindavan, Mathura. U.P.	NGO	Development of existing museum	340.304	-	-	170.52	271.459

S. No.	State	Distract	Name of Organization	Type of Org.	Type of museum	Sanctioned amount	FY: 2022-23	FY: 2023-24	FY: 2024-25	Utilized fund
20	West Bengal	Kolkata	Directorate General Border Security Force (BSF) (Eastern Command), Kolkata	Govt.	Setting of New Museum	648.71	-	154.839	-	479.189
21	Delhi	South East	International Society for Krishna Consciousness, East of Kailash (ISKCON), New Delhi	NGO	Development of existing museum	400.00	200.00	-	-	200.00

SOCIAL SECURITY TO GIG AND CONTRACT WORKERS**3720. SHRIMATI BHARTI PARDHI:****SHRI NARESH GANPAT MHASKE:****SHRI SHRIRANG APPA CHANDU BARNE:****DR. SHRIKANT EKNATH SHINDE:****SHRI RAVINDRA DATTARAM WAIKAR:**

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

- (a) the details of the specific protections extended to gig and contract workers by the Government under the Code on Social Security, 2020;
- (b) the details of the registration and welfare mechanisms operationalized by the Government for the platform workers, post-Codes notification;
- (c) the details of the Employees' Provident Fund Organisation (EPFO)/Employees' State Insurance Corporation (ESIC) coverage expansion targets for informal workforce formalisation;
- (d) the details of the digital compliance portals facilitating social security contributions; and
- (e) whether the national portability framework is being developed by the Government for the benefits of gig workers and if so, the details thereof?

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

(a) to (e): The Code on Social Security, 2020 has come into force on 21.11.2025 with the objective to consolidate and simplify the existing social security laws into a single framework and to extend social security coverage to all workers, including organized, unorganized, gig, platform, and self-employed workers.

For the first time, the definition of 'gig workers' and 'platform workers' and provisions related to the same have been provided in the Code on Social Security, 2020.

The Code provides for framing of suitable social security measures for gig workers and platform workers on matters relating to life and disability cover, accident insurance, health and maternity benefits, old age protection, etc. The Code provides for setting up of a Social Security Fund to finance these welfare schemes. The Code also has provisions to constitute a National Social Security Board for the purposes of the welfare of gig workers and platform workers.

The social security to contract workers engaged in organised sector is provided mainly under the five chapters of Code on Social Security, 2020 e.g. Employees' Provident Fund, Employees' State Insurance Corporation, Gratuity, Maternity Benefit and Employee's Compensation. Social security measures relating to life and disability cover, health and maternity benefits, old age protection, education, etc. for contract workers engaged in unorganised sector are also provided in the Code on Social Security, 2020.

The Ministry of Labour and Employment launched eShram portal (eshram.gov.in) on 26.08.2021 for creation of a comprehensive National Database of Unorganised Workers (NDUW) including platform workers, migrant workers etc. The e-Shram portal registers the unorganised workers including gig workers and platform workers and provides them a Universal Account Number (UAN) on a self-declaration basis.

In keeping with the vision of the Budget Announcement 2024-25 on developing eShram as a One-Stop-Solution for unorganized workers to have access to various social security schemes, Ministry of Labour and Employment launched the eShram–“One-Stop-Solution” on 21.10.2024. eShram– “One-Stop-Solution” entails integration of different social security/ welfare schemes at single portal i.e. eShram. This enables unorganised workers registered on eShram to access social security schemes and see benefits availed by them so far, through eShram.

So far, fourteen (14) schemes of different Central Ministries/ Departments have already been integrated/ mapped with the eShram to extend benefits and access to social security, insurance or skill development programmes to eShram cardholders including Pradhan Mantri Street Vendors Atmanirbhar Nidhi (PMSVANidhi), Pradhan Mantri Suraksha Bima Yojana (PMSBY), Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY), Viksit Bharat-Guarantee for Rozgar and Aajeevika Mission (Gramin) (VB-G RAM G),

Pradhan Mantri Awas Yojana – Gramin (PMAY-G), Ayushman Bharat – Pradhan Mantri Jan Arogya Yojana (AB-PMJAY), Pradhan Mantri Awas

Yojana – Urban (PMAY-U), Pradhan Mantri Matsya Sampada Yojana (PMMSY), Pradhan Mantri Kisan Samman Nidhi (PM-KISAN), One Nation One Ration Card (ONORC) and Pradhan Mantri Matru Vandana Yojana (PMMVY), etc.

To maximise registration of platform workers on eShram portal, three nationwide special registration drives were held during the months of April, May and August-September, 2025 in collaboration with States and Union Territories. As on 12.03.2026, around 8.84 lakh platform workers are registered on eShram portal.

To facilitate compliance with social security contributions for contract workers, various digital facilities are provided by the Employees' Provident Fund Organisation (EPFO) and Employees' State Insurance Corporation (ESIC), viz., online registration of establishments, electronic filing of returns, monitoring of payment of contribution etc. The introduction of online portals has facilitated beneficiaries to have access to the social security benefits provided by EPFO and ESIC.

PM INTERNSHIP SCHEME

3721. SHRI ANTO ANTONY

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

- (a) the total number of applications received under the PM Internship Scheme since its inception;

- (b) the total number of candidates who have secured internships under the scheme so far, along with the number of interns appointed, company-wise;
- (c) the number of interns who have successfully completed the full 12-month internship period under the scheme, company-wise;
- (d) the number of complaints received regarding non-payment or delay in payment of stipend to interns since inception.
- (e) whether the Government proposes to increase the stipend provided under the Scheme, if so, the details thereof;
- (f) the number of States/UTs that have appointed Nodal Officers for monitoring and feedback under the Scheme and the names of States/UTs which have not yet appointed such officers;
- (g) whether the Government maintains data on the number of interns who have secured full-time employment after completion of internship, if so, the details thereof, company-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

- (a): The total number of applications received from candidates in the PMIS Pilot Project in Round I and Round II are 6.21 lakh and 4.55 lakh, respectively.
- (b): In Round I of the PMIS Pilot Project, Partner companies made over 82,000 internship offers to over 60,000 candidates and 8760 interns had joined their internship. In Round II of the PMIS Pilot Project, partner companies made over

83000 internship offers to over 71000 candidates and over 7300 interns had joined their internship.

The Company-wise details of internship offers made and interns joined are placed at **Statement-I**.

(c): The 12 months completion dates of internship under Round I are from November 2025 to March 2026 and under Round II are from April 2026 onwards, depending on the date of joining of the interns. As on 09.03.2026, 3605 interns from Round I have completed the internship.

Company-wise details of the number of interns who have successfully completed 12 months internship period under Round I is placed at **Statement-II**.

(d): Around 5449 candidates have raised complaints regarding DBT payments in the PMIS Pilot Project since inception.

(e): The monthly financial assistance for PMIS Interns has been increased from Rs. 5000 to Rs. 9000 with effect from March 2026.

(f): As on 09.03.2026, 34 States/UTs have appointed Nodal Officers for PMIS. West Bengal and Lakshadweep have not appointed the Nodal Officers for the Scheme.

(g): The PM Internship Scheme is designed to enhance industry-relevant skills, improve job readiness, and foster professional exposure through structured internships in India's top-performing companies and institutions to create job ready, skilled work force. The scheme is not designed to provide employment.

STATEMENT I

Company-wise details of internship offers made and interns joined in Round I of PMIS Pilot project.

S. No.	Company Name	Offers made	Interns Joined
1	3M INDIA LIMITED	3	0
2	ABBOTT INDIA LIMITED	1	1
3	ACC LIMITED	84	6
4	ADANI ENTERPRISES LIMITED	112	4
5	ADANI GANGAVARAM PORT LIMITED	49	8
6	ADANI HARBOUR SERVICES LIMITED	14	0
7	ADANI HAZIRA PORT LIMITED	40	1
8	ADANI PORTS AND SPECIAL ECONOMIC ZONE LIMITED	59	7
9	ADANI POWER LIMITED	130	9
10	ADANI SOLAR ENERGY AP SIX PRIVATE LIMITED	2	0
11	ADANI TOTAL GAS LIMITED	5	0
12	ADANI TRANSMISSION (INDIA) LIMITED	388	13
13	ADANI WILMAR LIMITED	31	4
14	AIA ENGINEERING LIMITED	20	1
15	ALEMBIC PHARMACEUTICALS LIMITED	84	6
16	ALKEM LABORATORIES LIMITED	37	10
17	AMARA RAJA ENERGY & MOBILITY LIMITED	53	0
18	AMBUJA CEMENTS LIMITED	146	9
19	APOLLO HOSPITALS ENTERPRISE LIMITED	113	5

S. No.	Company Name	Offers made	Interns Joined
20	APOLLO TYRES LIMITED.	121	0
21	ARAVALI POWER COMPANY PRIVATE LIMITED	101	11
22	ARCELORMITTAL NIPPON STEEL INDIA LIMITED	1	1
23	ASHOK LEYLAND LIMITED	77	3
24	ASHOKA BUILDCON LIMITED	4	1
25	ASIAN PAINTS LIMITED	10	0
26	ATRIA CONVERGENCE TECHNOLOGIES LIMITED	69	6
27	ATUL LIMITED	31	0
28	AU SMALL FINANCE BANK LIMITED	5	0
29	AUROBINDO PHARMA LTD	25	2
30	AVANTI FEEDS LIMITED	242	7
31	AVENUE SUPERMARTS LIMITED	3	0
32	AXIS BANK LIMITED	261	44
33	BAGMANE DEVELOPERS PRIVATE LIMITED	7	1
34	BAJAJ ALLIANZ GENERAL INSURANCE COMPANY LIMITED	20	1
35	BAJAJ ALLIANZ LIFE INSURANCE COMPANY LIMITED	106	15
36	BAJAJ AUTO LIMITED.	177	7
37	BAJAJ FINANCE LIMITED	271	5
38	BAJAJ HOUSING FINANCE LIMITED	18	0
39	BALRAMPUR CHINI MILLS LTD	204	62
40	BATA INDIA LTD	567	8
41	BAYER CROPSCIENCE LIMITED	573	93

S. No.	Company Name	Offers made	Interns Joined
42	BERGER PAINTS INDIA LIMITED	236	7
43	BHARAT DYNAMICS LIMITED	233	32
44	BHARAT ELECTRONICS LIMITED	521	10
45	BHARAT FORGE LTD	9	3
46	BHARAT PETROLEUM CORPORATION LIMITED	547	59
47	BHARTI TELEMEDIA LIMITED	300	15
48	BHILOSA INDUSTRIES PRIVATE LIMITED	6	1
49	BRAHMAPUTRA CRACKER AND POLYMER LIMITED	140	51
50	BRAKES INDIA PRIVATE LIMITED	57	7
51	BRIGADE ENTERPRISES LIMITED	50	0
52	BRITANNIA INDUSTRIES LTD	208	2
53	CENTRAL COALFIELDS LIMITED	358	100
54	CHAMBAL FERTILISERS AND CHEMICALS LIMITED	122	21
55	CHOLAMANDALAM INVESTMENT AND FINANCE COMPANY LIMITED	2	1
56	CIPLA LIMITED	226	26
57	CITY UNION BANK LIMITED	14	1
58	COAL INDIA LTD GOVT OF INDIA UNDERTAKING	43	12
59	COCHIN SHIPYARD LIMITED	74	10
60	COLGATE-PALMOLIVE (INDIA) LIMITED	6	0
61	CONTAINER CORPORATION OF INDIA LIMITED	190	16
62	D B POWER LIMITED	3	0
63	DABUR INDIA LIMITED	95	5

S. No.	Company Name	Offers made	Interns Joined
64	DALMIA CEMENT (BHARAT) LIMITED	57	13
65	DCM SHRIRAM LIMITED	269	32
66	DEEPAK NITRITE LIMITED	22	1
67	DHARAMPAL SATYAPAL LIMITED	79	1
68	DILIP BUILDCON LIMITED	16	0
69	DIVI S LABORATORIES LIMITED	14	2
70	DLF LIMITED	48	0
71	DR.REDDY S LABORATORIES LTD	216	41
72	DXC TECHNOLOGY INDIA PRIVATE LIMITED	89	21
73	EASTERN COALFIELDS LTD	78	11
74	ECGC LIMITED	141	26
75	EICHER MOTORS LIMITED	418	0
76	EIT SERVICES INDIA PRIVATE LIMITED	102	25
77	EMAMI LIMITED	181	13
78	EMCURE PHARMACEUTICALS LIMITED	43	5
79	ENGINEERS INDIA LIMITED	161	13
80	EQUITAS SMALL FINANCE BANK LIMITED	1	0
81	ESCORTS KUBOTA LIMITED	101	0
82	EVEREST FOOD PRODUCTS PRIVATE LIMITED	39	4
83	EXIDE INDUSTRIES LIMITED	369	9
84	GAIL (INDIA) LIMITED	1109	201
85	GENPACT INDIA PRIVATE LIMITED	33	12
86	GLAND PHARMA LTD	8	0

S. No.	Company Name	Offers made	Interns Joined
87	GLENMARK LIFE SCIENCES LIMITED	1	0
88	GLENMARK PHARMACEUTICALS LIMITED	29	8
89	GMR HYDERABAD INTERNATIONAL AIRPORT LIMITED	76	2
90	GODAWARI POWER AND ISPAT LIMITED	36	5
91	GRASIM INDUSTRIES LTD	38	4
92	GUJARAT GAS LIMITED	79	7
93	GUJARAT NARMADA VALLEY FERTILIZERS & CHEMICALS LIMITED	30	1
94	GUJARAT STATE FERTILIZERS & CHEMICALS LIMITED	17	5
95	GUJARAT STATE PETRONET LIMITED	86	2
96	HALDIRAM SNACKS PRIVATE LIMITED	27	3
97	HAVELLS INDIA LIMITED	22	7
98	HCL TECHNOLOGIES LIMITED	19	5
99	HDB FINANCIAL SERVICES LIMITED	2	0
100	HDFC ASSET MANAGEMENT COMPANY LIMITED	28	4
101	HDFC BANK LIMITED	1472	300
102	HDFC LIFE INSURANCE COMPANY LIMITED	66	19
103	HERO MOTOCORP LIMITED	1554	1
104	HINDUSTAN AERONAUTICS LIMITED	1074	120
105	HINDUSTAN PETROLEUM CORPORATION LIMITED	1643	165
106	HINDUSTAN UNILEVER LIMITED	212	3
107	HONEYWELL TECHNOLOGY SOLUTIONS LAB PRIVATE LIMITED	3	2

S. No.	Company Name	Offers made	Interns Joined
108	ICICI BANK LIMITED	333	69
109	ICICI LOMBARD GENERAL INSURANCE COMPANY LIMITED	7	3
110	ICICI PRUDENTIAL ASSET MANAGEMENT COMPANY LIMITED	7	1
111	ICICI PRUDENTIAL LIFE INSURANCE COMPANY LIMITED	8	2
112	ICICI SECURITIES LIMITED	36	5
113	IDFC FIRST BANK LIMITED	195	45
114	IIFL HOME FINANCE LIMITED	9	1
115	INDIAN ENERGY EXCHANGE LIMITED	1	1
116	INDIAN METALS AND FERRO ALLOYS LTD.	33	17
117	INDIAN OIL CORPORATION LIMITED	4405	421
118	INDIAN RAILWAY CATERING AND TOURISM CORPORATION LIMITED	561	38
119	INDIAN RAILWAY FINANCE CORPORATION LIMITED	6	5
120	INDIAN RENEWABLE ENERGY DEVELOPMENT AGENCY LIMITED	71	13
121	INDRAPRASTHA GAS LIMITED	725	0
122	INDUSIND BANK LTD.	1384	160
123	INFO EDGE (INDIA) LIMITED	6	3
124	INTAS PHARMACEUTICALS LIMITED	55	1
125	INTERNATIONAL TRACTORS LIMITED	5	0
126	IPCA LABORATORIES LIMITED	5	5

S. No.	Company Name	Offers made	Interns Joined
127	IRCON INTERNATIONAL LIMITED	77	20
128	IREL (INDIA) LIMITED	126	32
129	ITC LIMITED	1139	132
130	J. K. CEMENT LIMITED.	13	1
131	JAQUAR AND COMPANY PRIVATE LIMITED	7	1
132	JCB INDIA LIMITED	240	8
133	JINDAL SAW LIMITED	20	0
134	JINDAL STEEL & POWER LIMITED	437	51
135	JK PAPER LIMITED	98	4
136	JSW ENERGY LIMITED	15	0
137	JSW STEEL LIMITED	328	6
138	JUBILANT FOODWORKS LIMITED	8692	457
139	KAJARIA CERAMICS LIMITED	13	0
140	KANSAI NEROLAC PAINTS LIMITED	24	9
141	KEC INTERNATIONAL LIMITED	56	0
142	KITEX CHILDRENSWEAR LIMITED	7	3
143	KOTAK MAHINDRA BANK LIMITED	244	47
144	KOTAK MAHINDRA PRIME LIMITED	6	1
145	LARSEN AND TOUBRO LIMITED	1261	15
146	LEMON TREE HOTELS LIMITED	703	10
147	M.P. AGROTONICS LIMITED	1	0
148	MAHANADI COALFIELDS LIMITED	152	23
149	MAHINDRA AND MAHINDRA FINANCIAL SERVICES	89	14

S. No.	Company Name	Offers made	Interns Joined
	LIMITED		
150	MAHINDRA AND MAHINDRA LIMITED	188	2
151	MALABAR GOLD LIMITED	1	1
152	MANAPPURAM FINANCE LIMITED	564	40
153	MANGALORE REFINERY AND PETROCHEMICALS LIMITED	14	4
154	MARICO LIMITED	11	1
155	MARUTI SUZUKI INDIA LIMITED	5550	101
156	MAX LIFE INSURANCE COMPANY LIMITED	18	3
157	MAZAGON DOCK SHIPBUILDERS LIMITED	389	12
158	MEGHA ENGINEERING & INFRASTRUCTURES LIMITED	114	1
159	MOIL LIMITED	84	32
160	MRF LIMITED	97	3
161	MUSIGMA BUSINESS SOLUTIONS PRIVATE LIMITED	29	19
162	MUTHOOT FINANCE LIMITED	220	72
163	NATIONAL ALUMINIUM CO LTD	148	23
164	NATIONAL PAYMENTS CORPORATION OF INDIA	21	10
165	NATIONAL STOCK EXCHANGE OF INDIA LTD.	1435	422
166	NAYARA ENERGY LIMITED	177	7
167	NHDC LIMITED	290	20
168	NHPC LIMITED	683	116
169	NIPPON LIFE INDIA ASSET MANAGEMENT LIMITED	16	5
170	NLC INDIA LIMITED	145	14

S. No.	Company Name	Offers made	Interns Joined
171	NMDC LIMITED	236	23
172	NORTHERN COALFIELDS LIMITED	215	26
173	NTPC LIMITED	3732	619
174	NTPC-SAIL POWER COMPANY LIMITED	55	8
175	NUCLEAR POWER CORPORATION OF INDIA LIMITED	53	2
176	NUMALIGARH REFINERY LTD	557	182
177	OBEROI REALTY LIMITED	87	1
178	ODISHA MINING CORPORATION LIMITED	17	8
179	OIL AND NATURAL GAS CORPORATION LIMITED	3323	567
180	OIL INDIA LIMITED	1022	271
181	ORISSA METALIKS PRIVATE LIMITED	25	0
182	PAGE INDUSTRIES LIMITED	23	0
183	PERNOD RICARD INDIA PRIVATE LIMITED	1	0
184	PETRONET LNG LIMITED	40	4
185	PI INDUSTRIES LIMITED	1	0
186	PIRAMAL PHARMA LIMITED	48	4
187	PNB HOUSING FINANCE LIMITED	40	11
188	POLYPLEX CORPORATION LIMITED	15	3
189	POWER GRID CORPORATION OF INDIA LIMITED	4034	546
190	PRESTIGE ESTATES PROJECTS LIMITED	6	0
191	RASHMI CEMENT LIMITED	18	0
192	RASHMI METALIKS LIMITED	12	0
193	RASHTRIYA CHEMICALS AND FERTILIZERS LIMITED	27	8

S. No.	Company Name	Offers made	Interns Joined
194	RBL BANK LIMITED	2	0
195	REC LIMITED	545	102
196	RELIANCE INDUSTRIES LIMITED	6361	538
197	rites limited	115	17
198	RUNGTA MINES LIMITED	54	3
199	RUNGTA SONS PVT LTD	18	0
200	SAINT-GOBAIN INDIA PRIVATE LIMITED	13	1
201	SBI CARDS AND PAYMENT SERVICES LIMITED	2	0
202	SBI FUNDS MANAGEMENT LIMITED	22	14
203	SBI GENERAL INSURANCE COMPANY LIMITED	12	1
204	SBI LIFE INSURANCE COMPANY LIMITED	256	67
205	SHIV-NARESH SPORTS PRIVATE LIMITED	53	1
206	SHREE CEMENT LIMITED	9	2
207	SHRIRAM FINANCE LIMITED	589	110
208	SHRIRAM GENERAL INSURANCE COMPANY LIMITED	150	5
209	SHYAM SEL AND POWER LIMITED	29	0
210	SIEMENS LIMITED	1	1
211	SIGNIFY INNOVATIONS INDIA LIMITED	11	2
212	SJVN LIMITED	435	36
213	SKODA AUTO VOLKSWAGEN INDIA PRIVATE LIMITED	21	9
214	SOBHA LIMITED	2	0
215	SOUTH EASTERN COALFIELDS LIMITED	105	15
216	STEEL AUTHORITY OF INDIA LIMITED	806	144

S. No.	Company Name	Offers made	Interns Joined
217	STERLITE POWER TRANSMISSION LIMITED	42	2
218	STERLITE TECHNOLOGIES LIMITED	22	7
219	SUN PHARMACEUTICAL INDUSTRIES LIMITED	138	16
220	SUNDARAM FINANCE LIMITED	5	0
221	TAFE MOTORS AND TRACTORS LIMITED	82	0
222	TAMILNAD MERCANTILE BANK LIMITED	62	4
223	TATA AIG GENERAL INSURANCE COMPANY LIMITED	5	0
224	TATA CAPITAL HOUSING FINANCE LIMITED	133	17
225	TATA CAPITAL LIMITED	130	12
226	TATA CHEMICALS LIMITED	53	3
227	TATA CONSULTANCY SERVICES LIMITED	997	395
228	TATA CONSUMER PRODUCTS LIMITED	1484	72
229	TATA MOTORS LIMITED	199	14
230	TATA STEEL LIMITED	964	63
231	TECH MAHINDRA LIMITED	217	93
232	THDC INDIA LIMITED	154	20
233	THE FEDERAL BANK LTD	16	6
234	THE KARNATAKA BANK LIMITED	41	17
235	THE NEW INDIA ASSURANCE COMPANY LIMITED	200	9
236	THE RAMCO CEMENTS LIMITED	115	8
237	THE SINGARENI COLLIERIES COMPANY LIMITED	800	51
238	TITAN COMPANY LIMITED	514	12
239	TORRENT PHARMACEUTICALS LTD	37	13

S. No.	Company Name	Offers made	Interns Joined
240	TRANSUNION CIBIL LIMITED	20	0
241	TRIDENT LIMITED	877	12
242	TUBE INVESTMENTS OF INDIA LIMITED	4	1
243	TVS MOTOR COMPANY LIMITED	61	0
244	UNITED BREWERIES LIMITED	134	35
245	UPL LIMITED	47	1
246	URANIUM CORPORATION OF INDIA LIMITED	87	8
247	UTKAL ALUMINA INTERNATIONAL LIMITED.	21	1
248	VEDANTA LIMITED	521	79
249	WELSPUN LIVING LIMITED	319	0
250	WESTERN COALFIELDS LIMITED	17	3
251	WHIRLPOOL OF INDIA LIMITED	212	14
252	WIPRO LIMITED	260	54
253	WONDER CEMENT LIMITED	12	0
254	ZERODHA BROKING LIMITED	33	3
255	ZOHO CORPORATION PRIVATE LIMITED	6	4
256	ZYDUS LIFESCIENCES LIMITED	232	5
	Grand Total	82077	8760

Company-wise details of internship offers made and interns joined in Round II of PMIS Pilot project.

S. No.	Company Name	Offers made	Interns Joined
1	AARTI INDUSTRIES LTD	28	2
2	ABBOTT INDIA LIMITED	1	0
3	ACC LIMITED	2	0
4	ADANI ENTERPRISES LIMITED	37	4
5	ADANI GANGAVARAM PORT LIMITED	10	1
6	ADANI HARBOUR SERVICES LIMITED	9	0
7	ADANI HAZIRA PORT LIMITED	20	0
8	ADANI PORTS AND SPECIAL ECONOMIC ZONE LI MITED	27	7
9	ADANI TRANSMISSION (INDIA) LIMITED	289	1
10	ADANI WILMAR LIMITED	13	2
11	ADITYA BIRLA CAPITAL LIMITED	28	8
12	ADITYA BIRLA SUN LIFE AMC LIMITED	32	10
13	AIA ENGINEERING LIMITED	33	0
14	AJANTA PHARMA LIMITED	11	2
15	ALEMBIC PHARMACEUTICALS LIMITED	27	0
16	ALKEM LABORATORIES LIMITED	8	4
17	AMARA RAJA ENERGY & MOBILITY LIMITED	53	0
18	AMBUJA CEMENTS LIMITED	18	4
19	AMERICAN EXPRESS(INDIA) PRIVATE LIMITED	4	4
20	APOLLO HOSPITALS ENTERPRISE LIMITED	10	4

S. No.	Company Name	Offers made	Interns Joined
21	APOLLO TYRES LIMITED.	85	0
22	ASHOK LEYLAND LIMITED	100	13
23	ASHOKA BUILDCON LIMITED	7	6
24	ASIAN PAINTS LIMITED	5	0
25	ATRIA CONVERGENCE TECHNOLOGIES LIMITED	17	0
26	ATUL LIMITED	11	3
27	AU SMALL FINANCE BANK LIMITED	7	0
28	AUROBINDO PHARMA LTD	4	1
29	AVANTI FEEDS LIMITED	518	0
30	AXIS BANK LIMITED	57	9
31	BAGMANE DEVELOPERS PRIVATE LIMITED	2	0
32	BAJAJ ALLIANZ GENERAL INSURANCE COMPAN Y LIMITED	7	0
33	BAJAJ ALLIANZ LIFE INSURANCE COMPANY LIM ITED	91	3
34	BAJAJ AUTO LIMITED.	309	7
35	BALRAMPUR CHINI MILLS LTD	39	18
36	BANDHAN BANK LIMITED	18	6
37	BATA INDIA LTD	43	0
38	BAYER CROPSCIENCE LIMITED	392	72
39	BENNETT COLEMAN AND COMPANY LIMITED	52	7
40	BERGER PAINTS INDIA LIMITED	7	4
41	BHARAT DYNAMICS LIMITED	368	54

S. No.	Company Name	Offers made	Interns Joined
42	BHARAT ELECTRONICS LIMITED	369	16
43	BHARAT FORGE LTD	4	1
44	BHARAT PETROLEUM CORPORATION LIMITED	2696	109
45	BHARTI TELEMEDIA LIMITED	288	6
46	BHILOSA INDUSTRIES PRIVATE LIMITED	3	0
47	BRAHMAPUTRA CRACKER AND POLYMER LIMITED	29	6
48	BRAKES INDIA PRIVATE LIMITED	7	0
49	BRIGADE ENTERPRISES LIMITED	10	0
50	BRITANNIA INDUSTRIES LTD	110	0
51	CENTRAL COALFIELDS LIMITED	220	59
52	CESC LTD	8	0
53	CGI INFORMATION SYSTEMS AND MANAGEMENT CONSULTANTS PRIVATE LIMITED	5	3
54	CHAMBAL FERTILISERS AND CHEMICALS LIMITED	14	3
55	CIPLA LIMITED	12	1
56	CITY UNION BANK LIMITED	34	2
57	COAL INDIA LTD GOVT OF INDIA UNDERTAKING	21	4
58	COCHIN SHIPYARD LIMITED	66	39
59	COGNIZANT TECHNOLOGY SOLUTIONS INDIA PRIVATE LIMITED	3	0

S. No.	Company Name	Offers made	Interns Joined
60	COLGATE-PALMOLIVE (INDIA) LIMITED	20	0
61	CONTAINER CORPORATION OF INDIA LIMITED	65	3
62	COROMANDEL INTERNATIONAL LIMITED	6	0
63	CULVER MAX ENTERTAINMENT PRIVATE LIMITED	4	4
64	CYBAGE SOFTWARE PRIVATE LIMITED	1	1
65	D B POWER LIMITED	4	1
66	DABUR INDIA LIMITED	605	29
67	DALMIA CEMENT (BHARAT) LIMITED	8	7
68	DBS BANK INDIA LIMITED	6	3
69	DCM SHRIRAM LIMITED	26	6
70	DEEPAK NITRITE LIMITED	2	0
71	DHARAMPAL SATYAPAL LIMITED	32	9
72	DR. LAL PATHLABS LIMITED	91	23
73	DR.REDDY S LABORATORIES LTD	60	9
74	DXC TECHNOLOGY INDIA PRIVATE LIMITED	70	17
75	EASTERN COALFIELDS LTD	100	17
76	ECGC LIMITED	150	16
77	EICHER MOTORS LIMITED	303	1
78	EIT SERVICES INDIA PRIVATE LIMITED	59	24
79	EMAMI LIMITED	197	7
80	ENDURANCE TECHNOLOGIES LIMITED	203	6
81	ENGINEERS INDIA LIMITED	156	21

S. No.	Company Name	Offers made	Interns Joined
82	EQUITAS SMALL FINANCE BANK LIMITED	2	0
83	ESCORTS KUBOTA LIMITED	47	21
84	EVEREST FOOD PRODUCTS PRIVATE LIMITED	1	0
85	EXIDE INDUSTRIES LIMITED	374	3
86	GAIL (INDIA) LIMITED	220	14
87	GENPACT INDIA PRIVATE LIMITED	2	1
88	GHCL LIMITED	29	15
89	GLAND PHARMA LTD	9	0
90	GLENMARK PHARMACEUTICALS LIMITED	8	2
91	GMR HYDERABAD INTERNATIONAL AIRPORT LIMITED	10	2
92	GODAWARI POWER AND ISPAT LIMITED	103	6
93	GODREJ CONSUMER PRODUCTS LIMITED	214	16
94	GRASIM INDUSTRIES LTD	32	10
95	GUJARAT GAS LIMITED	59	0
96	GUJARAT NARMADA VALLEY FERTILIZERS & CHEMICALS LIMITED	10	0
97	GUJARAT STATE FERTILIZERS & CHEMICALS LIMITED	37	4
98	GUJARAT STATE PETRONET LIMITED	19	3
99	HAVELLS INDIA LIMITED	14	0
100	HDB FINANCIAL SERVICES LIMITED	1	0
101	HDFC ASSET MANAGEMENT COMPANY LIMITED	100	28

S. No.	Company Name	Offers made	Interns Joined
102	HDFC BANK LIMITED	14856	879
103	HINDALCO INDUSTRIES LIMITED	17	4
104	HINDUSTAN AERONAUTICS LIMITED	1047	141
105	HINDUSTAN PETROLEUM CORPORATION LIMITED	2787	161
106	HINDUSTAN UNILEVER LIMITED	67	9
107	HONDA MOTORCYCLE AND SCOOTER INDIA PVT LTD	7	6
108	HONEYWELL TECHNOLOGY SOLUTIONS LAB PRIVATE LIMITED	24	17
109	HP INDIA SALES PRIVATE LIMITED	101	14
110	HYUNDAI MOTOR INDIA LIMITED	1	1
111	IBM INDIA PRIVATE LIMITED	121	102
112	ICICI BANK LIMITED	440	78
113	ICICI PRUDENTIAL LIFE INSURANCE COMPANY LIMITED	57	2
114	ICICI SECURITIES LIMITED	9	4
115	IDFC FIRST BANK LIMITED	30	11
116	IIFL FINANCE LIMITED	16	4
117	INDIAN METALS AND FERRO ALLOYS LTD.	44	26
118	INDIAN OIL CORPORATION LIMITED	4057	133
119	INDIAN RAILWAY CATERING AND TOURISM CORPORATION LIMITED	106	17

S. No.	Company Name	Offers made	Interns Joined
120	INDIAN RENEWABLE ENERGY DEVELOPMENT AGENCY LIMITED	25	3
121	INDUS TOWERS LIMITED	49	1
122	INDUSIND BANK LTD.	876	72
123	INFO EDGE (INDIA) LIMITED	3	3
124	INFOSYS LIMITED	1496	655
125	INTAS PHARMACEUTICALS LIMITED	34	0
126	INTERNATIONAL TRACTORS LIMITED	5	0
127	IPCA LABORATORIES LIMITED	5	3
128	IRCON INTERNATIONAL LIMITED	48	8
129	IREL (INDIA) LIMITED	29	15
130	ITC LIMITED	447	23
131	J. K. CEMENT LIMITED.	4	0
132	JAQUAR AND COMPANY PRIVATE LIMITED	13	1
133	JCB INDIA LIMITED	20	1
134	JINDAL STEEL & POWER LIMITED	400	23
135	JK PAPER LIMITED	2	2
136	JSW ENERGY LIMITED	26	1
137	JUBILANT FOODWORKS LIMITED	8534	152
138	KAJARIA CERAMICS LIMITED	28	0
139	KANSAI NEROLAC PAINTS LIMITED	20	8
140	KEC INTERNATIONAL LIMITED	8	2
141	KITEX CHILDRENSWEAR LIMITED	22	5

S. No.	Company Name	Offers made	Interns Joined
142	KNR CONSTRUCTIONS LIMITED	10	1
143	KOTAK MAHINDRA BANK LIMITED	13	4
144	KOTAK MAHINDRA PRIME LIMITED	3	0
145	LARSEN AND TOUBRO LIMITED	274	0
146	LAURUS LABS LIMITED	15	0
147	LEMON TREE HOTELS LIMITED	905	2
148	LUPIN LIMITED	3	3
149	MAHANADI COALFIELDS LIMITED	281	22
150	MAHINDRA AND MAHINDRA FINANCIAL SERVICE S LIMITED	71	11
151	MAHINDRA AND MAHINDRA LIMITED	1887	102
152	MALABAR GOLD LIMITED	1	0
153	MANAPPURAM FINANCE LIMITED	1129	56
154	MANGALORE REFINERY AND PETROCHEMICALS LIMITED	10	4
155	MARICO LIMITED	5	4
156	MARUTI SUZUKI INDIA LIMITED	34	1
157	MAZAGON DOCK SHIPBUILDERS LIMITED	831	29
158	MEGHA ENGINEERING & INFRASTRUCTURES LIMITED	24	0
159	MICRO LABS LIMITED	38	5
160	MODERN ROAD MAKERS P LTD	15	4
161	MOIL LIMITED	410	68

S. No.	Company Name	Offers made	Interns Joined
162	MRF LIMITED	337	279
163	MSPL LIMITED	21	9
164	MUSIGMA BUSINESS SOLUTIONS PRIVATE LIMITED	33	17
165	MUTHOOT FINANCE LIMITED	31	22
166	NATIONAL ALUMINIUM CO LTD	115	12
167	NATIONAL STOCK EXCHANGE OF INDIA LTD.	212	74
168	NAYARA ENERGY LIMITED	46	2
169	NHDC LIMITED	102	2
170	NHPC LIMITED	393	84
171	NIRMA LIMITED	182	4
172	NLC INDIA LIMITED	275	30
173	NMDC LIMITED	308	11
174	NORTHERN COALFIELDS LIMITED	2106	41
175	NTPC LIMITED	2740	415
176	NTPC-SAIL POWER COMPANY LIMITED	31	5
177	NUCLEAR POWER CORPORATION OF INDIA LIMITED	40	1
178	NUMALIGARH REFINERY LTD	159	96
179	OBEROI REALTY LIMITED	76	0
180	ODISHA MINING CORPORATION LIMITED	58	6
181	OIL AND NATURAL GAS CORPORATION LIMITED	9314	522
182	OIL INDIA LIMITED	706	345

S. No.	Company Name	Offers made	Interns Joined
183	ORISSA METALIKS PRIVATE LIMITED	23	0
184	PAGE INDUSTRIES LIMITED	36	0
185	PERNOD RICARD INDIA PRIVATE LIMITED	1	0
186	PETRONET LNG LIMITED	36	5
187	PFIZER LIMITED	2	0
188	PI INDUSTRIES LIMITED	42	3
189	PIRAMAL ENTERPRISES LIMITED	28	16
190	PIRAMAL PHARMA LIMITED	24	2
191	PNC INFRATECH LIMITED	4	0
192	POLYPLEX CORPORATION LIMITED	2	0
193	POWER FINANCE CORPORATION LIMITED	125	3
194	POWER GRID CORPORATION OF INDIA LIMITED	2231	259
195	PRESTIGE ESTATES PROJECTS LIMITED	4	1
196	RASHMI CEMENT LIMITED	21	1
197	RASHMI METALIKS LIMITED	23	0
198	RASHTRIYA CHEMICALS AND FERTILIZERS LIMITED	44	5
199	RBL BANK LIMITED	1	0
200	REC LIMITED	251	9
201	REDINGTON LIMITED	33	0
202	RELIANCE INDUSTRIES LIMITED	4471	297
203	rites limited	203	17
204	RUNGTA MINES LIMITED	43	4

S. No.	Company Name	Offers made	Interns Joined
205	RUNGTA SONS PVT LTD	66	10
206	SARDA ENERGY & MINERALS LIMITED	9	3
207	SAVEX TECHNOLOGIES PRIVATE LIMITED	2	0
208	SBI CARDS AND PAYMENT SERVICES LIMITED	3	1
209	SBI FUNDS MANAGEMENT LIMITED	11	6
210	SBI GENERAL INSURANCE COMPANY LIMITED	75	25
211	SBI LIFE INSURANCE COMPANY LIMITED	121	25
212	SHIV-NARESH SPORTS PRIVATE LIMITED	13	1
213	SHREE CEMENT LIMITED	24	2
214	SHRIRAM FINANCE LIMITED	346	100
215	SHRIRAM GENERAL INSURANCE COMPANY LIMITED	7	2
216	SHYAM SEL AND POWER LIMITED	20	0
217	SIEMENS LIMITED	5	1
218	SIGNIFY INNOVATIONS INDIA LIMITED	10	8
219	SJVN LIMITED	92	15
220	SKF INDIA LIMITED	29	0
221	SKODA AUTO VOLKSWAGEN INDIA PRIVATE LIMITED	13	3
222	SOBHA LIMITED	30	0
223	SOUTH EASTERN COALFIELDS LIMITED	771	77
224	STEEL AUTHORITY OF INDIA LIMITED	243	40
225	STERLITE TECHNOLOGIES LIMITED	22	10

S. No.	Company Name	Offers made	Interns Joined
226	SUN PHARMACEUTICAL INDUSTRIES LIMITED	3	0
227	SUN TV NETWORK LIMITED	5	1
228	SUNDARAM FINANCE LIMITED	3	2
229	SUNDRAM FASTENERS LIMITED	112	0
230	SUPER CASSETTES INDUSTRIES PRIVATE LIMITED	10	0
231	TAFE MOTORS AND TRACTORS LIMITED	142	0
232	TAMILNAD MERCANTILE BANK LIMITED	9	1
233	TATA AIG GENERAL INSURANCE COMPANY LIMITED	3	0
234	TATA CAPITAL HOUSING FINANCE LIMITED	167	7
235	TATA CAPITAL LIMITED	21	5
236	TATA CHEMICALS LIMITED	50	6
237	TATA CONSULTANCY SERVICES LIMITED	216	35
238	TATA CONSUMER PRODUCTS LIMITED	26	1
239	TATA MOTORS LIMITED	40	1
240	TATA STEEL LIMITED	706	48
241	TECH MAHINDRA LIMITED	253	97
242	THDC INDIA LIMITED	58	9
243	THE NEW INDIA ASSURANCE COMPANY LIMITED	148	16
244	THE RAMCO CEMENTS LIMITED	94	4
245	THE SINGARENI COLLIERIES COMPANY LIMITED	422	67

S. No.	Company Name	Offers made	Interns Joined
246	TITAN COMPANY LIMITED	303	2
247	TORRENT PHARMACEUTICALS LTD	31	10
248	TORRENT POWER LIMITED	2	1
249	TOYOTA KIRLOSKAR MOTOR PRIVATE LIMITED	10	0
250	TRANSMISSION CORPORATION OF TELANGANA LIMITED	58	3
251	TRIDENT LIMITED	136	4
252	TVS MOTOR COMPANY LIMITED	52	0
253	ULTRATECH CEMENT LIMITED	122	25
254	UNITED BREWERIES LIMITED	11	8
255	UPL LIMITED	27	0
256	URANIUM CORPORATION OF INDIA LIMITED	113	25
257	UTKAL ALUMINA INTERNATIONAL LIMITED.	24	5
258	VEDANTA LIMITED	393	76
259	WELSPUN LIVING LIMITED	101	2
260	WESTERN COALFIELDS LIMITED	13	2
261	WHIRLPOOL OF INDIA LIMITED	95	2
262	WIPRO ENTERPRISES PRIVATE LIMITED	61	5
263	WIPRO LIMITED	740	136
264	YARROW INFRASTRUCTURE PRIVATE LIMITED	1	1
265	ZERODHA BROKING LIMITED	5	1
266	ZOHO CORPORATION PRIVATE LIMITED	49	25
267	ZYDUS LIFESCIENCES LIMITED	19	2

S. No.	Company Name	Offers made	Interns Joined
Grand Total		83696	7300

STATEMENT II

Company-wise details of the number of interns who have successfully completed their internship under Round I of PMIS Pilot project as on 09.03.2026.

S. No.	Company Name	Number of Interns who completed Internship
1	ACC LIMITED	1
2	ADANI GANGAVARAM PORT LIMITED	1
3	ADANI PORTS AND SPECIAL ECONOMIC ZONE LIMITED	5
4	ADANI POWER LIMITED	2
5	ADANI TRANSMISSION (INDIA) LIMITED	2
6	ADANI WILMAR LIMITED	2
7	ALEMBIC PHARMACEUTICALS LIMITED	1
8	ALKEM LABORATORIES LIMITED	3
9	AMBUJA CEMENTS LIMITED	3
10	APOLLO HOSPITALS ENTERPRISE LIMITED	3
11	ASHOK LEYLAND LIMITED	2
12	ASHOKA BUILDCON LIMITED	1

S. No.	Company Name	Number of Interns who completed Internship
13	AVANTI FEEDS LIMITED	5
14	AXIS BANK LIMITED	12
15	BAGMANE DEVELOPERS PRIVATE LIMITED	1
16	BAJAJ ALLIANZ LIFE INSURANCE COMPANY LIMITED	8
17	BAJAJ AUTO LIMITED.	3
18	BAJAJ FINANCE LIMITED	2
19	BALRAMPUR CHINI MILLS LTD	17
20	BAYER CROPSOURCE LIMITED	48
21	BHARAT DYNAMICS LIMITED	10
22	BHARAT ELECTRONICS LIMITED	7
23	BHARAT PETROLEUM CORPORATION LIMITED	19
24	BHARTI TELEMEDIA LIMITED	2
25	BHILOSA INDUSTRIES PRIVATE LIMITED	1
26	BRAKES INDIA PRIVATE LIMITED	1
27	CENTRAL COALFIELDS LIMITED	49
28	CHAMBAL FERTILISERS AND CHEMICALS LIMITED	4
29	CHOLAMANDALAM INVESTMENT AND FINANCE COMPANY LIMITED	1
30	CITY UNION BANK LIMITED	1
31	COAL INDIA LTD GOVT OF INDIA UNDERTAKING	4
32	COCHIN SHIPYARD LIMITED	7

S. No.	Company Name	Number of Interns who completed Internship
33	CONTAINER CORPORATION OF INDIA LIMITED	3
34	DALMIA CEMENT (BHARAT) LIMITED	10
35	DCM SHRIRAM LIMITED	9
36	DR.REDDY S LABORATORIES LTD	3
37	DXC TECHNOLOGY INDIA PRIVATE LIMITED	13
38	ECGC LIMITED	14
39	EIT SERVICES INDIA PRIVATE LIMITED	8
40	EMCURE PHARMACEUTICALS LIMITED	2
41	ENGINEERS INDIA LIMITED	7
42	GAIL (INDIA) LIMITED	75
43	GENPACT INDIA PRIVATE LIMITED	6
44	GODAWARI POWER AND ISPAT LIMITED	2
45	GRASIM INDUSTRIES LTD	3
46	GUJARAT GAS LIMITED	2
47	GUJARAT STATE FERTILIZERS & CHEMICALS LIMITED	3
48	HALDIRAM SNACKS PRIVATE LIMITED	1
49	HDFC ASSET MANAGEMENT COMPANY LIMITED	2
50	HDFC BANK LIMITED	83
51	HDFC LIFE INSURANCE COMPANY LIMITED	6
52	HERO MOTOCORP LIMITED	1
53	HINDUSTAN AERONAUTICS LIMITED	46

S. No.	Company Name	Number of Interns who completed Internship
54	HINDUSTAN PETROLEUM CORPORATION LIMITED	29
55	HINDUSTAN UNILEVER LIMITED	1
56	HONEYWELL TECHNOLOGY SOLUTIONS LAB PRIVATE LIMITED	2
57	ICICI BANK LIMITED	30
58	ICICI LOMBARD GENERAL INSURANCE COMPANY LIMITED	1
59	ICICI PRUDENTIAL ASSET MANAGEMENT COMPANY LIMITED	1
60	ICICI PRUDENTIAL LIFE INSURANCE COMPANY LIMITED	1
61	ICICI SECURITIES LIMITED	2
62	IDFC FIRST BANK LIMITED	26
63	INDIAN METALS AND FERRO ALLOYS LTD.	7
64	INDIAN OIL CORPORATION LIMITED	101
65	INDIAN RAILWAY CATERING AND TOURISM CORPORATION LIMITED	12
66	INDIAN RAILWAY FINANCE CORPORATION LIMITED	3
67	INDIAN RENEWABLE ENERGY DEVELOPMENT AGENCY	8

S. No.	Company Name	Number of Interns who completed Internship
	LIMITED	
68	INDUSIND BANK LTD.	38
69	IPCA LABORATORIES LIMITED	2
70	IRCON INTERNATIONAL LIMITED	5
71	IREL (INDIA) LIMITED	14
72	ITC LIMITED	43
73	J. K. CEMENT LIMITED.	1
74	JINDAL STEEL & POWER LIMITED	14
75	JK PAPER LIMITED	2
76	JSW STEEL LIMITED	2
77	JUBILANT FOODWORKS LIMITED	32
78	KITEX CHILDRENSWEAR LIMITED	2
79	KOTAK MAHINDRA BANK LIMITED	12
80	KOTAK MAHINDRA PRIME LIMITED	1
81	LARSEN AND TOUBRO LIMITED	6
82	LEMON TREE HOTELS LIMITED	2
83	MAHANADI COALFIELDS LIMITED	7
84	MAHINDRA AND MAHINDRA FINANCIAL SERVICES LIMITED	2
85	MANAPPURAM FINANCE LIMITED	13
86	MANGALORE REFINERY AND PETROCHEMICALS LIMITED	2

S. No.	Company Name	Number of Interns who completed Internship
87	MARUTI SUZUKI INDIA LIMITED	56
88	MAZAGON DOCK SHIPBUILDERS LIMITED	3
89	MOIL LIMITED	23
90	MRF LIMITED	3
91	MUSIGMA BUSINESS SOLUTIONS PRIVATE LIMITED	10
92	MUTHOOT FINANCE LIMITED	26
93	NATIONAL ALUMINIUM CO LTD	12
94	NATIONAL PAYMENTS CORPORATION OF INDIA	6
95	NATIONAL STOCK EXCHANGE OF INDIA LTD.	350
96	NAYARA ENERGY LIMITED	4
97	NHDC LIMITED	3
98	NHPC LIMITED	53
99	NLC INDIA LIMITED	7
100	NMDC LIMITED	5
101	NORTHERN COALFIELDS LIMITED	4
102	NTPC LIMITED	308
103	NTPC-SAIL POWER COMPANY LIMITED	4
104	NUCLEAR POWER CORPORATION OF INDIA LIMITED	1
105	NUMALIGARH REFINERY LTD	131
106	OBEROI REALTY LIMITED	1

S. No.	Company Name	Number of Interns who completed Internship
107	ODISHA MINING CORPORATION LIMITED	6
108	OIL AND NATURAL GAS CORPORATION LIMITED	408
109	OIL INDIA LIMITED	151
110	PETRONET LNG LIMITED	3
111	PNB HOUSING FINANCE LIMITED	4
112	POWER GRID CORPORATION OF INDIA LIMITED	297
113	RASHTRIYA CHEMICALS AND FERTILIZERS LIMITED	1
114	REC LIMITED	44
115	RELIANCE INDUSTRIES LIMITED	125
116	rites limited	4
117	RUNGTA MINES LIMITED	1
118	SBI FUNDS MANAGEMENT LIMITED	8
119	SBI LIFE INSURANCE COMPANY LIMITED	26
120	SHIV-NARESH SPORTS PRIVATE LIMITED	1
121	SHRIRAM FINANCE LIMITED	30
122	SHRIRAM GENERAL INSURANCE COMPANY LIMITED	1
123	SIEMENS LIMITED	1
124	SJVN LIMITED	25
125	SKODA AUTO VOLKSWAGEN INDIA PRIVATE LIMITED	3

S. No.	Company Name	Number of Interns who completed Internship
126	SOUTH EASTERN COALFIELDS LIMITED	9
127	STEEL AUTHORITY OF INDIA LIMITED	96
128	STERLITE TECHNOLOGIES LIMITED	2
129	SUN PHARMACEUTICAL INDUSTRIES LIMITED	12
130	TAMILNAD MERCANTILE BANK LIMITED	1
131	TATA CAPITAL HOUSING FINANCE LIMITED	5
132	TATA CAPITAL LIMITED	5
133	TATA CHEMICALS LIMITED	1
134	TATA CONSULTANCY SERVICES LIMITED	97
135	TATA CONSUMER PRODUCTS LIMITED	21
136	TATA MOTORS LIMITED	4
137	TATA STEEL LIMITED	29
138	TECH MAHINDRA LIMITED	61
139	THDC INDIA LIMITED	12
140	THE KARNATAKA BANK LIMITED	15
141	THE NEW INDIA ASSURANCE COMPANY LIMITED	5
142	THE RAMCO CEMENTS LIMITED	4
143	THE SINGARENI COLLIERIES COMPANY LIMITED	17
144	TITAN COMPANY LIMITED	5
145	TORRENT PHARMACEUTICALS LTD	5
146	TRIDENT LIMITED	5
147	UNITED BREWERIES LIMITED	14

S. No.	Company Name	Number of Interns who completed Internship
148	URANIUM CORPORATION OF INDIA LIMITED	6
149	VEDANTA LIMITED	39
150	WESTERN COALFIELDS LIMITED	2
151	WHIRLPOOL OF INDIA LIMITED	1
152	WIPRO LIMITED	25
153	ZERODHA BROKING LIMITED	3
154	ZOHO CORPORATION PRIVATE LIMITED	4
Grand Total		3605

*Note: Internship period of 12 months in Round II has not been completed.

REMOVING GST ON ADULT AND CLINICAL DIAPER

3722. SHRI JAI PRAKASH:

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

- (a) whether it is a fact that the Government is contemplating removing Goods and Services Tax (GST) on adult and clinical diapers as these products are crucial for persons with disabilities, senior citizens and patients with chronic illness;
- (b) if so, the time by which the Government is likely to take its decision; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) : GST rates and exemptions are prescribed based on the recommendations of the GST Council, which is a constitutional body consisting of representatives of the Union and State Governments.

(b): In the 56th GST Council meeting held on 03.09.2025, the Council recommended a reduction in GST rate on adult/clinical diapers from 12% to 5%.

(c): Regarding the removal of GST on the said goods, no such recommendation has been made by the Council.

ACADEMIC COURSE CONDUCTED IN NCSSR

3723. SHRI ARVIND GANPAT SAWANT:

SHRI SANJAY UTTAMRAO DESHMUKH:

SHRI SANJAY HARIBHAU JADHAV:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the steps taken by the Government to increase the participation of players in sports in the country;
- (b) the details of the number of National Centres of Sports Science and Research (NCSSR) proposed, under-implementation and currently operational in the country, State-wise, particularly in Maharashtra;
- (c) the details of academic courses being offered in the NCSSR across the country during the last five years and the current year, year and institution-wise along with the number of graduates passed thereunder;

- (d) the details of NCSSR-wise total funds allocated, released and utilized during the said period, especially in Maharashtra;
- (e) whether the Government proposes to increase the number of NCSSR in the country and if so, the details thereof; and
- (f) the details of the steps taken by the Government for construction of playgrounds, especially in Washim-Yavatmal Parliamentary Constituency of Maharashtra?

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

(a): “Sports” being a State subject, promotion of sports in a State/UT is the primary responsibility of the respective State/UT Governments. However, the Ministry of Youth Affairs & Sports supports the efforts of State Governments, through Sports Authority of India (SAI), to identify talented sportspersons in the various age groups and nurture them to excel at national and international levels through National Centres of Excellence (NCoEs), SAI Training Centres (STCs), Extension Centres of STC and National Sports Talent Contest (NSTC) (its Sub-Schemes – Regular Schools, IGMAs & Adopted Akharas).

Further, Government has implemented the Khelo India Scheme as its flagship initiative since 2017 to promote a sports culture, encourage mass participation, and nurture excellence through a structured national ecosystem through its components i.e. Khelo India Centres (KICs), Khelo India State Centres of Excellence (KISCES) and Accredited Academies.

(b) and (c): Under the National Centre of Sports Sciences and Research (NCSSR) Scheme, Sports Science services are delivered through a Hub-And-Spoke model, wherein the NCSSR located at Indira Gandhi Stadium Complex, New Delhi, functions as the national hub, providing sports science support to the Sports Authority of India's National Centres of Excellence (NCoEs) and High-Performance Centres across the country. At present, sports science infrastructure under the scheme has been extended to 11 National Centres of Excellence (NCoEs) and 2 High Performance Centres including the NCoE at Aurangabad, Maharashtra.

Further, NCSSR Scheme supports academic and research activities in sports sciences through collaboration with selected universities and medical institutions in order to develop trained manpower in sports science and sports medicine. Academic programmes supported under the scheme include postgraduate and research programmes such as M.Sc. and Ph.D. in Sports Sciences in disciplines such as exercise physiology, biomechanics, sports nutrition and related fields. The data regarding the number of graduates passed under these programmes is maintained by the respective Universities/Institutes concerned.

(d): A total financial outlay of ₹260.00 crore has been approved under the NCSSR Scheme for strengthening sports science infrastructure and academic capacity in the country. The approved components include:

- Establishment and operationalisation of NCSSR at Indira Gandhi Stadium, New Delhi – ₹46.00 crore

- Provision of sports science equipment and scientific support systems at 11 NCoEs and 2 High Performance Centres – ₹77.70 crore
- Establishment of Sports Science Departments in selected universities – ₹73.80 crore
- Establishment of Sports Medicine Departments in identified medical colleges – ₹62.50 crore
- Under the NCoE component, ₹5.17 crore per NCoE has been approved for strengthening sports science infrastructure and equipment, including the NCoE at Aurangabad, Maharashtra.

(e): No, Sir. However, the Government is committed to progressively strengthen sports science support systems across the country to enhance athlete performance and support India's high-performance sports ecosystem.

(f) Under the "Creation and Up-gradation of Sports Infrastructure" component of the Khelo India Scheme (KIS) and the National Sports Development Fund (NSDF), the Government provides financial assistance for development of sports infrastructure such as synthetic athletic tracks, synthetic hockey fields, synthetic turf football grounds, multipurpose halls and swimming pools across the country, including in the State of Maharashtra.

The details of approved projects and their physical and financial progress, under the KIS and NSDF, across the country are available in the public domain on the Ministry's dashboards at <https://mdsd.kheloindia.gov.in> and <http://www.nsdf.yas.gov.in/nsdf-glance.html>.

SOURCE IDENTIFICATION STUDIES FOR AIR POLLUTION**3724. SHRI KIRTI AZAD**

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

- (a) whether the Government has conducted any source identification and apportionment exercise for categorizing causes of air pollution with their relative contribution in Delhi-NCR and the country, as per recent Supreme Court guidelines, if so, the details thereof and if not, the reasons therefor;
- (b) the reasons for not conducting such exercise earlier and whether meaningful solutions could be achieved without understanding the sources of pollution;
- (c) whether the Government has devised any long-term sectoral plans to reduce their pollution intensity, if so, the details thereof and if not, the reasons therefor;
- (d) the details of total positions sanctioned, occupied and vacant in Central and State Pollution Control Bodies, State/UT-wise;
- (e) whether the Government is aware of the number of posts (including technical and non-technical posts) in the Delhi Pollution Control Committee lying vacant, if so, details thereof, along with the reasons therefor; and
- (f) the details of measures taken/being taken to ensure optimal performance by pollution control bodies, including their staff strength?

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

(a) and (b): To identify various factors contributing to air pollution and prioritise the air quality improvement measures under city action plans under NCAP, Source Apportionment (SA) studies have been carried out in 90 cities under National Clean Air Programme (NCAP) including Delhi.

Based on the Source apportionment studies conducted across various cities, it was observed that major contributors to PM_{10} concentrations include road dust and construction activities (14–58%), vehicular emissions (10–33%), industrial sources (8–34%), and waste/biomass burning (8–29%).

A Source Apportionment study for Delhi has been conducted in 2018 titled *“Source Apportionment of $PM_{2.5}$ & PM_{10} of Delhi NCR for identification of Major Sources”*.

Further, Hon’ble Supreme court vide its order dated 06.01.2026 in the Writ Petition (C) No. 13029/1985 directed Commission for Air Quality Management in National Capital Region and Adjoining Areas (CAQM) to identify major causes of Air pollution in Delhi-NCR.

In pursuance to the Hon’ble Supreme Court’s directions, CAQM has published a report of the Air Quality Experts on ‘Identification of the causes for worsening AQI in Delhi-NCR’.

Further, recognizing variations in earlier studies and the need for a unified, data-driven approach for developing effective air quality management in Delhi NCR, the Commission constituted a Steering Committee under the Chairmanship of a full-time Technical Member of the Commission, comprising Members from NEERI, CPCB, HSPCB, RSPCB, UPPCB, DPCC, IIT Kanpur, IITM Pune, UNEP Delhi, ARAI Pune, IIT Delhi and TERI. Based on the deliberations, CAQM developed a Framework for Emission Inventory and Source Apportionment for Delhi-NCR in April, 2025, which outlines high-resolution emission mapping (500 m x 500 m grid) across major polluting sectors like transport, industry, households, crop residue burning, road dust, and waste burning as outlined in this report. The Commission entrusted CPCB with the task to implement the framework, and a consortium of four institutes led by ARAI, Pune and partners from IIT Delhi, TERI and IITM Pune has been awarded with the work of developing a new emission inventory and source apportionment study for Delhi NCR.

(c): Government has launched National Clean Air Programme (NCAP) in 2019 as a national strategy to address air pollution across 130 non-attainment and million-plus population cities across the country. Under NCAP, 24 States/UTS and 130 cities have prepared State Action Plans and City specific Clean Air Action Plans, respectively to improve air quality. These plans have incorporated the long-term and short-term sectoral actions along with the responsible agencies to target the specific air polluting sources like Soil &

Road Dust, Vehicles, Domestic Fuel, MSW Burning, Construction Material and Industries, etc.

Under NCAP and 15th Financial Commission (XVFC) air quality grants, performance based incentive grant of Rs. 13,865.52 crore has been provided as a critical gap funding to 130 cities for implementing activities to control air pollution.

To monitor the implementation of NCAP in 130 cities, various Committees have been set up at National, State and City level for coordination, monitoring and evaluation of progress on action plans by various stakeholder agencies/Departments/Ministries.

Further, to address air pollution in Delhi-NCR, Govt. of NCT of Delhi, Govt. of Uttar Pradesh, Govt. of Haryana, Govt. of Rajasthan and Govt. of Punjab have prepared short term and long term activities to be undertaken to address various sources of air pollution.

Various other measures taken by the Government to control air pollution are enclosed at **Statement-I**.

(d) to (f): State-wise details of positions sanctioned, occupied and vacant in Central and State Pollution Control Boards (SPCB)/Pollution Control Committees (PCC) including Delhi Pollution Control Committee (DPCC) are enclosed at **Statement-II**.

Vacancies in SPCB/PCC are filled by the concerned State Govt./UT administration through direct recruitment, deputation and promotion, in accordance with the applicable recruitment rules for the respective positions.

Ministry has requested the State Govt./UT administrations to fill up the vacant posts in SPCB/PCCs.

MoEF&CC notified amendments to the Uniform Consent Guidelines on 27th January, 2026 vide G.S.R.62(E): The Control of Air Pollution (Grant, Refusal or Cancellation of Consent) Amendment Guidelines, 2026 and G.S.R.63(E): The Control of Water Pollution (Grant, Refusal or Cancellation of Consent) Amendment Guidelines, 2026, to streamline the consent mechanism implemented across all States and Union territories. Under these guidelines, Registered Environment Auditors are allowed to conduct site visits and verification of particulars furnished by the industries for processing of applications for grant of Consent, in addition to the inspections conducted by officers of State Pollution Control Boards/ Pollution Control Committees (PCC).

To implement Uniform Consent guidelines, Unified Consent and Authorisation Management System (UCAMS), an online portal has been developed to facilitate all SPCBs/PCCs across the country to process applications for grant of 'Consent to Establish' and 'Consent to Operate' issued for establishing and operating industries. The online unified portal not only creates transparency in granting the Consent, it reduces the burden of filling and processing multiple applications and permissions.

STATEMENT I

MEASURES TAKEN TO CONTROL AIR POLLUTION

1.0 Measures for control of vehicular emissions:

- Leapfrogging from BS-IV to BS-VI fuel standards since 1st April, 2018 in NCT of Delhi and from 1st April, 2020 for the rest of the country.
- Introduction of BS VI compliant vehicles across the country since April, 2020. Installation of Vapour Recovery System (VRS) in new and existing petrol pumps selling gasoline >100kl per month in million plus cities and those selling >300kl per month in cities with population between 1 lakh to 1 million to control vehicular refuelling emissions.
- Promotion of electric vehicles through Electric Mobility Promotion Scheme 2024 (EMPS 2024) scheme of Ministry of Heavy Industries, Government of India
- Sustainable Alternative Towards Affordable Transportation (SATAT) has been launched as an initiative to set up Compressed Bio-Gas (CBG) production plants and make CBG available in the market for use in automotive fuels.
- Establishment of charging infrastructure for E-vehicles as per guidelines issued by Ministry of Power.
- Synchronization in traffic movements/Introduction of Intelligent Traffic System (ITS) for lane-driving.

- Ministry of Road Transport & Highways (MoRTH) has issued notifications on the establishment of Registered Vehicle Scrapping Facility (RVSFs) and Automated Testing System (ATS) to create an enabling framework for implementation of Vehicle Scrapping Policy.
- Improving and Strengthening of Pollution Under Control (PUC) Certificate System programme across the country by MoRTH.

2.0 Measures for control of industrial emission:

- For strengthening monitoring mechanism and effective compliance through self-regulatory mechanism, CPCB directed all 17 categories of highly polluting industries to install OCEMS. There are 4,322 units under 17 categories of industries, out of which 3,744 units have installed OCEMS and closure directions are still in-force for 578 units.
- Direction issued on 09.10.2025 to SPCBs/ PCCs of Delhi NCR for ensuring OCEMS and PTZ installation in Textile, food processing and metal industries and connectivity to CPCB server.
- CPCB vide direction dated 12.02.2025 classified a total of 419 sectors and sub-sectors in Red (125), Orange (137), Green (94), White (54) and Blue (9).
- The Ministry of Environment Forest and Climate Change (MoEF&CC), Government of India notifies industry specific discharge standards under Schedule-I: 'Standards for Emission or Discharge of Environmental Pollutants from various Industries' of Environment

Protection Act, 1986. So far, industry specific environmental standards, for 79 industrial sectors (including emission standards for 56 sectors) have been notified. Industrial sectors, for which specific standards are not available, general standards as notified under Schedule-VI of Environment Protection Rules, 1986 shall be applicable.

- Ban on use of imported pet coke in the country since July 26, 2018, with exception for use in permitted processes.
- CPCB has come out with System and Procedure for Emission Compliance Testing of Retro-fit Emission Control Devices (RECD) for Diesel Power Generating Set Engines up to Gross Mechanical Power 800 kW.
- In 2022, CPCB mandated new brick kilns must use zig-zag technology, vertical shaft, or piped natural gas, and adhere to specific standards. Also, Existing kilns must also convert to these technologies or use approved fuels.
- In 2023, CPCB introduced stricter emission standards (CPCB IV+) for diesel generators (DG sets) up to 800 kW, mandating dual-fuel systems (70% gas, 30% diesel) where gas infrastructure is available and requiring Retro-fit Emission Control Devices (RECD) with a minimum PM capturing efficiency of 70%.

3.0 Air Quality Monitoring and Network

- National Air Quality Index (AQI) was launched in 2015. Information is being disseminated to public through daily air quality bulletins.
- Ambient Air Quality Network: The country has a network of 1597 ambient air quality monitoring stations (562 continuous and 1035 manual) covering 583 cities in 28 states and 7 UTs.
- A centralized air quality monitoring portal is operated by Central Pollution Control Board wherein, tracking of various information such as hourly PM concentrations, Live Air Quality Data of Monitoring stations and Live Air Quality Index is being carried out.
- Daily AQI Bulletin is published on CPCB website giving AQI information for cities across India.

4.0 C&D Waste & MSW

- CPCB published following guidelines (available on website of CPCB)
 1. Environmental Management of Construction & Demolition (C & D) Wastes' in March, 2017
 2. 'Guidelines on DUST Mitigation Measures in Handling Construction Material & C&D Wastes' in November 2017.
 3. Disposal of legacy waste by bio-mining and bio-remediation to address open burning and landfill fires
- CPCB has issued direction to all SPCBs/ PCCs for deployment of Anti-Smog Gun and implementation of adequate dust mitigation

measures at construction projects/ sites having area more than 20,000 sq. meters. CPCB has issued guidelines/ mechanism for use of anti-smog guns in Construction and Demolition projects.

- CPCB issued directions to all SPCBs/PCCs for enforcement of provision of SWM Rules-2016 regarding bio-mining of legacy waste during Jan-2021.
- CPCB issued directions to all SPCBs/PCCs for implementation of SWM Rules-2016 regarding fire incidents at MSW dumpsites during May 2022.

5.0 Regular Stakeholder Consultation, Public & Media Outreach

- CPCB has developed a mobile app i.e. SAMEER, where Real-time Ambient air quality data of various parameters including AQI is also given. Sameer app also facilitates the public in lodging of air pollution related complaints in NCR region and such complaints are assigned to various local agencies.
- Dedicated media corner, Twitter and Facebook accounts have also been created for public outreach.
- Complaint redressal on SAMEER app and social media platforms is monitored and redressal status is shared with respective agencies.
- Daily AQI status is shared on social media platforms. Various campaigns as well as informative posts related to air pollution,

firecrackers, vehicular pollution, stubble burning, sustainable lifestyle, etc. are also posted regularly on social media platforms.

- CPCB issues a daily report comprising of AQI of Delhi and NCR towns, comparative AQI status, year-wise trends of PM concentration, hotspots for the day, AFE counts, contribution of stubble burning and meteorological forecast. This report is prepared based on the inputs available from various sources such as IMD, SAFAR, IARI, etc., and disseminated through CPCB website.

STATEMENT-II

State-wise detail of positions sanctioned, occupied and vacant in Central and State Pollution Control Boards/Pollution Control Committees including Delhi Pollution Control Committee (as on 30.11.2025)

S. No	Name of the CPCB/SPCBs	Sanctioned posts	Filled Posts	Vacancies
1.	Central Pollution Control Board [#]	669	466	203
2.	Andhra Pradesh	293	117	176
3.	Arunachal Pradesh	27	27	0
4.	Assam [#]	264	215	49
5.	Bihar	72	5	67
6.	Chhattisgarh	328	119	209
7.	Goa	159	130	29
8.	Gujarat	794	289	505

9.	Haryana	448	289	159
10.	Himachal Pradesh	375	241	134
11.	Jharkhand	271	24	247
12.	Karnataka	723	255	468
13.	Kerala	425	372	53
14.	Madhya Pradesh	1220	406	814
15.	Maharashtra	1310	450	860
16.	Manipur	119	40	79
17.	Meghalaya [#]	155	99	56
18.	Mizoram	24	18	6
19.	Nagaland	17	17	0
20.	Odisha [#]	463	175	288
21.	Punjab	652	572	80
22.	Rajasthan	822	555	267
23.	Sikkim	11	09	02
24.	Tamil Nadu	1017	558	459
25.	Telangana	230	115	115
26.	Tripura	29	20	9
27.	Uttarakhand	103	23	80
28.	Uttar Pradesh	732	372	360
29.	West Bengal	309	171	138
30.	Andaman and Nicobar	5	5	0
31.	Chandigarh	8	7	1
32.	Dadra Nagar Haveli and Daman & Diu	2	2	0

33.	Delhi	344	282	62
34.	Jammu & Kashmir	445	258	187
35.	Ladakh	2	2	0
36.	Lakshadweep	5	5	0
37.	Puducherry	10	7	3

Data provided for CPCB is as on 27.02.2026, Assam is as on 11.03.2026,

Meghalaya is as on 11.03.2026 and Odisha is as on 28.02.2026.

CENTRAL SUPPORT TO CLASSICAL LANGUAGES

3725. ADV. ADOOR PRAKASH:

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

- (a) whether the Government has received any proposal from the State Government of Kerala regarding the classical language projects of Malayalam language since it conferred the status of classical language;
- (b) if so, the details thereof; and
- (c) the details of languages conferred classical language status along with the central funds provided for the promotion of each languages?

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

- (a) and (b): Yes. The Ministry of Education undertakes initiatives for the promotion and preservation of Classical Languages. Since the conferment of Classical Language status on Malayalam, the State Government of Kerala has

submitted proposal regarding Establishment of a Centre of Excellence for Malayalam.

The Central Institute of Indian Languages (CIIL), Mysuru, under the Ministry of Education has therefore set up a Centre of Excellence for Studies in Classical Malayalam (CESCM) at Thunchathezuthachan Malayalam University, Tirur, Kerala.

(c): Government of India recognized the following eleven languages as the Classical Language:

Sl. No	Classical language	Date of Recognition
i	Tamil	12.10.2004
ii.	Sanskrit	25.11.2005
iii.	Telugu	31.10.2008
iv.	Kannada	31.10.2008
v.	Malayalam	08.08.2013
vi.	Odia	01.03.2013
vii.	Marathi	04.10.2024
viii.	Assamese	04.10.2024
ix.	Bangla	04.10.2024
x.	Pali	04.10.2024
xi.	Prakrit	04.10.2024

The Ministry of Education works for the promotion and preservation of the Classical language. Sanskrit language is promoted through three Central University, viz Central Sanskrit University, New Delhi, Shri Lal Bahadur Shastri

National Sanskrit University, New Delhi and National Sanskrit University, Tirupati. The details of the funds provided to the five classical languages declared prior to 04.10.2024 are as below:

(Rs. In Lakh)

Year	Kannada	Telugu	Odia	Malayalam	Tamil
2023-24	154.50	154.50	138.50	112.50	1525.00
2024-25	86.00	86.00	86.00	86.00	1430.00
2025-26	106.50	106.50	106.50	106.50	1697.00

REVENUE CONCERNS OF STATES

3726. SHRI K RADHAKRISHNAN:

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

- (a) whether all pending GST compensation dues under the Goods and Services Tax (Compensation to States) Act, 2017 have been fully released to the States;
- (b) if so, the details of the compensation amount released to each States including Kerala during the last five years, State and year-wise;
- (c) whether any amount of Goods and Services Tax (GST) compensation remains pending to be released to the States or has been adjusted against the back-to-back loans provided to the States to meet the GST compensation shortfall during the last five years, if so, the details thereof, particularly in the State of Kerala, year-wise; and

- (d) the steps taken by the Government to address the revenue concerns of the States after the expiry of the GST compensation period in June, 2022?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c): Government of India has already released the entire amount of provisionally admissible GST compensation to the States/UTs for loss of revenue arising on account of implementation of Goods and Services Tax for five years i.e., from 1st July,2017 to 30th June, 2022. Final Compensation arising out of reconciliation of provisional figures with audited figures has also been released to all States/UTs for FY 2017-18 to FY 2022-23 except Arunachal Pradesh due to non-receipt of AG certificate for FY 2022-23 (April-June,2023) from the State. The details of GST compensation released for FY 2017-18 to FY 2022-23 (April-June, 2023) are as per **Statement**.

(d): As per section 18 of the Constitution (One Hundred and First Amendment) Act, 2016, Parliament shall, by law, on the recommendation of the Goods and Services Tax Council, provide for compensation to the States for loss of revenue arising on account of implementation of the Goods and Services Tax (GST) for a period of five years only. Accordingly, GST (Compensation to States) Act, 2017 was enacted by Parliament and consequently GST compensation was provided to States/UTs for five years (i.e.) from July, 2017 to June 2022 as per Constitutional provisions.

STATEMENT**“Details of GST Compensation released for the year”****(Rs. in crore)**

S.N o	Name of State/UT	GST compensation released for FY 2017-18	GST compensation released for FY 2018-19	GST compensation released for FY 2019-20	GST compensation released for FY 2020-21	GST compensation released for FY 2021-22	GST compensation released for FY 2022-23	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	Andhra Pradesh	382	0	2865	5086	3047	2222	13602
2	Arunachal Pradesh	0	0	0	0	0	0	0
3	Assam	980	454	1306	1612	22	568	4943
4	Bihar	2922	2805	5441	4206	254	501	16128
5	Chhattisgarh	1589	2608	4538	3021	775	1876	14407
6	Delhi	326	5868	9148	10793	8368	3557	38060
7	Goa	281	694	1304	1335	1231	464	5309

8	Gujarat	4277	8788	15558	17771	7150	5251	58795
9	Haryana	1461	3835	6811	6737	2976	3153	24973
10	Himachal Pradesh	1088	2084	2619	1486	648	892	8817
11	J & K	1053	1599	3115	1970	84	489	8310
12	Jharkhand	1368	1106	2278	2640	1017	1167	9576
13	Karnataka	7670	12465	18463	19301	9879	7966	75744
14	Kerala	2102	3757	8173	7352	4283	3192	28859
15	Madhya Pradesh	2668	3402	6735	6798	2982	2897	25482
16	Maharashtra	3077	8454	18874	35627	22100	7206	95337
17	Manipur	0	0	0	0	0	0	0
18	Meghalaya	113	114	147	272	20	6	672
19	Mizoram	0	0	0	11	0	0	11
20	Nagaland	0	0	0	14	0	0	14
21	Odisha	2344	4237	5328	4238	829	1638	18613
22	Puducherry	387	693	1057	927	27	377	3468
23	Punjab	5225	9764	12738	8777	4755	4793	46051
24	Rajasthan	2989	2570	7085	7625	1820	2162	24250

25	Sikkim	6	0	0	3	0	0	9
26	Tamil Nadu	1018	5366	11423	16963	11698	4863	51333
27	Telangana	0	0	2996	6062	1561	1608	12228
28	Tripura	140	176	284	220	6	0	826
29	Uttar Pradesh	2431	0	9168	15330	9816	3852	40597
30	Uttarakhand	2071	2485	3400	2126	1192	1161	12436
31	West Bengal	1608	2041	6609	7830	6471	2939	27497
	Total	49576	85367	167462	196132	103013	64801	666350

ANIMAL RELOCATION PROGRAMME**3727. SHRI YUSUF PATHAN:****SHRI K C VENUGOPAL:**

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

- (a) the data on the number of human casualties and crop/property damages due to human-wildlife conflicts across the country during the last three years and the current year, State/UT-wise including Kerala;
- (b) the details of animal relocation programmes conducted during the said period, along with the total number of animals relocated, year-wise;
- (c) the total funds allocated and released to each State, including Kerala for mitigating human-wildlife conflicts under Centrally Sponsored Schemes during the said period, including compensation for fatalities;
- (d) the funding provided under Project Tiger and Project Elephant during the said period, State/UT-wise; and
- (e) the steps being taken to enhance inter-State coordination, integrate technology like early warning systems and alternative livelihoods for forest-fringe communities?

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

(a) to (e): The management of wildlife including the mitigation of human-wildlife conflict is primarily the responsibility of the concerned States/UTs. The State

Governments & Union Territory Administrations are the first responders to any conflict situation and they maintain the details of the conflict along with the species involved.

The Central Government provides financial assistance to State Governments/Union Territory Administrations under the Centrally Sponsored Schemes, 'Development of Wildlife Habitats' and 'Project Tiger and Elephant' for management of wildlife and its habitat including management of human-wildlife conflict in the country. The activities supported include procurement of early warning systems, construction and erection of physical barriers such as barbed wire fence, solar, powered electric fence, bio- fencing, boundary walls etc. to prevent the entry of wild animals into crop fields, payment of ex- gratia relief to the victims of human-wildlife conflicts.

Further, the Ministry has issued an advisory on dealing with human-wildlife conflict in February 2021. The Advisory recommends coordinated interdepartmental action, identification of conflict hot spots, adoption of early warning systems using scientific technology, adherence to Standard Operating Procedures, establishment of rapid response teams, formation of State and District level committees to review the quantum of ex-gratia relief, and issuing guidance/instructions for expedited payments etc. The details of fund released under the schemes in last three year are provided at **Statement-I & Statement-II**.

STATEMENT –I

**Details of funds released to State/ UT Governments under CSS-
‘Development of Wildlife Habitats’ during last Three years and CFY.**

(₹. in lakhs)

S. No.	Name of States/UTs	2023-24	2024-25	2025-26 (as on 11.03.2026)
1	Arunachal Pradesh	672.46	1044.81	1032.59
2	Assam	565.10	1234.46	695.16
3	Bihar	336.37	0	0
4	Chandigarh	16.49	0	0
5	Chhattisgarh	116.24	135.58	11.90
6	Goa	50.10	66.44	0
7	Gujarat	206.99	801.58	348
8	Haryana	167.85	232.97	96.12
9	Himachal Pradesh	94.15	172.31	72.83
10	Jammu & Kashmir	69.57	73.97	29.89
11	Jharkhand	14.91	71.93	0
12	Karnataka	581.52	800.82	292.79
13	Kerala	921.03	909.63	320.80
14	Madhya Pradesh	471.81	740.89	274.10
15	Maharashtra	554.69	622.06	497.72
16	Manipur	231.72	261.70	0
17	Meghalaya	243.56	389.59	0

18	Mizoram	304.20	344.32	269.71
19	Nagaland	1306.32	1490.04	998.90
20	Odisha	1005.08	1108.46	312.02
21	Rajasthan	0	0	336.62
22	Sikkim	187.03	221.17	250.99
23	Tamil Nadu	373.89	661.78	237.27
24	Uttar Pradesh	290.64	393.86	0
25	Uttarakhand	498.49	652.47	280.14
26	West Bengal	385.29	183.14	417.63
27	Puducherry	5.22	0	0
28	Lakshadweep	124.65	217.18	0
29	Tripura	186.05	339.48	0
30	Ladakh UT	6.00	0	0
Total		9987.42	13170.64	6775.18

STATEMENT –II**State-wise fund released under Central Sponsored Scheme (CSS) of
Project Tiger & Elephant during 2023-24 to 2025-26****(₹ in Lakhs)**

S. No	State/UTs	2023-24*	2024-25	2025-26
1	Andhra Pradesh	149.42	365.13	307.85
2	Arunachal Pradesh	1119.91	1767.99	856.05
3	Assam	2619.30	3030.84	4138.01
4	Chhattisgarh	292.85	307.98	471.26
5	Jharkhand	405.78	727.55	216.01
6	Karnataka	2613.08	2801.26	2142.66
7	Kerala	996.22	221.36	1439.09
8	Maharashtra	2614.45	4176.70	2372.66
9	Meghalaya	65.25	59.4	61.11
10	Nagaland	337.77	305.44	319.46
11	Odisha	1012.58	919.57	695.70
12	Tamil Nadu	2547.96	2184.88	1473.35
13	Tripura	27.08	14.68	21.33
14	Uttar Pradesh	1031.97	2075.10	1208.22
15	Uttarakhand	1495.52	1823.23	1173.55
16	West Bengal	522.58	425.94	601.94
17	Haryana	26.1	31.2	1.75
18	Bihar	308.98	543.09	364.32
19	Rajasthan	968.30	579.47	776.32

20	Madhya Pradesh	4303.79	5910.50	3084.03
21	Manipur	14.12	29.25	31.49
22	Mizoram	144	367.08	250.62
23	Telangana	323.30	291.68	405.27
24	Himachal Pradesh	19.61	40.57	6.62
Total		23959.92	28999.89	22418.67

*Centrally Sponsored Scheme Project Elephant and Centrally Sponsored Scheme Project Tiger has been merged and now known as Centrally Sponsored Scheme Project Tiger & Elephant.

OUTSTANDING DEBT OF UNION GOVERNMENT

3728. SUSHRI S JOTHIMANI:

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

- (a) the outstanding debt of the Union Government from 2004–05 to 2025–26, indicating internal debt, external debt and liabilities under the Public Account separately, year-wise;
- (b) the debt-to-GDP ratio of the Union Government for each of the above years;
- (c) the annual interest payments made on Union Government debt during the said period, and their share in total revenue receipts;
- (d) the major factors contributing to the increase in public debt since 2004, including fiscal deficits, off-budget borrowings and extraordinary expenditures; and

- (e) the steps taken or proposed to be taken by the Government to manage and reduce the debt burden while ensuring adequate expenditure on social and developmental priorities?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): The outstanding debt of the Union Government from 2004–05 to 2025–26, indicating internal debt, external debt and liabilities under the Public Account and debt-to-GDP ratio are in the Table below

(₹ in lakh crore)

Financial Year	Internal Debt	External Debt#	Public Account liabilities	Total Debt	Debt to GDP ratio (Base year 2011-12)
2004-05	12.76	1.91	6.58	21.25	66.7
2005-06	13.90	1.94	7.76	23.60	65.0
2006-07	15.45	2.01	8.91	26.37	62.0
2007-08	18.08	2.10	9.17	29.35	59.9
2008-09	20.29	2.64	10.08	33.00	59.8
2009-10	23.49	2.49	10.35	36.33	57.1
2010-11	26.67	2.79	11.14	40.60	53.2
2011-12	32.17	3.23	11.17	46.56	53.3
2012-13	37.65	3.32	11.29	52.25	52.5
2013-14	42.41	3.74	12.45	58.60	52.2
2014-15	47.38	3.66	13.07	64.11	51.4
2015-16	53.05	4.07	13.87	70.98	51.5

Financial Year	Internal Debt	External Debt#	Public Account liabilities	Total Debt	Debt to GDP ratio (Base year 2011-12)
2016-17*	57.54	4.08	14.66	76.28	49.6
2017-18*	63.76	4.45	15.84	84.05	49.2
2018-19*	70.90	4.74	17.39	93.03	49.2
2019-20*	81.08	5.44	19.27	105.79	52.6
2020-21*	98.14	6.15	17.82	122.10	61.5
2021-22*	115.65	6.58	16.65	138.88	58.9
2022-23*	132.11	7.48	16.57	156.17	58.1
2023-24*	146.64	7.96	17.14	171.73	57.0
2024-25*	159.83	8.74	17.38	185.95	56.2
2025-26* (RE)	173.71	9.07	17.75	200.53	56.1

Source: Budget Documents

** As per FRBM Definition, Internal Debt is net of cash balance and includes EBR.*

External Debt at current exchange rate.

(c): The annual interest payments made on Union Government debt and their share in total revenue receipts from 2004–05 to 2025–26 are in the Table below.

Financial Year	Revenue Receipts (₹ in lakh crore)	Interest payment (₹ in lakh crore)	% age of Revenue Receipts
2004-05	3.06	1.27	41.5%
2005-06	3.47	1.33	38.2%

2006-07	4.34	1.50	34.6%
2007-08	5.42	1.71	31.6%
2008-09	5.40	1.92	35.6%
2009-10	5.73	2.13	37.2%
2010-11	7.88	2.34	29.7%
2011-12	7.51	2.73	36.4%
2012-13	8.79	3.13	35.6%
2013-14	10.15	3.74	36.9%
2014-15	11.01	4.02	36.5%
2015-16	11.95	4.42	37.0%
2016-17	13.74	4.81	35.0%
2017-18	14.35	5.29	36.9%
2018-19	15.53	5.83	37.5%
2019-20	16.84	6.12	36.3%
2020-21	16.34	6.80	41.6%
2021-22	21.70	8.05	37.1%
2022-23	23.83	9.29	39.0%
2023-24	27.29	10.64	39.0%
2024-25	30.36	11.16	36.8%
2025-26 (RE)	33.42	12.74	38.1%

Source: Budget Documents

(d): Public Debt to GDP ratio, which includes fiscal deficit, off-budget borrowings & extra-ordinary expenditure has followed a downward glide path except during the Covid years 2019-20 & 2020-21. Public Debt to GDP ratio has increased during FY 2019-20 & 2020-21 mainly on account of the stimulus

provided to support the economy, however, since 2020-21 the debt to GDP ratio has followed a downward glide path.

(e): Government focuses on income- generation expenditure (effective capital expenditure) to progressively reduce the debt burden. For example, in BE 2026-27, the Government's net borrowing of ₹16.96 lakh crore has been fully used for meeting effective capital expenditure of ₹ 17.15 lakh crore which includes expenditure on critical development sectors such as health, education and infrastructure.

BUDGET ALLOCATION FOR PM POSHAN

3729. SHRI BALASHOWRY VALLABHANENI:

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

- (a) the details of aims and objectives of PM POSHAN and allocation of Budget and expenditure for the scheme in 2025-26 in the country;
- (b) the number of cases of food adulteration reported in the country and the action taken on the same by the Government during the current financial year, State/UT-wise;
- (c) whether it is a fact that schools covered under PM POSHAN in Andhra Pradesh have come down from 45,545 in 2020-21 to 43,900 in 2024-25, if so, the reasons therefor; and
- (d) the number of schools covered in Andhra Pradesh under PM POSHAN in 2025-26, district-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): Education is in the Concurrent list of the Constitution and most of the Government Schools and School Boards are under the administration of the State Governments and Union Territory (UT) Administrations. Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme is one of the foremost rights based Centrally Sponsored Scheme implemented in partnership with the States and UTs for providing one hot cooked and nutritious meal to all children studying in Bal Vatika (just before class-I) and classes I to VIII of Government and Government-aided schools. The Scheme covers about 11 crore children in more than 10.35 lakh schools in all the States/UTs.

A sum of Rs. 10,600 crore was allocated during Financial Year 2025-26 and Rs. 8,947.88 crore was released to various States/ UTs till 11.03.2026. The overall responsibility for smooth functioning of the scheme including providing hot cooked and nutritious meal to the eligible children as well as engagement of cook-cum-helpers (CCHs) lies with the States/ UTs. The objectives of the Scheme are to address two of the pressing problems for majority of children in India, viz. hunger and education by:

- i) Improving the nutritional status of children studying in Bal Vatika (just before class I) and classes I–VIII in Government and Government-Aided Schools without any discrimination.

- ii) Encouraging poor children, belonging to disadvantaged sections, to attend school more regularly and help them concentrate on classroom activities.
- iii) Providing nutritional support to children of elementary stage in drought / disaster affected areas during summer vacation and disaster times.

During 2025-26, a total of three (03) cases of food adulteration were reported under PM POSHAN Scheme including two (02) in Rajasthan and one (01) in Delhi. All the children reported ill during these incidents were treated and discharged from hospital and no casualty was reported. The actions in these cases include warning to the concerned NGOs and officers responsible, initiation of departmental proceedings against Principals, Head Masters, suspension & transfer of erring officials & Cook-cum-Helpers and cancellation of contract of suppliers.

The State Government of Andhra Pradesh has informed that, the number of schools have come down from 2020-21 to 2024-25 due to various reasons like merger of aided schools during 2021-22, consolidation of schools during 2022-23, temporary closure of schools due to no enrolment, permanent closure of schools due to non-viability and no enrolment for more than 3 years. The district-wise number of schools covered under PM POSHAN Scheme in Andhra Pradesh is at **Statement**.

STATEMENT

Number of schools covered under PM POSHAN Scheme in Andhra Pradesh

S. No.	District	Number of Schools
1	Anakapalli	1396
2	Anantapur	1678
3	Annamayya	2086
4	Asr	2651
5	Bapatla	1383
6	Chittoor	2380
7	East Godavari	973
8	Eluru	1705
9	Guntur	1052
10	Kadapa	1926
11	Kakinada	1245
12	Konaseema	1554
13	Krishna	1336
14	Kurnool	1422
15	Manyam	1480
16	Nandyal	1352
17	Nellore	2487
18	Ntr	897
19	Palnadu	1517
20	Prakasam	2302

21	Sri Satyasai	1985
22	Srikakulam	2534
23	Tirupati	2206
24	Visakhapatnam	582
25	Vizianagaram	1719
26	West Godavari	1381
Total		43229

SPORTS INFRASTRUCTURE IN TAMIL NADU

3730. SHRI ROBERT BRUCE C:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government has identified districts in Tamil Nadu for the development of rural and district-level sports facilities especially in Tirunelveli Lok Sabha Constituency, under the Khelo India or Sports Infrastructure Development schemes;
- (b) the criteria adopted for selecting of such districts and the details of funds allocated during the last three years and the current year, district/UT-wise;
- (c) whether the Government proposes to establish additional sports training centres or academies in Tamil Nadu to promote athletics and indigenous games;
- (d) whether the Government, in coordination with the Ministry of Education and national bodies such as National Council of Educational Research and Training (NCERT) and University Grants Commission (UGC),

proposes to integrate structured physical education and sports science modules into school and university curricula, particularly to enhance sports participation and awareness in rural areas; and

(e) if so, the details thereof?

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

(a) to (c): 'Sports' being a State subject, the responsibility of development of sports, including identification of districts for the development of rural and district-level sports facilities, establishment of additional sports training centres or academies to promote athletics and indigenous games, rests primarily with the State/Union Territory Governments. The Union Government only supplements their efforts by bridging critical gaps. The Ministry of Youth Affairs and Sports implements the following schemes for development of sports in the country, including in the State of Tamil Nadu:

- i. Khelo India – National Programme for Development of Sports;
- ii. Assistance to National Sports Federations (NSFs);
- iii. Cash Incentives to Medal Winners in International Sports Events and their coaches;
- iv. National Sports Awards;
- v. Pension to Meritorious Sportspersons;
- vi. Pandit Deendayal Upadhyay National Welfare Program for Sportspersons;
- vii. National Sports Development Fund;

- viii. Running Sports Training centres through Sports Authority of India (SAI); and
- ix. National Centre for Sports Science and Research (NCSSR).

Details of the above schemes are available in the public domain on the websites of this Ministry and the Sports Authority of India.

The Khelo India Scheme and National Sports Development Fund (NSDF), implemented by this Ministry, under which financial assistance for development of sports infrastructure is provided are demand-driven schemes. The proposals received from the State/ UT Government and other eligible entities, are considered for financial support, subject to their completeness, technical feasibility and availability of funds under the scheme.

The details of the sports infrastructure projects approved under the Khelo India Scheme and NSDF, across the country, including in the State of Tamil Nadu, are available in the public domain on the dashboards of the Ministry at <https://mdsd.kheloindia.gov.in>. and <http://www.nsdf.yas.gov.in/nsdfglance.html>.

Funds are allocated Scheme-wise and not district/UT-wise under the Khelo India Scheme in this Ministry. The details of funds allocated under Khelo India Scheme, during the last three years and the current year across the country, including in the State of Tamil Nadu, are as under:

(₹ in crore)

Financial Year	Funds allocated
2025-26	700.00
2024-25	746.54
2023-24	880.00
2022-23	600.00

(d) and (e): The Department of School Education & Literacy, Ministry of Education, is implementing the National Education Policy (NEP), 2020, which promotes sports and physical education as an integral part of the curriculum for holistic development. To operationalize NEP, the National Curriculum Framework for School Education (NCF-SE) has been introduced, and National Council of Educational Research and Training (NCERT) has developed dedicated Physical Education textbooks integrating sports, fitness, yoga and healthy lifestyles into school education.

Further, under the Samagra Shiksha scheme and the Central Board of Secondary Education (CBSE) Health and Physical Education programme, sports and physical activities have been made compulsory in schools. These initiatives aim to enhance sports participation and awareness among students across the country, including in rural areas.

PENALTIES UNDER ENVIRONMENTAL PROTECTION FUND**RULES, 2026****3731. DR. SHASHI THAROOR:**

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

- (a) whether the Government has assessed the potential conflict of interest arising from the Environmental (Protection) Fund Rules, 2026, under which penalties collected under the Air Act, Water Act and Environment (Protection) Act now finance regulatory and administrative functions;
- (b) whether the Government has prescribed any mandatory mechanism under the Environmental (Protection) Fund Rules, 2026 to ensure that penalties collected from environmental violations are utilised for site-specific remediation and measurable ecological restoration; and
- (c) if so, the details thereof and if not, the reasons therefor, including the reasons that no parallel operational framework has been notified for offences committed by the Government Departments under Section 17 of the Environment (Protection) Act, 1986?

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

(a) to (c): The Environment Protection Fund, 2026, has been notified as per the provisions of the Environment (Protection) Act, 1986. The amount of penalty

imposed under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981 and the Environment (Protection) Act, 1986, on any person for contravening the provisions of the respective Acts, shall be credited into the Environment Protection Fund. The Fund provides the purposes for which it may be utilized, which, *inter-alia*, include the assessment and remediation of environmental damages including remediation of contaminated sites. Administrative expenses, not exceeding five percent of the amount available in the fund in a financial year may be used for payment of salaries and other emoluments of staff deployed in the project management unit for administration of fund, necessary office equipment and furniture for the project management unit, payment of auditors and legal or other professional services. Further, Section 17 of the erstwhile Environment (Protection) Act, 1986 was replaced by section 15B, through the Jan Vishwas (Amendment of Provisions) Act, 2023, which provides the framework for penalising the offences committed by the Government Departments.

WITHHOLDING OF FUNDS UNDER SAMAGRA SHIKSHA

3732. SHRIMATI BAG MITALI:

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

- (a) the time by which the Union Government plans to disburse Rs. 19,045 crore it owes to the State of West Bengal under the Samagra Shiksha; and

(b) the reasons for which the Government has stopped disbursing these funds?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Education is in the concurrent list of the Constitution and majority of the schools are under the domain of respective State and UT Governments. The Centrally Sponsored Scheme of Samagra Shiksha is implemented in partnership with all the States and UTs. Financial assistance is provided to all States and UTs for various components for implementation of the interventions under Samagra Shiksha as per norms. Accordingly, the annual plans under Samagra Shiksha are prepared by the States and UTs based on their requirements and priority and this is reflected in their respective Annual Work Plan and Budget (AWP&B). These plans are then appraised and approved by Project Approval Board (PAB) in consultation with the States and UTs as per the programmatic and financial norms of the scheme. The funds are released based on the fulfillment of conditions prescribed by Ministry of Finance such as pace of expenditure, receipt of commensurate State share, audited accounts, statement cumulative State share, statement on outstanding advances, up-to date expenditure statement, furnishing of information as prescribed.

The scheme of Samagra Shiksha has been aligned with the National Education Policy (NEP) 2020. The Centrally Sponsored Scheme of PM-SHRI envisages to showcase the implementation of the National Education Policy

2020 and emerge as exemplar schools over a period of time, and also offer leadership to other schools in the neighbourhood.

States and UTs are required to sign a Memorandum of Understanding (MoU) with the Department of School Education and Literacy (DoSE&L), Ministry of Education, Government of India, for implementation of PM SHRI scheme. However, West Bengal has not signed the PM SHRI MoU. The issue of PM SHRI MoU has been followed up with requests and repeated reminders at the level of Secretary and Union Minister.

Since, West Bengal State is implementing Samagra Shiksha Scheme which has been aligned with NEP 2020, it would be appropriate that the State come forward to implement and showcase all the initiatives of NEP 2020 including under PM SHRI Scheme in order to develop government schools of the State as exemplar schools to facilitate best school education services. In fact, implementation of Samagra Shiksha Scheme is implementation of NEP 2020 and PM SHRI Schools are exemplar schools of NEP 2020.

In this context, Rs. 311.29 Crore were released to West Bengal in 2023-24. The central share approved by Project Approval Board (PAB) considering the Annual Work Plan & Budget (AWP&B) submitted by West Bengal for 2024-25 & 2025-26 is as below:

Year	Total Central Share Approval (in crore)
2024-25	1745.80
2025-26	1965.66

IMPACT OF CROP BURNING

3733. SHRI DEEPAK ADHIKARI (DEV):

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

- (a) whether the Government is aware of the harmful effects at crop burning and if so, the details thereof;
- (b) the details of the such harmful practices in the country, States/UTs-wise including neighbouring States; and
- (c) the initiatives taken by the Government to discourage such practices and mitigate the effects of crop burning?

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

(a) to (c) :Crop residue burning has been identified as one of the significant factors in North India, particularly in Delhi NCR region, which aggravates the air quality index in the region during winter season after harvest of the preceding crop for sowing the next crop.

The major steps taken by the Government to discourage and mitigate the practice of crop residue burning include the following:

- i. The active fire events due to crop residue burning are monitored using satellite remote sensing, following the "Standard Protocol for Estimation of Crop Residue Burning Fire Events using Satellite Data by Consortium

for Research on Agroecosystem Monitoring and Modeling from Space (CREAMS) Laboratory, Division of Agricultural Physics, Indian Council of Agricultural Research (ICAR) - Indian Agricultural Research Institute, New Delhi.

ii. Farmers are facilitated with alternative measures like *in-situ* crop residue management, *ex-situ* utilization of paddy straw in various applications. The *in-situ* crop residue management includes *in-situ* mulching/ incorporation of the paddy residue in the field itself through efficient and affordable mechanized means / crop residue management machinery. To support the efforts of the Governments of Punjab, Haryana, Uttar Pradesh and NCT of Delhi to address air pollution caused due to paddy stubble burning and to subsidize machinery required for management of crop residue, a Central Sector Scheme on Crop Residue Management (CRM) has been implemented by Ministry of Agriculture & Farmers Welfare w.e.f. 2018-19.

Under this scheme, 50% financial assistance is provided to the farmers for purchase of crop residue management machinery and 80% financial assistance is provided to Rural Entrepreneurs (Rural youth and farmer as an entrepreneur), Cooperative Societies of Farmers (Agriculture/ Horticulture/Makhana etc.), Day-NRLM Cluster Level Federations and Self Help Groups (SHGs), Farmer Producer Organizations (FPOs) and Panchayats for establishment of Custom Hiring Centres of crop residue management machines. Financial support of 65% up to a maximum of

Rs. 1.50 Crore is also provided to paddy supply chain projects on the capital cost of machinery and equipment like higher HP Tractors, Cutters, Tedder, Medium to large Balers, Rakers, Loaders, Grabbers & Telehandlers. Financial assistance to the States and ICAR is also provided for undertaking Information, Education and Communication activities for mass awareness of farmers on crop residue management.

During the period from 2018-19 to 2025-26 (as on 10.03.2026), Rs. 4237.47 crores have been released. The States have distributed more than 3.53 lakh machines to the individual famers and established more than 43535 CHCs in the States.

iii. The Commission for Air Quality Management in NCR and Adjoining Areas (CAQM) has been constituted under the CAQM Act, 2021 in accordance with the notification dated 23.04.2021 towards better coordination, research, identification and resolution of problems surrounding the air quality index in NCR and adjoining areas and for matters connected therewith or incidental thereto. A comprehensive policy detailing sector-wise actions/interventions and quantified targets and staggered timelines (short-term, medium-term and long-term) was formulated by CAQM and issued in July, 2022, to various stakeholders including Central Government Ministries/Departments, NCR State Governments, GNCTD and Government of Punjab for necessary action and implementation. The targeted action plans with staggered timeline

have been stipulated across various contributing sectors including crop residue burning.

iv.CAQM through Direction 90 dated 09.05.2025 directed to Plan for rent-free availability of CRM machines for small / marginal farmers.

v.CAQM, vide Direction No. 92 dated 03.06.2025, directed the State Governments of Punjab and Haryana to mandate use of paddy straw-based bio-mass pellets / briquettes in all brick kilns located in the districts beyond NCR, as one of the means towards elimination of the practice of open paddy stubble burning.

vi.CAQM has issued Direction No. 95 on 01.10.2025 authorizing the Deputy Commissioners / District Collectors / District Magistrates in the States of Punjab, Haryana, NCR areas of Rajasthan and Uttar Pradesh and in the NCT of Delhi to file a complaint before jurisdictional judicial magistrate, in case of inaction in respect of officials, including nodal officers and supervisory officers at various levels and Station House Officers, responsible for effective enforcement towards ensuring elimination of paddy stubble burning in their respective jurisdiction.

vii.CAQM has issued directions to all the Coal based Thermal Power Plants located within 300 Kms radius of Delhi to co-fire biomass based pellets, torrefied pellets/ briquettes (upto 5-10%) with coal to promote use of biomass.

viii.The MoEFCC through notification dated 11.07.2023, as amended, notified Environment (Utilisation of Crop Residue by Thermal Power

Plants) Rules, 2023 mandating minimum five per cent blend of pellets or briquettes made of crop residue along with coal by the Thermal Power Plants in the NCR and Adjoining Areas, failing which said Rules stipulates certain amount of Environmental Compensation against the Thermal Power Plants, as per unit of electricity generated.

ix.CAQM has issued directions to State Governments of Punjab and Haryana to mandate use of paddy straw-based biomass pellets / briquettes in all brick kilns located in the districts beyond NCR, as one of the means towards elimination of the practice of open paddy stubble burning.

x.Central Pollution Control Board (CPCB) has framed Guidelines for grant of one-time financial support under Environment Protection Charge funds for establishment of pelletization and Torrefaction plants to promote utilization of paddy straw.

xi.31 Flying Squads from CPCB have been deployed from 01.10.2025 to 30.11.2025 in identified hotspot districts in Punjab and Haryana to closely monitor the actions and coordinate with the concerned authorities / officers at the district level, officers of the Pollution Control Boards/CAQM cell. These teams provide daily updates, photographic evidence, and compliance status.

In addition to the above mentioned measures/action, the Government has regularly reviewed and monitored the actions taken to address air pollution including stubble burning related issues in Delhi-NCR and adjoining areas.

With coordinated efforts, the States of Punjab and Haryana have collectively recorded more than 90% reduction in fire incidences during paddy harvesting season in the year 2025 in comparison to the same period in the year 2022.

BANKING SECTOR AND CREDIT AVAILABILITY

3734 SHRI SRIBHARAT MATHUKUMILLI:

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

- (a) the rate of growth of bank credit and bank deposits in Scheduled Commercial Banks during the last three years, year-wise;
- (b) whether the Government has assessed the implications of a sustained gap between credit growth and deposit growth on overall financial stability of banks, if so, the details thereof;
- (c) whether any steps are being taken to boost deposit mobilisation, particularly in underserved and unbanked areas, if so, the details thereof;
- (d) whether the Government is considering expanding scenario-based stress testing frameworks to include Non-Banking Financial Companies (NBFCs) and cooperative banks in order to strengthen system-wide resilience, if so, the details thereof; and
- (e) whether any steps are being taken by the Ministry to strengthen risk management frameworks of financial institutions in view of prevailing global geopolitical uncertainties, particularly in areas of foreign exchange

exposure, external commercial borrowings and cyber-security preparedness and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): Reserve Bank of India (RBI) has informed that the growth rates of bank credit and bank deposits in Scheduled Commercial Banks (SCBs) during the last three years are as under: —

FY	Credit Growth (y-o-y %)	Deposits Growth (y-o-y %)
2022-23	15.82	10.20
2023-24	19.13	13.55
2024-25	11.07	10.60

(b): The divergence in credit and deposit growth and its impact on overall financial stability is assessed on a regular basis by the RBI and the same is published at half-yearly frequency in RBI's Financial Stability Report (FSR). As per the RBI, credit growth of 16-18% remains sustainable and the current growth rates are well below that. The RBI's latest stress test (December 2025) confirmed the resilience of Indian banking, supported by strong capital, liquidity, and profitability. The Banking Stability Indicator (an aggregate indicator of the banking system's robustness) published in RBI's FSR highlighted improved soundness and asset quality, with easing market risks partly offsetting pressures from weaker liquidity and profitability metrics.

(c): Banks adopt different strategies to mobilise deposits, particularly in underserved and unbanked area, including, *inter alia*, the following—

- a) Expanding branch network.
- b) Targeting specific deposit concentrations, e.g. micro-markets in larger towns or geographic regions or corporate salary accounts.
- c) Increasing strategic focus on deposits growth through devising innovative and customized products e.g. external benchmark linked deposit products.
- d) Running specific campaigns for different customer types, product types, etc.
- e) Leveraging data analytics to analyse the spending patterns of the customers/ satisfaction level for different banking products/features and new requirements to restructure the deposit products to suit the life style of the customers.

(d): RBI has informed that stress testing as single-factor sensitivity analysis, is conducted regularly for Urban Co-operative Banks (UCBs) and Non-Banking Financial Companies (NBFCs), and the results are published in the Financial Stability Report (FSR).

(e): In view of prevailing global and geopolitical uncertainties, steps have been taken to strengthen the risk management frameworks of financial institutions. In this regard, prudential and supervisory measures undertaken by RBI to address risks relating to foreign exchange exposures and External Commercial Borrowings include, *inter alia*, incremental capital requirements for foreign

exchange and gold exposures under Basel III, additional capital and provisioning norms for unhedged foreign currency exposures, and monitoring of liquidity and currency mismatches through prescribed regulatory reporting frameworks. With regard to cyber-security preparedness, RBI has provided overarching guidance to Regulated Entities (REs) to strengthen their operational risk management frameworks and enhance operational resilience with REs having adopted advanced technologies, including Artificial Intelligence and Machine Learning, for effective transaction monitoring and reporting of suspicious transactions, including suspected money mule accounts, to Financial Intelligence Unit – India.

भारत में यात्रा की सुगमता

3735. श्री राहुल सिंह लोधी:

श्री मगुंटा श्रीनिवासुलू रेड्डी:

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

- (क) पिछले पांच वर्षों के दौरान घरेलू और अंतर्राष्ट्रीय पर्यटकों के लिए यात्रा की सुगमता में सुधार हेतु सरकार द्वारा शुरू की गई योजनाओं, नीतियों, पहलों और सुधारों की सूची का ब्यौरा क्या है;
- (ख) यात्रा संबंधी बाधाओं को कम करने के उद्देश्य से डिजिटल प्लेटफॉर्म, एकीकृत सेवाओं और वास्तविक समय की सूचना प्रणालियों सहित प्रौद्योगिकी-सक्षम यात्रा सुविधा को बढ़ाने के लिए किए गए उपायों का ब्यौरा क्या है;

- (ग) पिछले पांच वर्षों के दौरान भारत में यात्रा को सुगम बनाने के लिए ऐसी योजनाओं, नीतियों, पहलों और सुधारों के लिए आवंटित निधि का राज्य/संघ राज्य क्षेत्र-वार, विशेषकर आंध्र प्रदेश का ब्यौरा क्या है;
- (घ) क्या सरकार ने यात्रा की सुगमता, पर्यटकों के आगमन (फुटफॉल), आगंतुक अनुभव, संतुष्टि और समग्र क्षेत्रीय विकास पर इन उपायों के प्रभाव के संबंध में कोई अध्ययन/सर्वेक्षण किया है; और
- (ङ) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ङ): पर्यटन गंतव्य का विकास करने के लिए प्रभावी और पर्याप्त संपर्क मार्ग एक महत्वपूर्ण पहलू है। पर्यटन मंत्रालय महत्वपूर्ण पर्यटन स्थलों और अधिक संभावना वाले अल्पज्ञात/नए गंतव्यों के लिए हवाई संपर्क में सुधार हेतु नागर विमानन मंत्रालय के साथ नजदीकी तालमेल के साथ काम कर रहा है। पर्यटन मंत्रालय ने नागर विमानन मंत्रालय के साथ उनकी क्षेत्रीय संपर्कता योजना (आरसीएस-उड़ान) के तहत समन्वय किया है एवं इस उद्देश्य के लिए चिह्नित किए गए 53 पर्यटन मार्गों के लिए व्यवहार्यता अंतर वित्त पोषण (वीजीएफ) की राशि को साझा किया है।

भारत में विदेशी पर्यटकों, पेशेवरों और कुशल कार्यबल, व्यवसायियों, छात्रों आदि सहित विदेशियों के वैध आवागमन को सक्षम करने के लिए एक मजबूत ई-वीजा व्यवस्था मौजूद है। भारत सरकार ने वैध विदेशी यात्रियों को सुविधा प्रदान करने के साथ-साथ आंतरिक सुरक्षा को बढ़ाने के लिए प्रौद्योगिकीय अवसंरचना को बढ़ाने के साथ-साथ वीजा व्यवस्था को उदार, कारगर और सरल बनाने के लिए पिछले कुछ वर्षों में कई पहलों की हैं। भारतीय वीजा व्यवस्था, विशेष रूप से पर्यटक वीजा व्यवस्था को उदार और सरल बनाने के लिए उठाया गया एक महत्वपूर्ण कदम ई-वीजा सुविधा की शुरुआत है। ई-वीजा की प्रोसेसिंग पूरी तरह से ऑनलाइन प्लेटफॉर्म पर है। कोई विदेशी नागरिक कहीं से भी ई-वीजा के लिए आवेदन कर सकता है। ई-वीजा की शुरुआत ने

पर्यटन, व्यापार और चिकित्सा जैसे वैध उद्देश्यों के लिए विदेशियों को भारत में बाधा-रहित प्रवेश प्रदान करने में मदद की है।

पर्यटन मंत्रालय ने अधिक पारदर्शिता, जवाबदेही और बेहतर सेवा प्रदायगी को ध्यान में रखते हुए, आवास इकाइयों के वर्गीकरण और पर्यटन सेवा प्रदाताओं को मान्यता प्रदान करने के लिए प्रस्तावों की प्राप्ति, प्रोसेसिंग और अनुमोदन प्रदान करने संबंधी एक ऑनलाइन प्रणाली शुरू की है। इसके लिए राष्ट्रीय आतिथ्य उद्योग एकीकृत डेटाबेस (निधि+) पोर्टल अर्थात् **nidhi.tourism.gov.in** पर आवेदन किए जा सकते हैं। इस ऑनलाइन प्रक्रिया को पेमेंट गेटवे के साथ भी जोड़ा गया है।

पर्यटकों की यात्रा को सुरक्षित और हिफाजत युक्त बनाने के लिए मंत्रालय के निरंतर प्रयासों के एक हिस्से के रूप में, पर्यटन मंत्रालय ने घरेलू और विदेशी पर्यटकों के लिए टोल फ्री नंबर 1800111363 या संक्षिप्त कोड 1363 पर 10 अंतर्राष्ट्रीय भाषाओं सहित 12 भाषाओं में 24x7 बहुभाषी पर्यटक हेल्पलाइन स्थापित की है, ताकि भारत में यात्रा से संबंधित जानकारी के संदर्भ में सहायता सेवा प्रदान की जा सके और भारत के भीतर यात्रा करते समय संकट में फंसे पर्यटकों को उचित मार्गदर्शन दिया जा सके।

मंत्रालय ने यात्रा सुगमता, पर्यटकों की संख्या, आगंतुक अनुभव, संतुष्टि और समग्र क्षेत्रीय विकास के विषयों पर इन उपायों के प्रभाव के संबंध में कोई अध्ययन/सर्वेक्षण नहीं किया है।

ROADMAP FOR MAKING INDIA A GLOBAL SKILL HUB

3736. SHRIMATI ROOPKUMARI CHOUDHARY:

Will the Minister of SKILL DEVELOPMENT AND ENTREPRENEURSHIP be pleased to state:

- (a) whether the Government has formulated a comprehensive national roadmap to provide industry-aligned skill training to the youth in view of

around 12 million new entrants joining the workforce annually and if so, the details thereof;

- (b) whether any special programmes have been launched by the Government to enhance skilling in emerging sectors such as Artificial Intelligence (AI), Data Analytics, Green Jobs, Electric Vehicles, Semiconductors, Defence Manufacturing and Advanced Manufacturing and if so, the details thereof;
- (c) the steps taken/being taken by the Government to develop internationally recognised certification systems, credit transfer mechanisms and a Global Skill Passport framework;
- (d) the details of agreements or partnerships entered into with foreign Governments and industry organisations to establish India as a Global Skill Hub; and
- (e) whether the Government has undertaken any concrete initiatives to enhance participation of States, the private sector and industry and to develop skill mapping and migration support systems for overseas employment opportunities and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana

(PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country. The SIM aims at enabling youth of India to get future ready and equipped with industry relevant skills.

To align the design and delivery of skills training as per industry requirements, MSDE has *inter-alia* taken the following steps:

- National Council for Vocational Education and Training (NCVET) has been set up as an overarching regulator establishing regulations and standards to ensure quality in the Technical and Vocational Education and Training (TVET) space. NCVET recognises the industry bodies as the Awarding Bodies (ABs) and/or Assessment Agencies (AAs).
- The Awarding Bodies are expected to develop the qualifications as per the industry demand and map them with the identified occupations as per the National Classification of Occupations, 2015 and obtain industry validations. NCVET has approved 9026 qualifications as per the industry requirements, out of which 2599 qualifications are valid and active, and 6427 qualifications are archived.
- Directorate General of Training (DGT) is implementing Flexi MoU Scheme and Dual System of Training (DST) in collaboration with

industries to provide training to ITI students in real industrial environment.

- DGT has signed MoU with IT Tech companies like IBM, CISCO, Microsoft, AWS, Autodesk etc. to ensure industry linkages for the institutes at the state and regional levels. These partnerships facilitate the provision of technical and professional skills training in modern technologies.
- Under PMKVY, the new age/future skills job-roles have been specially aligned with Industry 4.0 requirements in areas like AI/ML, Robotics, Mechatronics, Drone Technology, Green Tech, Adv Manufacturing, etc. for upcoming market demand and industry requirements.
- DGT has introduced new age /future skills courses under CTS to provide training in emerging areas such as 5G Network Technician, Artificial Intelligence Programming assistant, Cyber Security Assistant, Drone Technician, Solar Technicians, etc.
- 36 Sector Skill Councils (SSCs), led by industry leaders in the respective sectors, have been set up which are mandated to identify the skill development needs of respective sectors as well as to determine skill competency standards.
- Two (02) Indian Institute of Skills (IIS) have been established at Ahmedabad and Mumbai, in Public Private Partnership (PPP) mode,

with an aim to align industry-ready workforce to emerging economic opportunities.

(c) to (e): As per the G20 New Delhi Leaders' Declaration in 2023, the efforts are being undertaken to facilitate cross-country comparability and mutual recognition of skills and qualifications. Ministry of Labour and Employment and the International Labour Organization have entered into an arrangement to undertake a feasibility study relating to development of an international reference framework linking occupations with skill and qualification requirements.

Further, MSDE has also entered into cooperation arrangements with partner countries for collaboration in the field of skill development and vocational education and training. At present, MSDE has active agreements with 08 countries, namely, Australia, Denmark, France, Germany, Japan, Qatar, Singapore and UAE. These engagements provide for technical exchanges, collaborative training initiatives, sharing of best practices and efforts towards recognition of skills and qualifications, with a view to enhancing employment opportunities for the Indian workforce in domestic as well as international labour markets. MSDE is an important stakeholder in the Migration and Mobility Partnership Agreements signed by the Ministry of External Affairs. MSDE also engages with State Governments from time to time in facilitating skilled mobility initiatives under bilateral arrangements.

MSDE has also established 07 Skill India International Centres (SIIC) at Bengaluru, Bhubaneswar, Guwahati, Hyderabad, Kanpur, Ludhiana and

Varanasi, to prepare Indian youth for overseas employment opportunities. These centres aim to provide internationally aligned domain skill training, language training and pre-departure orientation to support safe and informed migration of skilled workers.

In addition, Pre-Departure Orientation Training (PDOT) under the Pravasi Kaushal Vikas Yojana (PKVY) of the Ministry of External Affairs is imparted at these centres to orient candidates on language familiarization, cultural aspects of destination countries, labour laws, and safe migration practices.

NATIONAL MISSION FOR MANUSCRIPTS

3737. SHRI K E PRAKASH:

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

- (a) the status of National Mission for Manuscripts (NMM) on covering one crore manuscripts, as answered in Unstarred Question No. 2376 dated 04.08.2025;
- (b) the details of the reasons for setting a fixed target of one crore manuscripts under NMM, given India's vast and diverse manuscript heritage across different regions of the country along with criteria to determine which manuscripts are included or excluded;
- (c) the details of the safeguards put in place by the Government to ensure the preservation and protection of historic documents from any alteration or erasure or tampering; and

- (d) the manner in which the accessibility and authenticity of historic manuscripts once digitized to ensure that these invaluable resources remain reliable and available for research and public reference?

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

(a) : Government has launched Gyan Bharatam Mission as a major initiative under the Ministry of Culture. It aims to Survey, Document, Conserve, Digitize, and make accessible Manuscripts located in academic Institutions, Museums, Libraries, and Private collections across India.

To support the initiative, the Standing Finance Committee (SFC) has sanctioned Rs.491.66 crore for the period 2025-2031.

This Mission has been mandated to establish a nation-wide network of Cluster Centers (CCs) and Independent Centers (ICs) across the country to carry out above mentioned activities and more than 40 CCs and ICs have been onboarded so far in this direction. In addition, 28 States / UTs have also been onboarded so far to act as the Nodal Coordinating Authority for the mission's implementation within the State / UT concerned.

Technical partners have been on boarded for various functions including metadata creation and its integration on National Digital Repository (NDR), deployment of equipments, AI-integrated digital platform and long term data storage.

(b) : With an objective of undertaking the manuscript related activities on a broader and intensive level on pan-India level, one crore is an estimated figure.

Gyan Bharatam Mission aims to survey, document, conserve, digitize and make accessible manuscripts located in academic institutions, museums, libraries and private collections across India. This initiative focuses to cover manuscripts wealth of India irrespective of any group of region, language and scripts.

(c) : Gyan Bharatam Mission uses a systematic, technology-driven framework to protect India's manuscript heritage. This framework includes scientific conservation & restoration through preventive and curative methods, high standard digitization of manuscripts, centralized access to digitized data through NDR, data security through LTO-9 tapes and cloud-based backup with disaster recovery systems.

In addition, the National Archives of India (NAI) has also undertaken large-scale digitization initiatives to create high-resolution digital copies of historical records where a checksum is generated for each digital image which helps to verify the integrity and authenticity of the digital records and ensures that any alteration or tampering can be detected.

(d) : Under Gyan Bharatam Mission, each digitized manuscript is accompanied by proper metadata, cataloguing and documentation which helps to maintain authenticity and traceability of the original source. Digital copies are stored in secure digital repository namely NDR which serves as a repository that allows for instant access for research etc. Data security through LTO-9 tapes and cloud-based backup with disaster recovery systems is also envisaged.

CENTRALISED PROCESSING CENTRE (CPC)**3738. SHRI ANUP SANJAY DHOTRE:****SHRI JASWANTSINH SUMANBHAI BHABHOR:****SHRI ASHOK KUMAR RAWAT:****SHRI PRAVEEN PATEL:****SHRIMATI APARAJITA SARANGI:****SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:****DR. SANJAY JAISWAL:****SHRI VIJAY BAGHEL:**

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

- (a) the current status of operationalisation of the Centralised Processing Centre (CPC) for processing and scrutiny of annual returns and financial statements, including the number of filings processed during the last three years;
- (b) the details of the mechanisms adopted within the CPC for identification of inactive or non-compliant companies through compliance flags and data analytics particularly in the State of Gujarat;
- (c) the number of companies classified as dormant or struck off pursuant to such compliance monitoring under the Companies Act, 2013 during said period; and
- (d) whether these measures have resulted in measurable improvements in corporate compliance and transparency and in ease of doing business in the country and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a): The Central Processing Centre (CPC) was established effective from 16.02.2024 for centralized processing of 12 e-forms filed by companies which were earlier processed by various jurisdictional Registrar of Companies across India. It does not scrutinize annual returns and financial statements.

(b) to (d): In view of reply to part (a) above, situation does not arise.

खिलाड़ियों के कल्याण के लिए योजनाएँ

3739. श्री अजय कुमार मंडल:

क्या युवक कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

- (क) सरकार द्वारा वर्तमान में खिलाड़ियों के कल्याण के लिए कार्यान्वित की जा रही विभिन्न योजनाओं का ब्यौरा क्या है?
- (ख) इन योजनाओं के मुख्य उद्देश्य क्या हैं और इनके अंतर्गत लक्षित लाभार्थी समूह कौन से हैं; और
- (ग) खिलाड़ियों के स्वास्थ्य, सुरक्षा और करियर संक्रमण (सेवानिवृत्ति के बाद पुनर्वास) के संबंध में सरकार द्वारा की गई नई पहलों का ब्यौरा क्या है?

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

(क) से (ग): 'खेल' राज्य का विषय होने के कारण खिलाड़ियों के कल्याण हेतु वित्तीय सहायता और मानसिक परामर्श देने सहित खेलों के संवर्धन का उत्तरदायित्व मुख्य रूप से संबंधित राज्य सरकार का होता है। तथापि, केंद्र सरकार विभिन्न स्कीमों/कार्यक्रमों/पहलों के माध्यम से उनके प्रयासों में निम्नानुसार सहायता करती है:

- मेधावी खिलाड़ियों को खेल निधि स्कीम के अंतर्गत सक्रिय खेल करियर से संन्यास लेने के बाद अतिरिक्त वित्तीय सुरक्षा के रूप में ₹12,000/- से ₹20,000/- तक प्रति माह जीवन-पर्यन्त पेंशन दी जाती है। वे खिलाड़ी, जो सक्रिय खेल करियर से संन्यास ले चुके हैं और जिन्होंने ओलंपिक खेलों, पैरालंपिक खेलों, विश्व कप, विश्व चैंपियनशिप, एशियाई खेलों, पैरा एशियाई खेलों और राष्ट्रमंडल खेलों में पदक जीते हैं, इस स्कीम के अंतर्गत जीवन-पर्यन्त पेंशन प्राप्त करने के पात्र हैं।
- खिलाड़ियों के लिए पंडित दीनदयाल उपाध्याय राष्ट्रीय कल्याण कार्यक्रम में खिलाड़ियों और उनके परिवारों को आघात, कठिनाई, उपकरण तथा स्पर्धा में भागीदारी आदि के लिए ₹2 लाख से ₹10 लाख तक की वित्तीय सहायता प्रदान की जाती है।
- खिलाड़ियों को मानसिक स्वस्थता में सहायता प्रदान करने के लिए खेल मनोवैज्ञानिकों और मानसिक प्रशिक्षकों को राष्ट्रीय टीम तथा व्यक्तिगत दोनों स्तरों पर नियुक्त किया जाता है। भारतीय खेल प्राधिकरण के राष्ट्रीय उत्कृष्टता केंद्र (एनसीओई) में उच्च प्रदर्शन विश्लेषक (मनोविज्ञान) या प्रदर्शन विश्लेषक (मनोविज्ञान) सहित खेल मनोवैज्ञानिकों की उपस्थिति सुनिश्चित की जाती है। ये खेल मनोवैज्ञानिक एथलीटों को सर्वोत्तम प्रदर्शन हेतु मानसिक प्रशिक्षण देने के साथ-साथ उनको भावनात्मक स्वास्थ्य प्राप्त करने में भी सक्षम बनाना है।
- सरकार ने संन्यास लेने के बाद पुनर्वास हेतु 'रीसेट' (संन्यास ले चुके खिलाड़ी सशक्तिकरण प्रशिक्षण) कार्यक्रम की पहल की है, जिसका उद्देश्य संन्यास ले चुके खिलाड़ियों के करियर विकास को सुगम बनाना है। इसके अंतर्गत उन्हें उनकी अकादमिक प्रगति के लिए तदनुकूल शिक्षा के साथ इंटरनशिप और उनके उपयुक्त करियर विकल्प में सफलतापूर्वक प्रवेश के लिए आवश्यक ज्ञान और कौशल प्रदान

करके सशक्त बनाया जाता है।

CSR SPENDING IN DESERT AND BORDER DISTRICTS

QUESTION

3740. SHRI UMMEDA RAM BENIWAL:

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

- (a) whether the Government has taken steps to encourage corporate social responsibility (CSR) spending in desert and border districts like Barmer;
- (b) if so, the details thereof, particularly in sectors such as education, water management, and skill development; and
- (c) whether any monitoring mechanism has been set up to ensure effective utilization of CSR funds in these areas, if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a) and (b): Under the Companies Act, 2013 ('Act'), CSR is a Board driven process and the Board of the company is empowered to plan, decide, execute and monitor CSR activities of the company based on the recommendation of its CSR Committee. This Committee formulates and recommends the CSR policy, which outlines the activities to be undertaken by the company in alignment with the areas or subjects specified in Schedule VII. The Government does not issue any directions to Corporates to spend in any particular area or activity. On the basis of annual filings filed by the companies

in MCA21 registry, the development sector-wise details of CSR expenditure in the district of Barmer for the last three financial years (FYs) i.e. 2021-22 to 2023-24 is attached at **Statement**.

(c): The existing legal provisions regarding formation of CSR committee, formulation of CSR policy, Annual Action Plan on CSR, identification of the project and area in which project will be implemented, certification of CSR expenditure by Chief Financial Officer (CFO) and audit of CSR expenditure by statutory auditors, etc., provide adequate mechanisms to ensure transparency and accountability. The Board has to ensure that the approved amount has been spent on the assigned activity(ies).

STATEMENT

Development Sector-wise CSR expenditure in Barmer district from FY

2021-22 to FY 2023-24

(Amount in Rupees Crore)

S.No.	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1.	Animal welfare	0.16	0.77	2.51
2.	Armed Forces, Veterans, War Widows/ Dependants	0.03	0.26	0.03
3.	Art and culture	0.25	0.25	0.13
4.	Conservation of natural resources	-	0.00	0.58
5.	Education	3.92	2.86	5.47
6.	Environmental sustainability	0.73	0.18	0.16

7.	Health care	4.21	6.23	3.53
8.	Livelihood enhancement projects	0.99	1.18	0.69
9.	Poverty, Eradicating Hunger, Malnutrition	1.18	0.01	2.62
10.	Rural development projects	1.99	2.86	1.11
11.	Safe drinking water	1.31	1.82	0.38
12.	Sanitation	0.57	0.01	0.20
13.	Senior Citizens Welfare	0.00	-	-
14.	Special education	-	0.05	-
15.	Training to promote sports	0.14	1.33	0.23
16.	Vocational skills	0.02	0.25	0.25
17.	Women empowerment	0.23	0.49	0.55
Total		15.74	18.56	18.43

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

IMPACT OF CLIMATE CHANGE IN BIHAR

3741. DR. ALOK KUMAR SUMAN:

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

- (a) the current status of implementation of the National Action Plan on Climate Change (NAPCC) in Bihar;
- (b) the details of climate action programmes and their outcomes, district-wise;
- (c) the measures taken to mitigate climate change impacts in rural and urban areas;

- (d) the steps taken by the Government for promoting renewable energy and energy efficiency under NAPCC; and
- (e) the details of monitoring and evaluation mechanisms for climate action programmes?

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

(a) to (e): The National Action Plan on Climate Change (NAPCC) comprises of nine missions in specific areas of solar energy, energy efficiency, water, agriculture, the Himalayan ecosystem, sustainable habitat, green India, strategic knowledge on climate change, and human health. These missions are being implemented through respective nodal Ministries and Departments of Government of India in convergence with relevant schemes and programmes of Govt. of India, as well as the respective States.

The Ministry of Environment, Forest and Climate Change, Govt. of India has supported preparation of State Action Plans on Climate Change (SAPCC) for the State of Bihar. The SAPCC has been prepared in line with the NAPCC and considering the State-specific issues relating to climate change. The Ministry of Science and Technology, Govt. of India, has established the State Climate Change Cell (SCCC) in Bihar under one of the missions of NAPCC – National Mission on Strategic Knowledge on Climate Change (NMSKCC). The SCCC, Bihar assists the state in carrying out vulnerability and risk

assessments, conducting human capacity-building programmes, public awareness programmes, and institutional capacity-building, and implementing actions selected for sustainable development by the state as part of their State Action Plans. As part of the project, the studies are undertaken at the district level, which may be further useful for climate adaptation planning using a common framework.

Under the National Programme on Climate Change and Human Health (NPCCHH) of the Ministry of Health and Family Welfare, mechanisms are developed at national and state levels to address climate-sensitive health issues through awareness generation, capacity building, health sector preparedness and response, and intersectoral coordination. 36 States and Union Territories, including Bihar, have developed State Action Plan on Climate Change and Human Health (SAPCCHH), with activities including training, advisories, awareness campaigns, surveillance mechanisms and community awareness across districts.

The Ministry of Agriculture and Farmers Welfare, Govt. of India, has initiated several schemes under one of the missions of NAPCC i.e. National Mission for Sustainable Agriculture (NMSA) to promote sustainable agriculture practices. Further, Pradhan Mantri Fasal Bima yojana along with weather index based Restructured Weather Based Crop Insurance Scheme provide a comprehensive insurance cover against crop failure by providing financial support to farmers suffering crop loss/ damage arising out of unforeseen natural calamities.

Under National Adaptation Fund for Climate Change, Government of India is supporting the project “Scaling up Climate Smart Agriculture (CSA) through mainstreaming Climate Smart Villages (CSVs) in Bihar”. It is being implemented in eight districts of the State; namely, Patna, Nalanda, Bhagalpur, Munger, Purnea, Katihar, Samastipur and Darbhanga. The objective of the project is to improve the adaptive capacity of rural community to climate change through enhancing the portfolios of climate resilient agriculture interventions in targeted villages of Bihar. The project activities are related to climate smart agriculture interventions in accordance with farmers’ socio economic and the prevalent bio-physical conditions, enhancing the capacities of stakeholders for implementing and sustaining the climate change adaptation strategies and mainstreaming adaptation strategies into policies and programmes through better knowledge management and sharing.

The Ministry of New and Renewable Energy has taken several steps and initiatives to promote and accelerate renewable capacity in the country. 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, and Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched. The 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, while the 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. In addition, Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.

As per the information provided by the Government of Bihar, 'Jal-Jeevan-Hariyali Mission' is being implemented with the aim to combat climate change and promote afforestation and water conservation. Under this Mission of the State Govt, a total of 414.90 lakh and 340.96 lakh saplings were planted in 38 districts during financial years (FY) 2024-25 and 2025-26 respectively. District-wise plantation details are attached as **Statement**. Further, under this Mission, 'Soil Moisture Conservation' (SMC) works were executed in 17,661 ha during FY 2022–23 to FY 2023–24 and 2,112 ha during FY 2025–26. In addition, during the financial year 2024-25 and 2025-26, 3,217 and 108 check dams were constructed, respectively, under the SMC works.

Monitoring of missions under NAPCC is undertaken through a multi-tiered institutional framework. Each mission is anchored in a nodal ministry with in-built monitoring systems, including Steering Committees, technical reviews, and outcome-based indicators for the relevant schemes and programs, etc., to track financial and physical progress. At the national level, the Executive Committee on Climate Change, reviews inter-ministerial progress and resolves implementation bottlenecks. Apex policy guidance is

provided by the Prime Minister's Council on Climate Change (PMCCC) to ensure alignment with national priorities and international climate commitments. The MoEFCC coordinates and oversees progress through the Apex Committee for Implementing the Paris Agreement (AIPA).

STATEMENT

**District-wise plantation report of saplings were planted in 38 districts
during financial years (FY) 2024-25 and 2025-26
(2024-25 & 2025-26)**

Sl. No.	District	Achievement (2024-25)	Achievement (2025-26)
1	Araria	867214	984281
2	Kishanganj	533030	580447
3	Banka	1433825	1870553
4	Bhagalpur	945336	508006
5	Jamui	1435180	1563354
6	Sheikhpura	260589	274283
7	Katihar	849681	407033
8	Purnia	944003	891964
9	Madhepura	735407	617541
10	Saharsa	553828	534636
11	Supaul	806310	951050
12	Begusarai	1095032	941895
13	Khagaria	528213	321460
14	Gopalganj	939543	866048

15	Siwan	1424928	884972
16	Darbhanga	1257535	915682
17	Madhubani	1633042	893986
18	E. Champaran	1641784	1174431
19	Tirhut	1798685	1075042
20	Samastipur	1429940	1576330
21	Saran	1322554	916286
22	Sitamarhi	1218034	627963
23	Sheohar	257364	177423
24	Vaishali	1172001	795807
25	Arwal	331287	212320
26	Aurangabad	1381874	1407929
27	Bhojpur	878058	637475
28	Buxar	606541	592875
29	Gaya	2938629	1775461
30	Jehanabad	408722	330973
31	Nalanda	1045241	871785
32	Nawada	904532	1042626
33	Patna	1176299	612850
34	W. Champaran	1589712	1439036
35	Rohtas	1570793	1572925
36	Kaimur	1691729	1478974
37	Munger	1253798	1417528
38	Lakhisarai	630507	352857
Total		4,14,90,780	3,40,96,087

**VACANT TEACHING AND NON-TEACHING POSTS IN CENTRAL
UNIVERSITIES**

3742. SUSHRI IQRA CHOUDHARY:

ADV PRIYA SAROJ:

SHRI BENNY BEHANAN:

SHRI PUSHPENDRA SAROJ:

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

- (a) the number of sanctioned, filled and vacant teaching and non-teaching posts in Central Universities including IITs, IIMs and NITs across the country, university-wise, social category-wise and State-wise, particularly in Uttar Pradesh;
- (b) whether delays have occurred in filling these vacancies despite administrative approvals and budgetary provisions, if so, the reasons recorded therefor;
- (c) whether the Government admits that faculty shortages are affecting academic standards and research output, if so, the details thereof along with the reasons for delay in appointments despite repeated assurances;
- (d) the number of recruitment proposals pending with the University Grants Commission or the Government for concurrence or clearance, State-wise and particularly for Uttar Pradesh; and
- (e) whether the Government has assessed the impact of persistent vacancies on teaching workload, research output, student support and accreditation

outcomes including NAAC grading and if so, the details of findings thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) to (e) :The Central Higher Education Institutions (CHEIs) under Ministry of Education including Central Universities, IITs, IIMs and NITs are statutory autonomous organizations established under respective Central Acts of Parliament and governed by provisions of the Acts/Statutes/Ordinances/Regulations made thereunder. As autonomous institutions, faculty recruitment is done within the institutions itself, in accordance with their Acts and Regulations. The recruitment powers vests with the respective Board of Governors/Executive Committee/Board of Management and no active role of the Ministry is involved therein.

Occurring of vacancies and filling thereof is a continuous process. The vacancies arise due to promotion, retirement, resignation, death, opening of new institutions, schemes or projects, and additional requirements on account of enhanced students' strength and expansion of capacity in existing institutions.

In August, 2021, all CHEIs under Ministry of Education were requested to undertake special drive to fill backlog vacancies in their institutions in Mission Mode. The CHEIs undertook special recruitment drives to fill the vacancies including of Scheduled Castes (SCs), Scheduled Tribes (STs) and

Other Backward Classes (OBCs). In September 2022, Ministry of Education had also exhorted all the CHEIs to fill up the vacancies in Mission Mode. In October 2025, all the CHEIs have again been requested to fill up all the backlog vacancies in Mission Mode within a period of one year. From September 2022, all CHEIs including Central Universities (CUs), IITs, IIMs and NITs have undertaken Mission Mode recruitment drive to fill the vacancies. Up to 24.01.2026 (i.e. the date of last Rozgar Mela), a total number of 30720 posts have been filled up by all CHEIs, including 17878 faculty positions, in Mission Mode. Out of these 30720 posts, during the said period, CUs, IITs, IIMs and NITs collectively have filled up 28666 posts including 16931 faculty positions.

In Centrally financed Higher Education Institutions, measures have been taken to attract quality faculties which includes year-round open advertisements, recruitment through search-cum-selection procedures, special recruitment drive, mission mode recruitment and invitation to alumni/scientists/faculty, etc. The faculty recruitment processes are carried out by the CHEIs by inviting applications in a transparent manner, as part of a multi-step and robust screening process. The Acts and Statutes of various institutions specify the composition of selection committees, authorities responsible for recruitment of various levels of faculty, provision of independent subject experts and Visitor's nominees etc. so as to ensure transparency and academic rigour in recruitments. University Grants Commission (UGC) has launched a common portal 'CU-CHAYAN' for faculty recruitment, making provision for listing of vacancies/ advertisements/ jobs

across all Central Universities, thus making the entire recruitment process more transparent and accessible. As informed by UGC, no recruitment proposal is pending at their level.

To enhance the quality of higher education, the Government of India has undertaken several measures, including the provision of quality infrastructure, strengthening of the research and innovation ecosystem, promotion of industry–academia linkages etc. As the result of these concerted efforts, India has witnessed a massive jump in its Global Innovation Index (GII) ranking from 66th position in 2013 to 40th in 2023. India is at 6th position (in 2022) in number of patent applications from 8th position (in 2012) as per WIPO's World Intellectual Property Indicators. India also occupies 3rd rank in terms of number of Ph.Ds awarded in Science and Engineering (S&E) as per 'Research and Development statistics at a glance 2022-23' published by Department of Science & Technology, Ministry of Science & Technology.

54 Indian Institutions have been ranked in the QS World University Ranking (QS WUR) 2026. This is India's highest ever representation, marking a growth from 11 institutions in QS WUR 2015 to 54 in QS WUR 2026. Eight Indian institutions have been ranked for the first time, which is the highest number for any country in this edition, both within the G20 and globally, thus underscoring sustained policy initiatives, strengthened research and innovation capacity, and the steadily rising global profile of India's higher education system.

KITCHEN INFRASTRUCTURE UNDER PM POSHAN**3743. SHRI ARUN BHARTI:**

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

- (a) whether the Government has approved/sanctioned enhancement of kitchen infrastructure under PM POSHAN for Jamui Lok Sabha Constituency during FY 2025-26, if so, the details of status and timeline fixed for the same block-wise;
- (b) the physical and financial progress of automated kitchen construction in the said Lok Sabha Constituency as on January 2026;
- (c) the details of allocations, releases and utilisation for PM POSHAN in Jamui during the last three financial years, block-wise;
- (d) the details of completed as against sanctioned works under school nutrition garden projects in Jamui; and
- (e) whether any new approvals have been proposed for Jamui for fortified rice supply integration in FY 2026–27 and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) to (e): Education is in the Concurrent List of the Constitution and most of the Government Schools and School Boards are under the administration of the State Governments and Union Territory (UT) Administrations. Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme is one of the foremost rights based Centrally Sponsored Scheme implemented in partnership with the

States and UTs for providing one hot cooked and nutritious meal to all children studying in Bal Vatika (just before class-I) and classes I to VIII of Government and Government-aided schools. The Scheme covers about 11 crore children in more than 10.35 lakh schools in all the States/UTs. The overall responsibility for smooth functioning of the scheme including providing hot cooked and nutritious meal to the eligible children as well as engagement of cook-cum-helpers (CCHs) lies with the State Governments and Union Territory Administrations.

The State Governments and UT Administrations prepare comprehensive Annual Work Plan and Budget (AWP&B), inter-alia, with detailed district-wise vital information on coverage of children, working days and schools; enrolment in schools; utilisation of foodgrains, utilisation of cooking cost, transportation assistance, Management, Monitoring and Evaluation (MME), payment of honorarium to Cook-cum-Helper, construction of kitchen-cum-stores, procurement of kitchen devices etc. The Programme Approval Board (PAB) constituted under the PM POSHAN Scheme meets at the beginning of each financial year in order to consider and sanction the Annual Work Plan and Budget (AWP&B) submitted by the States and UTs. Financial assistance under PM POSHAN Scheme is provided to all States and UTs by the Central Government in accordance with the norms of the Scheme and Guideline issued by the Ministry of Finance from time to time. The distribution of resources and fund allocation further downwards up to the school level (including schools in the Jamui Lok Sabha Constituency) lies with the

States/UTs. However, during FY 2025–26, no proposals relating to strengthening of kitchen infrastructure for schools in Bihar were received as part of the Annual Work Plan & Budget (AWP&B). Further, it is informed that food-grains are allocated on the basis of number of children and number of school working days to all States/UTs. Under the Scheme fortified rice is supplied to States/ UTs including the state of Bihar.

Regarding the School Nutrition Gardens (SNGs) the Government of Bihar has informed that 737 schools are having School Nutrition Gardens (SNGs) in Jamui parliamentary constituency.

STATUS OF NEHRU YUVA KENDRA SANGATHAN

3744. SHRI PUSHPENDRA SAROJ:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Nehru Yuva Kendra Sangathan (NYKS) continues to function as an autonomous organisation under the Government, if so, the details of major programmes and activities undertaken by NYKS during the last one year and the current year, State/UT-wise;
- (b) the details of the Annual Action Plan for FY 2025–26, the activities completed against approved targets along with the status of audited financial statements for the said period;
- (c) the sanctioned strength, recruitment undertaken in recent years and the present posting and employment status of officers and staff of NYKS, State/UT-wise; and

- (d) the mandate of NYKS in youth mobilisation and nation-building and the Ministry's medium and long-term vision including restructuring proposals or reform measures for strengthening its role and effectiveness?

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

(a): Yes, Mera Yuva Bharat (erstwhile Nehru Yuva Kendra Sangathan) continues to function as an autonomous organisation under the Government. The details of major programmes and activities undertaken by MY Bharat during the last one year (FY 2024-25) and the current year (FY 2025-26), State/UT-wise is placed at **Statement-I & Statement-II** respectively.

(b): The Annual Action Plan for FY 2025-26 titled "Sashakt Yuva-Viksit Bharat Annual Plan 2025-26" is a youth centric programme aimed to harness the collective potential of India's youth, empowering them to contribute holistically to the country's development to realize the vision of the Hon'ble Prime Minister of Viksit Bharat@2047. The details of the programmes and activities completed against the approved targets as per the Annual Action Plan 2025-26 is placed at **Statement-III**. The financial audit for FY 2025-26 is under process.

(c): The sanctioned strength of MY Bharat is 2000. In the year 2025, recruitment has been made in MY Bharat. The occurrence and filling up of vacancies is a continuous process. The officers and staff are presently posted across State Offices, District Offices and Headquarters of Mera Yuva Bharat based on administrative requirements. The State/UT-wise deployment of staff

is dynamic in nature and is reviewed periodically to ensure effective implementation of youth programmes across the country.

(d): MY BHARAT (erstwhile NYKS), is an effective phygital platform which has democratised the process of involvement of youth in national building activities by offering them equal opportunity to register themselves for different volunteering opportunities, Experiencing Learning Programmes etc. across the country not confined by geographical limitations and promoting an environment of inclusive approach. Through the network of Youth Volunteers, MY Bharat shows its expanding outreach among youth. Besides, participation of large number of youth in various programmes and activities conducted by MY Bharat, it also reflects its continued commitment to youth outreach.

STATEMENT-I**State/UT-wise details of Major Programmes and activities conducted during the FY 2024-25:**

S.No.	Name of the State/UT	Name of Programme
1	Andhra Pradesh	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Coastal Cleanliness Drive
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
2	Arunachal Pradesh	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets

		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
3	Assam	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
4	Bihar	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
5	Chhatisgarh	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week

		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
6	Delhi	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Viksit Bharat Ambassador - Yuva Connect
		Diwali with MY Bharat
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
7	Gujarat	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit

		District Level Sports Meet
		Inter District Youth Exchange Programme
		Inter State Youth Exchange Programme
		Border Area Youth Exchange Programme
		National Road Safety Campaign
8	Daman & Diu and Dadra Nagar Haveli	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter State Youth Exchange Programme
		National Road Safety Campaign
9	Haryana	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
10	Himachal Pradesh	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)

		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
11	Jammu & kashmir	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter State Youth Exchange Programme
		Border Area Youth Exchange Programme
12	Ladakh	National Road Safety Campaign
		Observance of Days and Week
		Swachhta Hi Seva Campaign
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit

		District Level Sports Meet
		National Road Safety Campaign
13	Jharkhand	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Viksit Bharat Ambassador - Yuva Connect
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
14	Karnataka	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Coastal Cleanliness Drive
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
15	Kerala	Observance of Days and Week
		Swachhta Hi Seva Campaign

		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter District Youth Exchange Programme
		Inter State Youth Exchange Programme
		National Road Safety Campaign
16	Lakshadweep	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		National Road Safety Campaign
17	Madhya Pradesh	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)

		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
18	Goa	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter State Youth Exchange Programme
		National Road Safety Campaign
19	Maharashtra	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Viksit Bharat Ambassador - Yuva Connect
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter District Youth Exchange Programme
		Inter State Youth Exchange Programme
		Border Area Youth Exchange Programme
		National Road Safety Campaign

20	Manipur	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
21	Meghalaya	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
22	Mizoram	Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
		Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets

		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
23	Nagaland	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
24	Odisha	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Coastal Cleanliness Drive
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
25	Chandigarh	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse

		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter State Youth Exchange Programme
		Border Area Youth Exchange Programme
		National Road Safety Campaign
26	Punjab	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter District Youth Exchange Programme
		Inter State Youth Exchange Programme
		Border Area Youth Exchange Programme
		National Road Safety Campaign
27	Rajasthan	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)

		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
28	Sikkim	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
29	Tamil Nadu	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter District Youth Exchange Programme
		Inter State Youth Exchange Programme
		National Road Safety Campaign
30	Puducherry	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive

		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		National Road Safety Campaign
31	Telangana	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
32	Tripura	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign

		District Level Yuva Utsav India@2047
33	Uttar Pradesh	Block Level Sports Meets / Village Cluster Level Sports Meet
		Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
		Block Level Sports Meets / Village Cluster Level Sports Meet
34	Uttarakhand	Promotion of Sports (Sports Material to Youth Clubs)
		Observance of Days of National Importance, National Youth Day & Week
		National Road Safety Week
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		Diwali with MY Bharat
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		Border Area Youth Exchange Programme (BAYEP)
		District Level Sports Meets
		Swachhta Hi Seva Campaign
		District Level Yuva Utsav India@2047
		Observance of Days and Week
		Swachhta Hi Seva Campaign
35	A & N Islands	Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign

		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		National Road Safety Campaign
36	West Bengal	Observance of Days and Week
		Swachhta Hi Seva Campaign
		Coastal Cleanliness Drive
		Ek Ped Maa Ke Naam Campaign
		Awareness and Education Programme on Drug-Addiction and Substance Abuse
		District Level Yuva Utsav
		Diwali with MY Bharat
		Cluster of Block Sports Meet
		Distribution of Sports Kit
		District Level Sports Meet
		Inter District Youth Exchange Programme
		Inter State Youth Exchange Programme
		Border Area Youth Exchange Programme
		National Road Safety Campaign

STATEMENT-II

State/UT-wise details of Major Programmes and activities conducted during the FY 2025-26:

S. No.	Name of the State/UT	Name of Programme
1	A & N Islands	Observance of Days of National & International Importance

		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
2	Andhra Pradesh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
3	Arunachal Pradesh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025

		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
4	Assam	Observance of Days of National & International Importance
		Future Youth Leaders Bootcamp
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
5	Bihar	Observance of Days of National & International Importance
		Future Youth Leaders Bootcamp
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
6	Chandigarh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes

		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at State Level
7	Chattishgarh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
8	Daman & Diu, Dadra Nagar & Haveli	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
9	Delhi	Observance of Days of National & International Importance

		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
10	Goa	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
11	Gujarat	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025

		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
12	Haryana	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
13	Himachal Pradesh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
14	Jammu & Kashmir	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet

		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
15	Jharkhand	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
16	Karnataka	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
17	Kerala	Observance of Days of National & International Importance

		Future Youth Leaders Bootcamp
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
18	Ladakh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		Kargil Vijay Diwas Padyatra on 26th July 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
19	Lakshdweep	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025

20	Madhya Pradesh	National Voters' Day 2026 Padyatra at State Level
		Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
21	Maharashtra	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		Jai Shivaji Jai Bharat Padyatra on 19th February 2026
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
22	Manipur	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet

		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
23	Meghalaya	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
24	Mizoram	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
25	Nagaland	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes

		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
26	Odisha	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
27	Puducherry	Observance of Days of National & International Importance
		Future Youth Leaders Bootcamp
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level

28	Punjab	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
29	Rajasthan	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
30	Sikkim	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)

		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
31	Tamilnadu	Observance of Days of National & International Importance
		Future Youth Leaders Bootcamp
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
32	Telangana	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
33	Tripura	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam

		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
34	Uttar Pradesh	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
35	Uttarakhand	Observance of Days of National & International Importance
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025

36	West Bengal	National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level
		Observance of Days of National & International Importance
		Future Youth Leaders Bootcamp
		Ek Ped Maa Ke Naam
		Workshops on Flagship Schemes
		Distribution of Sports Kits
		Cluster of Block Sports Meet
		District Level Sports Meet
		Inter District Youth Exchange Programme (IDYEP)
		Inter State Youth Exchange Programme (ISYEP)
		MY Bharat Yuva Mandal Vikas Abhiyan
		Jai Bhim Padyatra on 13th April 2025
		National Voters' Day 2026 Padyatra at District Level
		National Voters' Day 2026 Padyatra at State Level

STATEMENT-III

Programmes and Activities completed against the approved target for the year 2025-26:

S. No.	Name of Programme	Approved No. of Programmes	Programmes Completed
1	Observance of Days and Week (15 Days per District)	11,445	9,028
2	Future Youth Leaders Bootcamp	154	144

3	Ek Ped Maa Ke Naam Campaign	763	755
4	Workshops on Flagship Schemes	763	726
5	Viksit Bharat Padyatra	850	834
a	Celebration of Jai Bhim Padyatra on 13th April 2025	36	36
b	Celebration of Kargil Vijay Diwas Padyatra on 26th July 2025	1	1
c	Celebration of National Voters Day 2026 Padyatra/ Sunday on Cycle at State Level	36	36
d	Celebration of National Voters Day 2026 Padyatra/ Sunday on Cycle at District Level	756	740
e	Celebration of Jai Shivaji Jai Bharat Padyatra on 19th February 2026	21	21
6	Distribution of Sports Kits (No. of Kits)	22,885	14,967
7	Cluster of Block Sports Meet	2,996	2,744
8	District Level Sports Meet	763	552
9	Inter District Youth Exchange Programme (IDYEP) 2025-26	90	74
10	Inter State Youth Exchange Programme (ISYEP) 2025-26	90	76
11	MY Bharat Yuva Mandal Vikas Abhiyan	2,361	490

FUNDING UNDER CODE ON SOCIAL SECURITY, 2020**3745. SHRI MADDILA GURUMOORTHY:**

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

- (a) whether the Government has finalised a sustainable funding framework under the Code on Social Security 2020 to ensure timely payment of benefits to the beneficiaries, particularly for unorganised, gig and platform workers;
- (b) if so, the details thereof;
- (c) whether any mechanisms have been put in place to mandate contributions from aggregators, principal employers and State Governments to prevent diversion or under-utilisation of social security funds; and
- (d) if so, the details thereof including audit mechanisms, disclosure norms, penalties for defaulting employers or aggregators and safeguards proposed to ensure transparency, fiscal accountability and long-term viability of social security schemes under the said Code?

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

(a) to (d): The Code on Social Security, 2020 has come into force on 21.11.2025 with the objective to consolidate and simplify the existing social security laws into a single framework and to extend social security coverage to

all workers, including organised, unorganised, gig, platform, and self-employed workers, by ensuring universal access to social security benefits, promoting portability of benefits across employments and States, enabling the Central and State Governments to frame appropriate schemes, leveraging technology for efficient delivery and clearly defining the roles of Governments, employers and aggregators.

The Code provides for framing of suitable welfare schemes for unorganised workers on matters relating to-

- (i) life and disability cover;
- (ii) health and maternity benefits;
- (iii) old age protection;
- (iv) education; and
- (v) any other benefit as may be determined by the Central Government.

Similarly, the code also provides for framing of suitable social security schemes for gig workers and platform workers on matters relating to-

- (a) life and disability cover;
- (b) accident insurance;
- (c) health and maternity benefits;
- (d) old age protection;
- (e) crèche; and
- (f) any other benefit as may be determined by the Central Government.

Further, Code provides for constitution of National Social Security Board for Unorganised workers, Gig workers and Platform workers to exercise the power conferred on and to perform functions assigned to it.

Code also provides for establishment of a Social Security Fund for social security and welfare of the unorganised workers, gig workers and platform workers and the sources of the fund shall comprise of funding received-

- a) any scheme wholly funded by the Central Government;
- b) partly funded by the Central Government and partly funded by the State Government; or
- c) wholly funded by the contributions of the aggregators; or
- d) from the composition of the offences under this Code relating to Central Government and from any other Social Security Fund established under any other Central labour law.
- e) The contribution to be paid by the aggregators shall be at such rate not exceeding two per cent., but not less than one per cent., as may be notified by the Central Government, of the annual turnover of every such aggregator who falls within a category of aggregators.
- f) any other source.

For the first time, the definition of 'gig workers' and 'platform workers' and provisions related to the same have been provided in the Code on Social Security, 2020 which has come into force on 21.11.2025.

The Code provides for offences and penalties in cases of failure on the part of the employer to pay contributions.

BOOSTING IN INDIA'S IMAGE AMONG FOREIGN TOURISTS**3746. SHRIMATI DAGGUBATI PURANDESWARI:**

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

- (a) the details of the trends in Foreign Tourist Arrivals (FTAs) in India during the last five years, year-wise along with its contribution in country's GDP;
- (b) the details of the regions or States in India have recorded the highest FTAs and the factors which contributed to their popularity among foreign tourists;
- (c) the details of the partnerships with global tourism boards to promote India as a preferred destination for Niche tourism such as adventure and wellness tourism;
- (d) the details of the steps taken/being taken by the Government to promote lesser-known destinations to attract foreign tourists and ensure balanced regional tourism growth; and
- (e) the details of the contribution of the international tourism fairs and roadshows in boosting India's image among foreign travellers?

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

(a): The Foreign Tourist Arrivals (FTAs) in India during the last five years has been showing an overall increasing trend. There is a corresponding increase in contribution of the tourism sector in country's GDP. Year-wise details of FTA and Tourism GDP are enclosed as **Statement**.

(b): The Bureau of Immigration captures and provides the information on

foreign tourist arrivals to the Ministry of Tourism at the national level. Regional or State level bifurcation of this figure is not available.

However, the Ministry of Tourism compiles the data on Foreign Tourist Visits to different States/UTs through the data supplied by the States and Union Territories. As per the 2024 data, the following five states have reported the highest number of Foreign Tourist Visits:

1. Maharashtra
2. West Bengal
3. Uttar Pradesh
4. Gujarat
5. Rajasthan

(c): The Ministry of Tourism engages with several international organizations such as UNWTO, ASEAN, G20, BRICS, and PATA to enhance global ties and shape tourism policies. Currently, there are 46 valid Memoranda of Understanding (MoUs) in place for bilateral and multilateral cooperation in the field of tourism.

(d): Ministry of Tourism promotes various tourist destinations and products of the country including lesser-known destinations in domestic and international markets through its various promotional initiatives such as website, social media promotions, participation in events, assistance to State Governments for organizing fairs and festivals, etc.

(e): The Ministry of Tourism regularly participates in major International Travel Fairs and Exhibitions such as World Travel Mart (WTM) in London,

FITUR in Madrid, and ITB Berlin to showcase India's varied tourism products, including niche segments like wellness and adventure. These events reinforce the "Incredible India" brand, enhance global visibility, and facilitate B2B meetings with foreign tour operators and stakeholders to boost inbound tourism.

STATEMENT

Foreign Tourist Arrivals (FTAs) in India from 2020 to 2024:

Year	FTAs
2020	27,44,766
2021	15,27,114
2022	64,37,467
2023	95,20,928
2024	99,51,722

Source: Bureau of Immigration

Tourism GDP (direct and indirect) in Rs Lakhs and Percentage share in country's GDP:

Financial Year	Tourism GDP	Percentage share
2019-20	104098995	5.2
2020-21	29617002	1.5
2021-22	41098373	1.7
2022-23	136833610	5.1
2023-24	157372988	5.2

PROMOTION OF SOUTH INDIAN CULTURE HERITAGE**3747. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:**

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

- (a) whether the Government has formulated any comprehensive policy for the promotion of South Indian cultural heritage including classical arts, literature, language and traditional practices and if so, the details thereof;
- (b) whether special financial assistance is being provided for promotion of Tamil, Telugu, Kannada and Malayalam cultural festivals at national and international levels and if so, the details thereof;
- (c) whether the Government has taken any steps to promote classical art forms such as Bharatanatyam, Kathakali, Kuchipudi and Yakshagana through cultural institutions and academies and if so, the details thereof;
- (d) whether cultural exchange programmes are being organised to showcase South Indian traditions in other parts of the country and if so, the details thereof, State/UT-wise;
- (e) whether the Government proposes to establish dedicated South Indian cultural centres or museums in major cities and if so, the details along with timelines thereof; and
- (f) whether financial grants are provided to folk artists and traditional performers facing livelihood challenges and if so, the details thereof?

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

(a): The Government of India promotes South Indian cultural heritage through autonomous bodies under the Ministry of Culture, including the Kalakshetra Foundation (Chennai), Sangeet Natak Akademi, and the South Zone Cultural Centre (Thanjavur). These organisations undertake a wide range of programmes and activities such as training, performances, research, documentation, workshops, festivals for the promotion and preservation of cultural traditions in the region. Key initiatives include Bharatanatyam and Carnatic music training, support for folk and tribal art forms, and documentation and promotion of traditional arts such as Koodiyattam, Pulikali, Shadow Puppetry, and Tholpavakoothu etc.

(b): The Government of India provides financial support to its autonomous bodies under the Ministry of Culture to promote South Indian cultural traditions. The South Zone Cultural Centre, Thanjavur, hosts festivals like Onam, Dasara, Pongal, and Sankranti, supporting folk and tribal artistes with honorarium, travel allowance and accommodation. Similarly, the Kalakshetra Foundation, Chennai, organizes events such as Sunadam, the Kathakali Festival, the Annual Art Festival, and “Remembering Rukmini Devi” to promote classical arts, funded through government grants.

(c): The Government of India, through its autonomous organisations under the Ministry of Culture, actively promotes classical art forms such as Bharatanatyam, Kathakali, Kuchipudi, and Yakshagana. The South Zone Cultural Centre organizes festivals and programmes in its Member States, engaging around 706 classical artistes in the past two years, while the

Kalakshetra Foundation and Sangeet Natak Akademi further support these traditions nationwide through performances, workshops, and collaborative cultural initiatives.

(d): The Government of India, through its autonomous organizations under the Ministry of Culture, promotes cultural exchange and showcases South Indian traditions nationwide. The Sangeet Natak Akademi invites and presents art forms from different parts of the country, including South Indian performing arts, in its festivals, while the South Zone Cultural Centre (SZCC), Thanjavur, actively participates in and organizes major cultural programmes beyond its Member States (details at **Statement-I**).

(e): The Government of India has already established the South Zone Cultural Centre at Thanjavur, Tamil Nadu, to cater the cultural needs of its Member States—Andhra Pradesh, Telangana, Karnataka, Kerala, and Tamil Nadu and Union Territories—Andaman & Nicobar Islands, Lakshadweep, and Puducherry. The Sangeet Natak Akademi promotes classical Sanskrit theatre via the Kutiyattam Kendra, Thiruvananthapuram. Ministry of Culture provides financial assistance under the Museum Grant Scheme for establishing new museums and modernising, developing, and digitising existing ones. Details of the scheme are available at the official website of the Ministry <https://culture.gov.in/>

(f): The Government of India, through the Sangeet Natak Akademi, provides financial assistance to cultural institutions under the scheme “Financial Assistance to Cultural Institutions” to support training in music, dance, and

drama, and to encourage new productions such as plays and ballets. The South Zone Cultural Centre also supports participating artists by providing honorarium ₹3,000 for the first day, ₹1,500 for the second, and ₹900 for remaining days. Additionally, the Ministry also provides financial assistance to artists through various schemes. The details of funds disbursed under these schemes for last three years are provided at **Statement-II**.

STATEMENT- I

South Zone Cultural Centre (SZCC), Thanjavur: Participation in Major Cultural Programmes Beyond Member States

Sl. No.	Name of the festival	State/U.T
1.	Kashi Tamil Sangamam (1 to 4 Editions)	Uttar Pradesh
2.	Saurashtra Tamil Sangamam	Gujarat
3.	Rashtriya Ekta Diwas	Gujarat
4.	Vividhta Ka Amrit Mahotsav (2nd Chapter)	New Delhi
5.	Pongal Festival	New Delhi
6.	Sankranti Festival	New Delhi
7.	Maha Kumbh Mela	Uttar Pradesh
8.	Island Tourism Festival	Andaman and Nicobar Islands
9.	10 th Chilika Shelduck International Folk Carnival 2024	Odisha
10.	Floral Tributes to Bhagwan Birsa Munda	New Delhi

STATEMENT- II

Details of funds disbursed and Number of Beneficiaries (Individuals /Organizations) under various schemes administered

S. No.	Name of the Scheme	Financial Year					
		2022-2023		2023-2024		2024-25	
		Number of Beneficiaries	Amount (Rs. In Cr.)	Number of Beneficiaries	Amount (Rs. In Cr.)	Number of Beneficiaries	Amount (Rs. In Cr.)
1.	Financial Assistance for Promotion of Guru Shishya Parampara (Repertory Grant)	1213	86.22	1882	77.95	1041	84.03
2.	Cultural Function and Production Grant	2135	32.75	2242	24.55	1710	32.19
3.	Scheme For the Award of Fellowship to Outstanding Persons in The Field Of Culture	980	13.62	1141	11.19	928	11.89
4.	Scheme for Scholarships to Young Artistes in Different Cultural Fields	395	1.18	1507	4.52	1077	3.25
5.	Financial Assistance for Veteran Artists	3651	18.59	3811	28.96	4636	26.09

LOANS WRITTEN OFF**3748. SHRI ABHISHEK BANERJEE:**

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

- (a) the total amount of loans written off during the last eleven years for farmers, industrialists, Micro, Small and Medium Enterprises (MSMEs) and other categories, category-wise and year-wise;
- (b) the total amount of loans written off for large industries and service sector companies during the last eleven years, give company-wise and year-wise details thereof; and
- (c) the names of the ten largest companies whose loans were written off during the said period, along with the amount and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The Reserve Bank of India (RBI) has apprised that the category-wise details regarding 'farmers' and 'industrialists', and the names of the ten largest companies whose loans were written-off is not maintained by it. However, year-wise details of loans written-off by Public Sector Banks, Private Sector Banks, Foreign Banks and Small Finance Banks, for categories 'Agriculture and Allied Activities', 'Industry' and 'Services', 'MSME' and Retail Loans, during the last 11 financial years (FYs), are at **Statement**.

(b): As per RBI data for category 'Large – Industries & Services' the amount of loans written-off during the last 11 FYs by the aforesaid bank groups, are as under.

(Amounts in crore Rs.)

Category	FY	Reduction in NPAs due to write-offs
Large – Industries & Services	2014-15	31,723
	2015-16	40,416
	2016-17	68,308
	2017-18	99,132
	2018-19	1,48,753
	2019-20	1,59,139
	2020-21	1,27,050
	2021-22	69,532
	2022-23	1,14,528
	2023-24	68,366
	2024-25	47,568

(c): RBI has informed that the names of the ten largest companies whose loans were written-off is not maintained by it.

Banks write-off NPAs, including, *inter-alia*, those in respect of which full provisioning has been made on completion of four years, as per RBI guidelines and policy approved by banks' Boards. Such write-off does not result in waiver of liabilities of borrowers and therefore, it does not benefit the borrower. The borrowers continue to be liable for repayment and banks continue to pursue recovery actions initiated in these accounts. Further, recovery in written-off

loans is an ongoing process and banks continue pursuing their recovery actions initiated against borrowers under various recovery mechanisms available to them.

STATEMENT

Category-wise details of written-off loans by Public Sector Banks, Private Sector Banks, Foreign Banks and Small Finance Banks

(Amounts in crore Rs.)

Category	Financial Year	Reduction in NPAs due to write-offs
Agriculture and Allied Activities	2014-15	6,845
	2015-16	6,845
	2016-17	6,488
	2017-18	10,747
	2018-19	12,728
	2019-20	12,969
	2020-21	14,483
	2021-22	15,222
	2022-23	23,852
	2023-24	24,426
	2024-25	21,882
Industries	2014-15	26,786
	2015-16	36,952
	2016-17	65,564
	2017-18	1,00,730

Category	Financial Year	Reduction in NPAs due to write-offs
	2018-19	1,51,678
	2019-20	1,44,425
	2020-21	1,03,306
	2021-22	57,242
	2022-23	87,873
	2023-24	52,533
	2024-25	37,716
Services	2014-15	20,669
	2015-16	17,648
	2016-17	22,965
	2017-18	29,447
	2018-19	32,736
	2019-20	46,072
	2020-21	44,818
	2021-22	49,325
	2022-23	61,813
	2023-24	41,877
	2024-25	38,438
Micro, Small and Medium Enterprises (MSME)	2014-15	15,449
	2015-16	13,509
	2016-17	19,768
	2017-18	24,947
	2018-19	30,582

Category	Financial Year	Reduction in NPAs due to write-offs
	2019-20	25,754
	2020-21	18,460
	2021-22	28,490
	2022-23	35,158
	2023-24	26,044
	2024-25	28,587
Retails Loans	2014-15	5,115
	2015-16	5,286
	2016-17	6,658
	2017-18	8,283
	2018-19	13,188
	2019-20	13,607
	2020-21	18,936
	2021-22	29,475
	2022-23	28,467
	2023-24	36,591
	2024-25	45,404

Source: RBI

DETAILS OF CASES IN SFIO**3749. SHRI KARAN BHUSHAN SINGH:**

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

- (a) the details of cases assigned to the Serious Fraud Investigation Office (SFIO), reports submitted and cases pending during the last five years, year-wise, State-wise and District-wise, particularly for the State of Uttar Pradesh;
- (b) the number of cases successfully prosecuted by the SFIO as on 1st January, 2026 and the status of such prosecutions; and
- (c) the details of penalties imposed, fines recovered and convictions secured on the basis of SFIO investigations as on 1st January, 2026?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a): The year-wise and State-wise details of cases including Uttar Pradesh, assigned to the Serious Fraud Investigation Office (SFIO) from FY 2020–21 to 2024-25 is at **Statement-I**. The details of the reports submitted by SFIO and the cases pending during the last five years are at **Statement-II** and **III** respectively.

(b) and (c): The information on cases successfully prosecuted by the SFIO along with their current status, details of penalties, fine imposed and convictions secured on the basis of SFIO investigation as on 01st January, 2026 is at **Statement-IV**

STATEMENT-I

Year-wise & State-wise details of Cases assigned to SFIO during last five years						
S.No.	Financial Year	2020-21	2021-22	2022-23	2023-24	2024-25
1	Chandigarh	0	0	0	0	1
2	Delhi	4	5	0	0	2
3	Daman and Diu	0	0	0	0	1
4	Goa	0	1	0	0	0
5	Gujarat	0	0	1	0	0
6	Haryana	1	1	1	0	2
7	Karnataka	0	1	0	1	0
8	Kerala	1	0	0	0	1
9	Maharashtra	5	4	0	1	3
10	Orissa	2	0	2	0	1
11	Punjab	1	1	2	0	0
12	Rajasthan	0	0	1	0	0
13	Tamil Nadu	0	0	0	1	2
14	Telangana	1	0	0	0	0
15	Uttar Pradesh	2	1	0	1	0
16	West Bengal	3	0	0	1	0
	Total	20	14	7	5	13

Cases assigned to SFIO during last five years			
(Particularly for Uttar Pradesh)			
Financial Year	2020-21	2021-22	2023-24

Districts of Uttar Pradesh	2	1	1
	Gautam Budh Nagar	Kanpur	Meerut
	Kanpur		

STATEMENT-II

Year-wise & State-wise details of reports submitted by SFIO during last five years						
S. No.	Financial Year	2020-21	2021-22	2022-23	2023-24	2024-25
1	Chandigarh	1	0	1	0	0
2	Dadra & Nagar Haveli	0	0	0	0	1
3	Daman & Diu	0	0	1	0	0
4	Delhi	2	2	2	5	3
5	Gujarat	0	5	1	1	0
6	Haryana	0	1	0	2	2
7	Karnataka	0	0	2	0	1
8	Kerala	0	0	0	0	1
9	Maharashtra	0	3	6	6	6
10	Orissa	0	0	2	0	2
11	Punjab	0	0	0	0	1
12	Tamil Nadu	1	1	2	1	0
13	Telangana	0	1	0	0	3
14	Uttar Pradesh	2	0	0	0	0
15	West Bengal	1	0	2	3	2
	Total	7	13	19	18	22

Reports submitted by SFIO during last five years (Particularly for Uttar Pradesh)	
Financial Year	2020-21
Districts of Uttar Pradesh	2
	Gautam Budh Nagar
	Kanpur

STATEMENT-III

Year-wise & State-wise details of cases pending during last five years						
S. No.	State	2020-21	2021-22	2022-23	2023-24	2024-25
1	Chandigarh	1	2	3	4	4
2	Delhi	21	23	22	16	13
3	Goa	0	1	0	0	1
4	Gujarat	9	4	4	3	2
5	Haryana	1	1	1	1	1
6	Karnataka	1	2	1	1	2
7	Kerala	1	1	1	2	1
8	Madhya Pradesh	1	1	1	1	1
9	Maharashtra	31	32	26	20	17
10	Orissa	3	3	4	4	3
11	Rajasthan	0	0	1	1	1

12	Tamil Nadu	7	6	3	3	4
13	Telangana	4	3	3	3	1
14	Uttar Pradesh	2	3	3	4	5
15	West Bengal	12	13	10	7	5
	Total	94	95	83	70	61

Cases pending with SFIO during last five years (Particularly for Uttar Pradesh)					
Financial Year	2020-21	2021-22	2022-23	2023-24	2024-25
Districts of Uttar Pradesh	2	3	3	4	5
	Kanpur-1	Kanpur-2	Kanpur-2	Kanpur-2	Kanpur-3
	Gautam Budh Nagar- 1	Gautam Budh Nagar-1	Gautam Budh Nagar-1	Gautam Budh Nagar- 1	Gautam Budh Nagar-1
				Meerut-1	Meerut-1

STATEMENT-IV

Total No. of successfully Prosecuted cases	Disposed off cases			Ongoing cases		
381	Penalty Imposed	Convictions secured	Total Fine imposed (In Rs.)	Penalty Imposed	Convictions secured	Total Fine imposed (In Rs.)

	--	353*	2,37,66, 436	--	28	38,620

***Conviction includes compounding/Fine imposed.**

COMPREHENSIVE REVIEW OF JSS SCHEME

3750. SHRI BAIJAYANT PANDA:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government has undertaken a comprehensive review of the Jan Shikshan Sansthan Scheme (JSS);
- (b) if so, the key areas identified for rationalisation, integration or redesign to improve training quality and employability; and
- (c) the future approach of the Government towards creating a simplified and outcome-oriented skilling ecosystem?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Yes, the Ministry of Skill Development and Entrepreneurship (MSDE) has undertaken a comprehensive third-party evaluation of the Jan Shikshan Sansthan (JSS) Scheme through the Arun Jaitley National Institute of Financial Management (AJNIFM) for the period 2021–2026 in the year 2025.

The evaluation identified several areas for strengthening the scheme to improve training quality and employability outcomes, including:

- i. Revision of funding norms/ budgetary provision, as the existing recurring and non-recurring grants were found inadequate to meet operational and training requirements;
- ii. Strengthening training quality, including improved Training & Learning Materials (TLM), upgraded tools and equipment, and introduction of advanced NSQF-aligned courses;
- iii. Enhancing trainer capacity and incentives, including revision of honorarium and regular Training of Trainers (ToT);
- iv. Improving infrastructure and training delivery at JSS main centres and sub-centres;
- v. Strengthening livelihood and market linkages, including institutionalisation of livelihood cells for employment and self-employment support and recruitment of specialised staff by JSS livelihood development, entrepreneurship and SHG/JLGs Management; and
- vi. Improving governance and monitoring systems, including clearer institutional roles and stronger digital tracking of outcomes.

(c): To create a simplified and outcome-oriented skilling ecosystem under the Jan Shikshan Sansthan (JSS) Scheme, a Livelihood Cell has been established at each JSS, headed by the Programme Officer and supported by other staff. The Cell facilitates linkages of trained beneficiaries—particularly women—with Self-Help Groups (SHGs) and Joint Liability Groups (JLGs) to promote entrepreneurship and livelihood opportunities. It also connects beneficiaries

with relevant national and state portals, provides counselling for self/wage employment based on local market demand, and facilitates linkages with employers, banks, micro-finance institutions and State Governments for access to credit and financial assistance.

Further, 51 NSQF-aligned job roles, including 28 new-age roles, have been adopted under the Scheme based on local demand to ensure regionally relevant training and improved employability prospects. Certificates issued to JSS beneficiaries are aligned with the National Council for Vocational Education and Training (NCVET), carrying the logos of Skill India, JSS and NCVET along with credit information, thereby enhancing the credibility and portability of certification.

In addition, performance monitoring of JSSs is undertaken through periodical inspections by MSDE officials, Regional Directorates of Skill Development and Entrepreneurship (RDSDEs) and digital dashboard on the Skill India Digital Hub (SIDH), enabling real-time tracking and providing targeted support to low-performing or remote-area centres to ensure equitable outcomes.

E-WAY BILLS GENERATION

3751 SUSHRI KANGNA RANAUT:

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

- (a) the number of e-way bills generated in the country during the last five financial years under the Goods and Services Tax (GST) regime, year-wise;
- (b) whether the trend in e-way bill generation reflects growth in formal economic activity and improved tax compliance and if so, the assessment of the Government in this regard;
- (c) the steps taken by the Government to strengthen the e-way bill system through technology upgradation, real-time monitoring and data analytics to curb tax evasion and facilitate seamless movement of goods; and
- (d) the impact of these measures on revenue buoyancy, reduction in compliance burden for businesses and improvement in the overall efficiency of the GST ecosystem?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The number of e-way bills generated during the last five financial years is given below: -

Financial Year	Within State	Outside State	Total
2021-22	470,383,350	303,494,161	773,877,511
2022-23	601,727,436	356,328,359	958,055,795
2023-24	719,049,597	392,956,033	1,112,005,630
2024-25	840,946,134	463,741,112	1,304,687,246
2025-26	935,160,278	483,848,077	1,419,008,355

(b): The growth in e-way bills generation aligns with improvement in overall consumption trends.

(c): Some of the major steps taken by the government to strengthen the e-way bill system are as follows: -

(i) Business Continuity through Parallel E-Way Bill Instances Since the E-Way Bill system is a critical service used round the clock by trade and logistics operators across the country, two parallel instances of the E-Way Bill system are being operated to ensure business continuity. Although the two systems function through separate URLs, data is synchronised between them in near real time. As a result, critical functionalities have been enabled in such a manner that an E-Way Bill generated in one instance can also be updated with Part-B, extended, fetched, and otherwise acted upon from the other Instance.

(ii) Near Real-Time Tracking of Goods Movement through FASTag Integration The movement of goods is being tracked in near real time through integration with vehicular movement data received from NHAI toll plazas across the country through FASTag data, This integration facilitates the following: -

- a) Targeted verification by mobile squads
- b) Analytical identification of suspicious cases
- c) Vehicle movement tracking based on intelligence inputs

(iii) Integration with Railways Systems

The E-Way Bill system has been integrated with Railway systems, thereby facilitating validation of Railway Receipt (RR) numbers at the time of updating transportation details in the E-Way Bill system. Correspondingly,

Railways are also enabled to verify the E-Way Bills while handing over the goods.

(iv) Availability of Analytical Reports for Fraud Detection

More than 100 analytical reports have been made available to GST officers for detection of various types of fraudulent activities involving tax evasion and suppression.

(d): Some major policy measures undertaken by the Government are given below:-

i) The e-way bill system has replaced multiple transit documents required before the advent of GST with a single document, therefore simplifying documentation for taxpayers.

ii) For minor errors such as clerical or documentation mistakes in the e-way bill a nominal penalty of Rs. 500/- under the CGST Act and the respective State GST Act is prescribed, as clarified vide circular No. 64/38/2018-GST dated 14th September 2018, ensuring that genuine mistakes do not attract disproportionate penalty.

iii) Taxpayers can generate e-way bill either at the time of generation of e-invoice. Details filled in e-invoice are auto-populated in e-way bill and depending upon the additional details communicated, e-way bill is generated without any requirement of duplication in feeding the same details.

CLIMATE RESILIENCE PROGRAMMES

3752. SHRI VISHNU DATT SHARMA:

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

- (a) whether the Government is implementing afforestation, wildlife conservation and climate-resilience programmes nationwide to support ecological sustainability and community livelihoods;
- (b) whether eco-restoration, afforestation or wildlife-linked livelihood initiatives have been undertaken in forest areas of Katni, Panna and Khajuraho region, including around Panna Tiger Reserve;
- (c) the details of employment generated, community participation and eco-tourism benefits recorded locally;
- (d) whether the conservation investments remain inadequate or livelihood benefits limited, if so, the reasons and corrective steps taken in this regard; and
- (e) the plan to integrate forest protection with eco-tourism, local enterprises and climate resilient livelihoods so that conservation efforts translate into sustainable income in these districts?

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

(a) to (e): The Government provides financial assistance to States/Union Territories under various schemes and programmes for afforestation, wildlife conservation and climate resilience, including the Green India Mission,

Integrated Development of Wildlife Habitats, Project Tiger, Project Elephant, Nagar Van Yojana and activities supported under CAMPA.

Under the Project Tiger component of the Centrally Sponsored Scheme of Integrated Development of Wildlife Habitats (CSS-IDWH), financial assistance is provided to tiger range States, including Panna Tiger Reserve in Madhya Pradesh, for activities such as habitat management, protection measures, eco-development, infrastructure and human resource development, tribal welfare, awareness generation and use of scientific advancements, as per the sanctioned Annual Plan of Operation based on the statutory Tiger Conservation Plan.

Activities taken up in forest areas of Katni, Panna and Chhatarpur districts, including around Panna Tiger Reserve, include conservation and eco-restoration works such as habitat improvement, soil and moisture conservation works, assisted natural regeneration, grassland development, protection measures including maintenance of anti-poaching camps and fire lines, and eco-development activities. These activities generate employment opportunities for local communities through plantation works, habitat management and eco-development programmes, while community participation is facilitated through Joint Forest Management Committees and Eco-Development Committees. Tourism activities in and around tiger reserves are carried out in accordance with the National Tiger Conservation Authority (Normative Standards for Tourism Activities and Project Tiger) Guidelines, 2012.

The works undertaken under the various schemes and programmes generate employment for local people through plantation and protection activities, while providing livelihood support such as community-based eco-tourism services, handicrafts, nature guides and other forest-based enterprises in areas adjoining protected areas. Financial and physical progress, including employment generation and community participation, is monitored by the respective State Government/Union Territory Administration under the guidelines of the concerned schemes.

The adequacy of conservation investments and livelihood outcomes vary depending on factors such as local ecological conditions, availability of suitable land for restoration, capacity of community institutions and market linkages for nature-based enterprises. Financial assistance under the above schemes covers activities relating to habitat restoration, afforestation, wildlife conservation, eco-development and livelihood support, including activities through Eco-Development Committees, community-based eco-tourism, capacity building of local communities and value addition and marketing of non-timber forest produce. These interventions integrate forest protection with eco-tourism, local enterprises and climate-resilient livelihoods.

CHILDREN COVERED UNDER MID-DAY MEAL SCHEME

3753. SHRI MALAIYARASAN D:

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

- (a) the total number of children covered under the Mid-Day Meal (MDM) scheme in the country, State-wise including Tamil Nadu, especially in Kallakurichi Lok Sabha Parliamentary Constituency;
- (b) the nutritional standards and quality control mechanisms put in place to ensure that meals provided under the Scheme meet prescribed dietary requirements;
- (c) whether the Government proposes to introduce regional menu variations to incorporate local dietary habits and improve acceptability among children in Tamil Nadu;
- (d) the measures taken by the Government to strengthen infrastructure, such as kitchens and storage in schools under the MDM Scheme; and
- (e) the details of steps taken by the Government to ensure that all enrolled children receive timely, hygienic and nutritious meals, including measures for monitoring, grievance redressal and local community participation?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): Education is in the Concurrent list of the Constitution and most of the Government Schools and School Boards are under the administration of the State Governments and Union Territory (UT) Administrations. Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme is one of the foremost rights based Centrally Sponsored Scheme implemented in partnership with the States and UTs for providing one hot cooked and nutritious meal to all children

studying in Bal Vatika (just before class-I) and classes I to VIII of Government and Government-aided schools. The Scheme covers about 11 crore children in more than 10.35 lakh schools in all the States/UTs. The overall responsibility for smooth functioning of the scheme including providing hot cooked and nutritious meal to the eligible children as well as engagement of cook-cum-helpers (CCHs) lies with the States/UTs. State/UT-wise details of number of children enrolled (including in the State of Tamil Nadu) under PM POSHAN Scheme is at **Statement-I**. The State Government of Tamil Nadu has informed that, in Kallakurichi Lok Sabha Constituency, a total of 1,37,861 children are covered under PM POSHAN Scheme.

As per the provisions of National Food Security Act, 2013 and the Guidelines of the Scheme, the nutritional and food norms prescribed under the Scheme are at **Statement-II**. The State/UTs are encouraged to decide menu suitable to the local conditions within the prescribed nutrition and food norms and to procure locally grown food items.

The Government of India has issued detailed guidelines to improve the implementation of the scheme to all the States/UTs. These guidelines are available on official website <https://pmposhan.education.gov.in> . These guidelines, inter-alia, provides for instructions to schools to procure Agmark quality and branded items for preparation of meals, training to CCHs, tasting of meals by members of School Management Committee including at least one teacher before serving the hot meal to children. The Guidelines inter-alia provides for training of CCHs on nutrition, cooking processes, health and

hygiene, preparation of raw grains and vegetables, recipes, serving skills etc. States/UTs are providing training to CCHs in collaboration with Ministry of Tourism, Government of India through their Institutes of Hotel Management and Food Craft Institutes, FSSAI, State Agricultural Universities etc. States/UTs are directed to conduct Cooking Competitions among CCHs to encourage them to cook varied and nutritious meals. Many States/ UTs are conducting the Competitions and also giving cash prizes to the winners.

The cost of construction and repairing of Kitchen-cum-Stores (KCS) is shared between Centre and States/ UTs as per the approved sharing pattern. The norms for construction of KCS are as per plinth area norm and State Schedule of Rates. A 20 sq meter KCS may be constructed for school having enrolment of 100 students. Additional 4 sq metre may be added for every addition of up to 100 students. The slab of 100 students may be modified by the States / UTs depending upon local conditions. In one State / UT, there can be more than one slab, however, the modified prescription of plinth area has to confirm to the above ceiling.

The scheme also provides elaborate monitoring mechanism i.e. Empowered Committee under the Chairpersonship of Hon'ble Union Education Minister, Programme Approval Board (PAB) under the Chairpersonship of Secretary (DoSE&L), State Steering-cum-Monitoring Committee under the Chairpersonship of Chief Secretary, District level Steering-cum- Monitoring Committee under the Chairpersonship of District Collector. The PM Poshan Guidelines provides a District Level Committee under the Chairmanship of

senior most Member of Parliament (MP) of the district to monitor the scheme on quarterly basis.

At local level Gram Panchayats/Gram Sabhas, members of Village Education Committees (VECs), Parent-Teacher Associations (PTAs) and the School Management Committees (SMCs) monitor the regularity and wholesomeness of the meal served to children, cleanliness in cooking and serving of the meal, timeliness in procurement of good quality ingredients, fuel, etc., implementation of variety in menu so as to make it attractive to children and ensuring social and gender equity on daily basis.

STATEMENT-I

Number of children enrolled under PM POSHAN Scheme

S.No.	State/UT	Total Number of Students enrolled
1	A & N Islands	29226
2	Andhra Pradesh	2592740
3	Arunachal Pradesh	141799
4	Assam	3919049
5	Bihar	17308297
6	Chandigarh	99872
7	Chhattisgarh	2854587
8	Delhi	1656071
9	DNH & DD	75468
10	Goa	161643
11	Gujarat	5155763
12	Haryana	1548109
13	Himachal Pradesh	513484
14	Jammu & Kashmir	952108

15	Jharkhand	4103745
16	Karnataka	4133412
17	Kerala	2785920
18	Ladakh	17564
19	Lakshadweep	8961
20	Madhya Pradesh	6024221
21	Maharashtra	9651600
22	Manipur	189046
23	Meghalaya	709669
24	Mizoram	138987
25	Nagaland	128971
26	Odisha	4253138
27	Puducherry	51306
28	Punjab	1910058
29	Rajasthan	5701848
30	Sikkim	44606
31	Tamil Nadu	3947829
32	Telangana	1575209
33	Tripura	369820
34	Uttar Pradesh	15228504
35	Uttarakhand	619766
36	West Bengal	11344146
	Total	109946542

STATEMENT-II

Nutritional and Food Norms under PM Poshan Scheme

Items	For children of Primary classes	For children of Upper Primary classes
A) Nutritional Norms (Per child per day)		

Calorie	450	700
Protein	12 gms	20 gms
B) Quantum of Food Norms (Per child per day)		
Food-grains	100 gms	150 gms
Pulses	20 gms	30 gms
Vegetables	50 gms	75 gms
Oil & fat	5 gms	7.5 gms
Salt & condiments	As per need	As per need

सार्वजनिक क्षेत्र के बैंकों के लिए सुधार योजना-ईज

3754. श्री अमर शरदराव काले:

श्री मितेश पटेल (बकाभाई):

श्री हंसमुखभाई सोमाभाई पटेल:

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

- (क) क्या 'उन्नत पहुंच और सेवा उत्कृष्टता' (ईज) सुधार कार्यक्रम के अंतर्गत वर्ष 2025-26 के दौरान सार्वजनिक क्षेत्र के बैंकों के लिए कोई अधिसूचना, परिपत्र या प्रदर्शन संरचना जारी और लागू की गई है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) इन सुधारों के अंतर्गत कौन-कौन से प्रमुख नियमन, ग्राहक सेवा, डिजिटल ऋण और जोखिम प्रबंधन उपाय आरंभ किए गए या संशोधित किए गए हैं और इनके कार्यान्वयन के लिए निर्धारित समय-सीमा क्या है;
- (ग) नवीनतम संशोधनों के फलस्वरूप ईज के लक्ष्यों को प्राप्त करने की दिशा में ग्राहक

शिकायत निवारण, संपत्ति की गुणवत्ता और प्रचालन दक्षता में सुधार के मामले में सार्वजनिक क्षेत्र के बैंकों द्वारा कितनी प्रगति की गई है; और

(घ) क्या ऐसी प्रगति और सुधारों के संबंध में कोई मूल्यांकन किया गया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) से (घ): सार्वजनिक क्षेत्र के बैंकों (पीएसबी) के लिए ईएएसई सुधार एजेंडा को वर्ष 2017 में पीएसबी में प्रमुख क्षेत्रों को मजबूत करने के उद्देश्य से एक व्यापक सुधार ढांचे के रूप में शुरू किया गया था।

भारतीय बैंक संघ के तत्वाधान में सार्वजनिक क्षेत्र के सदस्य बैंकों की ईज (ईएएसई) संचालन समिति के मार्गदर्शन में ईएएसई सुधार कार्य सूची (एजेंडा) को प्रत्येक वित्तीय वर्ष के प्रारंभ में वार्षिक आधार पर अंतिम रूप दिया जाता है। सुधार एजेंडे का निष्पक्ष मूल्यांकन और समीक्षा ईज संचालन समिति द्वारा तिमाही आधार पर की जाती है।

वित्तीय वर्ष 2025-26 में, जोखिम और लचीलापन, नवाचार, सामाजिक-आर्थिक प्रभाव और उत्कृष्टता पर चार विषयों के साथ ईज 8.0 सामान्य सुधार का ईजराइज के रूप में शुभारम्भ किया गया है। यह व्यापक सुधार एजेंडा जोखिम और लचीलापन, जेन-आर्टिफिशियल इंटेलिजेंस (एआई) और एजेंटिक एआई अपनाने, समावेशी बैंकिंग, धारणीयता, ग्राहक अनुभव और परिचालन उत्कृष्टता पर केंद्रित है, जिसका उद्देश्य पीएसबी को दक्ष, भविष्य के लिए तैयार और ग्राहक-केंद्रित संस्थानों के रूप में सुदृढ़ करना है। ईज(ईएएसई) 8.0 में शुरू की गई या संशोधित प्रमुख पहलों का विवरण निम्नानुसार है:-

(1) अभिशासन:

- (i) ग्राहक सेवा समितियों, शिकायत निवारण प्रकोष्ठ में दिव्यांगजनों का प्रतिनिधित्व सुनिश्चित करने और सुगम्यता कर्मचारियों वाले एक समर्पित सुगम्यता प्रकोष्ठ की स्थापना के लिए समावेशी अभिशासन अवसंरचना

- (ii) समर्पित आउटबाउंड बिक्री टीम अभिशासन संरचनाएं
- (iii) उन्नत शिक्षण और विकास अभिशासन
- (iv) पर्यावरण, सामाजिक और अभिशासन स्कोरकार्ड एकीकरण और समर्पित ग्राहक प्रतिधारण दल अभिशासन अवसंरचना
- (v) आर्टिफिशियल इंटेलिजेंस रोडमैप और परिचालन दक्षता के लिए इसके उपयोग के मामलों का लाभ उठाना

(2) ग्राहक सेवा:

- (i) गिग/प्लेटफॉर्म श्रमिकों, युवाओं, महिलाओं और स्टार्टअप के लिए विशेष रूप से तैयार किए गए परिसंपत्ति और देयता उत्पाद
- (ii) क्षेत्रीय भाषाओं में बहुभाषी ग्राहक सेवा (डिजिटल चैनल और सेवा प्रपत्र)
- (iii) खुदरा और सूक्ष्म, लघु एवं मध्यम उद्यमों (एमएसएमई) से संबंधित ग्राहकों के लिए उन्नत मोबाइल-ऐप को बढ़ावा देना
- (iv) ग्राहक ऑनबोर्डिंग के लिए परिसंपत्ति और देयता डिजिटल सहायता प्राप्त प्रवेश,
- (v) पहचाने गए ग्राहकों के लिए वर्चुअल संबंध प्रबंधक
- (vi) व्यापार वित्त समाधानों के लिए आद्योपांत(एंड-टू-एंड) डिजिटल यात्राएं
- (vii) दिव्यांगजनों के लिए सेल्फ सर्विस टच प्वाइंट

(3) डिजिटल ऋण:

- (i) खुदरा, एमएसएमई और कृषि-ऋण उत्पादों के लिए डिजिटल यात्राएं
- (ii) ग्राहकों की सुविधा के लिए डिजिटल सहायता प्राप्त अवसंरचना
- (iii) एमएसएमई हामीदारी के लिए ऋण प्रबंधन प्रणाली में उन्नत क्षमताओं को एकीकृत करना
- (iv) अकाउंट एग्रीगेटर पारिस्थितिकी तंत्र के साथ एकीकरण

- (v) स्वचालित ऋण मूल्यांकन सृजन क्षमताएं और हामीदारी में एनालिटिक्स/एआई का उपयोग

(4) जोखिम प्रबंधन:

- (i) अपेक्षित ऋण हानि संबंधित मॉडल पर ध्यान दें
- (ii) परिचालन जोखिम वर्गीकरण और पूर्व चेतावनी संकेतों की निगरानी के लिए डिजिटल पोर्टल/प्लेटफॉर्म
- (iii) धोखाधड़ी की रोकथाम और मौजूदा और नए बैंक ग्राहकों की ऑनबोर्डिंग यात्रा में धन शोधन निवारक जांच
- (iv) म्यूल अकाउंट की पहचान और ग्राहक संबंधी सम्यक तत्परता को बढ़ाने के लिए उन्नत मॉडल
- (v) रेजिलिएंसी ऑपरेशन सेंटर और कुशल तृतीय-पक्ष जोखिम प्रबंधन की स्थापना करके प्रौद्योगिकी आधुनिकीकरण और आईटी अनुप्रयोगों में लचीलापन
- (vi) साइबर घटनाओं के लिए डिजिटल फोरेंसिक तत्परता
- (vii) ऐप/प्लेटफॉर्म/पोर्टल-आधारित रिकवरी और संग्रह निगरानी तंत्र

ईएसई सुधारों के अंतर्गत, आम तौर पर वित्तीय वर्ष के भीतर समयसीमा को परिभाषित किया जाता है, और संरचित कार्यान्वयन सुनिश्चित करने के लिए वित्तीय वर्ष के दौरान अप्रैल से संचालन के लिए मैट्रिक्स निर्धारित किए जाते हैं।

ईएसई सुधार कार्यक्रम के अंतर्गत नवीनतम संशोधनों के पश्चात , ग्राहक शिकायत निवारण, परिसंपत्ति गुणवत्ता और परिचालन दक्षता में सुधार सहित विभिन्न मापदंडों पर पीएसबी द्वारा की गई प्रगति निम्नानुसार है:-

- (i) बैंक के ग्राहक संबंध प्रबंधन पोर्टल पर शिकायतों को जोड़ने और एकीकृत करने के लिए सुधारात्मक कार्रवाई को सक्षम करके ग्राहक शिकायत निवारण तंत्र में सुधार किया गया।

- (ii) उन्नत आस्ति गुणवत्ता: पीएसबी ने अपनी ऋण प्रबंधन प्रणालियों में कई उन्नत क्षमताओं को शामिल किया है, जिसमें, अन्य बातों के साथ-साथ, ब्यूरो विश्लेषण उपकरण, कॉर्पोरेट कार्य मंत्रालय के पोर्टल से वित्तीय विवरणों की स्वचालित पुनर्प्राप्ति, अकाउंट एग्रीगेटर्स के माध्यम से बैंक विवरण एकीकरण, डेटा-संचालित हामीदारी मॉडल और जीएसटी एकीकरण शामिल हैं। इन संवर्द्धनों ने पोर्टफोलियो की गुणवत्ता में काफी सुधार किया है, जबकि संभावित ऋण झटकों के लिए लचीलापन भी मजबूत किया है।
- (iii) पीएसबी ने ग्राहकों की सुविधा और पहुंच के लिए डिजिटल सहायता प्राप्त यात्राओं के माध्यम से चालू खाता बचत खाता अधिग्रहण के लिए समर्पित बिक्री टीम बनाई है।
- (iv) सार्वजनिक क्षेत्र के 11 बैंकों ने आईटी प्रशासन और आईटी बुनियादी अवसंरचना के लचीलेपन को मजबूत करने के लिए रेजिलिएंसी ऑपरेशंस सेंटर स्थापित किए हैं।
- (v) सात पीएसबी ने परिचालन दक्षता और ग्राहक सेवा बढ़ाने के लिए कम से कम एक जेन-एआई उपयोग के मामले को अभिनियोजित किया है।
- (vi) सात पीएसबी ने बाजार क्षमता का सक्रिय रूप से आकलन करने और आउटबाउंड फील्ड बिक्री और शाखाओं के लिए लीड्स की पहचान करने के लिए केंद्रीकृत बिजनेस इंटेलिजेंस इकाइयों की स्थापना की है।
- (vii) पांच पीएसबी में डिजिटल एक्सेसिबिलिटी सेल की स्थापना और नोडल अधिकारियों की नियुक्ति के साथ-साथ ग्राहक सेवा प्रकोष्ठ और शिकायत निवारण प्रकोष्ठ में दिव्यांगजनों के प्रतिनिधित्व के साथ अभिशासन ढांचा है।
- (viii) पीएसबी ने ब्रेल-सक्षम डेबिट और क्रेडिट कार्ड के रोलआउट, प्रशिक्षित एजेंटों के लिए प्राथमिकता कॉल रूटिंग, क्षेत्रीय भाषा इंटरफेस और पीएसबी में सहानुभूति और समावेशिता पर जोर देने वाले समर्पित सेवा प्रकोष्ठों सहित पहलों के माध्यम से दिव्यांगजनों और वरिष्ठ नागरिक ग्राहकों के लिए पहुंच को मजबूत किया है।

- (ix) विभिन्न डिजिटल चैनलों में ग्राहक विशिष्ट और उत्पाद वार संग्रह रणनीतियों के माध्यम से प्रभावी संग्रह तंत्र। 11 पीएसबी के पास संग्रह परिचालन लागत को कम करने के लिए बेहतर निगरानी और अनुवर्ती सुविधाओं के लिए एक संग्रह मोबाइल एप्लिकेशन है।
- (x) 10 पीएसबी के पास रिकवरी कार्रवाई के लिए एआई-संचालित वॉयस बॉट और व्हाट्सएप चैटबॉट हैं।
- (xi) पीएसबी के पास सरफेसी/डीआरटी/एनसीएलटी मामलों की निगरानी के लिए डिजिटल टूल/पोर्टल/प्लेटफॉर्म है।

सुनिश्चित मैट्रिक्स, त्रैमासिक डेटा प्रस्तुतियों/समीक्षा और पीएसबी के बीच सापेक्ष कार्यनिष्पादन के आधार पर प्रगति और सुधारों का आकलन करने के लिए ईज संचालन समिति द्वारा सभी पीएसबी के हितधारकों को शामिल करते हुए एक संरचित त्रैमासिक मूल्यांकन की निगरानी की जाती है।

मूल्यांकन ढांचा सुनिश्चित सुधार संकेतकों में सुधारों को मापकर व्यवस्थित रूप से कार्यनिष्पादन परिणामों को कैप्चर करता है। निष्पक्षता और तुलनात्मकता सुनिश्चित करने के लिए पीएसबी के बीच आवधिक डेटा प्रस्तुतीकरण, प्रवृत्ति विश्लेषण और सापेक्ष कार्यनिष्पादन के माध्यम से प्रगति का आकलन किया जाता है।

ईज ने सुधारों के लिए अपने संरचित दृष्टिकोण के माध्यम से पीएसबी की परिवर्तन यात्रा में उत्प्रेरक का कार्य किया है। आरबीआई के अनंतिम आंकड़ों के अनुसार, दिनांक 31.12.2025 की स्थिति के अनुसार, नीचे प्रमुख विशेषताएं दी गई हैं जो इस उल्लेखनीय यात्रा के दौरान पीएसबी द्वारा देखे गए महत्वपूर्ण प्रभाव को दर्शाती हैं।

- (i) वित्तीय वर्ष 2024-25 के दौरान, सभी पीएसबी 1.78 लाख करोड़ रुपये के अब तक के सबसे अधिक निवल लाभ के साथ लाभ कमा रहे थे, जबकि वित्तीय वर्ष 2017-18 में पीएसबी द्वारा 85,371 करोड़ रुपये की हानि दर्ज की गई। इसके अतिरिक्त, वित्तीय वर्ष

2025-26 के पहले नौ महीनों के दौरान पीएसबी का निवल लाभ 1.46 लाख करोड़ रुपये था।

- (ii) सार्वजनिक क्षेत्र के बैंकों का सकल एनपीए अनुपात दिसंबर 2025 में घटकर 2.10% (2.54 लाख करोड़ रुपये) के नए निचले स्तर पर आ गया है, जो मार्च 2015 में 4.97% (2.79 लाख करोड़ रुपये) और मार्च 2018 में 14.58% (8.96 लाख करोड़ रुपये) के उच्चतम स्तर से काफी कम है।
- (iii) सार्वजनिक क्षेत्र के बैंकों की आस्तियों की तुलना में पूंजी अनुपात (सीआरएआर) में 401 बीपीएस सुधार के साथ पूंजीपर्याप्तता में काफी सुधार हुआ है, जो मार्च-25 में 11.45% से दिसंबर-25 में 15.46% तक पहुंच गया है।
- (iv) वित्तीय वर्ष 2017-18 जहां 21 में से 11 पीएसबी पीसीए के अधीन थे, की तुलना में वित्तीय वर्ष 2024-25 के दौरान, कोई भी पीएसबी आरबीआई की त्वरित सुधारात्मक कार्रवाई (पीसीए) के अंतर्गत नहीं था।
- (v) वित्तीय वर्ष 2024-25 में, सभी पीएसबी के पास खुदरा, कृषि और एमएसएमई क्षेत्रों में डिजिटल व्यवस्था हैं, जबकि वित्तीय वर्ष 2017-18 में ऐसी कोई व्यवस्था नहीं थी।
- (vi) अब सभी पीएसबी के पास केंद्रीकृत एकीकृत शिकायत निवारण पोर्टल है, जबकि वित्तीय वर्ष 2017-18 में मैनुअल शिकायत निवारण प्रणाली मौजूद थी।
- (vii) वित्तीय वर्ष 2024-25 में, पीएसबी ने 1.10% की कुल आस्ति पर वार्षिक प्रतिलाभ हासिल किया है, जो वित्तीय वर्ष 2017-18 में -0.87% था।

EXTENDED PRODUCER RESPONSIBILITY

3755. SHRI DULU MAHATO:

DR. KALYAN VAIJINATHRAO KALE:

SHRI KHAGEN MURMU:

SHRIMATI SANJNA JATAV:

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

- (a) the status of implementation of Extended Producer Responsibility (EPR) provisions under the Plastic Waste, E-Waste, and Battery Waste Management Rules during the last three years and the current year, State/UT-wise including Rajasthan;
- (b) the number of producers, importers and brand owners registered on the EPR portal and their compliance levels, State/UT-wise including districts of Rajasthan especially Bharatpur;
- (c) the quantity of waste collected, processed or recycled under these regulations, year-wise; and
- (d) whether any enforcement actions have been initiated for non-compliance and if so, the details thereof, State/UT, district and industry-wise?

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

(a) and (b): As per the Centralized EPR portal on plastic packaging, the total registered Producers, Importers and Brand Owners (PIBOs) is 59839 and the registered total plastic waste processors are 3005. The state-wise details of registered PIBOs is at **Statement-I**. The total Producers and recyclers registered on the EPR portal for battery waste management is 4280 and 529,

respectively. The state-wise details of registered producers for battery waste management is at **Statement-II**. The total Producers and recyclers registered on the EPR portal for E-waste management is 11569 and 388, respectively. The state-wise details of registered producers for E-waste management is at **Statement-III**.

The year-wise compliance status of producers, importers and brand owners registered is given below:

	Plastic packaging waste		E-waste		Battery waste	
	Registered PIBOs	Annual Report filed	Registered Producers	Annual Report filed	Registered Producers	Annual Report filed
2022 - 23	12616	9348	Rules effective from 1.4.2023		3319	1745
2023 - 24	37607	20229	4825	3445	3319	1523
2024 - 25	48606	25252*	8076	4491	3770	1666

* as on date

(c): As per available information, the quantity of waste processed or recycled year wise is given below:

Financial Year	Plastic packaging waste (MT)	E-waste (MT)	Battery waste (Lakh MT)
2022-23	1,22,406	Rules effective from 1.4.2023	32.7

2023-24	42,10,661	7,78,205	24.2
2024-25	1,47,57,337	11,59,228	25.14

(d) : As per rules, the Central Pollution Control Board/State Pollution Control Board/Pollution Control, as applicable, are mandated to enforce the provisions of the Plastic Waste Management Rules, E-waste Management Rules, and Battery Waste Management Rules including taking action on non-compliance of these rules, as required.

STATEMENT-I

State-wise details of Producers, Importers and Brand Owners (PIBOs) and Plastic Waste Processors (PWPs) registered on the Centralized EPR Portal on plastic packaging

State	Producer	Importer	Brand-owner	PWP
CPCB*	19	31396	2481	NA
A&N	0	2	1	0
Andhra Pradesh	159	169	67	63
Arunachal Pradesh	1	7	0	0
Assam	126	104	33	23
Bihar	59	79	12	18
Chandigarh	9	16	2	3
Chhattisgarh	48	69	15	14
Dddnh	298	228	24	56
Delhi	345	1887	33	401

Goa	47	73	10	10
Gujarat	698	2587	185	687
Haryana	301	926	64	70
Himachal Pradesh	288	112	53	44
Jammu And Kashmir	113	58	14	33
Jharkhand	26	108	13	8
Karnataka	402	924	158	176
Kerala	148	248	40	35
Ladakh	0	1	2	0
Lakshadweep	0	1	0	0
Madhya Pradesh	266	307	95	133
Maharashtra	715	5958	147	372
Manipur	2	3	2	0
Meghalaya	3	11	6	6
Mizoram	0	4	0	0
Nagaland	0	2	0	1
Odisha	30	97	10	17
Pondicherry	81	10	9	21
Punjab	181	722	31	63
Rajasthan	298	471	61	136
Sikkim	6	11	3	0
Tamil Nadu	278	908	144	114
Telangana	201	384	43	81
Tripura	6	17	1	0
Uttar Pradesh	460	930	75	254

Uttarakhand	312	87	97	124
West Bengal	201	1838	42	42

* As per Plastic Waste Management Rules, Central Pollution Control Board registers PIBOs, if operating in more than two States of Union Territories

STATEMENT-II

State-wise details of Producers registered on the EPR Portal for battery waste management

State	Producer Registered
Andhra Pradesh	74
Assam	7
Bihar	9
Chandigarh	9
Chattisgarh	15
Dadra & Nagar	3
Daman & Diu	8
Delhi	700
Goa	10
Gujrat	268
Haryana	438
Himachal Pradesh	25
Jammu & Kashmir	2
Jharkhand	9
Karnataka	397
Kerala	61

Madhya Pradesh	66
Maharashtra	1022
Orissa	16
Pondichery	10
Punjab	53
Rajasthan	90
Tamil Nadu	313
Telangana	96
Uttar Pradesh	324
Uttarakhand	28
West Bengal	227

STATEMENT-III

State-wise details of Producer s registered on the EPR portal E-Waste Management

Name of the State/UT	Number of Registered Producers
ANDHRA PRADESH	92
ARUNACHAL PRADESH	1
ASSAM	33
BIHAR	19
CHANDIGARH	22
CHHATTISGARH	41
DADRA & NAGAR HAVELI	21
DAMAN & DIU	8

DELHI	1831
GOA	25
GUJARAT	807
HARYANA	935
HIMACHAL PRADESH	46
JAMMU & KASHMIR	14
JHARKHAND	18
KARNATAKA	1161
KERALA	195
MADHYA PRADESH	112
MAHARASHTRA	2799
MANIPUR	1
MEGHALAYA	1
MIZORAM	1
NAGALAND	1
ODISHA	49
PUNJAB	160
RAJASTHAN	225
TAMIL NADU	1252
TELANGANA	329
TRIPURA	1
UT of Puducherry	12
UTTAR PRADESH	764
UTTARAKHAND	49
WEST BENGAL	544

PERFORMANCE INDICATORS OF SCHOOLS**3756. SHRI SUNIL DATTATREY TATKARE:**

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

- (a) the average number of days of instruction in schools in the country during the last five years along with the disaggregated data for Government schools, Government-aided schools, private schools, etc., State/UT-wise, particularly in Maharashtra;
- (b) the number of schools that have had at least one medical check-up during the last one year;
- (c) the average Pupil-to-Teacher Ratio (PTR), for each State and Union Territory in the country;
- (d) the number of teachers in the country hired by schools on a contract basis (rather than a full-time basis); and
- (e) the details of initiatives taken by the Government to boost infrastructure in schools, particularly for repairing classrooms, provision of playgrounds, internet, laptop and printer, etc., particularly for schools in tribal and hilly areas?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a): Based on the Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme, State/UT wise number of working days approved by Project Approval Board (PAB) for serving of meals in Government and Government-aided

schools for the years 2021-22 to 2025-26, are available at <https://www.education.gov.in/en/parl ques>.

(b): As per UDISE+ 2024-25, there are 11,11,495 schools that have had at least one medical check-up during the last academic year.

(c): As per UDISE+ 2024-25, the Pupil Teacher Ratio (PTR), for each State and Union Territory in the country are available at <https://www.education.gov.in/en/parl ques>.

(d): Education being a subject in the Concurrent List of the Constitution, an overwhelming majority of the schools in the country are managed by respective States/UTs. The recruitment and rational deployment of teachers fall under the purview of the respective State Governments/UT Administrations. As per UDISE+ 2024-25, total number of teachers in the country are 10122420.

(e): Central Government assist States and UTs through the Centrally Sponsored Scheme of Samagra Shiksha. Financial assistance is also provided to the States and UTs for various activities to increase enrolments in Govt. schools, which include opening/strengthening of new schools up to senior secondary level, strengthening school infrastructure, setting up, up gradation and running of Kasturba Gandhi Balika Vidyalayas (KGBV) upto class 12, setting up of residential schools/hostel named Netaji Subhas Chandra Bose Avasiya Vidyalayas, construction of hostels for PVTGs under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN), construction of hostels under Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) for unsaturated

ST population, free uniforms to eligible children and free text books at elementary level, transport allowance and undertaking enrolment & retention drives.

Under Samagra Shiksha, financial assistance is provided to States/UTs, including tribal and hilly areas, for setting up of ICT labs and Smart Classrooms in Government and Government Aided Schools having classes VI to XII. The non- recurring/recurring grant under 'ICT and Digital Initiatives' is available to the States and UTs for following two options:

Option I: Under this option, schools which have not availed the ICT facility earlier can either opt for ICT or smart classrooms as per their requirement and need. In case of more than 700 enrolment, an additional ICT lab can also be considered. States/UTs have flexibility to procure hardware such as tablets/ laptops/notebooks/ integrated teaching learning devices and open-source operating system as well as Hardware, Software, training and resource support. This would include support for digital boards, smart classrooms, virtual classrooms and DTH channels on pro-rata basis for number of schools approved.

Option II: Under this option, schools which have already availed the ICT facility earlier can avail smart classrooms/tablets as per the norms of the scheme.

Further, to provide FTTH internet connections to Government schools having computing devices, DoSEL has advised all States/UTs including tribal and hilly areas to enter into MoUs/Agreements with BSNL. The recurring

Internet charges may be met from ICT/Smart Classroom funds, MMER funds approved under Samagra Shiksha or any other State/UT Government funds.

Additionally, the Government of India, in the Budget 2025, has announced provision of broadband connectivity to all Government Secondary schools in rural areas, under the Bharat Net project to enhance digital infrastructure in remote areas.

UNAVAILABILITY OF BASIC FACILITIES IN SCHOOLS

3757. DR. KIRSAN NAMDEO:

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

- (a) the number of Government schools wherein basic facilities like toilets, drinking water and electricity are unavailable in the country, State/UT/district-wise;
- (b) the names of the States/UTs lagging behind in complying with the provisions of the Right to Education Act (RTE Act);
- (c) whether the Government is reviewing the 'school merger' policy under which many small schools are being closed; and
- (d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) to (d): As per Unified District Information System for Education Plus (UDISE+) 2024-25, State/UT-wise percentage of government schools having

basic amenities including toilets, drinking water and electricity are available at <https://www.education.gov.in/en/parl ques>.

Education is in the Concurrent List of the Constitution and majority of schools are under the jurisdiction of the respective State Government and Union Territory Administration which are the appropriate Government for implementation of the provision of the Right of Children to Free and Compulsory Education (RTE) Act, 2009. RTE Act, 2009 provides children's access to elementary schools within the defined area or limits of neighbourhood. In pursuance to Section 6 of the RTE Act, all States/UTs have notified area or limits of their neighbourhood norms. Further, Section 8 of the RTE Act, 2009 also mandates that the appropriate government shall provide free and compulsory elementary education to every child and will ensure availability of neighbourhood schools. Opening, closing and rationalisation of schools are within the purview of respective State Government and UT Administration.

सीएसआर व्यय

3758. श्री प्रभुभाई नागरभाई वसावा:

श्री जसवंतसिंह सुमनभाई भाभोर:

श्री राहुल कस्वां:

श्री रमेश अवस्थी:

श्री दामोदर अग्रवाल:

श्री अशोक कुमार रावत:

श्री जनार्दन मिश्रा:

श्री सुखजिंदर सिंह रंधावा:

श्री भोजराज नाग:

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

- (क) मंत्रालय के पोर्टल पर सीएसआर-2 फाइलिंग मॉड्यूल के माध्यम से लागू कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) निगरानी ढांचे का ब्यौरा क्या है और कंपनियों के लिए क्या रिपोर्टिंग आवश्यकताएं निर्धारित की गई हैं;
- (ख) सीएसआर-2 फाइलिंग मॉड्यूल के माध्यम से लागू निगरानी ढांचे के अन्तर्गत गुजरात, विशेषकर दाहोद लोक सभा निर्वाचन क्षेत्र में सीएसआर व्यय की क्या स्थिति है;
- (ग) विगत तीन वर्षों के दौरान सीएसआर व्यय और अव्ययित राशि की रिपोर्ट प्रस्तुत करने वाली कंपनियों की संख्या कितनी है और कांकेर तथा दाहोद लोक सभा निर्वाचन क्षेत्र के अन्तर्गत कांकेर, बालोद, कोंडागांव और धमतरी जिलों और राजस्थान में चल रही कंपनियों का ब्यौरा क्या है;
- (घ) क्या कंपनियां सीएसआर आवंटन के मामले में भेदभाव कर रही हैं और यदि हाँ, तो क्या सरकार का पारदर्शिता लाने के लिए कंपनियों को निर्देश देने का विचार है;
- (ङ) विगत तीन वर्षों के दौरान दाहोद लोक सभा निर्वाचन क्षेत्र में शिक्षा, स्वास्थ्य और जनजातीय कल्याण क्षेत्रों में कंपनियों द्वारा किए गए सीएसआर व्यय का ब्यौरा क्या है;
- (च) विगत तीन वर्षों के दौरान बैंकों और कंपनियों द्वारा किए गए कॉर्पोरेट सामाजिक उत्तरदायित्व व्यय का राजस्थान सहित राज्य-वार ब्यौरा क्या है;
- (छ) क्या सरकार ने उक्त बैंकों और कंपनियों द्वारा व्यय की गई सीएसआर निधि की जांच/लेखापरीक्षा की है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ज) विगत पांच वर्षों के दौरान पंजाब में सीएसआर निधि से किए गए कार्यों का ब्यौरा क्या है;
- (झ) खर्च न की गई सीएसआर निधि को वैधानिक प्रावधानों के अनुसार निर्दिष्ट खातों या निधि में अंतरित करने की निगरानी हेतु स्थापित तंत्र का ब्यौरा क्या है;

(ज) क्या कई कंपनियां सीएसआर नीति के अन्तर्गत निर्धारित राशि खर्च करने में विफल रही हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और सरकार द्वारा उक्त कंपनियों के विरुद्ध क्या कार्रवाई की जा रही है; और

(ट) क्या सीएसआर नीति का अनुपालन और इसमें पारदर्शिता के संबंध में कोई समीक्षा या प्रभाव मूल्यांकन किया गया है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

(क): मंत्रालय द्वारा दिनांक 11 फरवरी, 2022 की अधिसूचना के माध्यम से वेब-आधारित प्ररूप सीएसआर-2 प्रारंभ किया गया है, जिसे प्रत्येक सीएसआर के लिए पात्र कंपनी द्वारा वित्तीय वर्ष 2020-21 और उसके बाद भरा जाना आवश्यक है। उक्त प्ररूप में कंपनियों को सीएसआर समिति के गठन, सीएसआर नीति, अप्रयुक्त सीएसआर राशि, सीएसआर परियोजनाओं, संबंधित वित्तीय वर्ष के दौरान कार्यकलापों/परियोजनाओं पर व्यय की गई राशि आदि का विवरण प्रस्तुत करना होता है।

(ख): कंपनियों द्वारा एमसीए21 रजिस्ट्री में दाखिल सीएसआर व्यय से संबंधित सभी आंकड़े, जिनमें राज्य-वार, जिला-वार, वर्ष-वार, कंपनी-वार तथा परियोजना-वार विवरण शामिल हैं, सार्वजनिक डोमेन में www.csr.gov.in पर उपलब्ध हैं। संसदीय निर्वाचन क्षेत्र-वार आंकड़े केंद्रीय रूप से नहीं रखे जाते हैं। कंपनियों द्वारा एमसीए21 रजिस्ट्री में दाखिल वार्षिक फाइलिंग के आधार पर, पिछले तीन वित्तीय वर्षों अर्थात् 2021-22 से 2023-24 तक गुजरात में जिला-वार सीएसआर व्यय का ब्यौरा विवरण-I में दिया गया है।

(ग): कंपनियों द्वारा एमसीए21 रजिस्ट्री में दाखिल वार्षिक फाइलिंग के आधार पर, पिछले तीन वित्तीय वर्षों अर्थात् 2021-22 से 2023-24 के दौरान गुजरात, छत्तीसगढ़ एवं राजस्थान में जिला-वार सीएसआर व्यय तथा उक्त राज्यों में कंपनियों की संख्या एवं उनके द्वारा किए गए सीएसआर व्यय का ब्यौरा क्रमशः **विवरण-I, विवरण-II, विवरण-III एवं विवरण-IV** में संलग्न

है। अप्रयुक्त राशि एवं सीएसआर से संबंधित संसदीय निर्वाचन क्षेत्र-वार आंकड़े केंद्रीय रूप से नहीं रखे जाते हैं।

(घ): कंपनी अधिनियम, 2013 (अधिनियम) के अंतर्गत सीएसआर एक बोर्ड संचालित प्रक्रिया है तथा कंपनी का बोर्ड कंपनी के सीएसआर कार्यकलापों की योजना बनाने, उस पर निर्णय लेने, उसका क्रियान्वयन करने तथा उनकी निगरानी करने के लिए अधिकृत है। सरकार कारपोरेट संस्थाओं को किसी विशेष क्षेत्र या कार्यकलाप में सीएसआर व्यय करने हेतु कोई निदेश जारी नहीं करती है।

(ङ): जिला-वार सीएसआर व्यय का विवरण उपर्युक्त भाग (ख) में सम्मिलित है तथा पिछले तीन वित्तीय वर्षों अर्थात् 2021-22 से 2023-24 के दौरान गुजरात में विकास क्षेत्र-वार सीएसआर व्यय का ब्यौरा **विवरण-V** में संलग्न है। संसदीय निर्वाचन क्षेत्र-वार आंकड़े केंद्रीय रूप से नहीं रखे जाते हैं।

(च) और (छ): कंपनी अधिनियम के अंतर्गत पंजीकृत कंपनियों, जिनमें बैंक भी सम्मिलित हैं, द्वारा राजस्थान में पिछले तीन वित्तीय वर्षों अर्थात् 2021-22 से 2023-24 के दौरान किए गए सीएसआर व्यय का ब्यौरा **विवरण-VI** में संलग्न है। सरकार द्वारा उक्त कंपनियों द्वारा किए गए सीएसआर व्यय की कोई जांच/लेखा-परीक्षण नहीं किया गया है।

(ज): पिछले पाँच वित्तीय वर्षों अर्थात् 2019-20 से 2023-24 के दौरान पंजाब में विकास क्षेत्र-वार तथा जिला-वार सीएसआर व्यय का ब्यौरा क्रमशः **विवरण-VII एवं विवरण-VIII** में संलग्न है।

(झ): कंपनी अधिनियम, 2013 (अधिनियम) की धारा 135(5) एवं 135(6) में अप्रयुक्त सीएसआर राशि के निपटान के संबंध में प्रावधान किए गए हैं। किसी चालू परियोजना के मामले में, कंपनी को वित्तीय वर्ष की समाप्ति से 30 दिनों के भीतर अप्रयुक्त राशि को कंपनी के एक विशेष खाते अर्थात् 'अप्रयुक्त सीएसआर खाता' में अंतरित करना आवश्यक है तथा उस राशि को अंतरित करने की तिथि से अगले तीन वित्तीय वर्षों के भीतर अपनी सीएसआर नीति के अनुसार व्यय करना होता है।

तीन वित्तीय वर्षों की अवधि समाप्त होने के पश्चात यदि कोई राशि शेष रह जाती है, तो उसे तीसरे वित्तीय वर्ष की समाप्ति की तिथि से 30 दिनों के भीतर अधिनियम की अनुसूची VII में निर्दिष्ट किसी निधि में अंतरित करना आवश्यक है। ऐसी परियोजनाओं के अतिरिक्त अन्य मामलों में, कंपनी को अप्रयुक्त सीएसआर राशि को वित्तीय वर्ष की समाप्ति से छह माह के भीतर अधिनियम की अनुसूची VII में उल्लिखित किसी निधि में अंतरित करना आवश्यक है। मंत्रालय द्वारा कंपनी (लेखा-परीक्षक की रिपोर्ट) आदेश, 2020 [सीएसआरओ, 2020] अधिसूचित किया गया है, जिसके अंतर्गत लेखा-परीक्षकों को किसी भी अप्रयुक्त सीएसआर राशि के संबंध में विवरण प्रस्तुत करना आवश्यक है।

ज): अधिनियम की धारा 135(7) के अनुसार, कंपनी अनुसूची सातवीं में निर्दिष्ट निधि या अप्रयुक्त कारपोरेट सामाजिक दायित्व खाते में कंपनी द्वारा अंतरित की जाने वाली राशि के दोगुने या एक करोड़ रुपये, जो भी कम हो, की शास्ति के लिए उत्तरदायी होगी, और कंपनी का प्रत्येक अधिकारी जो दोषी पाया जाता है, अनुसूची सातवीं में निर्दिष्ट निधि या अप्रयुक्त कारपोरेट सामाजिक दायित्व खाते में कंपनी द्वारा अंतरित की जाने वाली राशि के दसवें हिस्से या दो लाख रुपये, जो भी कम हो, की शास्ति के लिए उत्तरदायी होगा। जब भी सीएसआर प्रावधानों के किसी उल्लंघन की सूचना मिलती है, तो अभिलेखों की विधिवत जांच और विधिवत प्रक्रिया का पालन करने के बाद, कंपनी अधिनियम, 2013 और उसके अंतर्गत बनाए गए नियमों के अनुसार ऐसी गैर-अनुपालन करने वाली कंपनियों के विरुद्ध कार्रवाई शुरू की जाती है।

(ट): इस संबंध में कोई विशिष्ट समीक्षा या प्रभाव आकलन नहीं किया गया है। कंपनी अधिनियम, 2013 के प्रावधानों के अनुसार, सीएसआर एक बोर्ड संचालित प्रक्रिया है तथा कंपनी का बोर्ड कंपनी के सीएसआर कार्यकलापों की योजना बनाने, उन पर निर्णय लेने, उनका क्रियान्वयन करने तथा उनकी निगरानी करने के लिए अधिकृत है। सीएसआर समिति का गठन, सीएसआर नीति का निर्माण, सीएसआर पर वार्षिक कार्ययोजना, मुख्य वित्तीय अधिकारी (सीएफओ) द्वारा सीएसआर व्यय का प्रमाणन तथा सांविधिक लेखा-परीक्षकों द्वारा सीएसआर व्यय का लेखा-परीक्षण आदि

जैसे वर्तमान विधिक प्रावधान पारदर्शिता एवं जवाबदेही सुनिश्चित करने वाले तंत्र के रूप में कार्य करते हैं।

विवरण-I

वित्तीय वर्ष 2021-22 से 2023-24 तक गुजरात में जिला-वार सीएसआर व्यय

(राशि करोड़ रुपये में)

क्र.सं.	जिला	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	अहमदाबाद	518.36	834.85	760.99
2.	अमरेली	10.37	12.60	19.21
3.	आनंद	21.51	23.35	41.40
4.	अरवल्ली	0.22	-	-
5.	बनासकांठा	13.20	25.06	31.19
6.	भरुच	78.66	136.40	123.74
7.	भावनगर	48.65	86.63	103.67
8.	बोटाद	0.70	0.51	0.74
9.	छोटा उदयपुर	0.91	0.52	-
10.	दाहोद	28.73	24.47	22.95
11.	डांग	8.89	4.74	4.53
12.	देवभूमि द्वारका	0.52	-	0.08
13.	गांधीनगर	43.77	93.79	299.13
14.	गिर सोमनाथ	1.81	-	0.01
15.	जामनगर	61.29	28.49	206.15
16.	जूनागढ़	7.37	13.00	17.51
17.	कच्छ	76.07	82.72	90.69

18.	खेड़ा	13.97	14.42	11.18
19.	मेहसाणा	21.88	25.53	32.53
20.	महिसागर	-	-	-
21.	मोरबी	2.12	-	-
22.	नर्मदा	26.95	10.00	25.74
23.	नवसारी	8.56	5.31	12.01
24.	पंच महल	17.67	30.12	29.95
25.	पाटन	6.52	2.94	10.69
26.	पोरबंदर	4.46	7.27	7.37
27.	राजकोट	35.03	64.50	76.36
28.	साबरकांठा	9.29	6.13	13.37
29.	सूरत	101.97	153.95	175.44
30.	सुरेंद्रनगर	59.98	18.08	8.32
31.	तापी	3.29	-	-
32.	वडोदरा	138.90	151.30	349.92
33.	वलसाड	61.45	85.62	129.00
34.	जिले जो अन्यत्र वर्गीकृत नहीं	180.12	117.74	103.67
कुल		1613.18	2060.02	2707.54

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

विवरण-II

वित्तीय वर्ष 2021-22 से 2023-24 तक छत्तीसगढ़ में जिला-वार सीएसआर व्यय

(रुपये करोड़ में)

क्र.सं.	जिले	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	बालोद	-	-	-
2.	बलौदाबाजार-भाटापारा	-	-	-
3.	बलरामपुर-रामानुजगंज	-	-	-
4.	बस्तर	15.26	12.12	17.24
5.	बीजापुर	-	-	-
6.	बिलासपुर	16.74	28.10	46.40
7.	दक्षिण बस्तर दंतेवाड़ा	8.77	9.91	19.52
8.	धमतरी	1.83	9.29	2.71
9.	दुर्ग	13.52	11.26	5.91
10.	गरियाबंद	-	-	-
11.	जांजगीर-चांपा	10.29	15.97	5.90
12.	जशपुर	2.31	0.27	2.73
13.	कबीरधाम	0.77	1.67	0.10
14.	कोंडागांव	-	3.00	-
15.	कोरबा	22.03	27.23	37.20
16.	कोरिया	2.78	2.46	4.90
17.	महासमुंद	0.77	0.27	6.90
18.	मुंगेली	-	-	0.25
19.	नारायणपुर	-	-	-

20.	रायगढ़	23.22	273.62	107.77
21.	रायपुर	79.66	94.87	110.42
22.	राजनांदगांव	7.80	9.23	15.68
23.	सुकमा	2.49	1.41	-
24.	सूरजपुर	1.17	-	1.53
25.	सरगुजा	11.89	10.58	5.03
26.	उत्तर बस्तर कांकेर	1.02	6.59	9.15
27.	जिले जो अन्यत्र वर्गीकृत नहीं हैं	95.36	91.24	23.41
कुल		317.70	609.08	422.73

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

विवरण-III

वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 तक राजस्थान में जिलेवार सीएसआर व्यय

(राशि करोड़ रुपये में)

क्र.सं.	जिले	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	अजमेर	9.35	11.03	87.26
2.	अलवर	51.18	59.16	68.54
3.	बांसवाड़ा	1.49	5.51	7.46
4.	बरन	6.81	11.95	16.01
5.	बाड़मेर	15.74	18.56	18.43
6.	भरतपुर	5.06	17.91	16.34
7.	भीलवाड़ा	41.64	107.90	49.71
8.	बीकानेर	16.22	22.36	19.31
9.	बूंदी	0.42	2.51	3.96

10.	चित्तौड़गढ़	23.31	8.38	14.63
11.	चुरू	5.58	16.88	39.17
12.	दौसा	4.50	3.00	2.12
13.	धौलपुर	3.37	1.72	4.39
14.	डिडवाना-कुचामन	-	0.29	0.05
15.	डूंगरपुर	4.04	11.17	14.57
16.	गंगानगर	0.84	1.75	2.35
17.	हनुमानगढ़	0.31	0.49	1.67
18.	जयपुर	110.12	184.37	248.24
19.	जैसलमेर	5.44	12.24	27.95
20.	जालोर	7.31	47.85	12.83
21.	झालावाड़	3.27	2.63	3.88
22.	झुंझुनू	7.73	13.65	13.82
23.	जोधपुर	25.42	37.58	32.82
24.	करौली	12.09	16.66	4.68
25.	खैरथल-तिजारा	-	-	0.24
26.	कोटा	11.05	12.19	22.97
27.	कोटपुतली-बहरोड़	-	-	0.06
28.	नागौर	5.82	7.87	13.09
29.	पाली	16.92	21.35	33.26
30.	प्रतापगढ़	0.06	-	-
31.	राजसमंद	22.78	15.39	15.00
32.	सवाई माधोपुर	2.52	1.02	1.56
33.	सीकर	20.87	25.63	19.58
34.	सिरोही	9.65	50.97	20.67

35.	टोक	5.25	3.47	2.07
36.	उदयपुर	88.03	195.92	97.57
37.	जिले जो अन्यत्र वर्गीकृत नहीं हैं	169.67	173.29	209.39
कुल		713.85	1122.65	1145.67

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

विवरण-IV

राजस्थान, गुजरात और छत्तीसगढ़ में पिछले तीन वित्तीय वर्षों के दौरान कंपनियों की संख्या और सीएसआर व्यय

(राशि करोड़ रुपये में)

वित्तीय वर्ष	राजस्थान		गुजरात		छत्तीसगढ़	
	कंपनियों की संख्या	सीएसआर व्यय	कंपनियों की संख्या	सीएसआर व्यय	कंपनियों की संख्या	सीएसआर व्यय
2021-22	2628	713.85	6440	1613.18	852	317.70
2022-23	3407	1122.65	8408	2060.02	929	609.08
2023-24	3800	1145.67	9737	2707.54	1028	422.73

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

विवरण-V

वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 तक गुजरात में विकास क्षेत्र-वार सीएसआर व्यय

(राशि करोड़ रुपये में)

क्र.सं.	विकास क्षेत्र	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	कृषि वानिकी	5.55	10.13	14.21

2.	पशु कल्याण	24.12	53.42	162.29
3.	सशस्त्र बल, पूर्व सैनिक, युद्ध विधवाएं/आश्रित	0.83	1.00	0.82
4.	कला और संस्कृति	11.39	20.60	30.11
5.	प्राकृतिक संसाधनों का संरक्षण	15.25	40.68	23.84
6.	शिक्षा	456.62	849.21	1018.29
7.	पर्यावरणीय स्थिरता	206.90	116.85	219.25
8.	लैंगिक समानता	10.34	4.08	15.60
9.	स्वास्थ्य देखभाल	556.45	507.86	443.80
10.	आजीविका संवर्धन परियोजनाएं	36.98	98.83	333.92
11.	गरीबी, भुखमरी, कुपोषण का उन्मूलन	52.46	74.71	107.25
12.	ग्रामीण विकास परियोजनाएं	76.03	91.26	113.96
13.	सुरक्षित पेयजल	5.87	8.03	7.32
14.	स्वच्छता	23.38	10.86	11.88
15.	वरिष्ठ नागरिक कल्याण	2.29	8.17	17.41
16.	महिलाओं के लिए घर और छात्रावास स्थापित करना	25.79	22.17	6.76
17.	अनाथालय की स्थापना	1.07	1.46	1.70
18.	स्लम क्षेत्र विकास	2.63	1.02	3.01
19.	सामाजिक-आर्थिक समानताएं	5.80	20.00	14.62
20.	विशेष शिक्षा	9.93	13.02	37.55
21.	प्रौद्योगिकी इनक्यूबेटर	0.36	-	0.17
22.	खेलों को बढ़ावा देने के लिए प्रशिक्षण	9.42	7.71	10.05
23.	व्यावसायिक कौशल	50.25	61.17	34.72
24.	महिला सशक्तिकरण	23.48	37.77	76.63
25.	एनईसी/उल्लेख नहीं*	-	-	2.37
कुल		1613.18	2060.02	2707.54

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

* कंपनियों ने या तो उन क्षेत्रों के नाम निर्दिष्ट नहीं किए या एक से अधिक क्षेत्रों का संकेत दिया जहां परियोजनाएं शुरू की गईं।

विवरण-VI

राजस्थान में वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2023-24 तक सीएसआर व्यय

(राशि करोड़ रुपये में)

राज्य	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
राजस्थान	713.85	1,122.65	1,145.67

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

विवरण-VII

वित्तीय वर्ष 2019-20 से वित्तीय वर्ष 2023-24 तक पंजाब में विकास क्षेत्र-वार सीएसआर

व्यय

(राशि करोड़ रुपये में)

क्र.सं.	विकास क्षेत्र	वित्तीय वर्ष 2019-20	वित्तीय वर्ष 2020-21	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	कृषि वानिकी	0.50	0.37	0.30	1.93	0.11
2.	पशु कल्याण	1.29	3.12	2.33	6.52	6.12
3.	सशस्त्र बल, पूर्व सैनिक, युद्ध विधवाएं/आश्रित	0.16	0.53	0.67	0.83	1.73
4.	कला और संस्कृति	1.27	0.72	0.54	1.58	1.92

5.	प्राकृतिक संसाधनों का संरक्षण	0.01	0.72	3.26	4.78	4.28
6.	शिक्षा	44.50	48.53	65.57	97.19	127.03
7.	पर्यावरणीय स्थिरता	14.68	13.27	15.09	17.56	31.58
8.	लैंगिक समानता	0.98	0.48	0.69	0.36	1.07
9.	स्वास्थ्य देखभाल	64.88	54.86	56.44	67.23	85.69
10.	आजीविका संवर्धन परियोजनाएं	1.37	1.94	3.55	13.88	16.55
11.	गरीबी, भुखमरी, कुपोषण का उन्मूलन	17.76	10.11	6.03	11.49	13.56
12.	ग्रामीण विकास परियोजनाएं	16.98	10.46	11.86	12.69	28.58
13.	सुरक्षित पेयजल	0.83	0.52	0.10	0.92	0.46
14.	स्वच्छता	8.01	0.56	3.11	4.20	3.02
15.	वरिष्ठ नागरिक कल्याण	2.76	1.08	1.33	1.13	3.89
16.	महिलाओं के लिए घर और छात्रावास स्थापित करना	-	0.00	0.02	0.28	0.09
17.	अनाथालय की स्थापना	0.05	0.00	0.13	0.63	0.04
18.	स्लम क्षेत्र विकास	0.02	0.07	0.08	0.08	0.23
19.	सामाजिक-आर्थिक समानताएं	1.62	2.25	1.17	1.83	0.76
20.	विशेष शिक्षा	0.76	0.40	0.79	1.75	1.80
21.	प्रौद्योगिकी इनक्यूबेटर	0.01	0.76	0.01		0.03
22.	खेलों को बढ़ावा देने के लिए प्रशिक्षण	2.26	1.98	4.15	3.90	2.99
23.	व्यावसायिक कौशल	5.38	5.07	7.19	8.34	13.66
24.	महिला सशक्तिकरण	3.36	0.65	1.01	4.41	5.13
कुल		189.44	158.46	185.41	263.51	351.89

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

विवरण-VIII

वित्तीय वर्ष 2019-20 से वित्तीय वर्ष 2023-24 तक पंजाब में जिलेवार सीएसआर व्यय

(राशि करोड़ रुपये में)

क्र.सं.	जिले	वित्तीय वर्ष 2019-20	वित्तीय वर्ष 2020-21	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1.	अमृतसर	11.94	4.45	14.22	19.21	17.86
2.	बरनाला	6.58	3.37	-	-	-
3.	बठिंडा	2.25	4.10	7.71	25.44	38.86
4.	फरीदकोट	0.52	-	0.06	0.07	1.31
5.	फतेहगढ़ साहिब	2.22	0.25	0.91	2.53	4.25
6.	फाजिल्का	-	1.42	0.07	-	-
7.	फिरोजपुर	0.16	0.66	5.82	6.70	2.78
8.	गुरदासपुर	0.40	0.19	1.31	2.69	2.97
9.	होशियारपुर	11.39	15.56	10.61	8.85	21.21
10.	जालंधर	2.81	2.75	5.06	9.01	11.53
11.	कपूरथला	0.95	0.96	5.37	4.99	6.83
12.	लुधियाना	30.47	37.48	45.83	66.47	67.67
13.	मालेरकोटला	-	-	-	0.09	0.10
14.	मनसा	0.94	1.32	2.03	2.42	2.33
15.	मोगा	1.22	1.23	1.13	1.72	2.76
16.	पठानकोट	0.23	0.57	-	-	-
17.	पटियाला	5.28	4.44	6.69	10.67	13.07
18.	रूपनगर	0.45	0.88	2.55	1.78	5.11
19.	एस.ए.एस. नगर	6.72	18.81	37.51	55.31	95.35

20	संगरूर	1.32	5.44	9.34	14.27	10.50
21	शाहिद भगत सिंह नगर	0.53	0.52	1.51	3.31	3.29
22	श्री मुक्तसर साहिब	1.65	0.02	2.48	4.17	3.49
23	तरन तारन	0.15	0.09	0.44	-	-
24	जिले जो अन्यत्र वर्गीकृत नहीं हैं	101.27	53.95	24.75	23.82	40.62
कुल		189.44	158.46	185.41	263.51	351.89

(31.03.2025 तक की जानकारी) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

LACK OF SANITATION FACILITIES IN SCHOOLS

3759. SHRI BAPI HALDAR:

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

- whether it is true that 13 per cent schools in the country are devoid of basic sanitation facilities, if so, the reasons for the wide gap in providing basic sanitation facilities in schools;
- the details of reasons for very low functionality of the raid facilities in north-eastern States like Meghalaya where only 42.7 per cent of schools had a functional hand-washing facility in 2024-25; and
- the number of schools in the country having water, sanitation and hygiene facilities, State/UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): As per Unified District Information System for Education Plus (UDISE+) 2024-25, States/UTs-wise number of schools having drinking water, toilet and hand-wash facility in schools are available at <https://www.education.gov.in/en/parl ques>.

Education is in the Concurrent list of the Constitution and majority of the schools are under the administrative control of respective State Government and UT Administration. The Department of School Education and Literacy is implementing Samagra Shiksha- an Integrated Scheme for School Education from 2018-19. Samagra Shiksha is an overarching programme for the school education sector extending from pre- school to class XII and aims to ensure inclusive and equitable quality education at all levels of school education. Samagra Shiksha is implemented in partnership with all the States/UTs and financial assistance is provided to all States /UTs including north-eastern States like Meghalaya.

The annual plans under Samagra Shiksha are prepared by the States and UTs based on their requirements and priority and this is reflected in their respective Annual Work Plan and Budget (AWP&B). These plans are then appraised and approved/estimated by Project Approval Board (PAB) in consultation with the States and UTs as per the programmatic and financial norms of the scheme.

PMKVY IN DAKSHINA KANNADA DISTRICT

3760. CAPTAIN BRIJESH CHOWTA:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government has implemented the Pradhan Mantri Kaushal Vikas Yojana (PMKVY) in Dakshina Kannada district and if so, the details thereof;
- (b) the details of the number of candidates enrolled, trained and placed under the said Scheme in Karnataka, district-wise;
- (c) the total number of training centres and Pradhan Mantri Kaushal Kendras (PMKKs) in the said district and whether the Government proposes to increase the number of such centres in the said district and if so, the details thereof; and
- (d) whether any collaborations undertaken with local industries, including shipbuilding, seafood processing, hospitality and allied sectors to provide practical training and job placements and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): Ministry of Skill Development and Entrepreneurship (MSDE) is implementing its flagship Scheme Pradhan Mantri Kaushal Vikas Yojana (PMKVY) since 2015. Under PMKVY, skill training is imparted through Short Term Training (STT) and Re-skilling and Up-skilling through Recognition of

Prior Learning (RPL) to youth across the country including Dakshina Kannada district of Karnataka.

As on 31.12.2025, a total of 15,200 candidates have been trained/oriented under PMKVY in Dakshina Kannada district of Karnataka.

(b): Under PMKVY, placements were tracked in the Short-Term Training (STT) component in the first three versions of the Scheme which is PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0 implemented from FY 2015-16 to FY 2021-22. Under PMKVY 4.0 which is under implementation since FY 2022-23, the focus is to empower our trained candidates to choose their varied career path and they are suitably oriented for the same through On-Job Training (OJT) embedded industry relevant skill courses.

The district-wise details of the number of candidates enrolled, trained, and placed under the PMKVY in Karnataka, as on 31.12.2025, are given at **Statement.**

(c): Since the inception of the PMKVY, till 31.12.2025, 43 centres have imparted skill development training under the Scheme in the Dakshina Kannada district.

The Pradhan Mantri Kaushal Kendras (PMKKs) have been set up as a model training center, for imparting skill training in Public Private Partnership (PPP) mode throughout the country. As per the PMKK guidelines only one PMKK can be sanctioned per district. Accordingly, only one PMKK was allocated in Dakshina Kannada district of Karnataka. However, it is currently not operational.

PMKVY 4.0 is a demand driven scheme and skill training centres are set up based on the requirements received from State/ industry/ industry associations/ training providers.

(d): The Government is committed to align training content with real-time job market demands and improve employability linkages under PMKVY by fostering demand-driven skilling and close collaboration with the industries, MSME clusters, private sector employers, and State/UT skill missions. At the project proposal stage itself, the Ministry emphasizes the identification of local industries to provide On-the-Job Training (OJT) opportunities to candidates. Key efforts include organizing industry consultations to gain deeper insights into sector-specific demands and challenges, identifying high-demand and emerging/New Age skill areas, and involving industries as Awarding Bodies. Various industries/ industry bodies and Sector Skill Councils are being engaged under PMKVY 4.0 for aligning training content with real-time job market demands.

Further, MSDE has launched Skill India Digital Hub (SIDH) as a unified platform that integrates skilling, education, and entrepreneurship ecosystems to provide an array of services targeting a wide range of stakeholders. The details of the trained candidates are available on SIDH portal for connecting with potential jobs and apprenticeship opportunities. Additionally, Kaushal Mahotsavs are organized in collaboration with industries to facilitate employment opportunities for trained candidates.

STATEMENT

The district-wise details of the number of candidates enrolled, trained and placed under the PMKVY, as on 31.12.2025, in Karnataka:

District	Enrolled	Trained / Oriented	Reported Placed*
Bagalkote	14,859	14,655	998
Ballari	14,730	13,249	1,281
Bangalore	18,137	18,137	3,799
Belagavi	35,626	31,537	4,629
Bengaluru Rural	53,512	46,871	2,576
Bengaluru South	14,415	12,618	2,346
Bengaluru Urban	1,77,066	1,65,573	9,349
Bidar	17,830	16,990	2,572
Chamarajanagar	6,572	6,297	2,471
Chikkaballapura	9,766	8,276	1,587
Chikkamagaluru	8,634	7,213	915
Chitradurga	15,881	13,009	4,345
Dakshina Kannada	16,062	15,200	1,284
Davanagere	11,183	8,298	1,126
Dharwad	18,785	18,126	2,315
Gadag	11,841	11,413	1,680
Hassan	14,637	13,038	2,903
Haveri	13,159	11,940	1,391
Kalaburagi	17,103	16,630	1,386
Kodagu	3,012	2,914	880

Kolar	18,560	15,844	3,241
Koppal	7,547	7,115	1,752
Mandya	25,288	24,333	3,200
Mysuru	25,733	24,113	2,511
Raichur	12,111	11,396	1,424
Shivamogga	20,500	18,365	3,752
Tumakuru	18,669	16,109	2,564
Udupi	10,887	8,491	733
Uttara Kannada	5,219	4,938	708
Vijayanagara	105	105	-
Vijayapura	18,398	17,740	3,297
Yadgir	5,329	5,211	1,210
Total	6,61,156	6,05,744	74,225

** Placement details under PMKVY 1.0, 2.0 and 3.0.

CLIMATE VULNERABILITY ASSESSMENTS

3761. SHRI VISHALDADA PRAKASHBAPU PATIL:

SUSHRI PRANITI SUSHILKUMAR SHINDE:

ADV GOWAAL KAGADA PADAVI:

DR. BACHHAV SHOBHA DINESH:

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

- (a) whether the Government has conducted region-specific vulnerability assessments since 2014 to design climate-resilient infrastructure and

- farming practices tailored to distinct agro- climatic zones, including recurrent flood prone yet drought-affected districts of Maharashtra and the details thereof, State/UT-wise including district of Maharashtra;
- (b) the funds allocated and utilised since 2014 for climate-resilient agriculture, watershed management and flood-mitigation infrastructure, State/UT-wise including district of Maharashtra;
 - (c) whether independent evaluations have flagged gaps in preparedness, delayed implementation or inadequate adaptation planning in districts experiencing repeated flood damage despite being officially classified as drought-prone;
 - (d) the number of crop losses, infrastructure damages and farmer compensation claims arising from such events during the last five years in Maharashtra, district-wise; and
 - (e) the corrective, time-bound measures proposed to prevent recurring losses and strengthen locally adapted climate-resilient systems?

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

(a): The Government of India through Indian Council of Agricultural Research (ICAR) flagship network project 'National Innovations in Climate Resilient Agriculture (NICRA)' conducted risk and vulnerability assessment of Indian Agriculture to climate change for 573 predominantly agriculture districts. A total

of 109 districts are categorized as very high and 201 districts as highly vulnerable that helps in targeting and prioritization of investments in agriculture.

In Maharashtra, 13 districts *viz.*, Nanded, Beed, Nandurbar, Akola, Washim, Wardha, Chandrapur, Hingoli, Parbhani, Jalna, Ahmednagar, Latur and Osmanabad fall under very and high-risk districts. ICAR along with National Agricultural Research System (NARS) have developed District Agricultural Contingency Plans (DACPs) for 651 districts in the country, including Maharashtra covering various weather aberrations and recommended location specific climate resilient management practices for crops and livestock.

Further, the Government of India has established a framework of disaster management–focused schemes that support risk reduction and enhance preparedness to minimise socio-economic impacts such as the National Disaster Management Plan, National Cyclone Risk Mitigation Project, and National Mission on Sustainable Habitat etc. The institutional and technical aspects are strengthened through multi-level coordination among National Disaster Management Authority (NDMA), State Disaster Management Authorities (SDMAs) and District Disaster Management Authorities (DDMAs), and sectoral Ministries, with technical support from agencies such as National Institute of Disaster Management (NIDM), while financial assistance is provided through mechanisms like the National Disaster Response Fund (NDRF).

The Environment and Climate Change Department, Government of Maharashtra, in its revised Maharashtra State Action Plan on Climate Change (MH SAPCC) has undertaken a comprehensive vulnerability assessment as per the Intergovernmental Panel on Climate Change (IPCC), Assessment Report 4 and 5 frameworks, and highlighted the vulnerability to all three hydro-met disasters, i.e., floods, cyclones, droughts, and their associated events,

(b): The National Adaptation Fund for Climate Change (NAFCC) was established in 2015 as a Central Sector Scheme to support concrete adaptation activities in the States and Union Territories (UTs) of India that are vulnerable to the adverse effects of climate change. Under NAFCC, the 30 projects have been sanctioned to States and UTs including the State of Maharashtra. In the State of Maharashtra, under NAFCC, a project titled “Efficient Water Management and Agriculture Technology Adoption for Climate Adaptive and Resilient Farming System in 51 villages of Nandurbar and Buldhana districts of Maharashtra” was sanctioned with an amount of ₹22.95 crore. Further, Regional Project-2, titled “Restoration of Degraded Landscapes to Natural State of Ecosystem for Climate Resilience and Livelihood Improvement of Vulnerable Communities”, covering the States of Telangana, Rajasthan and Maharashtra, was sanctioned with an amount of ₹126.10 crore. The state-wise details of NAFCC including Maharashtra are provided in **Statement-I**. The State-wise budget (Rs. in lakhs) under NICRA during the last five years is also provided in **Statement-II**.

Atal Bhujal Yojana, a community led participatory ground water management scheme, was implemented by Ministry of Jal Shakti as a pilot scheme across 8,203 priority water stressed Gram Panchayats of seven States viz. Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh.

The scheme Watershed Development Component of *Pradhan Mantri Krishi Sinchayee* (WDC-PMKSY) is implemented in all States including Maharashtra to improve productive potential of rainfed / degraded land through integrated watershed management; to strengthen community based local institutions for promotion of livelihoods & watershed sustainability, and to improve the efficiency of watershed projects through cross learning and incentive mechanism. Under WDC-PMKSY 2.0, Department of Land Resources (DoLR) has sanctioned 140 watershed development projects covering an area of 5.26 lakh ha to Maharashtra at a total cost of Rs. 1251.14 crore (Central share: Rs 750.68 crore). So far, Central share of Rs. 476.93 crore has been released to Maharashtra.

The *Nanaji Deshmukh Krishi Sanjivani Prakaalp* (NDKSP) Project on Climate Resilient agriculture- PoCRA was implemented from 2018 to 2024 in 5,220 villages across 16 drought prone and climate vulnerable districts of Maharashtra, providing financial assistance to individual farmers, Farmer Producer Companies (FPCs), farmer groups, and SHGs, along with interventions such as soil and water conservation, farmer field schools,

capacity building, and agro climatic advisory services. The total expenditure incurred was Rs.5078.70 cores.

(c) to (e): The NICRA project promotes location-specific climate-resilient technologies and capacity-building activities through Krishi Vigyan Kendras (KVKs) to enhance farmers' resilience and adaptive capacity to climate variability. Location specific promising climate resilient technologies are demonstrated to farmers to address the climatic vulnerabilities in the NICRA villages such as droughts, floods, cyclone, heat wave, cold wave, hailstorms and frost. Promising climate resilient technologies have been documented for 27 States and 3 UTs and shared with the respective State Governments/UTs for further upscaling and convergence with various developmental programs in the States/UTs. Capacity building programs were also undertaken to farmers and other stakeholders on climate resilient agriculture in these districts. So far, around 26000 capacity building programs were conducted benefitting 7.57 lakh farmers and other stakeholders across the country.

In Maharashtra, the evaluation of the PoCRA project showed significant improvements in agricultural productivity and resilience. Productivity of major crops such as soybean, cotton, pigeon pea, chickpea and sorghum increased by 5–16% in project villages. The area under double cropping increased by 14%, while production costs reduced by 10–15% for major crops. Climate-resilient practices such as the broad-bed furrow method increased by 20–25%, helping reduce crop losses due to rainfall variability. Water efficiency improved with 4.88 lakh hectares brought under sprinkler and drip irrigation, and 11,120

farm ponds increased surface water storage by 30,375 thousand cubic metres (TCM). Climate-resilient farming and allied activities increased farmers' net income by about 46%, while storage capacity expanded by 1,80,836 metric tons through warehouses established by farmer producer organizations.

The Government of India has initiated several schemes under National Mission for Sustainable Agriculture (NMSA) to promote sustainable agricultural practices, including:

- (i) Per Drop More Crop (PDMC) scheme increases water use efficiency at the farm level through micro irrigation technologies i.e. drip and sprinkler irrigation.
- (ii) Rainfed Area Development focuses on Integrated Farming System for enhancing productivity and minimizing risks associated with climatic variability.
- (iii) The Soil Health & Fertility scheme promotes integrated nutrient management through judicious use of chemical fertilizers. Other programme include Mission for Integrated Development of Horticulture, Agroforestry & National Bamboo Mission also promote climate resilience in agriculture.

Further, *Pradhan Mantri Fasal Bima Yojana* along with weather index based Restructured Weather Based Crop Insurance Scheme provides a comprehensive insurance cover against crop failure by providing financial support to farmers suffering crop loss/damage arising out of unforeseen natural calamities.

STATEMENT-I

**STATE-WISE DETAILS OF CLIMATE ADAPTATION FUNDS -NATIONAL ADAPTATION FUND FOR CLIMATE
CHANGE (NAFCC)**

(Amount ₹ Lakhs)

SN	Name of Project	State/UT	Sanctioned Amount
1	Climate resilient interventions in dairy sector in costal and arid areas in Andhra Pradesh	Andhra Pradesh	12,71.36
2	Addressing Climate Change Vulnerability of Papum-Poma River for conservation and recharging of its springs	Arunachal Pradesh	23,91.53
3	Management of Ecosystem of Kaziranga National Park by Creating Climate Resilient Livelihood for Vulnerable Communities through Organic farming and Pond Based Pisciculture in Kaziranga National Park, Assam	Assam	24,56.65
4	Scaling up of climate smart agriculture through mainstreaming climate smart villages in Bihar	Bihar	23,06.62

SN	Name of Project	State/UT	Sanctioned Amount
5	Climate Adaptation Strategies in Wetlands along Mahanadi River Catchment areas in Chhattisgarh	Chhattisgarh	21,47.26
6	Climate Change Adaptation for Natural Resource Dependent Communities in Kachchh, Gujarat: Strengthening Resilience through Water & Livelihood Security and Ecosystem Restoration	Gujarat	21,35.88
7	Scaling up climate smart agriculture through mainstreaming climate smart villages in Haryana	Haryana	22,09.85
8	Sustainable Livelihoods of Agriculture-Dependent Rural Communities in Drought Prone District of HP through Climate Smart Solutions	Himachal Pradesh	20,00.00
9	Climate Resilient Sustainable Agriculture in Rain-Fed Farming (Kandi) Areas of J & K	Jammu & Kashmir	22,51.53
10	Enhancing climate resilience of forests and its dependent communities in two landscapes of Jharkhand	Jharkhand	24,73.20
11	Conservation and Management of indigenous varieties of livestock in Karnataka	Karnataka	24,21.53

SN	Name of Project	State/UT	Sanctioned Amount
12	Promotion of Integrated Farming System of Kaipad and Pokkali in Costal Wet-lands of Kerala	Kerala	25,00.00
13	Enhancing adaptation capacity to climate change through development of climate smart villages in MP	Madhya Pradesh	24,87.81
14	Efficient Water Mgt. and Agriculture Technology Adoption for Climate Adaptive and Resilient Farming System in 51 villages of Nandurbar and Buldhana Districts of Maharashtra State	Maharashtra	22,94.57
15	Model Carbon Positive Eco-Village In Phayeng Of Manipur	Manipur	10,00.00
16	Spring-shed development works for rejuvenation of springs for climate resilient development in the water stressed areas of Meghalaya	Meghalaya	22,91.54
17	Sustainable Agriculture Development through Expansion, Enhancement and Modelling	Mizoram	10,38.09
18	Gene pool conservation of indigenous varieties under traditional integrated rational farming system (Jhum optimization) for promoting livelihood and food security as climate change adaptation strategy in Nagaland	Nagaland	24,66.69

SN	Name of Project	State/UT	Sanctioned Amount
19	Conserve water through the management of run-off in the river basin to improve GW recharge to reduce vulnerability and enhance resilience for traditional livelihood in Nuapada	Odisha	20,00.00
20	Integrated surface water management for climate change adaptation in Puducherry	Puducherry	16,76.00
21	Towards Climate Resilient Livestock Production System In Punjab	Punjab	17,40.00
22	Mukhya Mantri Jal Swavlamban Abhiyaan for Climate Change Adaptation and Water Harvesting in Arthuna, Anandpuri and Sajjangarh blocks of District Banswara	Rajasthan	24,97.75
23	Addressing Climate Change Vulnerability of Water Sector at Gram Panchayat Level in Drought Prone areas of Sikkim	Sikkim	24,66.74
24	Management and rehabilitation of coastal habitats and biodiversity for Climate Change Adaptation and Sustainable Livelihood in Gulf of Mannar, Tamil Nadu, India	Tamil Nadu	24,74.00
25	Climate proofing of rainfed watersheds in Salem and Virudhunagar districts of	Tamil Nadu	23,80.26

SN	Name of Project	State/UT	Sanctioned Amount
	Tamil Nadu		
26	Resilient Agricultural Households through Adaptation to Climate Change in Telangana	Telangana	24,00.34
27	Ecosystem Services based adaptation to climate change in Bundelkhand region of UP	Uttar Pradesh	19,80.46
28	Rain Water Harvesting and Sustainable Water Supply to the Hilly Areas in Darjeeling as an Adaptive Measure to Potential Climate Change Impacts	West Bengal	23,12.10
29	Regional project on climate resilience building in rural areas through crop residue management	Regional Project 1 [Punjab, Haryana, UP, Rajasthan]	120,66.00
30	Restoration of degraded landscapes to natural state of ecosystem for climate resilience and livelihood improvement of vulnerable communities	Regional Project 2 [Telangana, Rajasthan, Maharashtra]	126,10.00
	Total		847,47.77

STATEMENT-II**State-wise Budget (Rs. in lakhs) under NICRA during the last five years**

(Rs. In lakhs)

State	2019-20	2020-21	2021-22	2022-23	2023-24	Total
Andaman and Nicobar Island	1.58	5.93	14.36	8.79	9.30	39.96
Andhra Pradesh	65.65	81.67	79.90	47.18	50.39	324.79
Arunachal Pradesh	10.40	15.65	16.96	26.09	35.69	104.79
Assam	55.64	64.83	47.47	53.64	72.45	294.03
Bihar	96.50	73.02	84.76	132.57	138.48	525.33
Chhattisgarh	22.63	36.38	28.81	37.94	43.52	169.28
Goa	0.00	0.00	5.56	22.31	19.03	46.90
Gujarat	39.43	53.43	36.16	39.26	47.27	215.55
Haryana	172.63	181.99	216.73	202.15	263.34	1036.84
Himachal Pradesh	44.56	52.20	50.62	61.08	60.77	269.23
Jammu & Kashmir	93.17	61.50	75.41	74.75	76.23	381.06

Jharkhand	63.14	70.72	49.27	38.31	44.37	265.81
Karnataka	267.31	379.34	382.64	297.88	358.52	1685.69
Kerala	232.75	222.91	204.74	187.83	143.47	991.70
Lakshadweep	0.00	0.00	4.40	8.04	3.20	15.64
Madhya Pradesh	147.00	196.11	187.43	155.80	184.48	870.82
Maharashtra	189.54	234.98	149.70	156.93	210.02	941.17
Manipur	20.72	23.70	17.30	26.51	35.49	123.72
Meghalaya	328.60	268.96	339.42	210.70	297.25	1444.93
Mizoram	15.91	16.10	27.25	37.16	47.92	144.34
Nagaland	25.64	30.03	20.25	27.06	35.71	138.69
New Delhi	417.06	401.47	327.04	227.51	332.68	1705.76
Odisha	140.79	234.71	156.28	207.98	238.12	977.88
Puducherry	0.00	0.00	1.57	9.97	9.79	21.33
Punjab	91.40	111.44	86.08	96.07	95.05	480.04
Rajasthan	92.07	90.28	166.07	157.51	161.06	666.99
Sikkim	8.48	7.45	13.00	18.21	23.66	70.80

Tamil Nadu	162.65	238.32	186.03	153.62	207.95	948.57
Telangana	672.23	779.80	1055.52	786.66	813.56	4107.77
Tripura	14.91	16.20	6.00	10.30	11.83	59.24
Uttar Pradesh	340.55	295.07	322.07	291.50	330.96	1580.15
Uttarakhand	83.15	77.59	54.55	43.43	58.20	316.92
West Bengal	118.36	128.23	175.81	189.31	355.01	966.72
Total	4034.45	4450.01	4589.16	4044.05	4814.77	21932.44

किसानों पर वित्तीय दबाव

3762. श्रीमती रुचि वीरा:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने उत्तर प्रदेश के मुरादाबाद जिले, विशेषकर बिलारी, कुंदरकी, ठाकुरद्वारा और ग्रामीण संयुक्त क्षेत्रों, जहां संस्थागत ऋण तक सीमित पहुंच, कृषि और उत्पादन लागत में वृद्धि, राजसहायता अंतरण में देरी, अपर्याप्त फसल बीमा कवरेज और मुद्रास्फीति के संयुक्त प्रभाव से आजीविका प्रभावित हो रही है, में किसानों, लघु व्यापारियों, शिल्पकारों और कम आय वाले परिवारों पर बढ़ते वित्तीय दबाव का कोई व्यापक आकलन किया है;
- (ख) यदि हां, तो सरकार द्वारा उक्त जिले में ऋण विस्तार, ब्याज सहायता योजनाओं, प्रत्यक्ष लाभ अंतरण की स्थिति, बीमा दावा निपटान तंत्र और वित्तीय समावेशन पहलों के संदर्भ में किए गए उपायों का ब्यौरा क्या है और इन उपायों की समय-सीमा और प्रभावशीलता के संबंध में क्या आंकड़े हैं; और
- (ग) यदि नहीं, तो इसके क्या कारण हैं?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क): सरकार के निरंतर प्रयासों के कारण ग्रामीण/कृषि परिवारों की मासिक आय और संस्थागत ऋण में पर्याप्त वृद्धि हुई है। उत्तर प्रदेश राज्य और 02 केंद्र शासित प्रदेशों (जम्मू-कश्मीर और लद्दाख) सहित 28 राज्यों में संदर्भ कृषि वर्ष 2021-2022 के लिए नाबार्ड द्वारा आयोजित दूसरे अखिल भारतीय ग्रामीण वित्तीय समावेशन सर्वेक्षण (एनएएफआईएस 2021-22) ने औपचारिक स्रोतों के माध्यम से किसानों द्वारा आय स्थिरता और ऋण पहुंच में सुधार के संबंध में निम्नलिखित प्रमुख बिंदुओं की पहचान की है:

- i. आय - देश के ग्रामीण परिवारों की औसत मासिक आय पांच साल की अवधि के दौरान 57.6% वृद्धि से 2016-17 में 8,059 रुपये से बढ़कर 2021-22 में 12,698 रुपये हो गई।

- ii. ऋण पहुंच - देश के 75 प्रतिशत कृषि परिवारों ने 2021-22 में संस्थागत स्रोतों से ऋण लिया, जो 2016-17 में 60.50 प्रतिशत था।

(ख) और (ग): सरकार ने उत्तर प्रदेश के मुरादाबाद जिले में अपनी विभिन्न वित्तीय समावेशन योजनाओं जैसे प्रधानमंत्री मुद्रा योजना (पीएमएमवाई), पीएम विश्वकर्मा, पीएम स्वनिधि योजना, स्टैंड-अप इंडिया योजना आदि के माध्यम से ऋण विस्तार के लिए विभिन्न कदम उठाए हैं। उपर्युक्त योजनाओं के अंतर्गत स्वीकृत/संवितरित ऋणों का ब्यौरा **विवरण** में दिया गया है।

उपर्युक्त के अलावा, एसएलबीसी, उत्तर प्रदेश और नाबार्ड द्वारा दी गई सूचना के अनुसार, उत्तर प्रदेश के मुरादाबाद जिले के किसानों, छोटे व्यापारियों, कारीगरों और कम आय वाले परिवारों की वित्तीय स्थिति को सुदृढ़ करने के लिए निम्नलिखित उपाय भी किए गए हैं -

- बैंकों की वार्षिक ऋण योजना (एसीपी) किसानों, कारीगरों, कम आय वाले परिवारों सहित प्राथमिकता वाले क्षेत्रों (कृषि, आवास शिक्षा, आदि) को ऋण आवंटित करती है। 31 दिसंबर 2025 तक एसीपी के तहत कुल 15,488 करोड़ रुपये की राशि संवितरित की जा चुकी है।
- किसान क्रेडिट कार्ड (केसीसी) के माध्यम से किसानों को कृषि उपकरणों की खरीद के साथ-साथ फसल उत्पादन और संबद्ध गतिविधियों से संबंधित नकदी आवश्यकताओं को पूरा करने के लिए समय पर और किफायती ऋण प्रदान किया गया है। राज्य स्तरीय बैंकर्स समिति (एसएलबीसी), उत्तर प्रदेश द्वारा दी गई रिपोर्ट के अनुसार, 31.12.2025 तक सक्रिय केसीसी खातों की कुल संख्या 1,25,927 थी और उन पर कुल बकाया राशि 2,245.75 करोड़ रुपये थी।
- खरीफ और रबी 2025-26 में कुल 5,381 हेक्टेयर क्षेत्र वाले 13,727 किसानों को फसल बीमा के तहत कवर किया गया।

- दिसंबर 2025 तक, प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम औपचारिकीकरण (पीएमएफएमई) योजना के तहत 167.64 लाख रुपये के कुल परिव्यय वाली 12 परियोजनाओं को मंजूरी दी गई है।
- 11.03.2026 की स्थिति के अनुसार, वित्तीय समावेशन को बढ़ावा देने के साथ-साथ किसानों को समय पर ऋण और अन्य जरूरतों को सुविधाजनक बनाने के लिए 11 नई बहुउद्देशीय प्राथमिक कृषि ऋण समितियों (एमपीएसीएस) का गठन किया गया है।

विवरण

वित्तीय समावेशन की विभिन्न योजनाओं के अंतर्गत उत्तर प्रदेश और मुरादाबाद जिले में स्वीकृत/संवितरित ऋणों का ब्यौरा

प्रधान मंत्री मुद्रा योजना

(खातों की वास्तविक संख्या और राशि करोड़ रुपये में)

वित्तीय वर्ष	उत्तर प्रदेश		मुरादाबाद	
	खाते	स्वीकृत राशि	खाते	स्वीकृत राशि
2023-24	76,79,518	59,506.73	1,04,050	879.33
2024-25	59,24,230	58,837.78	87,928	875.05
2025-26*	47,37,733	58,866.70	83,090	956.38

स्रोत: मुद्रा पोर्टल पर सदस्य ऋणदाता संस्थानों द्वारा अपलोड किए गए आंकड़ों के अनुसार

*: 27.02.2026 तक के आंकड़े

पीएम विश्वकर्मा

(खातों की वास्तविक संख्या और राशि करोड़ रुपये में)

वित्तीय वर्ष	उत्तर प्रदेश		मुरादाबाद	
	खाते	स्वीकृत राशि	खाते	स्वीकृत राशि
2024-25	9,544	86.96	51	0.42
2025-26*	6,059	51.81	68	0.52

स्रोत: पीएम विश्वकर्मा पोर्टल; *: 11.03.2026 तक

पीएम स्वनिधि योजना

(खातों की वास्तविक संख्या और राशि करोड़ रुपये में)

वित्तीय वर्ष	उत्तर प्रदेश		मुरादाबाद	
	खाते	स्वीकृत राशि	खाते	स्वीकृत राशि
2023-24	6,89,649	1125.91	18,142	30.48
2024-25	1,53,627	329.29	3,749	8.29
2025-26*	1,99,776	474.97	2,994	7.87

स्रोत: आवास और शहरी मामलों के मंत्रालय; *: 10.03.2026 तक

स्टैंड अप इंडिया योजना

(खातों की वास्तविक संख्या और राशि करोड़ रुपये में)

वित्तीय वर्ष	उत्तर प्रदेश		मुरादाबाद	
	खाते	स्वीकृत राशि	खाते	स्वीकृत राशि
2022-23	2,835	592.9	49	9.53
2023-24	4,019	875.25	77	15.2
2024-25	4,876	1076.10	100	22

यह योजना 31 मार्च 2025 तक वैध/परिचालनरत थी

स्रोत: सिडबी

DEVELOPMENT OF WINTER SPORTS IN INDIA**3763. SUSHRI PRANITI SUSHILKUMAR SHINDE:**

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government is aware that only two Indian athletes have qualified for the 2026 Winter Olympics;
- (b) the details of the steps taken/being taken by the Government to develop winter sports infrastructure, coaching and talent identification in snow-bound and Himalayan regions during the last five years and the current year; and
- (c) whether the Government proposes to formulate a dedicated national strategy for the promotion of winter sports and if so, the details along with the timeline thereof?

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

- (a): Yes Sir. Two athletes participated in the Olympic Winter Games Milano-Cortina 2026, held in Italy from 6th February to 22nd February, 2026.
- (b) and (c): “Sports” being a State subject, primary responsibility of development of sports infrastructure, including for winter sports, rests primarily with the State/Union Territory Governments. The Union Government supplements their efforts by bridging critical gaps.

For prompting the winter sports in India and popularizing these games among youth of the country, the Ministry has launched Khelo India Winter Games in 2020 under its Khelo India Scheme and since then 06 editions of

Khelo India Winter Games have been conducted with the participation of more than 5200 athletes.

Khelo India Winter Games acts as a platform for capacity building of technical officials, States generating interest through wide & innovative coverage. Also, small village level competitions have been initiated under sports for peace and development, which promote participation of village growth in far flung areas.

PROMOTION OF CARAVAN TOURISM

3764. SHRI TANGELLA UDAY SRINIVAS:

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

- (a) whether the Government has formulated any policy or guidelines for promotion and regulation of caravan tourism and caravan camping parks in the country;
- (b) if so, the details thereof, along with States and destinations identified, funding pattern, budget allocated and implementing agencies;
- (c) whether the Government recognises that caravan tourism can promote coastal, eco, adventure and wildlife tourism, particularly in remote areas, forests, deserts, beaches and riversides, while ensuring adherence to quality and safety norms;
- (d) the details of the standards, safety protocols and environmental safeguards prescribed for caravan parks and operators;

- (e) the details of the funds allocated, released and utilised for development of caravan infrastructure during the last five years, State and district-wise for Andhra Pradesh including Kakinada;
- (f) whether any caravan tourism projects have been approved in Andhra Pradesh; and
- (g) if so, the details thereof, including locations, implementing agencies and projected employment generation?

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

(a) to (g): Development and promotion of tourist destinations and products, including caravan tourism is primarily undertaken by the respective State Government / Union Territory (UT) Administration. The Ministry of Tourism promotes India in a holistic manner, through various initiatives.

The Ministry of Tourism through its central sector schemes of 'Swadesh Darshan', 'Pilgrimage Rejuvenation and Spiritual, Heritage Augmentation Drive (PRASHAD)' and 'Assistance to Central Agencies for Tourism Infrastructure Development' extends financial assistance to the State Governments / UT Administrations for tourism infrastructure development in the country. The central financial assistance is being extended according to guidelines and based on proposals / detailed project reports received from the States and UT Governments.

The Ministry of Tourism has not supported any Caravan Tourism Project in Andhra Pradesh. However, the list of other infrastructure projects sanctioned in Andhra Pradesh is given at **Statement**.

STATEMENT

The list of other infrastructure projects sanctioned in Andhra Pradesh

List of projects sanctioned in the State of Andhra Pradesh:

S. No.	Name of Project	Amount Sanctioned (in ₹ Crore)	Status
A	Swadesh Darshan 1.0		
	Development of Kakinada - Hope Island - Coringa Wildlife Sanctuary - Passarlapudi - Aduru - S Yanam – Kotipally (March 2015)	67.83	Completed
	Development of Nellore - Pulikat Lake - Ubbilamadugu Waterfalls – Nelapattu-Kothakoduru- Mypadu - Ramateertham – Iskapalli (December 2015)	49.55	Completed
	Development of Buddhist Circuit: Shalihundam-Bavikonda- Bojjanakonda -Amravati- Anupu (September 2017)	35.24	Completed
	Total Sanction Cost	152.62	

B	Swadesh Darshan 2.0		
	Borra Cave Experience Araku-Lambasingi (March 2024)	29.88	Ongoing (32.31% physical progress)
	Development of Suryalanka Beach Experience, Bapatla (March 2025)	97.52	Ongoing (16.57% physical progress)
	Total Sanction Cost	127.40	
C	Challenge Based Destination Development (CBDD)		
	i Enriching Buddhist Heritage and Cultural Experiences at Nagarjuna Sagar (March 2025)	25.00	Ongoing (21.27% physical progress)
	i Ahobilam-A spiritual Odyssey (March 2025)	24.99	Ongoing (34.39% physical progress)
	Total Sanction Cost	49.99	
D	PRASHAD		
	Development of Amaravati Town, Guntur District	27.77	Completed

	as a Tourist Destination (July 2020)		
	Development of Srisailam Temple (October 2021)	43.08	Completed
	i Sri Varaha Lakshmi Narsimha Swami Vari Devasthanam at Simhachalam in Vishakhapatnam Temple (December 2022)	54.04	Ongoing (95.58% physical progress)
	i Development of Pilgrimage Tourism Infrastructure in Annavaram Temple Town (December 2024)	25.33	Ongoing (33.11% physical progress)
	Total Sanction Cost	150.22	
E	Special Assistance to States for Capital Investment (SASCI)		
i.	Gandikota- Enriching the Fort and Gorge Experience (November 2024)	77.91	Ongoing (49.16% physical progress)
ii.	Akhanda Godavari: (Havelock Bridge & Pushkar Ghat) (November 2024, Revised Sanction in Dec 2025)	94.44	Ongoing (31.78% physical progress)
	Total Sanction Cost	172.35	
F	Assistance to Central Agencies		
i.	Sound and Light Show at Puttaparthi, Andhra Pradesh (November 2017)	7.08	Completed

ii.	Construction of Cruise-Cum-Costal Cargo Terminal at Channel berth area in Outer Harbour of Visakhapatnam Port (December 2018)	38.50	Completed
iii.	Tirupati Railway Station (February 2017)	5.75	Completed
iv.	Glass Top Coaches: 1. Vizag-Arakku Valley Vishakhapatnam, Andhra Pradesh. (2017-18)	4.00	Completed
	Total Sanction Cost	55.33	
	Total Central Assistance	707.91	

महाराष्ट्र के धांदरफल में श्री रामेश्वर मंदिर का संरक्षण

3765. श्री भाऊसाहेब राजाराम वाकचौरे:

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या महाराष्ट्र के अहिल्यानगर जिला में संगमनेर तहसील के ग्राम धांदरफल में प्रभु श्री राम द्वारा स्थापित श्री रामेश्वर देवस्थान पर्यटकों को आकर्षित करने वाला एक प्राचीन और ऐतिहासिक तीर्थ स्थल है;

(ख) क्या सरकार द्वारा इन प्राचीन धार्मिक स्मारकों और अन्य ऐतिहासिक स्थलों के संरक्षण और रखरखाव के लिए कोई कार्य योजना प्रस्तावित की गई है/का विचार है;

(ग) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(घ) उक्त परियोजना के लिए कितनी निधि आवंटित की गई है/की जानी है?

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

(क): महाराष्ट्र राज्य के अहिल्यानगर जिला में अवस्थित श्री रामेश्वर देवस्थान न तो भारतीय पुरातत्व सर्वेक्षण के अंतर्गत और न ही महाराष्ट्र सरकार के राज्य पुरातत्व विभाग द्वारा संरक्षित स्मारक है।

(ख) से (घ): भारतीय पुरातत्व सर्वेक्षण द्वारा संरक्षित स्मारकों और संरक्षित क्षेत्रों (स्थलों) के संरक्षण और अनुरक्षण का कार्य राष्ट्रीय संरक्षण नीति, 2014 के अनुपालन में, संरक्षण की आवश्यकता, प्राथमिकता और संसाधनों की उपलब्धता के अनुसार किया जाता है, जो कि एक सतत् प्रक्रिया है।

देश भर में प्राचीन संस्मारक तथा पुरातत्वीय स्थल और अवशेष अधिनियम, 1958 के प्रावधानों के तहत 3686 संरक्षित स्मारकों और संरक्षित क्षेत्रों (स्थलों) को केन्द्रीय संरक्षित स्मारकों/स्थलों के रूप में घोषित किया गया है।

विगत तीन वर्षों के दौरान, देश भर में संरक्षित स्मारकों और संरक्षित क्षेत्रों के संरक्षण और अनुरक्षण पर आवंटित निधियों और किए गए व्यय का विवरण निम्नानुसार है:

(राशि करोड़ रुपये में)

वर्ष	आवंटन	व्यय
2022-23	392.71	391.93
2023-24	443.53	443.53
2024-25	313.43	313.04

ग्रामीण क्षेत्रों में डिजिटल कौशल प्रशिक्षण केंद्र

3766. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या ग्रामीण क्षेत्रों में डिजिटल कौशल प्रशिक्षण केंद्र पर्याप्त संख्या में हैं और यदि हाँ, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार और जिला-वार ब्यौरा क्या है;
- (ख) यदि नहीं, तो उक्त क्षेत्रों में डिजिटल अवसंरचना संवर्धन की योजनाओं का राज्य/संघ राज्यक्षेत्र-वार/जिला-वार ब्यौरा क्या है;
- (ग) क्या सरकार का आर्टिफिशियल इंटेलिजेंस, रोबोटिक्स और साइबर सुरक्षा जैसी उभरती प्रौद्योगिकियों में प्रशिक्षण के लिए कोई विशेष कार्यक्रम शुरू करने का प्रस्ताव है; और

(घ) यदि हाँ, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार/जिला-वार ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (घ): डिजिटल कौशल प्रशिक्षण को आमतौर पर कार्य क्षेत्र (डोमेन) कौशल प्रशिक्षण में एकीकृत किया जाता है। भारत सरकार के स्किल इंडिया मिशन (सिम) के अंतर्गत, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) विभिन्न योजनाओं जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षता प्रोत्साहन योजना (एनएपीएस) के तहत, कौशल विकास केंद्रों/संस्थानों आदि के व्यापक नेटवर्क के माध्यम से और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) द्वारा शिल्पकार प्रशिक्षण योजना (सीटीएस) के माध्यम से देश भर में ग्रामीण क्षेत्रों सहित समाज के सभी वर्गों को कौशल, पुनर्कौशल और कौशल-उन्नयन प्रशिक्षण प्रदान करता है। सिम का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार करना और उन्हें उद्योग से संबंधित कौशलों से सुसज्जित करना है। जिला-वार प्रशिक्षण केंद्र का डेटा <https://www.msde.gov.in/documents?page=1> पर उपलब्ध है।

कौशल प्रशिक्षण और कृत्रिम बुद्धिमत्ता (एआई), रोबोटिक्स और साइबर सुरक्षा जैसी उभरती प्रौद्योगिकियों में प्रशिक्षण के लिए डिजिटल अवसंरचना को बढ़ाने की कुछ पहलों में निम्नलिखित शामिल हैं:

- i. पीएमकेवीवाई 3.0 और 4.0 जैसी पहलों ने एआई, रोबोटिक्स, ड्रोन और नई पीढ़ी की प्रौद्योगिकियों पर केंद्रित विशेष अल्पकालिक और उन्नत मॉड्यूल पेश किए हैं। इसका उद्देश्य उद्योग की मांग को पूरा करना, डिजिटल परिवर्तन को गति देना और उद्योग 4.0 तथा भविष्य के कौशल के लिए कार्यबल को तैयार करना है।
- ii. सीटीएस के तहत, औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) और राष्ट्रीय कौशल प्रशिक्षण संस्थानों (एनएसटीआई) के नेटवर्क के माध्यम से देश के युवाओं के कौशल विकास और कौशल उन्नयन के लिए आर्टिफिशियल इंटेलिजेंस, इंडस्ट्रियल रोबोटिक्स,

एआई और ड्रोन आदि जैसे 31 नए जमाने के पाठ्यक्रमों में प्रशिक्षण आयोजित किया जाता है।

- iii. प्रशिक्षण निदेशालय (डीजीटी) ने कौशल विकास पहलों के लिए कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) के तहत आईबीएम इंडिया, माइक्रोसॉफ्ट, सिस्को, एडोब इंडिया, अमेज़न वेब सर्विसेज (एडब्ल्यूएस), फ्यूचर राइट स्किल्स नेटवर्क (एफआरएसएन), एडुनेट फाउंडेशन, ऑटो डेस्क आदि सहित संस्थाओं के साथ सहयोग किया है। ये साझेदारियां आधुनिक प्रौद्योगिकियों में तकनीकी और व्यावसायिक कौशल प्रशिक्षण प्रदान करने की सुविधा प्रदान करती हैं।
- iv. स्किल इंडिया डिजिटल हब (सिद्ध) - कौशल वृद्धि के लिए एक व्यापक और सुलभ प्लैटफॉर्म प्रदान करने वाला एक डिजिटल सार्वजनिक अवसंरचना है, जो उद्योग-प्रासंगिक कौशल पाठ्यक्रम, रोजगार के अवसर और उद्यमशीलता सहायता प्रदान कर ग्रामीण और वंचित क्षेत्रों सहित युवाओं के लिए कौशल प्रशिक्षण की पहुंच को बढ़ाता है।
- v. राष्ट्रीय व्यावसायिक शिक्षा एवं प्रशिक्षण परिषद (एनसीवीईटी) ने कृत्रिम बुद्धिमत्ता संबंधी राष्ट्रीय कार्यक्रम (एनपीआई) कौशल ढांचा विकसित किया है, जो एआई, डेटा साइंस और उभरती प्रौद्योगिकियों में कौशलीकरण के लिए राष्ट्रीय रोडमैप, संरचना और दिशानिर्देशों की रूपरेखा तैयार करता है जो मानकीकृत, उद्योग-अनुरूप पाठ्यक्रम और पाठ्यचर्या विकसित करने के लिए मूलभूत दस्तावेज के रूप में कार्य करता है।
- vi. एमएसडीई ने राष्ट्रीय स्तर की एक पहल, एसओएआर (स्किलिंग फॉर एआई रेडीनेस) शुरू की, जिसका उद्देश्य स्कूली छात्रों (कक्षा 6-12) के बीच एआई जागरूकता और मूलभूत कौशल को विकसित करना और शिक्षकों के बीच एआई साक्षरता का निर्माण करना है। इस कार्यक्रम का उद्देश्य भौगोलिक क्षेत्रों में एआई शिक्षा तक न्यायसंगत पहुंच सुनिश्चित करके डिजिटल विभाजन को पाटना है, जिससे समावेशी और भविष्य के लिए तैयार कौशल विकास के राष्ट्रीय एजेंडे को समर्थन मिल सके।

EMPLOYMENT STATUS IN WARANGAL DISTRICT**3767. DR. KADIYAM KAVYA:**

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

- (a) the details of the current rate of youth unemployment between the age of 15 to 29 years in erstwhile Warangal district, particularly in view of limited industrial growth and employment opportunities in the said region;
- (b) the details of the steps taken by the Government to curb distress migration of youth and workers from Warangal district to Hyderabad and other metropolitan cities in search of employment; and
- (c) the details of the specific schemes, safeguards and livelihood interventions implemented by the Government for seasonal agricultural workers to ensure income security and reduce vulnerability during lean agricultural periods?

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

(a) to (c): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS), which is conducted by Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18.

As per the latest Annual PLFS reports, the estimated Unemployment Rate (UR) on usual status for youth of age 15-29 years has decreased from 17.8% in 2017-18 to 10.2% in 2023-24 in the country and 23.3% to 16.6% in in the State of Telangana (including Warangal district) during the same period.

Further, the estimated Worker Population Ratio (WPR) indicating employment on usual status for youth of age 15-29 years has increased from 31.4% in 2017-18 to 41.7% in 2023-24 in the country and 32.0% to 40.7% in the State of Telangana (including Warangal district) during the same period.

Employment generation coupled with improving employability is a priority of the Government. Accordingly, Government is implementing various employment generation schemes/ programmes in the country (including the Warangal district). The details of various employment generation schemes/ programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes.

Government is also implementing Skill India Mission (SIM) to deliver skill, re-skill and up-skill training through an extensive network of skill development centres/ schools/ colleges /institutes etc. under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsmen Training Scheme (CTS) through Industrial Training Institutes (ITIs) in the country. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills.

Government programmes such as Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY), Deendayal Antyodaya Yojana – National Rural Livelihoods Mission (DAY-NRLM) and Viksit Bharat – Guarantee for Rozgar and Aajeevika Mission (Gramin) (VB-GRAMG) aim to strengthen livelihood security of rural households, including seasonal agricultural workers. These schemes promote skill development, self-employment, and diversified

livelihood opportunities through training, Self-Help Groups (SHGs), and rural employment initiatives. By facilitating income-generating activities beyond agriculture, these schemes help workers sustain livelihoods during lean agricultural periods and reduce vulnerability arising from seasonal unemployment.

Ministry of Electronics and Information Technology (MeitY) has initiated 'FutureSkills PRIME' a programme for Re-skilling/Up-skilling of IT Manpower for Employability in 10 new/emerging technologies including Artificial Intelligence.

Government is implementing Employment Linked Incentive (ELI) Scheme named as the Pradhan Mantri Viksit Bharat Rozgar Yojana to support employment generation, enhance employability and social security across all sectors, with special focus on the manufacturing sector. The scheme with an outlay of Rs 99,446 Crore aims to incentivize the creation of more than 3.5 Crore jobs in the country, over a period of 2 years.

Further, Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online & offline job fairs, job search & matching, career counselling, vocational guidance, information on skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

IDENTIFICATION OF TAMIL BRAHMI INSCRIPTIONS

3768. SHRI T. M. SELVAGANAPATHI:

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

- (a) whether it is a fact that Tamil Brahmi inscriptions have been identified at tombs in the Valley of the Kings in Egypt as reported in the press;
- (b) whether it is also true that these inscriptions are belonging to the period between the 1st and 3rd Centuries CE;
- (c) whether it is also true that a paper was released concerning the said findings; and
- (d) if so, the details thereof?

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

(a): It is reported in the press that short inscription in Indian languages, including Tamil Brahmi have been noticed at tombs in the valley of the kings in Egypt.

(b): Based on the script, finder has claimed that these short inscriptions are datable between 1st and 3rd century CE.

(c) and (d): A paper was presented in the International Conference on Tamil Epigraphy organised by Department of Archaeology, Government of Tamil Nadu held at Chennai in February this year.

EPFO 3.0

3769. SHRI JASHUBHAI BHILUBHAI RATHVA:

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

- (a) the details of the number of new members and establishments added to the Employees' Provident Fund Organisation (EPFO) during the last five years and the current year, year and State/UT-wise;
- (b) whether the key reforms undertaken by the Government under EPFO 3.0, including the rollout of the Centralised Pension Payment System (CPPS) for faster and error-free pension disbursement, auto-claim settlement up to Rs. 5 lakh and simplified transfer procedures and if so, the details thereof;
- (c) the details of the progress of the Amnesty Scheme-2025, including additional enrolments and eligibility of beneficiaries under the Pradhan Mantri Viksit Bharat Rozgar Yojana (PM-VBRY); and
- (d) whether the Government has any proposal to revise the minimum pension under Employees' Pension Scheme (EPS) and if so, the details thereof?

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

- (a): The details of the new members and establishments added during the last five years and current year, state-wise are at **Statement**.
- (b): EPFO 3.0 is a digital transformation initiative by EPFO, designed to streamline processes and reduce paperwork, making it easier for members to manage their social security accounts, faster claims processing and management of all member services from a single unified platform.

Implementation of CPPS:

The Centralized Pension Payments System (CPPS) Module has been fully implemented across all field offices of EPFO w.e.f 1st January 2025. CPPS establishes a centralized disbursement system enabling expedited pension payment through branch of any scheduled bank across the country. More than 70 lakh pensioners are benefited through CPPS every month.

Auto Claim Settlement

The auto claim limit was increased from Rs. 1 lakh to Rs. 5 Lakh in June 2025. In the current financial year 3,52,20,199 claims up to Rs 5 Lakh, have been settled in auto mode up to 25.02.2026. The auto claim settlement system has significantly improved efficiency of claim settlement. 71.37 per cent of total advance claims have been settled in auto mode in the current Financial Year disbursing an amount of around Rs.51,620 Crores.

Simplification of transfer process of account on change in employment

This new initiative introduced w.e.f. 19.01.2025 removes the need for members to manually file transfer claims and eliminates the requirement of routing the request through employer in majority of cases. As on 25.02.2026, 70,54,895 auto transfer claims were auto triggered without employees and employer's intervention.

The requirement of approval of either the past or the present employer for the transfer claims has been dispensed in KYC compliant accounts. As on 25.02.2026, 21,39,247 transfer claims were submitted by employees without employer's intervention.

(c): The progress made under the Employee Enrolment Scheme 2025 is as under:

Total number of establishments that have participated: 4,815

Total number of Universal Account Numbers (UANs) declared: 39,093

As per scheme design of PM-VBRY, the benefits under are given after completion of six months of eligibility i.e. from the month of March 2026.

(d): Employees' Pension Scheme, 1995 is a 'Defined Contribution-Defined Benefit' Social Security Scheme. The corpus of the Employees' Pension Fund is made up of (i) contribution by the employer @ 8.33 per cent of wages; and (ii) 1.16 per cent contribution from

Central Government on wages up to Rs.15,000/- per month. All benefits under the scheme are paid out of such accumulations. The fund is valued annually as mandated under paragraph 32 of EPS, 1995.

The Government is providing a minimum pension of Rs.1000 per month to the pensioners under the EPS, 1995 by providing budgetary support, which is in addition to the budgetary support of 1.16 per cent of wages provided annually towards EPS to Employees' Provident Fund Organization (EPFO).

The Government of India is committed to provide a robust social security coverage through EPF Scheme, 1952, EPS-95 and EDLI Schemes being run by EPFO, to the members of these schemes, taking into consideration the sustainability of the respective funds as well as the future liabilities thereon.

STATEMENT

The details of the new members and establishments added during the last five years and current year, state-wise

FY	2020-21		2021-22		2022-23		2023-24		2024-25		2025-26 (Current Year)	
State Name	No of New joiner	No of Establishment(establis hments added)	No of New joiner	No of Establishment(establi shments added)	No of New joiner	No of Establishment(establis hments added)	No of New joiner	No of Establishment(esta blishment s added)	No of New joiner	No of Establishment(establis hments added)	No of New joiner	No of Establishment(establis hments added)
ANDAMAN AND NICOBAR ISLANDS	2277	104	2359	106	2478	140	2376	169	2057	138	1522	207
ANDHRA PRADESH	210912	5090	275656	5555	271601	4910	260762	5664	291813	6734	205965	8592
ARUNACHAL PRADESH	2030	337	3082	387	3232	411	2847	562	1977	490	1573	565
ASSAM	60771	3278	67054	4211	82265	4862	72953	6220	70057	7035	53559	4484
BIHAR	398339	9314	111341	8754	117778	8053	130649	10691	133756	9679	95857	11290
CHANDIGARH	88743	1938	110595	2229	118364	2228	114395	2626	110841	2515	89687	2965
CHATTISGARH	88576	3072	113672	3273	116096	3435	115514	4247	119220	4377	90845	4496
DELHI	476004	17727	691388	18458	824152	18824	810643	20967	835579	20220	680520	23174
GOA	44392	604	47381	672	54268	853	50878	961	49980	1000	37887	1031
GUJARAT	772369	13229	960448	14800	914829	14382	898640	16470	906964	17213	738898	21086
HARYANA	620870	11609	739102	12188	793341	11557	762192	13643	819804	13748	668506	17088
HIMACHAL PRADESH	85383	2763	95091	3708	87752	3478	84635	4384	89359	3102	64131	2855
JAMMU AND KASHMIR	35592	1466	40027	1742	40582	1736	38215	2306	40573	2493	27755	2661
JHARKHAND	79797	3951	104617	3843	104689	3634	108176	4287	153657	4049	71182	4741
KARNATAKA	901454	17573	1327682	20442	1387357	19187	1234585	21442	1300481	21006	1041792	24380

KERALA	116867	7153	183751	7409	213116	6792	201245	7505	206368	7947	149732	9839
LADAKH	208	97	840	122	895	629	603	573	358	482	596	383
MADHYA PRADESH	223896	8843	271683	9157	290393	9902	281639	11252	272411	11016	210497	12107
MAHARASHTRA	1567075	39379	2203697	46159	2323161	43039	2184029	48568	2246821	47473	1756087	54374
MANIPUR	2633	275	2550	267	3111	307	2070	250	2528	321	1911	337
MEGHALAYA	3816	221	6122	741	6169	423	5858	407	5923	308	5709	305
MIZORAM	631	28	812	85	645	55	713	82	800	102	696	71
NAGALAND	762	84	1318	93	1723	110	1734	200	1527	159	1555	135
ORISSA	116169	6070	169846	6844	181159	6016	178802	6773	181256	6579	123432	7389
PUNJAB	148403	2675	180049	3008	151057	2913	143971	3315	129795	3054	92534	3769
RAJASTHAN	296097	10625	388257	12312	379948	11220	394341	12569	403573	15059	316873	18620
SIKKIM	4887	79	5610	65	4334	49	3713	58	4400	65	3158	58
TAMIL NADU	974677	14558	1276243	17392	1310939	17547	1226597	19312	1267288	19709	989737	23333
TELANGANA	455830	12556	633036	14237	753370	13999	721655	16351	723147	16838	550269	20731
TRIPURA	3725	206	5334	211	4567	162	4659	278	4318	234	3689	304
UTTAR PRADESH	484881	22757	637733	24382	645432	27286	656831	34071	670422	31593	499673	36389
UTTARAKHAND	142126	2519	149546	2735	160027	3064	156589	3232	156058	3417	119810	3658
WEST BENGAL	339144	10742	465571	13192	489169	13495	485409	15623	500963	14536	357063	15890
State/UT not clearly identified.		0		0		0		0		0		2
Total	8749336	230922	11271493	258779	11837999	254698	11337918	295058	11704074	292691	9052700	337309

हरित क्षेत्र में कमी

3770. श्री देवेश शाक्य:

श्री बाबू सिंह कुशवाहा:

श्री नीरज मौर्य:

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

- (क) क्या राष्ट्रीय वन नीति के उद्देश्यों के विपरीत, औद्योगिक विस्तार, अवैध वृक्ष कटाई और अवसंरचना परियोजनाओं के कारण बरेली, बदायूं, शाहजहाँपुर, एटा, कासगंज और जौनपुर जिलों में हरित क्षेत्र में चिंताजनक रूप से कमी आई है और यदि हाँ, तो विगत पांच वर्षों और वर्तमान वर्ष के दौरान कमी का जिला-वार ब्यौरा क्या है;
- (ख) उक्त अवधि के दौरान उक्त जिलों में विकास परियोजनाओं के कार्यान्वयन के लिए काटे गए पेड़ों के बदले प्रतिपूरक वनीकरण निधि प्रबंधन और योजना प्राधिकरण (कैम्पा) के अन्तर्गत कितने पौधे लगाए गए हैं और जियो-टैगिंग के अनुसार वर्तमान में कितने पेड़ बचे हुए हैं;
- (ग) क्या सरकार ने जलवायु परिवर्तन से उत्पन्न बेमौसम बारिश और लू का उक्त जिलों में कृषि उत्पादकता पर पड़ने वाले प्रभाव के संबंध में कोई वैज्ञानिक अध्ययन किया है; और
- (घ) क्या राष्ट्रीय स्वच्छ वायु कार्यक्रम के अन्तर्गत असम्बद्ध शहरों की सूची में उक्त जिलों को शामिल कर इनके वायु गुणवत्ता में सुधार के लिए कोई विशिष्ट तकनीकी और बजटीय आवंटन सुनिश्चित किया गया है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

- (क) : पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के तहत एक संगठन, भारतीय वन सर्वेक्षण (एफएसआई), देहरादून द्विवार्षिक रूप से देश के वन और वृक्ष आवरण का आकलन करता है और इसके निष्कर्ष भारत राज्य वन रिपोर्ट (आईएसएफआर) में प्रकाशित किए जाते हैं। वन आवरण

आकलन एक व्यापक मानचित्रण प्रणाली है जो राष्ट्रीय वन सूची से गहन वास्तविक सत्यापन और क्षेत्र डेटा द्वारा समर्थित रिमोट सेंसिंग पर आधारित है। उत्तर प्रदेश राज्य के उपर्युक्त जिलों में वन क्षेत्र का ब्यौरा **विवरण** में दिया गया है।

(ख): प्रतिपूरक वनीकरण निधि (सीएएफ) अधिनियम, 2016 और इसके नियम, 2018 का उद्देश्य गैर-वन उद्देश्यों के लिए वन भूमि के उपयोग से वन आवरण और संबंधित पारिस्थितिकी तंत्र सेवाओं को होने वाले नुकसान को कम करना है। यह प्रतिपूरक वनीकरण, अवक्रमित वनों की बहाली, वन्यजीव प्रयावासों में वृद्धि और जैव विविधता संवर्धन जैसी कार्यविधियों के माध्यम से प्राप्त किया जाता है।

प्रतिपूरक वनीकरण निधि प्रबंधन और योजना प्राधिकरण (काम्पा) के धन का उपयोग वनों, वन्यजीवों और पारिस्थितिक सेवाओं में सुधार और संवर्धन से संबंधित वनों की बेहतरी के लिए विभिन्न कार्यविधियों को करने के लिए किया जाता है जिसमें कृत्रिम पुनर्जनन, सहायता प्राप्त प्राकृतिक पुनर्जनन, वनों की सुरक्षा, वन और वन्यजीव प्रबंधन से संबंधित वन संबंधी कार्यविधियां शामिल हैं।

राज्य/ संघ राज्य क्षेत्र काम्पा प्राधिकरण राष्ट्रीय काम्पा को अनुमोदन के लिए हर वर्ष वार्षिक संचालन योजना (एपीओ) प्रस्तुत करते हैं। उत्तर प्रदेश राज्य में प्रतिपूरक वनीकरण के तहत शामिल किए गए क्षेत्र का विवरण नीचे दिया गया है। मंत्रालय स्तर पर जिलावार आंकड़े नहीं रखे जाते हैं और यह रखरखाव संबंधित राज्य प्राधिकरणों द्वारा किया जाता है।

क्र.सं.	राज्य	2020-21		2021-22		2022-23		2023-24		2024-25	
		लक्ष्य (हे.में)	उपलब्धि (में)	लक्ष्य (हे.में)	उपलब्धि (हे.में)	लक्ष्य (हे.में)	उपलब्धि (हे.में)	लक्ष्य (हे.में)	उपलब्धि (हे.में)	लक्ष्य (हे.में)	उपलब्धि (हे.में)
1	उत्तर प्रदेश	1144.78	1136.58	1103.64	1091.43	1631.90	1604.68	1414.99	1288.60	2934.39	2839.78

उत्तर प्रदेश के वन क्षेत्र में आईएसएफआर 2021 और आईएसएफआर 2023 के बीच 118.43 वर्ग किलोमीटर की वृद्धि हुई है।

(ग): मंत्रालय ने जलवायु परिवर्तन के कारण होने वाली बेमौसम वर्षा और लू के कृषि उत्पादकता पर पड़ने वाले प्रभाव पर उक्त जिलों में कोई वैज्ञानिक अध्ययन नहीं किया है।

(घ): राष्ट्रीय, राज्य और शहर स्तर की स्वच्छ वायु कार्य योजनाओं के कार्यान्वयन के माध्यम से देश के 24 राज्यों/संघ राज्य क्षेत्रों के 130 शहरों में वायु गुणवत्ता में सुधार के लिए जनवरी 2019 में मंत्रालय द्वारा राष्ट्रीय स्वच्छ वायु कार्यक्रम (एनसीएपी) शुरू किया गया था।

सभी 130 शहरों द्वारा संबंधित शहरों में वायु गुणवत्ता सुधार उपायों को लागू करने के लिए शहर विशिष्ट स्वच्छ वायु कार्य योजनाएं तैयार की गई हैं। ये योजनाएं मिट्टी और सड़क की धूल, वाहनों के उत्सर्जन, अपशिष्ट जलाने, निर्माण और विध्वंस गतिविधियों और औद्योगिक प्रदूषण जैसे वायु प्रदूषण स्रोतों को लक्षित करती हैं।

उत्तर प्रदेश राज्य के बरेली, बदायूं, शाहजहांपुर, एटा, कासगंज और जौनपुर जिलों में से बरेली शहर को अवमानक शहर के रूप में पहचाना गया है जहां पीएम10 का स्तर लगातार 5 वर्षों की अवधि के लिए राष्ट्रीय परिवेश वायु गुणवत्ता मानकों (एनएएक्यूएस) से अधिक रहा है।

शहर की वायु गुणवत्ता में सुधार के लिए शहरी कार्य योजना को लागू करने के लिए बरेली शहर को राष्ट्रीय स्वच्छ वायु कार्यक्रम (एनसीएपी) के तहत वायु गुणवत्ता प्रदर्शन से जुड़े प्रोत्साहन के रूप में 130.17 करोड़ रुपये प्रदान किए गए हैं। एनसीएपी के तहत समन्वित प्रयासों के कारण, शहर के वायु गुणवत्ता में महत्वपूर्ण सुधार हुआ है, जिसमें पीएम10 का स्तर वित्तीय वर्ष 2017-18 में 207 माइक्रोग्राम/मीटर³ से घटकर वित्तीय वर्ष 2024-25 में 48 माइक्रोग्राम/मीटर³ हो गया है, जो 76.8% की वृद्धि दर्शाता है।

विवरण

आईएसएफआर 2019 और आईएसएफआर 2023 से उत्तर प्रदेश के बरेली, बदायूं, शाहजहांपुर, एटा, कासगंज और जौनपुर जिलों का वन आवरण

(वन आवरण वर्ग किलोमीटर में)

क्र.सं.	जिले	आईएसएफआर 2019 के अनुसार वन आवरण	आईएसएफआर 2023 के अनुसार वन आवरण
1	बरेली	45.00	39.07
2	बदायूं	32.04	27.90
3	शाहजहाँपुर	59.31	60.39
4	एटा	26.18	20.82
5	कासगंज/कांशीराम नगर	48.80	41.97
6	जौनपुर	67.02	64.00

LOAN PROVIDED BY NATIONALISED AND PRIVATE BANKS

3771. SHRI ANIL YESHWANT DESAI:

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

- the total amount of loan provided by nationalised and private banks to businessmen during the last five years;
- the guidelines issued by Reserve Bank of India to be observed by banks before granting of loan and whether private banks are also required to follow such guidelines, if so, the details thereof; and

- (c) the procedure to be followed for the refund of loan amount and whether there is any differential procedure for the recovery of big and small amount of loans, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): Reserve Bank of India (RBI) has apprised that information regarding loans provided to businessmen by Public Sector Banks and Private Sector Banks is not maintained at it. However, RBI publishes data of outstanding credit by occupation under Basic Statistical Return-I, which includes loans to industry, transport operators, professional and other services, trade, finance, personal, agriculture and others. Accordingly, occupation-wise outstanding credit of Public Sector Banks and Private Sector Banks, for last 5-years is at **Statement.**

(b) and (c): RBI has apprised that it has deregulated the credit related matters of banks, including, inter alia, lending norms, procedures, recovery of loans and other operational processes, to enable progressive deregulation of credit environment. However, guidelines and directions are periodically issued by RBI to banks for guidance on credit appraisal, exposure limits, application of risk weights, statutory restrictions in lending, pricing of loan and, role of boards in managing and monitoring loan portfolio. All banks, including private banks, are required to adhere to statutory and regulatory guidelines/directions issued by RBI.

Further, repayment of loan is to be made as per terms and conditions agreed between bank and the borrower for the specified loan. Banks have recourse to recover the loans through different mechanisms, including, inter alia, Debt Recovery Tribunals, provisions of the SARFAESI Act, 2002, Lok Adalat, One-Time Settlement and compromise. Banks may also initiate corporate insolvency under the provisions of the Insolvency and Bankruptcy Code, 2016, for resolution of loans. Banks are also required to adhere to 'Responsible Business Conduct' directions issued by RBI and not to resort to undue harassment for recovery of loans. The various mechanism for recovery available to banks are subject to the threshold prescribed under law and banks may resort to different recovery methods as per individual case, subject to board approved policies.

STATEMENT

Occupation-wise outstanding credit of Public Sector Banks and Private Sector Banks, for last 5-years

(Amount in ₹ Crore)

As on	Occupation	Public Sector Banks	Private Sector Banks
31.3.2022 5	Agriculture	14,14,961	5,90,592
	Industry	23,66,128	16,22,699
	Transport Operators	1,11,511	2,09,443
	Professional and Other Services	4,22,863	7,47,637

As on	Occupation	Public Sector Banks	Private Sector Banks
	Personal Loans	29,68,815	26,47,562
	Trade	8,77,950	7,74,510
	Finance	14,97,611	5,07,861
	All Others	1,61,787	4,22,434
	Total Bank Credit	98,21,626	75,22,737
31.3.2022 4	Agriculture	13,31,333	5,23,627
	Industry	21,65,888	14,83,862
	Transport Operators	1,01,825	1,94,010
	Professional and Other Services	3,92,957	6,41,600
	Personal Loans	24,96,473	24,70,788
	Trade	7,48,406	6,92,170
	Finance	13,23,159	5,46,872
	All Others	1,95,283	3,14,399
	Total Bank Credit	87,55,324	68,67,328
31.3.2022 3	Agriculture	11,51,617	4,25,939
	Industry	20,15,024	12,99,279
	Transport Operators	83,346	1,59,915
	Professional and Other Services	3,35,184	4,53,949
	Personal Loans	21,79,104	16,91,218
	Trade	7,06,280	5,98,959
	Finance	10,90,402	4,65,214

As on	Occupation	Public Sector Banks	Private Sector Banks
	All Others	1,47,007	2,74,133
	Total Bank Credit	77,07,965	53,68,606
31.3.2022	Agriculture	10,35,219	3,80,583
	Industry	18,89,937	11,41,919
	Transport Operators	73,020	1,31,250
	Professional and Other Services	3,45,196	4,10,942
	Personal Loans	18,29,987	13,88,238
	Trade	6,38,613	4,87,014
	Finance	7,90,984	3,74,470
	All Others	1,20,811	2,08,628
	Total Bank Credit	67,23,766	45,23,045
31.3.2021	Agriculture	9,29,773	3,25,080
	Industry	18,73,628	10,28,872
	Transport Operators	85,116	1,25,318
	Professional and Other Services	3,29,458	3,87,417
	Personal Loans	16,08,198	11,52,635
	Trade	6,53,265	4,33,610
	Finance	6,74,897	3,12,815
	All Others	1,09,047	1,55,948
	Total Bank Credit	62,63,382	39,21,696

Source: Reserve Bank of India

GIG AND PLATFORM WORKERS**3772. SHRI RAHUL GANDHI:**

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

- (a) the rationale for including gig and platform workers under the Code on Social Security but not the Code on Wages;
- (b) whether the Government plans to extend minimum wage protection to the said workers and if not, the reasons therefor;
- (c) the details of the number of gig-workers registered on the e-Shram portal, number covered under Central Government insurance, scheme-wise and the number of claims filed, accepted and rejected during the last five years and the current year, year and State/UT-wise;
- (d) the details of the number of work-related accidents and deaths involving gig-workers during the last five years and the current year, year and State/UT-wise;
- (e) whether the Government has taken cognizance of the demands raised by the protesting gig-workers; and
- (f) if so, the Government has any plans to address their concerns regarding arbitrary ID blocking, short delivery timeframes, incentive/penalty structures, unpredictable commissions, caste-based discrimination and lack of basic minimum facilities for women workers and if not, the reasons therefor?

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

(a) to (f): The Code on Social Security, 2020 has come into force on 21.11.2025 with the objective to consolidate and simplify the existing social security laws into a single framework and to extend social security coverage to all workers, including organized, unorganized, gig, platform, and self-employed workers.

For the first time, the definition of 'gig workers' and 'platform workers' and provisions related to the same have been provided in the Code on Social Security, 2020. Gig workers and platform workers are outside the traditional employer-employee relationship.

The Code provides for framing of suitable social security measures for gig workers and platform workers on matters relating to life and disability cover, accident insurance, health and maternity benefits, old age protection, etc. The Code provides for setting up of a Social Security Fund to finance these welfare schemes. The Code also has provisions to constitute a National Social Security Board for the purposes of the welfare of gig workers and platform workers.

The State-wise number of platform workers registered on eShram portal is at **Statement-I**. Details of platform workers registered on eShram portal and enrolled under different social security schemes is at **Statement-II**.

Multiple rounds of deliberations have been conducted with Aggregators, Knowledge Partners and Platform Workers Unions/Associations and State Government/UTs for social security framework of gig and platform workers.

The Code has provisions for setting up a toll-free call centre/helpline/facilitation centres for unorganised, gig workers, and platform workers.

STATEMENT-I

State-wise number of platform workers registered on eShram portal (as on 10.03.2026)

Sl. No.	State/UT	Total Registrations
1	Andaman And Nicobar Islands	203
2	Andhra Pradesh	39,494
3	Arunachal Pradesh	812
4	Assam	28,152
5	Bihar	1,12,397
6	Chandigarh	2,675
7	Chhattisgarh	6,299
8	Delhi	50,636
9	Goa	926
10	Gujarat	35,724
11	Haryana	20,647
12	Himachal Pradesh	1,924

13	Jammu And Kashmir	3,753
14	Jharkhand	16,252
15	Karnataka	38,514
16	Kerala	11,323
17	Ladakh	52
18	Lakshadweep	5
19	Madhya Pradesh	36,547
20	Maharashtra	1,37,789
21	Manipur	716
22	Meghalaya	834
23	Mizoram	149
24	Nagaland	584
25	Odisha	17,438
26	Puducherry	513
27	Punjab	15,645
28	Rajasthan	39,491
29	Sikkim	326
30	Tamil Nadu	34,250
31	Telangana	30,360
32	The Dadra And Nagar Haveli And Daman And Diu	142
33	Tripura	2,121
34	Uttar Pradesh	1,34,028

35	Uttarakhand	6,367
36	West Bengal	56,236

STATEMENT-II**Number of platform workers registered on eShram portal enrolled under various social welfare schemes****(as on 10.03.2026)**

S.No.	State/UT	ONORC	PM-SVANIDHI	VBIG_RAM-G	PMAY-G	IGNDPS	IGNWPS	PMAY-U	PMMSY	PMJJBY	PMSBY	PMJAY	PM-KISAN	PMMVY
1	Andaman And Nicobar Islands	38	1	1	1	-	-	-	-	4	49	30	3	-
2	Andhra Pradesh	17,236	941	5,456	75	2	118	1,167	7	592	5,950	5,512	1,501	202
3	Arunachal Pradesh	407	7	215	9	1	3	6	-	4	154	13	69	-
4	Assam	23,814	72	6,380	638	20	46	56	13	615	4,830	9,332	2,968	265
5	Bihar	88,311	343	8,971	2,599	47	125	119	2	1,070	14,325	15,282	7,266	667
6	Chandigarh	1,618	34	13	4	-	-	-	-	158	594	1,243	99	2
7	Chhattisgarh	4,215	132	615	57	3	2	36	-	145	1,166	1,561	219	61

8	Delhi	30,803	1,360	258	85	8	-	29	-	1,909	7,823	4,423	1,413	87
9	Goa	334	1	7	-	-	-	-	-	17	93	25	11	2
10	Gujarat	18,272	1,478	760	123	5	19	29	-	1,139	4,326	8,644	1,179	228
11	Haryana	14,296	410	339	29	10	4	8	-	908	3,048	7,688	902	37
12	Himachal Pradesh	766	3	142	3	-	-	5	-	57	257	151	100	-
13	Jammu And Kashmir	2,527	19	444	50	-	-	12	-	26	172	1,010	125	25
14	Jharkhand	12,364	126	1,759	191	4	14	27	1	817	3,305	3,447	1,167	96
15	Karnataka	23,859	761	3,494	19	13	17	19	-	1,403	4,785	5,360	1,041	156
16	Kerala	5,495	95	83	3	-	4	24	-	149	1,122	827	182	33
17	Ladakh	35	-	8	-	-	-	-	-	1	3	8	5	2
18	Lakshadweep	-	1	-	-	-	-	-	-	-	1	1	-	-
19	Madhya Pradesh	24,972	1,455	2,444	100	2	1	142	-	896	5,751	7,870	1,698	485
20	Maharashtra	90,951	3,021	7,409	459	4	19	223	4	2,327	14,612	17,291	10,379	475

21	Manipur	573	2	158	15	-	-	4	1	6	76	36	34	4
22	Meghalaya	395	-	242	26	-	1	-	-	3	123	72	73	6
23	Mizoram	98	1	34	5	-	-	5	-	2	26	33	42	2
24	Nagaland	521	2	107	15	-	-	10	-	5	117	55	83	4
25	Odisha	13,674	135	969	158	14	9	127	1	727	4,199	24	506	4
26	Puducherry	336	3	12	-	-	-	3	12	13	37	79	1	-
27	Punjab	9,986	297	339	9	-	2	23	-	581	2,341	3,584	272	55
28	Rajasthan	23,319	494	2,965	160	4	18	44	-	1,218	6,734	6,731	2,228	262
29	Sikkim	204	2	32	-	-	-	-	-	1	84	4	15	2
30	Tamil Nadu	14,872	385	970	65	7	8	63	-	311	1,944	2,714	300	354
31	Telangana	18,048	456	3,049	5	19	5	4	-	874	3,837	5,504	1,353	2

32	The Dadra And Nagar Haveli And Daman And Diu	77	-	-	1	-	-	1	-	3	10	20	3	-

33	Tripura	1,418	6	225	40	-	-	30	1	41	240	606	46	1
34	Uttar Pradesh	96,550	3,535	5,277	266	3	-	655	3	4,926	22,708	30,298	10,842	129
35	Uttarakhand	3,956	52	304	7	1	1	12	-	172	1,063	2,212	337	45
36	West Bengal	34,917	311	6,062	2,372	33	77	143	2	2,711	14,369	652	4,157	60

बदायूँ में पर्यटन का विकास एवं संवर्धन

3773. श्री आदित्य यादव:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने उत्तर प्रदेश के बदायूँ जिले में पर्यटन के व्यापक विकास और संवर्धन के लिए कोई पहल की है जो अपने ऐतिहासिक स्मारकों, सांस्कृतिक विरासत और धार्मिक महत्व के कारण घरेलू और विदेशी पर्यटकों को आकर्षित करता है;
- (ख) यदि हां, तो केंद्रीय और राज्य योजनाओं के अंतर्गत स्वीकृत परियोजनाओं का ब्यौरा क्या है;
- (ग) क्या सरकार द्वारा उक्त जिले में पर्यटन को बढ़ावा देने और रोजगार पैदा करने के लिए अवसंरचना के विकास के प्रयास जैसे कि संपर्क में सुधार, आवास और पर्यटक सुविधाओं के साथ-साथ डिजिटल अभियान और सांस्कृतिक कार्यक्रमों सहित प्रचार गतिविधियां कार्यान्वित की गई हैं या नियोजित हैं; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (घ): पर्यटन स्थलों और पर्यटन उत्पादों का विकास मुख्य रूप से संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है।

पर्यटन मंत्रालय राज्य की योजनाओं के तहत स्वीकृत परियोजनाओं का विवरण नहीं रखता है। हालांकि, पर्यटन मंत्रालय अपनी विभिन्न योजनाओं, जैसे- 'स्वदेश दर्शन (एसडी)', 'स्वदेश दर्शन 2.0 (एसडी 2.0)', 'चुनौती आधारित गंतव्य विकास (सीबीडीडी)'- स्वदेश दर्शन 2.0 के अंतर्गत एक पहल और 'तीर्थस्थल कायाकल्प एवं आध्यात्मिक विरासत संवर्धन अभियान (प्रशाद)' आदि के तहत, राज्य सरकारों/संघ राज्यक्षेत्रों को उनसे योजना दिशानिर्देशों एवं सरकारी निर्देशों के अनुरूप परियोजना प्रस्ताव प्राप्त होने पर तथा निधि की उपलब्धता, पारस्परिक

प्राथमिकता आदि के अध्यधीन, देश में पर्यटन संबंधी अनुभव को बेहतर बनाने के लिए पर्यटन अवसंरचना के विकास के लिए वित्तीय सहायता प्रदान करता है।

इसके अतिरिक्त, भारत सरकार ने 2024-25 में 'राज्यों को पूंजी निवेश के लिए विशेष सहायता (एसएससीआई) - वैश्विक स्तर पर प्रतिष्ठित पर्यटक केंद्रों का विकास' योजना के तहत उत्तर प्रदेश राज्य में 'आगरा जिले में बटेश्वर का विकास' नामक परियोजना के लिए 74.05 करोड़ रुपये और 'श्रावस्ती में एकीकृत बौद्ध पर्यटन विकास' नामक परियोजना के लिए 80.24 करोड़ रुपये की मंजूरी दी।

पर्यटन मंत्रालय की योजनाओं के तहत परियोजना की आवश्यकता के अनुसार, पर्यटन स्थलों पर पर्यटन सुविधाओं को बेहतर बनाने वाले विभिन्न घटकों को मंजूरी देने पर विचार किया जाता है, जिनमें पर्यटन के मुख्य उत्पाद, पर्यटन गतिविधियां, सुरक्षा, स्वच्छता, कनेक्टिविटी, पार्किंग, सामान्य स्थल विकास, सौम्य पहल आदि शामिल हैं। इसके अलावा, पर्यटन मंत्रालय वेबसाइट, कार्यक्रमों, सोशल मीडिया आदि जैसे विभिन्न प्रचार साधनों के माध्यम से उत्तर प्रदेश सहित देश के विभिन्न पर्यटन स्थलों और उत्पादों का समग्र रूप से संवर्धन करता है। मंत्रालय राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों को स्थानीय समुदायों के साथ जुड़ने और पूर्ण परियोजनाओं के सुचारु संचालन एवं रखरखाव को सुनिश्चित करने के लिए भी प्रोत्साहित करता है, ताकि, पर्यटकों की संख्या में वृद्धि हो सके, स्थानीय रोजगार सृजित हो सके और समग्र पर्यटक संतुष्टि में सुधार हो सके।

उत्तर प्रदेश राज्य में एसडी, एसडी 2.0, सीबीडीडी और प्रशाद योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा विवरण में दिया गया है।

उत्तर प्रदेश राज्य में एसडी, एसडी 2.0, सीबीडीडी और प्रशाद योजनाओं के तहत स्वीकृत परियोजनाओं का विवरण:

योजना	परियोजना का नाम	स्वीकृति वर्ष/ परिपथ	स्वीकृत राशि (करोड़ रु. में)
एसडी	श्रावस्ती, कुशीनगर और कपिलवस्तु का विकास	बौद्ध परिपथ 2016-17	87.89
	चित्रकूट और श्रृंगवेरपुर का विकास	रामायण परिपथ 2016-17	69.45
	अहर - अलीगढ़ - कासगंज - सरोसी (उन्नाव)- प्रतापगढ़-कौशांबी-मिर्जापुर - गोरखपुर - डुमरियागंज - बस्ती - बाराबंकी - आजमगढ़ - कैराना - बागपत - शाहजहांपुर का विकास	आध्यात्मिक परिपथ 2016-17	71.91
	बिजनौर-मेरठ-कानपुर - कानपुर देहात - बांदा- गाजीपुर-सलेमपुर- घोसी - बलिया - अम्बेडकर नगर-अलीगढ़-फतेहपुर-देवरिया-महोबा- सोनभद्र - चंदौली - मिश्रिख - भदोही का विकास	आध्यात्मिक परिपथ 2016-17	67.51
	कालिंजर किला (बांदा) - मगहरधाम (संत कबीर नगर) -चौरीचौरा, शहीद स्थल (फतेहपुर)-महुअर शहीद स्थल (घोसी)-शहीद स्मारक (मेरठ) का विकास	विरासत परिपथ 2016-17	36.65
	अयोध्या का विकास	रामायण परिपथ 2017-18	127.21
	जेवर - दादरी - सिकंदराबाद - नोएडा - खुर्जा - बांदा का विकास	आध्यात्मिक परिपथ	12.03

		2018-19	
	गोरखनाथ मंदिर (गोरखपुर), देवीपट्टन मंदिर (बलरामपुर) और बटवाशनी मंदिर (डुमरियागंज) का विकास	आध्यात्मिक परिपथ 2018-19	18.30
स्वदेश दर्शन 2.0	वैदिक - वेलनेस एक्सपीरियंस	2023-24	17.80
	आजाद पार्क और देखो प्रयागराज ट्रेल एक्सपीरियंस	2023-24	14.52
सीबीडीडी	महोबा में सांस्कृतिक परिदृश्य का विकास	2024-25	24.98
प्रशाद	वाराणसी का विकास - चरण-I	2015-16	18.73
	मेगा पर्यटक परिपथ (चरण-II) के रूप में मथुरा-वृंदावन का विकास	2014-15	10.98
	गंगा, वाराणसी में रिवर क्रूज पर्यटन	2017-18	9.02
	वृंदावन में पर्यटक सुविधा केन्द्र का निर्माण	2014-15	9.36
	वाराणसी का विकास – चरण-II	2017-18	44.60
	गोवर्धन में अवसंरचना सुविधाओं का विकास	2018-19	37.59

लगाया और एकत्र किया गया उपकर

3774. श्री राजकुमार रोटः

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा वर्तमान में देश में लगाए जा रहे उपकर के प्रकार क्या हैं;

(ख) सरकार द्वारा देश में प्रतिवर्ष एकत्रित किए जाने वाले उपकर की राशि का ब्यौरा क्या है; और

(ग) क्या सरकार का शहरी विकास के लिए लगाए गए 'स्वच्छता उपकर' या शिक्षा के लिए 'शिक्षा उपकर' की तर्ज पर अनुसूचित क्षेत्रों के सामाजिक-आर्थिक विकास के लिए कोई उपकर लगाने/अधिरोपित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) और (ख) : वर्तमान में लगाए गए और सालाना एकत्र किए जाने वाले उपकरणों के प्रकार **विवरण** में संलग्न हैं।

(ग) : ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

विवरण

प्रमुख करों के हिस्से के रूप में लगाए गए और एकत्र किए गए प्रमुख उपकरणों का ब्यौरा

(करोड़ रुपये
में)

क्र. स.	उपकरण का नाम	2020-21	2021-22	2022-23	2023-24	2024-25	संशोधित अनुमान 2025-26	बजट अनुमान 2026-27
उपकरण जो प्रचालन में हैं:								
1	कृषि अवसंरचना एवं विकास उपकरण	0.00	76950.68	74142.03	80923.60	75455.06	81580.00	85440.00
2	कच्चे तेल पर उपकरण	10894.44	19353.84	21497.14	18803.41	17931.29	15810.00	16210.00
3	निर्यात पर उपकरण	9214.64	1457.10	852.44	-3.19	9.05	10.00	10.00
4	वस्तु एवं सेवा कर क्षतिपूर्ति उपकरण**	85191.91	104768.66	125862.41	141436.1 6	150569.8 4	88000.00	0.00
5	स्वास्थ्य उपकरण	-13.52	31.02	24.01	22.90	0.14	0.00	0.00
6	स्वास्थ्य एवं शिक्षा उपकरण	35821.55	52732.33	61809.29	71156.96	84337.16	90000.00	100000.00
7	राष्ट्रीय आपदा आकस्मिकता शुल्क	5098.81	6138.30	7168.30	7812.25	8341.22	10140.00	10910.00

8	सड़क एवं अवसंरचना उपकर*	235782.5 5	195986.96	59234.95	44552.49	44679.82	45780.00	46930.00
9	स्वास्थ्य सुरक्षा से राष्ट्रीय सुरक्षा उपकर	0.00	0.00	0.00	0.00	0.00	2330.00	14000.00
	कुल (1 से 9)	381990.3 8	457418.89	350590.57	364704.5 8	381323.5 8	333650.00	273500.00

*इसमें पेट्रोल और डीजल पर अतिरिक्त उत्पाद शुल्क शामिल है, जिसे 'सड़क और अवसंरचना उपकर' की शुरुआत से पहले 'सड़क उपकर' के रूप में जाना जाता था।

**दिनांक 1 फरवरी, 2026 से जीएसटी क्षतिपूर्ति उपकर नहीं लगाया गया है।

EFFECTIVENESS OF NAPS IN PROMOTING APPRENTICESHIPS

3775. SHRI RAMASAHAYAM RAGHURAM REDDY:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- whether the National Apprenticeship Promotion Scheme (NAPS) has met its targets for apprenticeship placements during the last year and the current year;
- if so, the number of apprentices placed and the sectors in which have been employed;

- (c) the impact of NAPS on improving employment opportunities for youth; and
- (d) whether any challenges faced in implementing NAPS and if so, the details thereof along with the measures taken by the Government to address these challenges?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): The National Apprenticeship Promotion Scheme (NAPS) aims to promote apprenticeship training across the country. Launched in August 2016, the scheme is currently being implemented under its second phase, namely NAPS-2, since FY 2022-23. Under NAPS-2, the Government shares partial stipend support, limited to 25% of the minimum prescribed stipend payable to apprentices, subject to a maximum of ₹1,500 per apprentice per month, which is disbursed directly to the bank accounts of apprentices through the Direct Benefit Transfer (DBT) mechanism. The scheme is governed by the Apprentices Act, 1961, and the rules made thereunder. The number of apprentices engaged by establishments under the scheme during the last year and the current year is as under:

Table

Financial Year	Apprentices engagement target under NAPS-2 (in lakhs)	Apprentices Engaged (in lakhs)
(1)	(2)	(3)
2024-25	12	9.85
2025-26*	13	9.24

*Upto 31st December, 2025.

Apprenticeship training under NAPS is being offered across a wide range of sectors including Automotive, IT-ITeS, Electronics, Retail, Electrical (including new and renewable energy), Production & Manufacturing, Tourism and Hospitality, Rubber, Telecom and Logistics, among others. There is no placement target under the scheme. As per the Third-Party Evaluation of NAPS-2.0 conducted by Arun Jaitley National Institute of Financial Management (AJNIFM), around 72% of apprentices surveyed reported receiving offers of full-time employment after completion of apprenticeship training. This suggests that apprenticeship training facilitates the transition from training to employment. The evaluation further indicates that, depending on workforce requirements and business conditions, apprenticeships are increasingly being utilised by industry as a pipeline for future workforce requirements across establishments and sectors.

(d): The Government has undertaken several policy and administrative measures to strengthen the apprenticeship ecosystem to facilitate more

participation of establishments and youth under the National Apprenticeship Promotion Scheme (NAPS). The 38th meeting of the Central Apprenticeship Council (CAC) approved measures including 36% increase in stipend with Consumer Price Index (CPI)-linked revisions, bringing Apprenticeship Embedded Degree/Diploma Programmes (AEDP) under the ambit of Act, promotion of online and blended learning, enabling apprentices to train at client locations in India and abroad, inclusive provisions for persons with benchmark disabilities, expansion of apprenticeship opportunities to emerging sectors under NIC-2008, and recommendation for additional regional apprenticeship boards. Under the Jan Vishwas 2.0 Bill, currently under examination by a Select Committee of Parliament, the Apprentices Act is proposed to be aligned towards ease of doing business, compliance-oriented framework, with enforcement envisaged primarily through civil penalties and structured processes, consistent with the stated policy direction of decriminalisation while retaining statutory accountability. Under NAPS, to promote apprenticeship engagement in North-Eastern Region (NER), a focused pilot initiative was launched on 20.05.2025, that facilitates an additional incentive upto ₹1,500 per month to NER candidates undergoing Apprenticeship in any other state other than their domiciled State. This is over and above the government share of stipend upto ₹1,500 under NAPS. Further, the Ministry has introduced Certificate of Proficiency (CoP) for Optional Trade apprentices, which enables establishments to issue certification to apprentices upon successful completion of training through the Apprenticeship Portal. This initiative is expected to

significantly improve the assessment and certification rate amongst Optional Trade apprentices.

सीतापुर की ऐतिहासिक और सांस्कृतिक धरोहर का संरक्षण

3776. श्री राकेश राठौर:

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार इस तथ्य से अवगत है कि सीतापुर जिले में कई ऐतिहासिक और सांस्कृतिक स्थल जैसे कि खैराबाद इमामबाड़ा, भूलभूलैया, आस्तिक बाबा मंदिर, नरोत्तम दास स्मारक और सूर्यकुंड तीर्थ जर्जर और उपेक्षित स्थिति में हैं;
- (ख) यदि हां, तो सरकार द्वारा उक्त स्थलों के संरक्षण, जीर्णोद्धार और विकास के लिए क्या विशिष्ट कदम उठाए गए हैं,
- (ग) क्या सरकार द्वारा सांस्कृतिक विरासत के संरक्षण के लिए स्थानीय स्तर पर कोई विशेष बजट आवंटन या योजनाएं कार्यान्वित की जा रही हैं;
- (घ) क्या इन स्थलों के संरक्षण में स्थानीय समुदायों, स्वैच्छिक संगठनों और विशेषज्ञों को शामिल किया जा रहा है;
- (ङ) क्या सरकार का इन स्थलों को केंद्र संरक्षित स्मारकों की सूची में शामिल करने का कोई प्रस्ताव है; और
- (च) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ग): देश भर में भारतीय पुरातत्व सर्वेक्षण के क्षेत्राधिकार के अंतर्गत 3686 केंद्रीय संरक्षित स्मारक हैं। भारतीय पुरातत्व सर्वेक्षण, इन स्मारकों/स्थलों के संरक्षण और परिरक्षण का कार्य संरक्षण की आवश्यकता और संसाधनों की उपलब्धता के अनुसार करता है। तथापि सीतापुर जिले में खैराबाद इमामबाड़ा, भूलभूलैया, आस्तिक बाबा का मंदिर, नरोत्तम दास स्मारक और सूर्यकुंड

तीर्थ को भारतीय पुरातत्व सर्वेक्षण द्वारा केंद्रीय संरक्षित स्मारकों के रूप में अधिसूचित नहीं किया गया है।

विगत तीन वर्षों के दौरान, सभी केंद्रीय संरक्षित स्मारकों/स्थलों पर किया गया आवंटन और किए गए व्यय का विवरण निम्नानुसार है: -

(राशि करोड़ में)

क्र. सं.	वर्ष	आवंटन	व्यय
1.	2022-23	392.71	391.93
2.	2023-24	443.53	443.53
3.	2024-25	313.43	313.04
4.	2025-26 (दिनांक 05.03.2026 तक)	375.28	333.92

(घ): भारतीय पुरातत्व सर्वेक्षण अपने केंद्रीय संरक्षित स्मारकों के समग्र संरक्षण और विकास कार्य के लिए सभी आवश्यक कदम उठा रहा है। भारतीय पुरातत्व सर्वेक्षण के मंडल कार्यालयों द्वारा संरक्षित स्मारकों के संरक्षण के प्रति स्थानीय समुदायों की जागरूकता बढ़ाने और भावी पीढ़ियों के लिए इन स्मारकों को सुरक्षित रखने हेतु विभिन्न अवसरों पर प्रदर्शनियों/संगोष्ठियों/धरोहर-पदयात्राओं का आयोजन किया जाता है, जिसमें स्थानीय क्षेत्र के साथ-साथ बाहर के कई विशेषज्ञों को भी व्याख्यान देने के लिए आमंत्रित किया जा रहा है। भारतीय पुरातत्व सर्वेक्षण पारंपरिक परिवारों से स्थानीय कारीगरों, राजमिस्त्री और अन्य कुशल/अकुशल मजदूरों को कार्य पर रख कर स्थानीय रोजगार को भी प्राथमिकता देता है।

(ङ) और (च): प्राचीन स्मारकों/पुरातात्विक स्थलों और अवशेषों का संरक्षण किया जाना एक सतत् प्रक्रिया है। इन स्मारकों और स्थलों का मूल्यांकन, उनके पुरातात्विक, ऐतिहासिक और

वास्तुशिल्पीय महत्व के आधार पर किया जाता है और इस प्रक्रिया के दौरान, जो स्मारक और स्थल इस योग्य पाए जाते हैं तो उन्हें प्राचीन संस्मारक तथा पुरातत्वीय स्थल और अवशेष अधिनियम, 1958 के प्रावधानों के अनुसार राष्ट्रीय महत्व के स्मारक/स्थल के रूप में घोषित किया जाता है। वर्तमान में, इन स्थलों को केंद्रीय संरक्षित स्मारकों की सूची में शामिल किये जाने से संबंधित कोई प्रस्ताव विचारधीन नहीं है।

भिंड और दतिया जिलों में कौशल प्रशिक्षण

3777. श्रीमती संध्या राय:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

- (क) मध्य प्रदेश के भिंड और दतिया जिलों के उन युवाओं की संख्या कितनी है, जिन्हें वर्ष 2026-27 के दौरान कौशल प्रशिक्षण प्रदान करने का लक्ष्य रखा गया है और साथ ही विगत तीन वर्षों और वर्तमान वर्ष के दौरान अब तक प्रशिक्षित युवाओं की संख्या कितनी है;
- (ख) क्या उक्त जिलों में प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई) और जन शिक्षण संस्थान (जेएसएस) के अंतर्गत संचालित प्रशिक्षण केंद्रों की संख्या पर्याप्त है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और ऐसे नए केंद्र खोलने की क्या योजना है;
- (ग) क्या सरकार के पास उक्त जिलों में प्रशिक्षित युवाओं के वास्तविक रोजगार/स्वरोजगार के संबंध में आंकड़ा उपलब्ध है और यदि हां, तो जिला-वार तत्संबंधी ब्यौरा क्या है;
- (घ) क्या सरकार का विचार स्थानीय उद्योगों, कृषि आधारित इकाइयों और रक्षा/सीमावर्ती क्षेत्रों की आवश्यकताओं के अनुरूप विशेष कौशल पाठ्यक्रम शुरू करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ड) क्या सरकार का विचार उक्त जिलों के युवाओं को भाषा और कौशल प्रशिक्षण प्रदान करने या विदेश में रोजगार दिलाने हेतु किसी विशेष कार्यक्रम का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (ग): भारत सरकार के स्किल इंडिया मिशन (सिम) के तहत, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) विभिन्न योजनाओं, जैसे प्रधान मंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षुता संवर्धन योजना (एनएपीएस) और शिल्पकार प्रशिक्षण योजना (सीटीएस) के माध्यम से औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) द्वारा देश भर में समाज के सभी वर्गों, जिनमें मध्य प्रदेश के जिले भी शामिल हैं, को कौशल, पुनः कौशल और कौशलान्तरण प्रशिक्षण प्रदान करता है। सिम का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार करना और उन्हें उद्योग से संबंधित कौशल से सुसज्जित करना है।

मध्य प्रदेश के भिंड और दतिया जिलों में पिछले तीन वर्षों और चालू वर्ष (31.12.2025 तक) के दौरान एमएसडीई की विभिन्न योजनाओं के तहत प्रशिक्षित उम्मीदवारों का ब्यौरा निम्नलिखित है:

	पीएमकेवीवाई	जेएसएस	एनएपीएस	आईटीआई
भिंड जिला	3,353	7,317	1,946	8,565
दतिया जिला	4,653	7,360	123	4,758

एमएसडीई की योजनाएँ मांग आधारित हैं और इन योजनाओं के अंतर्गत प्रशिक्षण केंद्र आवश्यकता के आधार पर स्थापित या कार्यरत किए जाते हैं। मध्य प्रदेश के भिंड और दतिया जिलों में 31.12.2025 तक स्थापित या कार्यरत प्रशिक्षण केंद्रों का ब्यौरा इस प्रकार है:

	पीएमकेवीवाई 4.0 केंद्र(एसटीटी+एसपी)	जेएसएस केंद्र	एनएपीएस प्रतिष्ठान	आईटीआई
भिंड जिला	12	01	26	29
दतिया जिला	17	01	06	19

इसके अलावा, देश में व्यावसायिक प्रशिक्षण की समग्र गुणवत्ता और प्रासंगिकता को बढ़ाने के लिए, एमएसडीई ने उन्नत आईटीआई के माध्यम से प्रधानमंत्री कौशल और रोजगार क्षमता परिवर्तन (पीएम सेतु) योजना शुरू की है, जिसका उद्देश्य अन्य बातों के अलावा, हब और स्पोक मॉडल में 1,000 सरकारी आईटीआई (200 हब आईटीआई और 800 स्पोक आईटीआई) को उन्नत करना है, जिसमें उन्नयन में स्मार्ट क्लासरूम, आधुनिक प्रयोगशालाएं, डिजिटल सामग्री और उद्योग की जरूरतों के अनुरूप नए पाठ्यक्रम शामिल हैं।

पीएमकेवीवाई के पहले तीन चरणों (पीएमवीवाई 1.0, पीएमकेवीवाई 2.0 और पीएमकेवीवाई 3.0) के तहत अल्पकालिक प्रशिक्षण घटक के अंतर्गत प्लेसमेंट पर नजर रखी गई, जो 2015-16 से 2021-22 तक लागू की गई। पीएमकेवीवाई (1.0, 2.0 और 3.0) के अंतर्गत मध्य प्रदेश के भिंड जिले में 3058 उम्मीदवारों को रोजगार मिला और 229 उम्मीदवार स्वरोजगार में शामिल हुए। इसी प्रकार, मध्य प्रदेश के दतिया जिले में 2,621 उम्मीदवारों को रोजगार मिला और 504 उम्मीदवार स्वरोजगार में शामिल हुए। पीएमकेवीवाई 4.0 के अंतर्गत प्रशिक्षित उम्मीदवारों को विभिन्न करियर विकल्प चुनने के लिए सशक्त बनाने और उन्हें इसके लिए उपयुक्त मार्गदर्शन प्रदान करने पर ध्यान केंद्रित किया गया है। स्किल इंडिया डिजिटल हब (सिद्ध) कौशल प्रशिक्षण के लिए विभिन्न प्रकार के पाठ्यक्रम प्रदान करता है और प्रशिक्षित उम्मीदवारों के लिए रोजगार और शिक्षुता के अवसरों तक पहुंच को सुगम बनाता है, जो सिद्ध पोर्टल पर उपलब्ध हैं। इसके अलावा, प्रमाणित उम्मीदवारों को रोजगार के अवसर प्रदान करने के लिए कौशल मेले और प्रधानमंत्री राष्ट्रीय शिक्षुता मेले (पीएमएनएम) आयोजित किए गए हैं। जेएसएस के अंतर्गत,

उद्यमशीलता और आजीविका संवर्धन के लिए उम्मीदवारों को प्रशिक्षित करने हेतु आजीविका प्रकोष्ठ की स्थापना की गई है।

(घ): सभी राज्यों/संघ राज्य क्षेत्रों में स्थापित जिला कौशल समितियों (डीएससी) को जिला कौशल विकास योजनाएँ (डीएसडीपी) तैयार करने का दायित्व सौंपा गया है, जो रोजगार के अवसरों वाले क्षेत्रों के साथ-साथ जिले में कौशल की संबंधित मांग की पहचान करती हैं और कौशल प्रशिक्षण के लिए उपलब्ध सुविधाओं की रूपरेखा बनाती हैं। सरकार के कौशल विकास कार्यक्रम कृषि आधारित इकाइयों सहित स्थानीय उद्योग की आवश्यकताओं के अनुरूप पहचाने गए कौशल अंतर को पाटने के लिए तैयार और कार्यान्वित किए जाते हैं

(ङ): भारतीय युवाओं को विदेशों में रोजगार के अवसरों के लिए तैयार करने हेतु एमएसडीई ने बेंगलुरु, भुवनेश्वर, गुवाहाटी, हैदराबाद, कानपुर, लुधियाना और वाराणसी में 7 स्किल इंडिया इंटरनेशनल सेंटर (एसआईआईसी) स्थापित किए हैं। ये केंद्र गंतव्य देशों के अंतरराष्ट्रीय मानकों और आवश्यकताओं के अनुरूप अंतरराष्ट्रीय स्तर पर संरेखित डोमेन कौशल प्रशिक्षण और भाषा प्रशिक्षण प्रदान करते हैं।

इसके अतिरिक्त, विदेश मंत्रालय की प्रवासी कौशल विकास योजना (पीकेवीवाई) के तहत प्रस्थान-पूर्व अभिविन्यास प्रशिक्षण (पीडीओटी) दिया जाता है ताकि उम्मीदवारों को भाषा से परिचित कराया जा सके, गंतव्य देशों के सांस्कृतिक पहलुओं, श्रम कानूनों और सुरक्षित प्रवास प्रक्रियाओं के बारे में जानकारी दी जा सके।

बिहार में महिलाओं की श्रम बल भागीदारी दर

3778. श्री राजेश रंजन:

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

(क) विगत पांच वर्षों और वर्तमान वर्ष के दौरान देश में, विशेषकर बिहार में, महिलाओं की वर्ष-

वार और राज्य/संघ राज्यक्षेत्र-वार श्रम बल भागीदारी दर का ब्यौरा क्या है;

- (ख) उक्त अवधि के दौरान बिहार में रोजगार प्रोत्साहन योजना के अंतर्गत लाभान्वित महिला लाभार्थियों की संख्या का ब्यौरा क्या है;
- (ग) क्या बिहार में महिलाओं की कार्यबल भागीदारी के निम्न स्तर के संबंध में कोई मूल्यांकन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) सरकार द्वारा उक्त अवधि के दौरान बिहार में महिला रोजगार प्रोत्साहन कार्यक्रमों के लिए आवंटित और जारी की गई धनराशि का ब्यौरा क्या है; और
- (ङ) सरकार द्वारा बिहार में महिलाओं की कार्यबल भागीदारी में सुधार के लिए सुझाए गए लक्षित उपायों का ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (ङ.): रोजगार और बेरोजगारी का आधिकारिक डाटा आवधिक श्रम बल सर्वेक्षण (पीएलएफएस) द्वारा एकत्र किया जाता है जिसे सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) द्वारा वर्ष 2017-18 से आयोजित किया जा रहा है। नवीनतम वार्षिक पीएलएफएस रिपोर्ट के अनुसार, देश में 15 वर्ष और उससे अधिक आयु की महिलाओं की सामान्य स्थिति के आधार पर अनुमानित श्रम बल भागीदारी दर (एलएफपीआर) वर्ष 2017-18 में 23.3%, वर्ष 2018-19 में 24.5%, वर्ष 2019-20 में 30.0%, वर्ष 2020-21 में 32.5%, वर्ष 2021-22 में 32.8%, वर्ष 2022-23 में 37.0% और वर्ष 2023-24 में 41.7% थी। इसके अलावा, इसी अवधि के दौरान बिहार राज्य में 15 वर्ष और उससे अधिक आयु की महिलाओं के लिए अनुमानित एलएफपीआर क्रमशः 38.2%, 40.4%, 41.8%, 41.9%, 41.8%, 48.9% और 53.2% था। पीएलएफएस रिपोर्ट में राज्य/संघ राज्य क्षेत्र-वार की जानकारी उपलब्ध है, जिसे सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय की वेबसाइट <https://www.mospi.gov.in/publications-reports> पर देखा जा सकता है।

इसके अतिरिक्त, बिहार राज्य में 15 वर्ष और उससे अधिक आयु की महिलाओं के लिए सामान्य स्थिति के आधार पर अनुमानित बेरोजगारी दर (यूआर) वर्ष 2017-18 में 2.8% से घटकर वर्ष 2023-24 में 1.4% हो गई है और बिहार राज्य में इसी अवधि के दौरान 15 वर्ष और उससे अधिक आयु की महिलाओं के लिए सामान्य स्थिति के आधार पर रोजगार का संकेत देने वाला अनुमानित कामगार जनसंख्या अनुपात (डब्ल्यूपीआर) 4.0% से बढ़कर 30.1% हो गया है। रोजगार सृजन के साथ-साथ नियोजनीयता में सुधार करना सरकार की प्राथमिकता है। सरकार, महिला श्रम बल भागीदारी दर (एलएफपीआर) को बढ़ावा देने के लिए विभिन्न योजनाएं कार्यान्वित कर रही है। सरकार द्वारा कार्यान्वित की जा रही विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों का ब्यौरा https://dge.gov.in/dge/schemes_programmes पर देखा जा सकता है।

महिलाओं के रोजगार को प्रोत्साहित करने के लिए, चार श्रम संहिताओं- वेतन संहिता, 2019, औद्योगिक संबंध संहिता, 2020, सामाजिक सुरक्षा संहिता, 2020 और व्यावसायिक सुरक्षा, स्वास्थ्य और कार्य दशाएं संहिता, 2020 को दिनांक 21 नवंबर 2025 से लागू कर दिया गया है, जिसमें 29 पूर्ववर्ती श्रम कानूनों को युक्तिसंगत बनाया गया है।

इन श्रम संहिताओं में महिला श्रम बल भागीदारी को बढ़ावा देने के लिए विभिन्न प्रावधान हैं जैसे:-

(i) कार्यस्थल के विवादों के समाधान में महिलाओं की राय को शामिल करने के लिए शिकायत निवारण समिति में उनका आनुपातिक प्रतिनिधित्व।

(ii) 26 सप्ताह तक का सवैतनिक मातृत्व अवकाश, साथ ही गोद लेने वाली और कमीशनिंग माताओं के लिए 12 सप्ताह तथा मातृत्व अवकाश के बाद जहां संभव हो वहां रिमोट कार्य की अनुमति देना।

(iii) समान या समान कार्य के लिए वेतन और रोजगार की शर्तों के मामले में लिंग आधारित भेदभाव का निषेध।

(iv) कामकाजी माताओं को काम और पारिवारिक जीवन के बीच संतुलन बनाने में मदद करने के लिए छह साल से कम उम्र के बच्चों के लिए शिशु गृह सुविधाओं को बढ़ावा देना।

इसके अलावा, व्यावसायिक सुरक्षा, स्वास्थ्य और कार्यदशाएं संहिता, 2020 ने महिलाओं को सभी संस्थानों में सभी तरह के कामों के लिए कार्य करने की अनुमति दी है और उनकी सहमति से उन्हें सुबह 6 बजे से पहले और शाम 7 बजे के बाद भी काम पर रखा जा सकता है, बशर्ते सुरक्षा, छुट्टियों और काम के घंटों से जुड़ी शर्तों का पालन किया जाए। यह संहिता यह भी कहती है कि किसी भी खतरनाक या जोखिम भरे काम में महिलाओं को लगाने से पहले संस्थानों को पर्याप्त सुरक्षा उपाय करने होंगे।

कार्यस्थल पर महिलाओं की सुरक्षा सुनिश्चित करने के लिए, महिला एवं बाल विकास मंत्रालय ने एक इलेक्ट्रॉनिक प्लेटफॉर्म "SHe-Box पोर्टल" शुरू किया है, जिसमें 'कार्यस्थल पर महिलाओं के यौन उत्पीड़न (रोकथाम, निषेध और निवारण) अधिनियम, 2013' (यौन उत्पीड़न अधिनियम) के विभिन्न प्रावधान शामिल हैं।

सरकार, महिला कामगारों की रोजगार क्षमता बढ़ाने के लिए उन्हें महिला औद्योगिक प्रशिक्षण संस्थानों, राष्ट्रीय व्यावसायिक प्रशिक्षण संस्थानों और क्षेत्रीय व्यावसायिक प्रशिक्षण संस्थानों के नेटवर्क के माध्यम से प्रशिक्षण प्रदान कर रही है।

सरकार ने महिलाओं के शैक्षिक, सामाजिक, आर्थिक और राजनीतिक सशक्तिकरण के मुद्दे का समाधान करने के लिए जीवन-चक्र निरंतरता के आधार पर एक बहु-आयामी दृष्टिकोण अपनाया है। परिणामस्वरूप, एक नए भारत के दृष्टिकोण के साथ, भारत महिलाओं के विकास से महिलाओं के नेतृत्व वाले विकास में तेजी से परिवर्तन देख रहा है, जहां महिलाएं तेज गति और सतत राष्ट्रीय विकास का मार्ग प्रशस्त कर रही हैं।

सरकार ने कंपनी अधिनियम, 2013 में भी ऐसे प्रावधान किए हैं, जिनके तहत कंपनियों के लिए कम से कम एक महिला निदेशक का होना अनिवार्य है।

इसके अतिरिक्त, केंद्रीय बजट (2024-25) में, कार्यबल में महिलाओं की भागीदारी बढ़ाने के लिए उद्योग जगत के सहयोग से कामकाजी महिला हॉस्टलों और शिशुगृह की स्थापना की घोषणा की गई।

इसके अलावा, श्रम और रोजगार मंत्रालय ने जनवरी, 2024 में "महिला कार्यबल भागीदारी को बढ़ावा देने के लिए नियोक्ताओं के लिए परामर्शिका" जारी की। इस परामर्शिका में अन्य बातों के साथ-साथ पुरुषों और महिलाओं दोनों के लिए रोजगार और देखभाल की जिम्मेदारियों के बीच संतुलन की आवश्यकता का उल्लेख किया गया है, जिसमें पितृत्व अवकाश, अभिभावकीय अवकाश, पारिवारिक आपातकालीन छुट्टी और लचीली कामकाजी व्यवस्था जैसे परिवार अनुकूल उपाय शामिल हैं।

E-WASTE MANAGEMENT

3779. SHRI P C MOHAN:

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

- (a) the current status of electronic waste generation and processing in the country, along with the steps taken to reduce accumulation of e-waste, State/UT-wise including Karnataka and Bengaluru;
- (b) the role of authorised e-waste recyclers and scrapping facilities in scientific disposal and recovery of valuable materials and the capacity created for such processing;
- (c) the manner in which Extended Producer Responsibility (EPR) guidelines ensure accountability of the manufacturers and importers for collection, recycling and safe disposal of electronic waste; and
- (d) whether the Government has introduced any schemes, incentives or policy support to encourage manufacturers, recyclers and start-ups to

establish e-waste recycling and circular economy facilities, particularly in major technology hubs such as Bengaluru and if so, the details thereof?

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

(a) to (c): The e-waste generation in the country has been assessed by the Central Pollution Control Board (CPCB) at national level based on the average life of 106 notified electrical and electronic equipment (EEE), as mandated under the E-Waste (Management) Rules, 2022 and countrywide sales data of respective relevant financial year of the 106 EEE as notified in Schedule-I of the E-Waste (Management) Rules, 2022, provided by the registered producers on the E-Waste Extended Producer Responsibility (EPR) Portal. As per the CPCB, status of e-waste generated and recycled in the country in the current Financial Year i.e. 2025-26 (so far) is 14,14,645.00 MT and 9,79,080.08 MT respectively.

The registered e-waste recyclers are presently located in 19 States/UTs. A total of 386 registered recyclers are listed on the E-Waste EPR Portal with a recycling capacity of 34,65,889.576 MT per annum. In Karnataka, there are 49 registered recyclers on the E-Waste EPR Portal with a recycling capacity of 169,420.52 MT per annum, including 33 recyclers in Bengaluru with a recycling capacity of 75,020.92 MT per annum. As per the data available on

the portal, the State/UT-wise details of e-waste recycled in the current Financial Year i.e. 2025-26 (so far) is at **Statement**.

Ministry of Environment, Forest and Climate Change has comprehensively revised the E-Waste (Management) Rules, 2016 and notified the E-Waste (Management) Rules, 2022 in November, 2022 and the same is in force since 01.04.2023. These Rules provide for managing e-waste in an environmentally sound manner and putting in place an improved EPR regime for e-waste recycling wherein all the manufacturers, producers, refurbishers and recyclers are required to register on portal developed by the CPCB. The new provisions facilitate and channelize the informal sector to formal sector for doing business and ensuring recycling of e-waste in an environmentally sound manner. These Rules also promote Circular Economy through EPR regime and scientific recycling/disposal of the e-waste. The refurbishment and reuse of EEE has been incentivised in the said rules. The Rules have provided verification and audit by the CPCB or through a designated agency, to verify compliance of these Rules through random inspection and periodic audit, as deemed appropriate, so as to take action against violations of these Rules. Further, CPCB has taken following steps for effective management of E-Waste Rules as under:

- (i) An online E-Waste EPR portal has been developed by CPCB, wherein entities such as producers, manufacturers, recyclers and refurbishers of the e-waste are required to be registered.

- (ii) CPCB has developed guidelines for the scientific and environmentally sound management of e-waste. The guidelines detail the procedures and facilities in terms of machineries and pollution control devices required for the recycling of e-waste in an environmentally sound manner.
- (iii) An Action Plan for implementation of E-Waste (Management) Rules, 2022 is in place and the same is being implemented by all the State Pollution Control Boards (SPCBs)/Pollution Control Committees (PCCs) in their respective States/UTs. SPCBs/PCCs are submitting quarterly progress report. The Action Plan makes it incumbent upon SPCBs/PCCs to carry out regular drives for checking informal e-waste activities and help them to enter into formal sector.
- (iv) As per the Action Plan, CPCB and SPCBs/PCCs are undertaking measures to facilitate the collection, channelization and recycling of e-waste. CPCB has also issued directions to States/UTs to encourage the establishment of e-waste recycling facilities in regions where such facilities are limited compared to the quantum of e-waste generated.

Under the E-Waste (Management) Rules, 2022, the Registered E-Waste Recyclers are generating EPR certificates in proportion with the quantity of E-Waste recycled by them. The producer shall fulfill their EPR obligation through online purchase of EPR certificate from registered recyclers only. As on 09.03.2026, there are 386 e-waste recyclers are registered at E-Waste EPR Portal with a total recycling capacity of 34,65,889.576 MT per annum, thereby

creating significant capacity for environmentally sound recycling and recovery of valuable materials from e-waste.

Under the E-Waste (Management) Rules, 2022, the registered EEE manufacturer is required to collect e-waste generated during the manufacture of any electrical and electronic equipment and ensure its recycling or disposal. Further, an importer of both new EEE and used EEE is defined as a producer. As per the rules, the importer will be allowed to import both new and used EEE only after obtaining registration at the centralized E-Waste EPR Portal. Further, the importers are also assigned EPR obligations based on the quantity of new and used EEE being imported by them. The rules ensure that an importer takes responsibility of the EEE being imported by them in the country and ensures its recycling after end of life in an environmentally sound manner through registered recyclers only.

(d) : Ministry of Mines has informed that under the National Critical Mineral Mission (NCMM), the Government has approved a Rs. 1,500 crore incentive scheme for recycling capacity of e-waste, spent lithium-ion batteries and other scrap. The Scheme guidelines were issued and the Scheme launched on 02.10.2025. The Scheme incentivizes recycling capacity for extraction of critical minerals. The Scheme is applicable across the country, including Bengaluru.

As per the information received from the Karnataka State Pollution Control Board (KPCB), the Government of Karnataka has introduced supportive policy measures to promote circular economy initiatives and

encourage investment in recycling infrastructure. Under the Karnataka Industrial Policy 2025–30, incentives have been provided for establishing waste recycling and resource recovery facilities, including those related to e-waste. The policy provides financial incentives such as capital subsidy up to 50% of the project cost, subject to a maximum limit of Rs. 5 crore, for setting up recycling or waste-to-energy facilities. These initiatives aim to encourage manufacturers, recyclers, and start-ups to invest in sustainable waste management technologies and circular economy models.

STATEMENT

State/UT-wise details of E-waste recycled (in MT)

S. No.	State/UTs	FY 2025-26 (so far)
1.	Andhra Pradesh	1.64
2.	Assam	10.16
3.	Bihar	#
4.	Chhattisgarh	4871.82
5.	Gujarat	59636.98
6.	Haryana	135951.63
7.	Himachal Pradesh	318.47
8.	Jharkhand	174.85
9.	Karnataka	27379.27
10.	Kerala	8980.60
11.	Madhya Pradesh	12629.60
12.	Maharashtra	47314.80

S. No.	State/UTs	FY 2025-26 (so far)
13.	Punjab	7412.90
14.	Rajasthan	34336.58
15.	Tamil Nadu	10506.70
16.	Telangana	161988.06
17.	Uttar Pradesh	376896.74
18.	Uttarakhand	88788.40
19.	West Bengal	1880.88
	Total	9,79,080.08

Current Year data yet to be provided on E-waste EPR Portal

CBSP SCHEME IN TAMIL NADU

3780. SHRI G SELVAM:

SHRI C N ANNADURAI:

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

- (a) whether the Government has reviewed the progress of the Capacity Building for Service Providers (CBSP) programme in Tamil Nadu, particularly in enhancing service standards and employability in tourism and hospitality sectors;
- (b) the details of the number of candidates trained and certified under CBSP in the said State during the last three years, year and district-wise;

- (c) whether the programme has contributed to improved service Quality, Entrepreneurship and local employment generation in key tourism destinations of Tamil Nadu;
- (d) the details of the funds allocated, released and utilised for CBSP training initiatives in the said State during the said period; and
- (e) the details of the steps taken/being taken to expand the reach of CBSP, strengthen industry partnerships and ensure sustainable skill development outcomes for youth and service providers across Tamil Nadu?

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

(a) to (e): The Ministry of Tourism has put in place “Capacity Building for Service Providers” (CBSP) scheme to provide education, training and certification, etc. to the tourism service providers covering different stakeholders of Hospitality and Tourism sector. This is to ensure enhanced service standards and to increase the employability of service providers across the country including Tamil Nadu.

The Ministry of Tourism has conducted a third party evaluation of CBSP scheme through Quality Council of India (QCI). QCI in its report 2025, has reaffirm that the CBSP scheme has made a substantial contribution in enhancing the quality, employability and entrepreneurship of country’s tourism and hospitality workforce including Tamil Nadu.

The various training programmes under CBSP like Hunar Se Rozgar Tak, Entrepreneurship Programme, Skill Testing & Certification, Tourism Awareness Programme, etc. have been executed through Institutes of Hotel Management, Food Craft Institutes, empanelled institutes, Industry partners across the country including Tamil Nadu. These programmes under CBSP Schemes are aligned as per the need of Tourism industry to ensure involvement of local community, youth, service providers, etc. for sustainable development of the same.

A **Statement** showing number of Certified/Trained persons and amount released under the Scheme of CBSP in Tamil Nadu during FY 2022-23 to FY 2024-25 is annexed.

STATEMENT

Details of number of persons trained and amount released under the scheme of Capacity Building for Service Providers (CBSP) in the state of Tamil Nadu during the FY 2022-23 to FY 2024-25

Financial Year	No. of persons trained/certified	Amount released (in Lakh)
2022-23	3137	92.12
2023-24	3644	100.43
2024-25	2324	152.63

IMPACT OF GST RATIONALISATION FOR HOSPITALITY INDUSTRY**3781. SHRI DUSHYANT SINGH :**

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

- (a) whether the Government has undertaken any assessment to evaluate the impact of the Goods and Services Tax (GST) rationalisation for hospitality industry, particularly the reduction of GST to 5 per cent without Input Tax Credit for room tariffs up to Rs. 7,500, in terms of occupancy, revenue patterns and affordability, if so, the details thereof;
- (b) whether any representations have been received from stakeholders regarding challenges in availing Input Tax Credit, especially for hotels operating in budget and premium categories and undertaking proportionate Input Tax Credit (ITC) reversal under Rule 42 of the CGST Rules, if so, the details thereof;
- (c) whether the Government proposes to further streamline the Input Tax Credit framework applicable to the hospitality sector to enhance ease of compliance while ensuring revenue neutrality and supporting growth, if so, the details thereof; and
- (d) whether any comprehensive study has been conducted to assess the impact of GST rationalisation on tourism growth, investment in Tier-II and Tier-III cities and employment generation in the hospitality industry, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d) : GST rates and exemptions on any supply of goods and services are prescribed on the recommendations of the GST Council, which is a Constitutional body comprising members from both the Union and State/UT Governments. Based on the Group of Ministers (GoM) Report on Rate Rationalization, the GST Council in its 56th meeting held on 03.09.2025, recommended to reduce the GST rate from 12% with ITC to 5% without ITC on supply of “hotel accommodation” services where the transaction value is Rs 7500/- or less per day.

The rate rationalisation exercise was undertaken to simplify and bring the two-rate tax structure to this sector. Further, the reduction in tax burden is expected to lower the transaction costs, improve affordability, and stimulate consumption demand. Lowering of GST rates is expected to enhance trade competitiveness and support industry as it is likely to reduce transaction costs, thereby encourage small businesses to enter the formal sector and supporting greater formalisation with widening of the tax base. Although no assessment has been undertaken to evaluate the impact of the Goods and Services Tax (GST) rationalisation for hospitality industry, it is expected that these measures are likely to boost growth by stimulating consumption, demand and investments and also promoting job creation. Further, by keeping the output tax rate low (5%), the overall cost of services for the end-consumer will become affordable, even if the supplier does not claim credit for taxes paid on inputs.

No such representation has been received from stakeholders regarding challenges in availing Input Tax Credit, for hotels operating in budget and premium categories and undertaking proportionate Input Tax Credit (ITC) reversal.

No proposal to amend the ITC provisions for hospitality sector is pending with the GST Council.

MANAGEMENT OF INVASIVE FLORA AND FAUNA IN URBAN AREAS

3782. SHRI ANURAG SINGH THAKUR:

SHRI JAGDAMBIKA PAL:

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

- (a) whether the Government has comprehensively assessed the ecological and health impacts of invasive alien species like Conocarpus, particularly regarding groundwater depletion, infrastructure damage and respiratory allergies;
- (b) the current status of advisories issued to States to ban Conocarpus and prioritize native biodiversity in urban afforestation;
- (c) the initiatives taken to restore urban green belts with indigenous fruit-bearing trees to prevent wildlife migration into residential colonies;
- (d) the funds released to States under the 'Development of Wildlife Habitats' scheme for urban wildlife conflict mitigation during the last three years and the current year, year-wise;

- (e) whether the Government has taken cognizance of the monkey menace in urban sprawls, causing incidents of human-wildlife conflict and public safety risks; and
- (f) the specific details of scientific population control measures, such as immunocontraception, being deployed to manage simian populations?

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

(a) and (b): In accordance with the provisions contained under Section 33 of the Wild Life (Protection) Act, 1972, the Ministry has issued guidelines for the management planning for Protected Areas and other landscape elements. These guidelines also envisage incorporating prescriptions for eradication of invasive alien species in management plans of protected areas.

Further, the Government of India has issued a comprehensive national advisory in August 2025 on the basis of report of the Central Empowered Committee (CEC) on this issue. All States and Union Territories have been asked to stop the plantation of *Conocarpus* (Buttonwood) species with immediate effect. As on January 2026, prohibitory orders have already been enforced by the governments of Gujarat, Tamil Nadu, and Telangana whereas other States have also incorporated these prohibitory orders into their municipal bylaws. The Government has also streamlined the afforestation activities across the country through the implementation of the Nagar Van

Yojana and the revised National Biodiversity Strategy and Action Plan (NBSAP) 2024-2030. These guidelines also mandate the implementation of a "Native-First" policy for urban afforestation activities. Some of the newly afforested areas need to be covered with indigenous species like Neem (*Azadirachta indica*), Peepal (*Ficus religiosa*), Jamun (*Syzygium cumini*), etc. thus avoiding alien species.

(c) to (f): The incidences of human-wildlife conflict including monkey menace have been reported from various parts of the country. The management of wildlife including the mitigation of human-wildlife conflict is primarily the responsibility of the concerned States/UTs. The scientific management of wild animal populations, including monkeys listed in the Schedules appended to the Wild Life (Protection) Act, 1972, is regularly carried out by the concerned State and Union Territory Governments in accordance with the provisions of the said Act.

The Ministry provides financial assistance to State Governments & Urban Territory Administration under the Centrally Sponsored Scheme 'Development of Wildlife Habitats' for the management of wildlife and its habitats in the country. It includes compensation for depredation by wild animals including cattle lifting, crop damage, loss of life and property. The details of fund released under the scheme in last three year is provided at **Statement.**

STATEMENT

**Details of funds released to State/ UT Governments under CSS-
'Development of Wildlife Habitats' during last Five years.**

(₹. in lakhs)

S. No	Name of States/UTs	2021-22	2022-23	2023-24	2024-25	2025-26 (as on 11.03.2026)
1	A& N Islands	135.77	25.125	0	0	0
2	Arunachal Pradesh	419.80617	276.44062	672.462	1044.819	1032.59
3	Assam	0	209.1464	565.10763	1234.4652	695.16
4	Bihar	410.85952	0	336.37223	0	0
5	Chandigarh	0	21.6241	16.498	0	0
6	Chhattisgarh	274.5903	104.457	116.24868	135.58248	11.90
7	Goa	0	0	50.10	66.44425	0
8	Gujarat	0	200.01	206.99	801.58248	348
9	Haryana	127.331	30.1575	167.85	232.9722	96.12
10	Himachal Pradesh	197.09452	114.3205	94.15328	172.31067	72.83
11	Jharkhand	79.53315	0	14.91025	71.93619	0
12	Karnataka	1256.59314	291.71146	581.52346	800.8205	292.79
13	Kerala	295.7737	224.4735	921.0361	909.63915	320.80
14	Madhya	389.34906	265.5508	471.81959	740.89064	274.10

	Pradesh					
15	Maharashtra	0	350.3879	554.69645	622.0670	497.72
16	Manipur	142.50646	180.64379	231.72407	261.70605	0
17	Meghalaya	530.51253	0	243.56611	389.5938	0
18	Mizoram	198.9678	190.1977	304.207	344.3258	269.71
19	Nagaland	342.0315	725.6565	1306.3275	1490.04	998.90
20	Odisha	726.80273	967.4976	1005.0861 2	1108.46011	312.02
21	Rajasthan	1007.64845	86.78886	0	0	336.62
22	Sikkim	182.97174	239.66048	187.03237	221.17	250.99
23	Tamil Nadu	390.75715	132.95205	373.8902	661.78722	237.27
24	Uttar Pradesh	169.06261	266.7472	290.64425	393.86725	0
25	Uttarakhand	226.34415	212.9662	498.497	652.470665	280.14
26	West Bengal	757.25599	201.30866	385.29988	183.14895	417.63
27	Puducherry	0	0	5.22	0	0
28	Lakshadwee p	462.086	269.9055	124.655	217.185	0
29	Ladakh UT	31.95	61.11591	6.00	0	0
	Grand Total	8755.59767	5648.8452 3	9731.9171 7	12757.284605	6745.29

**Allocation to few states/Union Territories could not be done since no proposal was received from them.*

FUNDS FOR CONSERVATION OF RIVERS**3783. SHRI SUNIL BOSE:**

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

- (a) whether the Government is aware of the reports concerning the discharge of untreated or partially treated sewage from urban areas situated along the Cauvery (Kaveri) and Kabini rivers into the respective river bodies, leading to severe water pollution;
- (b) if so, the specific cities and towns that have been identified as major contributors to this pollution and the quantity of sewage (in MLD) being discharged into these rivers;
- (c) the measures taken by the Government to address this issue, including the installation of Sewage Treatment Plants and the implementation of proper sewage networks in the concerned urban local bodies; and
- (d) the details of total funds sanctioned and released for the conservation and rejuvenation of the Cauvery and Kabini rivers, specifically for pollution abatement projects, during the last three financial years, along with the progress of utilisation of these funds?

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

(a) to (d) : CPCB in association with State Pollution Control Boards/Pollution Control Committees monitors water quality of aquatic resources at 4922 locations under National Water Quality Monitoring Programme (NWMP).

The water quality data for the monitored locations on River Cauvery under NWMP in the state of Karnataka and Tamil Nadu in year 2024 is enclosed as **Statement-I**.

The water quality data for the monitored locations on River Kabini under NWMP in the state of Karnataka in year 2024 is enclosed as **Statement-II**.

Based on the comparative assessment of polluted river stretches (PRS) identified in year 2016 and 2017, the PRS have been identified in year 2018.

- The stretch of River Cauvery from Ranganathittu to Sathyamangalam Bridge was identified as PRS under Priority Class-IV in the state of Karnataka and
- The stretch of river Cauvery from Metur to Mayiladuthurai which was identified as PRS under Priority Class-I in the state of Tamil Nadu.
- River Kabini was identified as PRS under Priority Class-IV from Nanjanagud to Hejjige in Karnataka.
- As per the latest report of the Central Pollution Control Board (CPCB) on Polluted River Stretches, (2025), the Kabini River has no polluted stretches in Kerala.

Based on the assessment of water quality data for the year 2022 and 2023, the polluted river stretches have been identified in year 2025.

- In Karnataka, River Cauvery has been identified as PRS under Priority Class-III from downstream of KR Nagar Bridge to Confluence of Sangam.
- In Tamil Nadu, River Cauvery has been identified as PRS under Priority Class-II at Erode near Virapalayam to Pitchavaram.
- In Karnataka, River Kabini has been identified as PRS under Priority Class-V from Saragur village downstream to water supply intake point to Narasipura town.

As per information provided by Tamil Nadu Pollution Control Board, based on the monitoring results, appropriate directions are issued to the concerned Urban Local Bodies and authorities to ensure proper collection, conveyance and treatment of municipal sewage through sewerage systems and Sewage Treatment Plants (STPs). Local Bodies including, Erode City Municipal Corporation, Karur Municipal Corporation, Tiruchirappalli City Municipal Corporation, Thanjavur Municipality, Kumbakonam Municipality, Pallipalayam Municipality, Rasipuram Municipality, Kumarapalayam Municipality and Dharmapuri Municipality have established Sewage Treatment Plants (STPs) for treatment of municipal sewage generated within their jurisdiction, to ensure treatment of municipal sewage before entering into the water bodies. The operation of those STPs is regularly monitored by the Tamil Nadu Pollution Control Board through the consent mechanism and periodic and surprise inspections. Tamil Nadu Pollution Control Board has instructed those Local Bodies to install Online Continuous Effluent Monitoring Systems

(OCEMS) in the STPs for real-time monitoring of treated sewage quality and to ensure compliance with the prescribed environmental standards.

For establishments generating sewage and falling under the consent requirements of the Kerala State Pollution Control Board, periodic compliance monitoring is carried out to ensure adherence to prescribed standards. In the catchment area of river Kabani, at Kalpatta, a Fecal Sludge Treatment Plant (FSTP) with a capacity of 0.01 MLD is presently operational.

Karnataka State government formed a Technical Expert Committee in 2024 to address pollution in the Cauvery River and Kabini River. The committee studied sewage sources contributing to the pollution and recommended both short-term and long-term corrective measures for relevant stakeholders. The Karnataka State Pollution Control Board has filed criminal cases against the Mysuru City Corporation and Mysuru Development Authority for releasing untreated sewage into the rivers. Additionally, notices were issued to local Gram Panchayat in the river catchment areas directing them not to discharge untreated wastewater into stormwater drains or canals that flow into these rivers.

Further, the steps taken by the Government to strengthen the enforcement of environmental regulations and control of water pollution in the country are given below:

1. CPCB directed all SPCBs/PCCs under Section 18(1) (b) of The Water (Prevention & Control of Pollution) Act, 1974 to direct concerned

agencies in the State/UT to develop infrastructure for sewage treatment.

2. CPCB issued directions under Section 5 of The Environment (Protection) Act, 1986 to Municipal Corporations of 46 Metropolitan cities and 20 State Capitals for Treatment and Utilization of Sewage for Restoration of Water Quality of River.
3. CPCB issued directions under section 18 (1) (b) of the Water (Prevention and Control of Pollution), Act, 1974 to all SPCBs/PCCs for installation of Online Continuous Effluent Monitoring System (OCEMS) for self-surveillance of Sewage Treatment Plants.

As per information provided by National River Conservation Directorate (NRCD), Ministry of Jal Shakti (MoJS), No funds have been sanctioned or released for the conservation and rejuvenation of the Cauvery River and Kabini River, specifically for pollution abatement projects, during the last three financial years under the National River Conservation Plan (NRCP).

STATEMENT-I

Water quality data for the monitored locations on River Cauvery under NWMP in the state of Karnataka and Tamil Nadu in year 2024

Monitoring Location	State Name	Dissolve d O2 (mg/L)	pH	BOD (mg/L)	Fecal Coliform (MPN/100ml)

		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500	
								MPN/100 ML	
River Cauvery D/S At Kanive Ramalingeswara Temple Bridge, Kushalanagar	Karnataka	6.5	7.8	6.9	8.4	1	3	1.8	68
River Cauvery At Kushal Nagar U/S (Near Baichanahalli)	Karnataka	6.3	7.8	7	8.2	1	3	25	110
River Cauvery D/S Of Kushalanagar Town	Karnataka	6.4	7.9	6.9	8.9	1	3	24	63
River Cauvery D/S At Kondanagiri Bridge	Karnataka	6.6	7.8	6.8	8.4	1	2	17	68
River Cauvery D/S Of At Bethri Bridge , Murnad	Karnataka	6.5	7.8	6.9	8.1	1	2.5	21	81
River Cauvery D/S Of At Nellu Dikeri Bridge, Siddapura	Karnataka	6.4	7.7	7	8	1	3	17	78
River Cauvery D/S Of At Dubare, Hanging Bridge (Theppa Da	Karnataka	6.8	7.9	7.1	8.1	1	2.1	17	84

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
Kindi)									
River Cauvery At Balmavati Bridge To Thandra Hole Tributary	Karnataka	7.1	8	6.9	7.7	1	1.6	20	40
River Cauvery D/S At Bhagamandala Bridge	Karnataka	6.7	8.2	7	8.1	1	2.1	17	40
River Cauvery At Napokulu Bdg (D/S)	Karnataka	6.9	8.4	7	8.2	1	2	20	40
Kootu Hole At Water Supply Intake Point To Madikeri Town	Karnataka	6.6	8.1	6.9	8.1	1	2.5	17	83
River Cauvery At Ajjibore (Bangalore)	Karnataka	7.2	8.2	8.0	8.7	1	1.7	14	79
River Cauvery At Karighatta Nimishamba Temple	Karnataka	6	6.9	7.6	8.6	2	4.5	110	1400

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
Road Bridge Srirangapatna,Maydy a									
River Cauvery Atganjam Water Supply Intake Point Near Gosai Ghat, Srirangapatna,Maydy a	Karnataka	6.5	7.4	7.6	8.4	1	3	82	140
River Cauvery At Mahadevpura Road Bridge,Maydy	Karnataka	5.4	6.8	7.6	8.7	2	5	110	450
River Cauvery At Ganjam Water Supply Intake Point Near Gosai Ghat, Srirangapatna	Karnataka	6.5	7.5	7.5	8.5	1	2.5	92	140

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
River Cauvery At Krs Dam, Balamurikshetra	Karnataka	6.5	7.2	7.7	8.6	1.2	2.5	68	120
River Cauvery At Krs Dam Mandya	Karnataka	6.5	7.3	7.6	8.6	1	2.3	61	120
River Cauvery At Ranganathittu	Karnataka	6	7	7.7	8.5	1.6	4	83	210
River Cauvery At D/S Of Karekuara Village	Karnataka	6	7.2	7.7	8.6	1.2	4	78	170
River Cauvery At Water Supply Intake Point To Srirangapatna Town	Karnataka	5.1	6.9	7.6	8.5	1.9	5	93	260
River Cauvery At Water Supply Intake Point To Mandya Town	Karnataka	5.4	6.9	7.6	8.5	1.8	5	100	270
River Cauvery At Sri	Karnataka	5.1	6.8	7.5	8.5	2	6	120	390

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
Rangapattanna, D/S Of Road Bdg.	a								
River Cauvery At Water Supply Intake Point At Tore Kadana Halli	Karnataka	6.4	7.5	6.9	8.6	1	3	61	170
River Cauvery D/S Of Maddur Water Supply Treatment Plant At Bachalli	Karnataka	5.9	7.5	7.7	8.5	1	3.5	61	140
River Cauvery At Bannur Bridge	Karnataka	6.2	7.3	7.2	8.6	1.2	3.1	14	240
River Cauvery At Water Supply Intake Point To Mysore	Karnataka	6.7	7.5	7.7	8.6	1	2.1	61	93
River Cauvery U/S Of Kr Nagar	Karnataka	6.8	7.5	7.5	8.6	1	2.2	61	120

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
River Cauvery D/S Of Kr Nagar Bridge	Karnataka	6.7	7.3	7.6	8.4	1	2.5	78	170
River Cauvery D/S Bharachuki Falls, Sathegala, Kollegala	Karnataka	6.5	7.7	7.6	8.5	1	2.5	68	93
River Cauvery At Sathyagalam Bridge	Karnataka	6.2	6.9	7.6	8.5	1.9	3.5	92	170
River Cauvery At Water Supply Intake Point At Kollegala Dasanapura	Karnataka	6.1	6.9	7.6	8.5	1.9	4	92	210
River Cauvery At Water Supply Intake Point At Shivansamudra	Karnataka	6.4	7.5	7.7	8.6	1	3	68	140
River Cauvery Before Confluence At	Karnataka	4.9	7	7.2	8.5	4	8	4.5	2200

Monitoring Location			State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
				Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing				> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
Sangam											
River	Cauvery	At	Tamil Nadu	5.4	6.6	7.65	8.36	1	2.7	6.8	59
River	Bhavani	At	Tamil Nadu	4.5	6.6	7.24	8.64	2.1	2.9	11	40
Bhavani, Tamilnadu											
River	Cauvery	At	Tamil Nadu	4.9	6.8	7.17	7.93	1.6	2.9	11	37
Erode U/S											
River	Cauvery	At	Tamil Nadu	4.6	6.8	6.93	8.29	2	3.2	11	75
Erode Near											
Virapalayam, Tamilnadu											
River	Cauvery	At	Tamil Nadu	4.7	6.9	7.04	8.64	1.3	2.8	11	47
Bhawani D/S											
River	Cauvery	At	Tamil Nadu	5.8	7.1	6.45	8.62	1.8	2.9	12	40
Urrachikottai, Erode, Tamilnadu											
River	Cauvery	At	Tamil	5.5	7.4	7.7	8.1	1	3	14	36

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
Pallipalayam D/S	Nadu			8	5				
River Cauvery At Pallippalayam	Tamil Nadu	4.4	6.3	7.5	8.3	1.8	3.6	14	148
River Cauvery Locations At Kumarapalayam	Tamil Nadu	5.2	7.4	7.5	8.1	1	3.6	14	177
River Cauvery At Kumarapalayam U/S	Tamil Nadu	5.2	7.6	7.5	8.5	1	3.2	14	66
River Cauvery At Komarapalayam, Namakal, Tamilnadu	Tamil Nadu	5.6	6.9	7.5	8.2	1	3.6	14	68
River Cauvery At Seerapalayam, Namakal, Tamilnadu	Tamil Nadu	5.5	6.5	7.7	8.2	1	2.7	12	66
River Cauvery Atparamathy Velore Tamilnadu	Tamil Nadu	5.4	7.2	7.5	8.3	1	3.9	12	59

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
River Cauvery At Mohanur Near Pattaipalayam, Tamilnadu	Tamil Nadu	5.4	7.7	7.9	8.9	1	3.6	12	120
River Cauvery At Karur U/S	Tamil Nadu	6	6.8	7.5	8.9	2.1	2.6	2	20
River Cauvery At Thirumukkudal-Confl. Pt.Of R. Amravati, Tamilnadu	Tamil Nadu	5.6	7	7.1	7.9	2.1	2.9	6.1	14
River Cauvery At Pugalur, Karur, Tamilnadu	Tamil Nadu	6	7	7.3	8.1	2.1	3	2	816
River Cauvery At Musiri	Tamil Nadu	5.8	8.1	7.1	8.7	1.4	2.4	1.8	21
River Cauvery At Tiruchirappalli U/S,	Tamil Nadu	6.9	7.6	7.4	8.3	1.4	2.8	2	17

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
Tamilnadu									
River Cauvery At Pettaivaithalai, Trichy, Tamilnadu	Tamil Nadu	6.4	7.6	7.39	8.12	1	2.6	4.6	21.2
River Cauvery At Tiruchirappalli D/S, Tamilnadu	Tamil Nadu	6.5	7.5	7.44	8.17	1.5	2.7	5.6	95.7
River Cauvery At Trichy, Grand Anaicut, Tamilnadu	Tamil Nadu	6.4	7.5	7.29	8.13	1	2.4	4	19
River Cauvery At Kumbakonam, Thanjavur, Tamilnadu	Tamil Nadu	6.1	7.9	7.14	7.96	1.3	2.5	11	95.7
River Cauvery At Mayiladuthurai, Nagapattinam, Tamilnadu	Tamil Nadu	4	5.4	7.65	8.59	3	10	28	88.1

Monitoring Location	State Name	Dissolved O2 (mg/L)		pH		BOD (mg/L)		Fecal Coliform (MPN/100ml)	
		Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing		> 5 mg/L		6.5-8.5		< 3 mg/L		<2500 MPN/100 ML	
River Cauvery At Mayiladuthurai D/S	Tamil Nadu	4	5.2	7.5	9.1	6	9	23	435.2
River Cauvery At Coleroon, Tamilnadu	Tamil Nadu	5.6	6.8	7.8	8.2	2.4	8	17	95
River Cauvery At Pitchavaram, Tamilnadu	Tamil Nadu	5.4	6.7	7.7	8.2	2.2	6	9.2	38
River Cauvery At Karuthattanudi Thanjavur, Tamilnadu	Tamil Nadu	6.8	7.4	7.4	7.8	1.2	1.8	10	21.2

STATEMENT-II

The water quality data for the monitored locations on River Kabini under NWMP in the state of Karnataka in year 2024

Monitoring Location	Dissolved O ₂ (mg/L)	pH	BOD (mg/L)	Fecal Coliform

							(MPN/100ml)	
	Min	Max	Min	Max	Min	Max	Min	Max
Primary Water Criteria for Outdoor Bathing	> 5 mg/L		6.5-8.5		< 3 mg/L		< 2500 MPN/100 ML	
River Kabini At Cause Way Sattur	6.2	7.3	7.1	8.3	1.8	3.5	91	210
River Kabini At Saragur Village D/S	5.9	7	7.1	8.5	1.5	4	91	170
River Kabini At Water Intake Of Kiadb At Nanjangud	6.6	7.6	7	8.2	1	2.5	61	93
River Kabini At Bathing Ghat, Nanjanagud	5.8	6.9	7	8.2	2	5	120	450
River Kabini U/S Intake Point To Nanjanagud & Gundlupet At Debur	5.3	7.1	7.2	8.2	1.6	3.8	91	170
River Kabini At Water Supply Intake Point To T. Narasipura	5.2	6.9	7.1	8.2	2	6	110	630

बिहार में राष्ट्रीय पुस्तकालय मिशन के अंतर्गत पुस्तकालयों का विकास

3784. श्री गोपाल जी ठाकुर :

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा देशभर में पुस्तकालयों को बढ़ावा देने के लिए अब तक उठाए गए कदमों का

ब्यौरा क्या है और राज्य/संघ राज्यक्षेत्र-वार तत्संबंधी ब्यौरा क्या है:

- (ख) राष्ट्रीय पुस्तकालय मिशन (एनएमएल) योजना के अंतर्गत स्थापित और सहायता प्राप्त केंद्रीय और जिला स्तर के पुस्तकालयों की संख्या का ब्यौरा क्या है;
- (ग) एनएमएल योजना के अंतर्गत आवंटित और उपयोग की गई कुल धनराशि का ब्यौरा क्या है; और
- (घ) क्या सरकार का विचार ललित नारायण मिथिला विश्वविद्यालय, दरभंगा के परिसर में स्थित केंद्रीय पुस्तकालय और लालबाग, दरभंगा में स्थित लक्ष्मेश्वर सिंह पुस्तकालय को 'केंद्रीय राष्ट्रीय पुस्तकालय मिशन' योजना के अंतर्गत विकसित करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) और (ख): भारत के संविधान के अनुच्छेद 246 के तहत सातवीं अनुसूची के अनुसार, पुस्तकालय राज्य सूची में सूचीबद्ध है। अतः सार्वजनिक पुस्तकालय संबंधित राज्य/संघ राज्य क्षेत्र प्राधिकरणों के प्रशासनिक नियंत्रण के अधीन कार्य करते हैं। तथापि, संस्कृति मंत्रालय के अंतर्गत स्वायत्त निकाय, राजा राममोहन राय पुस्तकालय प्रतिष्ठान (आरआरआरएलएफ), अपनी विभिन्न समतुल्य और गैर-समतुल्य स्कीमों के माध्यम से सार्वजनिक पुस्तकालयों को विभिन्न उद्देश्यों जैसे पुस्तकालय भवनों का निर्माण/नवीनीकरण, फर्नीचर और उपकरणों के साथ अवसंरचनात्मक स्तरोन्नयन, आधुनिकीकरण, पुस्तकों और पठन संसाधनों की खरीद, संगोष्ठी/प्रशिक्षण का आयोजन और पुस्तकालय पेशेवरों का क्षमता निर्माण/कार्यशाला/आउटरीच कार्यक्रम, बाल कार्नर स्थापित करना, विभिन्न खंड खोलना, दिव्यांगजन के लिए सुविधाएं और ब्रेल कॉर्नर बनाना आदि के लिए वित्तीय सहायता प्रदान करता है। विभिन्न समतुल्य और गैर-समतुल्य स्कीमों के अंतर्गत आरआरआरएलएफ द्वारा प्रदान की जाने वाली यह सहायता राज्य पुस्तकालय प्राधिकरण से प्राप्त अनुशंसित आवेदनों और प्रमाणित दावों के आधार पर निर्धारित की जाती है।

इसके अतिरिक्त, संस्कृति मंत्रालय अपने राष्ट्रीय पुस्तकालय मिशन (एनएमएल) स्कीम के एनएमएल मॉडल पुस्तकालयों की स्थापना घटक के तहत, संबंधित राज्य प्राधिकरण की अनुशंसा

के अनुसार प्रत्येक राज्य/संघ राज्य क्षेत्र में एक राज्य केंद्रीय पुस्तकालय और एक जिला पुस्तकालय को वित्तीय सहायता प्रदान करता है।

एनएमएल द्वारा सहायता प्राप्त पुस्तकालयों का ब्यौरा **विवरण** पर दिया गया है।

(ग): वित्तीय वर्ष 2020-21 से 2025-26 के दौरान एनएमएल के अंतर्गत कुल 6350.75 लाख रुपए की राशि जारी की गई है।

(घ): एनएमएल स्कीम के अंतर्गत बिहार राज्य में जिला केंद्रीय पुस्तकालय, जमुई और जिला केंद्रीय पुस्तकालय, हाजीपुर (वैशाली) को पहले ही वित्तपोषित किया जा चुका है। इस संबंध में, ललित नारायण मिथिला विश्वविद्यालय, दरभंगा के परिसर में स्थित केंद्रीय पुस्तकालय और लालबाग, दरभंगा में स्थित लक्ष्मेश्वर सिंह पुस्तकालय के लिए बिहार के राज्य पुस्तकालय प्राधिकरण से कोई सिफारिश प्राप्त नहीं हुई थी।

विवरण

एनएमएल द्वारा सहायता प्राप्त पुस्तकालयों का ब्यौरा

क्र. सं.	राज्य	पुस्तकालय का नाम	संस्वीकृत वर्ष	संस्वीकृत राशि लाख रु. में	कुल जारी राशि
1	अंडमान और निकोबार द्वीपसमूह	राज्य केंद्रीय पुस्तकालय, पोर्ट ब्लेयर	2023-24	223.00	223.00
2	अंडमान और निकोबार द्वीपसमूह	जिला पुस्तकालय, कार निकोबार	2023-24	87.00	87.00
3	आंध्र प्रदेश	एससीएल, अमरावती	2025-26	223.00	0
4	आंध्र प्रदेश	श्री गौतमी क्षेत्रीय पुस्तकालय,	2025-26	87.00	0

		राजामहेन्द्रवरम			
5	अरुणाचल प्रदेश	राज्य केंद्रीय पुस्तकालय, ईटानगर	2014-15	223	219.71
6	अरुणाचल प्रदेश	जिला पुस्तकालय, पासीघाट	2014-15	87.00	84.90
7	असम	जिला पुस्तकालय, जोरहाट (1)	2016-17	40.00	39.99
8	असम	जिला पुस्तकालय, गुवाहाटी (2)	2016-17	70.00	69.59
9	बिहार	जिला केंद्रीय पुस्तकालय, जमुई	2018-19	81.41	62.21
10	बिहार	जिला केंद्रीय पुस्तकालय, हाजीपुर, वैशाली	2023-24	87.00	50.00
11	चंडीगढ़	टीएस राज्य केंद्रीय पुस्तकालय	2023-24	164.5	164.5
12	चंडीगढ़	डिविजनल लाइब्रेरी, दक्षिण	2023-24	82.72	82.72
13	छत्तीसगढ़	जिला पुस्तकालय, रायगढ़	2014-15	87.00	78.32
14	दमन और दीव	केंद्रीय पुस्तकालय, दमन	2023-24	223.00	223.00
15	दमन और दीव	जिला पुस्तकालय, दीव	2023-24	87.00	87.00
16	गोवा	डॉ. फ्रांसिस्को लुइस गोम्स जिला पुस्तकालय	2014-15	87.00	3.38
17	गोवा	कृष्णदास शामा राज्य केंद्रीय पुस्तकालय	2014-15	223.00	21.68
18	गुजरात	राज्य केंद्रीय पुस्तकालय, गांधीनगर	2017-18	104.04	101.00
19	गुजरात	राजकीय जिला पुस्तकालय, भावनगर, गुजरात	2022-23	87.00	87.00
20	हरियाणा	राज्य केंद्रीय पुस्तकालय, अंबाला कैट.	2021-22	223.00	223.00

21	हरियाणा	जिला पुस्तकालय, नारनौल	2021-22	84.00	46.20
22	हिमाचल प्रदेश	राजकीय जिला पुस्तकालय, बिलासपुर	2018-19	86.87	74.66
23	हिमाचल प्रदेश	केंद्रीय राज्य पुस्तकालय, सोलन, हिमाचल प्रदेश	2022-23	223.00	223.00
24	जम्मू और कश्मीर	गनी मेमोरियल यूटी सेंट्रल लाइब्रेरी, श्रीनगर	2021-22	223.00	223.00
25	जम्मू और कश्मीर	जिला पुस्तकालय, साम्बा	2021-22	32.50	32.50
26	झारखंड	राज्य केंद्रीय पुस्तकालय, धनबाद	2023-24	223.00	223.00
27	झारखंड	जिला पुस्तकालय, पलामू	2023-24	87.00	87.00
28	कर्नाटक	राज्य केंद्रीय पुस्तकालय, बैंगलोर	2014-15	223.00	200.00
29	कर्नाटक	जिला केंद्रीय पुस्तकालय, शिमोगा	2014-15	87.00	79.26
30	केरल	राज्य केंद्रीय पुस्तकालय, तिरुवनंतपुरम	2015-16	116.61	116.61
31	केरल	राज्य सार्वजनिक पुस्तकालय अनुसंधान केंद्र	2021-22	37.5	22.55
32	लद्दाख	राज्य सार्वजनिक पुस्तकालय, करगिल	2025-26	220.00	0
33	लद्दाख	जिला पुस्तकालय, लेह	2025-26	80.00	0
34	लक्षद्वीप	राज्य केन्द्रीय पुस्तकालय, कावारत्ती	2023-24	168.00	168.00
35	लक्षद्वीप	जिला पुस्तकालय, कदमत	2023-24	27.64	27.64

36	मध्य प्रदेश	राजकीय. जिला पुस्तकालय, खंडवा	2016-17	73.20	65.59
37	मध्य प्रदेश	राजकीय श्री अहिल्या केंद्रीय पुस्तकालय, इंदौर	2017-18	87.00	43.67
38	महाराष्ट्र	जिला पुस्तकालय, नंदुरबार	2016-17	21.90	18.43
39	महाराष्ट्र	राजकीय संभागीय पुस्तकालय, औरंगाबाद	2017-18	60.55	57.21
40	मणिपुर	राज्य केंद्रीय पुस्तकालय, इम्फाल	2022-23	218.87	218.87
41	मणिपुर	जिला पुस्तकालय, सेनापति	2022-23	85.53	85.53
42	मेघालय	राज्य केंद्रीय पुस्तकालय, शिलांग	2023-24	223.00	223
43	मेघालय	जिला पुस्तकालय, तुरा	2023-24	87.00	87
44	मिजोरम	राज्य केंद्रीय पुस्तकालय, आइज़ोल	2014-15	141.24	137.04
45	मिजोरम	जिला पुस्तकालय, कोलासिब	2014-15	50.00	50.00
46	नागालैंड	राज्य केंद्रीय पुस्तकालय, कोहिमा	2016-17	177.49	175.48
47	नागालैंड	जिला पुस्तकालय, दीमापुर	2016-17	73.81	69.75
48	ओडिशा	एचकेएम राज्य पुस्तकालय, भुवनेश्वर	2014-15	223.00	133
49	ओडिशा	जिला पुस्तकालय, गंजम	2014-15	40.36	0
50	पुदुचेरी	रोमां रोलां लाइब्रेरी, राज्य केन्द्रीय पुस्तकालय	2016-17	166.47	142.37
51	पुदुचेरी	डॉ. एसआर रंगनाथन राजकीय	2016-17	76.04	66.17

		सार्वजनिक पुस्तकालय, कराईकल			
52	पंजाब	एमएम केन्द्रीय राज्य पुस्तकालय, पटियाला	2022-23	223.00	0
53	पंजाब	गुरुनानक जिला पुस्तकालय, कपूरथला	2022-23	87.00	0
54	राजस्थान	डॉ. राधाकृष्णन राज्य केन्द्रीय पुस्तकालय, जयपुर	2014-15	183.51	94.81
55	राजस्थान	राजकीय सार्वजनिक मंडल पुस्तकालय, कोटा	2016-17	63.46	63.21
56	सिक्किम	सिक्किम राज्य केन्द्रीय पुस्तकालय, गंगटोक	2021-22	217.2	217.2
57	सिक्किम	जिला पुस्तकालय, मंगन	2021-22	86.58	86.58
58	तमिलनाडु	जिला पुस्तकालय, तिरुचिरापल्ली	2016-17	70.00	68.16
59	तमिलनाडु	जिला पुस्तकालय, वेल्लोर	2016-17	87.00	79.27
60	तेलंगाना	जिला केन्द्रीय पुस्तकालय, महबूबनगर	2014-15	52.00	50.00
61	तेलंगाना	राज्य केन्द्रीय पुस्तकालय, हैदराबाद	2014-15	112.25	103.72
62	त्रिपुरा	बीरचंद्र राज्य केन्द्रीय पुस्तकालय	2014-15	223.00	222.93
63	त्रिपुरा	उनाकोटि जिला पुस्तकालय	2014-15	87.00	86.92
64	उत्तर प्रदेश	राज्य केन्द्रीय पुस्तकालय, इलाहाबाद	2014-15	206.00	203.75

65	उत्तर प्रदेश	राजकीय जिला पुस्तकालय, इटावा	2014-15	87.00k	85.93
66	उत्तराखंड	राजकीय जिला पुस्तकालय, सुमन पुस्तकालय, नई टिहरी	2018-19	86.2	50.00
67	उत्तराखंड	केन्द्रीय राज्य पुस्तकालय, अल्मोड़ा	2025-26	188.77	0
68	पश्चिम बंगाल	पश्चिम बंगाल राज्य केंद्रीय पुस्तकालय	2014-15	222.81	219.82
69	पश्चिम बंगाल	उत्तर बंगाल राज्य पुस्तकालय, कूचबिहार	2014-15	86.98	79.73
कुल				8671.01	6716.56

PM INTERNSHIP SCHEME

3785. SHRIMATI JUNE MALIAH:

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

- the amount sanctioned (in Rs.) for the PM internship scheme in the budget 2025-26 and utilised (in Rs.) as of 1 March, 2026;
- the total number of candidates who have sought internship from the scheme and total number of candidates who received internship;
- the number of students who have been retained/hired by the companies they were interning with, company-wise;
- the number of companies that have posted less than 10 and 50 internship opportunities, company-wise and category-wise; and

- (e) the number of candidates who have left the internship before the tenure ended?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a) :Details of amount sanctioned and utilized for the Prime Minister Internship Scheme in FY 2025-26 is placed at **Statement I**.

(b): In the Round I of the Pilot Project, which commenced from 3rd October, 2024, approximately 6.21 lakh applications were received from more than 1.81 lakh candidates and the partner companies made over 82,000 internship offers to over 60,000 candidates.

In the Round II of the PM Internship Scheme Pilot Project, which commenced on 9th January, 2025, approximately 4.55 lakh applications were received from more than 2.14 lakh candidates and the partner companies made over 83000 internship offers to over 71000 candidates.

(c): The PM Internship Scheme is designed to enhance industry-relevant skills, improve job readiness, and foster professional exposure through structured internships in India's top-performing companies and institutions to create job ready, skilled work force. The scheme is not designed to provide placement offers.

(d) :Details of companies that have provided less than 10 and 50 internship opportunities in Round I and Round II of the PM Internship Scheme Pilot Project, are placed at **Statement II**.

(e): As on 09.03.2026, 7292 candidates have left the internship without completing, in both the rounds of the PMIS Pilot Project.

STATEMENT I

Details of amount sanctioned and utilized for the Prime Minister Internship Scheme in FY 2025-26 as on 28.02.2026

(Amount in Rs. Crore)				
S. No.	Financial Year	Budget Allocation & Estimates	Revised Estimates	Actual Expenditure
1.	2025-26	10831.07*	526	87.46

*Rs. 10831.07 crore has been allocated to the Ministry for the main Scheme. However, the main scheme could not be commenced, and Pilot Project has been continued.

STATEMENT II

Details of Companies that have provided less than 10 and 50 internship opportunities in Round I and Round II of the Pilot Project.

S.No	Companies that have provided less than 10 and 50 internship opportunities	Number of Opportunities Posted
1	ATLAS COPCO (INDIA) PRIVATE LIMITED	1
2	MAHARASHTRA EASTERN GRID POWER TRANSMISSION COMPANY LIMITED	1

3	DCB BANK LIMITED	1
4	GHARDA CHEMICALS LIMITED	1
5	MACLEODS PHARMACEUTICALS LTD	1
6	MAHANAGAR GAS LIMITED	1
7	WINSOL SOLAR FIELDS (POLEPALLY) PRIVATE LIMITED	1
8	YARROW INFRASTRUCTURE PRIVATE LIMITED	1
9	GLENMARK LIFE SCIENCES LIMITED	2
10	INGRAM MICRO INDIA PRIVATE LIMITED	2
11	ERICSSON INDIA PRIVATE LIMITED	2
12	MOTILAL OSWAL FINANCIAL SERVICES LIMITED	2
13	SAVEX TECHNOLOGIES PRIVATE LIMITED	2
14	SRF LIMITED	2
15	TRIVENI ENGINEERING AND INDUSTRIES LIMITED	3
16	HEIDELBERGCEMENT INDIA LIMITED.	4
17	DEUTSCHE INDIA PRIVATE LIMITED	4
18	HDFC ERGO GENERAL INSURANCE COMPANY LIMITED	4
19	UNITED SPIRITS LIMITED	4
20	FINOLEX INDUSTRIES LIMITED	5
21	INDIAN RAILWAY FINANCE CORPORATION LIMITED	5
22	IL&FS TAMIL NADU POWER COMPANY LIMITED	5
23	NARAYANA HRUDAYALAYA LIMITED	5
24	PNC INFRATECH LIMITED	5
25	3M INDIA LIMITED	6
26	AMERICAN EXPRESS(INDIA) PRIVATE LIMITED	6
27	PRESTIGE ESTATES PROJECTS LIMITED	8

28	SUPER CASSETTES INDUSTRIES PRIVATE LIMITED	8
29	FINOLEX CABLES LIMITED	10
30	ADANI HARBOUR SERVICES LIMITED	10
31	INDIAN ENERGY EXCHANGE LIMITED	10
32	CESC LTD	10
33	CULVER MAX ENTERTAINMENT PRIVATE LIMITED	10
34	CYBAGE SOFTWARE PRIVATE LIMITED	10
35	MACROTECH DEVELOPERS LIMITED	10
36	PIDILITE INDUSTRIES LIMITED	10
37	PFIZER LIMITED	11
38	COROMANDEL INTERNATIONAL LIMITED	13
39	NATIONAL PAYMENTS CORPORATION OF INDIA	15
40	NIPPON LIFE INDIA ASSET MANAGEMENT LIMITED	15
41	STAR CEMENT LIMITED	15
42	RIYA TRAVEL AND TOURS (INDIA) PRIVATE LIMITED	16
43	BHARAT FORGE LTD	17
44	MANGALORE REFINERY AND PETROCHEMICALS LIMITED	17
45	D B POWER LIMITED	18
46	ADANI TOTAL GAS LIMITED	19
47	APARNA INFRAHOUSING PRIVATE LIMITED (PART IX)	20
48	ASIAN PAINTS LIMITED	20
49	FIVE-STAR BUSINESS FINANCE LIMITED	20
50	PERNOD RICARD INDIA PRIVATE LIMITED	20
51	AU SMALL FINANCE BANK LIMITED	20
52	KNR CONSTRUCTIONS LIMITED	20

53	LUPIN LIMITED	20
54	MICRO LABS LIMITED	20
55	MPHASIS LIMITED	20
56	CGI INFORMATION SYSTEMS AND MANAGEMENT CONSULTANTS PRIVATE LIMITED	21
57	KOTAK MAHINDRA LIFE INSURANCE COMPANY LIMITED	25
58	THE FEDERAL BANK LTD	25
59	WONDER CEMENT LIMITED	25
60	IIFL HOME FINANCE LIMITED	25
61	ADITYA BIRLA SUN LIFE AMC LIMITED	25
62	DECCAN FINE CHEMICALS (INDIA) PRIVATE LIMITED	25
63	DILIP BUILDCON LIMITED	26
64	ASTER DM HEALTHCARE LIMITED	26
65	ICICI LOMBARD GENERAL INSURANCE COMPANY LIMITED	27
66	BALKRISHNA INDUSTRIES LIMITED	27
67	SMFG INDIA CREDIT COMPANY LIMITED	29
68	CYIENT LIMITED	30
69	HP INDIA SALES PRIVATE LIMITED	30
70	TRANSMISSION CORPORATION OF TELANGANA LIMITED	30
71	SHIV-NARESH SPORTS PRIVATE LIMITED	31
72	GUJARAT ALKALIES AND CHEMICALS LIMITED	31
73	M.P. AGROTONICS LIMITED	32
74	SIEMENS LIMITED	33
75	MARRIOTT HOTELS INDIA PRIVATE LIMITED (TRF.)	34
76	ZOHO CORPORATION PRIVATE LIMITED	35

77	COLGATE-PALMOLIVE (INDIA) LIMITED	35
78	SARDA ENERGY & MINERALS LIMITED	35
79	PROCTER & GAMBLE HOME PRODUCTS PRIVATE LIMITED	37
80	YASHODA HEALTHCARE SERVICES PRIVATE LIMITED	39
81	JINDAL SAW LIMITED	40
82	SBI CARDS AND PAYMENT SERVICES LIMITED	40
83	TRANSUNION CIBIL LIMITED	40
84	ZERODHA BROKING LIMITED	40
85	JAQUAR AND COMPANY PRIVATE LIMITED	42
86	ASHOKA BUILDCON LIMITED	42
87	KOTAK SECURITIES LIMITED	42
88	ICICI PRUDENTIAL ASSET MANAGEMENT COMPANY LIMITED	43
89	DBS BANK INDIA LIMITED	43
90	ADITYA BIRLA FINANCE LIMITED	45
91	LAURUS LABS LIMITED	45
92	INTERNATIONAL TRACTORS LIMITED	46
93	INFO EDGE (INDIA) LIMITED	49

राजदरी-देवदरी जलप्रपातों का विकास और सौंदर्यीकरण

3786. श्री छोटेलाल:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार राजदरी-देवदरी जलप्रपातों को विकसित और सुंदर बनाने का है ताकि वहां बड़ी संख्या में पर्यटकों को आकर्षित किया जा सके क्योंकि वहां वे केवल गिरते हुए पानी को ही देख पाते हैं और उन्हें जोड़े रखने के लिए अतिरिक्त आकर्षण सीमित हैं; और
- (ख) यदि हां, तो उक्त स्थल का विकास और सौंदर्यीकरण का कार्य कब तक शुरू किए जाने की संभावना है?

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

(क) और (ख): पर्यटन का विकास मुख्य रूप से संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है। हालांकि, पर्यटन मंत्रालय अपनी विभिन्न योजनाओं, जैसे- 'स्वदेश दर्शन (एसडी)', 'स्वदेश दर्शन 2.0 (एसडी 2.0)' और 'चुनौती आधारित गंतव्य विकास- सीबीडीडी' (स्वदेश दर्शन योजना के अंतर्गत एक पहल) और 'तीर्थस्थल कायाकल्प एवं आध्यात्मिक विरासत संवर्धन अभियान (प्रशाद)' के तहत राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों से, योजना के दिशानिर्देशों और सरकारी निर्देशों के अनुरूप परियोजना प्रस्ताव प्राप्त होने पर तथा धन की उपलब्धता, पारस्परिक प्राथमिकता आदि के आधार पर, देश में पर्यटकों के अनुभव को बेहतर बनाने के लिए पर्यटन अवसंरचना के विकास के लिए वित्तीय सहायता प्रदान करता है।

राजदरी-देवदरी जलप्रपातों के विकास और सौंदर्यीकरण के लिए वर्तमान में इस मंत्रालय के समक्ष कोई प्रस्ताव विचाराधीन नहीं है।

उत्तर प्रदेश राज्य में एसडी, एसडी 2.0, सीबीडीडी और प्रशाद योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा **विवरण** में दिया है।

विवरण

उत्तर प्रदेश राज्य में स्वदेश दर्शन, स्वदेश दर्शन 2.0, सीबीडीडी और प्रशाद योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा

योजना	परियोजना का नाम	स्वीकृति का वर्ष	स्वीकृत राशि (करोड़ रुपये में)
एसडी	श्रावस्ती, कुशीनगर और कपिलवस्तु का विकास	2016-17	87.89
	चित्रकूट और श्रृंगवेरपुर का विकास	2016-17	69.45
	अहर – अलीगढ़ – कासगंज - सरोसी (उन्नाव)–प्रतापगढ़– कौशांबी–मिर्जापुर – गोरखपुर – डुमरियागंज – बस्ती – बाराबंकी – आजमगढ़ – कैराना – बागपत - शाहजहांपुर का विकास	2016-17	71.69
	बिजनौर–मेरठ–कानपुर - कानपुर देहात – बांदा– गाजीपुर– सलेमपुर– घोसी – बलिया - अम्बेडकर नगर–अलीगढ़– फतेहपुर–देवरिया–महोबा– सोनभद्र – चंदौली – मिश्रिख - भदोही का विकास	2016-17	67.51
	कालिंजर किला (बांदा) - मगहरधाम (संत कबीर नगर) - चौरीचौरा, शहीद स्थल (फतेहपुर) - महुअर शहीद स्थल (घोसी) - शहीद स्मारक (मेरठ) का विकास	2016-17	36.65
	अयोध्या का विकास	2017-18	127.21
	जेवर – दादरी – सिकंदराबाद – नोएडा – खुर्जा - बांदा का विकास	2018-19	12.03
	गोरखनाथ मंदिर (गोरखपुर), देवीपट्टन मंदिर (बलरामपुर) और वटवाशनी मंदिर (डुमरियागंज) का विकास	2018-19	18.30
एसडी	वैदिक - वेलनेस एक्सपीरियंस	2023-24	17.80

2.0	आजाद पार्क और देखो प्रयागराज ट्रेल एक्सपीरियंस	2023-24	14.52
सीबीडीडी	महोबा में सांस्कृतिक परिदृश्य का विकास	2024-25	24.98
प्रशाद	वाराणसी का विकास - चरण-I	2015-16	18.73
	मेगा पर्यटक परिपथ (चरण-II) के रूप में मथुरा-वृंदावन का विकास	2014-15	10.98
	गंगा, वाराणसी में रिवर क्रूज पर्यटन	2017-18	9.02
	वृंदावन में पर्यटक सुविधा केन्द्र का निर्माण	2014-15	9.36
	वाराणसी का विकास - चरण II	2017-18	44.60
	गोवर्धन में अवसंरचना सुविधाओं का विकास	2018-19	37.59

INCOME TAX EXEMPTION ON DISABILITY PENSION

3787. SUSHRI MAHUA MOITRA:

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

- the reason behind restricting the income tax exemptions only to personnel invalidated out of service along with the details thereof;
- the details of personnel currently receiving disability pensions and the estimated annual revenue to be generated from such taxation, rank-wise;
- the number of disabled personnel who have retired normally from service and the total annual pension expenditure incurred on them;
- the number of disabled personnel invalidated from service and the total annual pension expenditure incurred on them;

- (e) whether the Government has held any consultation with the Ministry of Defence and ex-servicemen on such taxation, if so, the dates and the details of the recommendations of such consultations; and
- (f) whether the Government has made any assessment of the impact of such taxation on the morale of personnel and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (f): The exemption in respect of disability pension received by members of the armed forces who are invalided out of service on account of a disability attributable to or aggravated by military service has existed since the framework under the Income-tax Act, 1922 as provided vide Notification No. 878-F (Income Tax) dated March 21, 1922. When the Income-tax Act, 1961 came into force, the exemption continued through the repeal and savings provisions.

With the enactment of the Income-tax Act, 2025, the earlier enactments pertaining to Income-tax Act, 1922 and related savings provisions ceased to operate. Therefore, in the absence of an express provision in the new Act, the exemption would have lapsed. The present provision has been included to ensure the continuation of the same exemption that existed earlier, including its scope and conditions.

SCHOLARSHIPS UNDER PM-USP IN ANDHRA PRADESH

3788. SHRI LAVU SRI KRISHNA DEVARAYALU:

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

- (a) the details regarding the number of students who applied and number of students who were awarded scholarships under the Pradhan Mantri Uchchatar Shiksha Protsahan (PM-USP) scheme in Andhra Pradesh, particularly in Palnadu district, year-wise;
- (b) the details of the number of students from Government and private educational institutions who received scholarship payments under the said scheme in the State of Andhra Pradesh, particularly in Palnadu district, year-wise; and
- (c) the steps undertaken by the Government to expedite the delivery of scholarships and financial assistance under this scheme to economically disadvantaged and meritorious students?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) to (c): The Ministry of Education is implementing the Pradhan Mantri Uchchatar Shiksha Protsahan (PM-USP) Yojana comprising of 2 scholarship components namely (i) Central Sector Scheme of Scholarship for College and University Students; and (ii) Special Scholarship Scheme for Jammu & Kashmir and Ladakh (exclusively for the students of Jammu & Kashmir and Ladakh). Under the PM-USP CSSS, the financial assistance in the form of scholarships is provided to poor and meritorious students for pursuing higher education. Students who are in top 20th percentile of successful candidates in

class XII Board examinations and having family income of up to ₹ 4.5 lakhs per annum, are eligible to apply.

The Government of India has undertaken various steps to expedite the delivery of scholarships and financial assistance to economically disadvantaged and meritorious students, which include the following:

- i. A simple one-time completely digital registration process on the National Scholarships Portal (NSP) for all scholarships onboarded on NSP, including the PM-USP,
- ii. Fully online verification of applications from the Institute Nodal Officer and State Nodal Officer,
- iii. Disbursement of scholarships in DBT mode to the AADHAAR seeded bank account of the beneficiary,
- iv. Regular review of progress by the DBT Mission with all scheme implementing Ministries,

The details regarding the number of complete and verified applications received from students from Government and private educational institutions and number of students whose scholarships were disbursed under the Pradhan Mantri Uchchatar Shiksha Protsahan (PM-USP) scheme in Andhra Pradesh, particularly in Palnadu district, year-wise may be accessed at https://www.education.gov.in/parl_ques.

EXCHANGE RATE OF RUPEE IN COMPARISON TO EURO, POUND AND US DOLLAR

3789. SHRIMATI RACHNA BANERJEE:

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

- (a) the exchange rate of Rupee in comparison to Euro, Pound and US Dollar from 2014 till 2025, year-wise; and
- (b) the details of the percentage decrease in values of rupee between 2014 and 2025, yearwise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) The exchange rate of the Indian rupee (INR) against the Euro (EUR), Pound (GBP) and US Dollar (USD) from 2014 to 2025 has been presented below.

Table: Exchange rate of INR

Year	Date	USD INR	EUR INR	GBP INR
2014	31-Dec-14	63.33	77.00	98.58
2015	31-Dec-15	66.33	72.50	98.35
2016	30-Dec-16	67.95	71.62	83.42
2017	29-Dec-17	63.93	76.39	86.07
2018	31-Dec-18	69.79	79.78	88.55
2019	31-Dec-19	71.27	79.88	93.48
2020	31-Dec-20	73.05	89.79	99.60
2021	31-Dec-21	74.30	84.05	100.30

2022	30-Dec-22	82.79	88.15	99.74
2023	29-Dec-23	83.12	92.00	106.11
2024	31-Dec-24	85.62	89.09	107.46
2025	31-Dec-25	89.92	105.56	121.02

Source: Reserve Bank of India (RBI).

(b) The details of the calendar year-wise percentage depreciation/appreciation in the value of INR against USD from 2014 to 2025 is presented below.

Calendar Year	Appreciation (+)/ Depreciation (-) percentage of INR against USD
2014	-1.97
2015	-4.70
2016	-2.61
2017	+6.35
2018	-8.46
2019	-2.25
2020	-2.31
2021	-1.71
2022	-10.15
2023	-0.57
2024	-2.80
2025	-4.75

Source: Bloomberg

PROMOTION OF CULTURAL HERITAGE OF AURANGABAD**3790. SHRI ABHAY KUMAR SINHA:**

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

- (a) the details of the funds sanctioned and utilised for preservation of centrally protected monuments in Aurangabad Lok Sabha Constituency and district-wise in Bihar during the last three years and the current year;
- (b) the current status of conservation work at historical sites in Aurangabad district;
- (c) whether any new monument in Aurangabad has been declared centrally protected and specifically, if Tikari Fort (Tekari Kila) added in Tikari segment; and
- (d) the details of the steps taken by the Government to promote cultural heritage of Aurangabad and Magadh regions?

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

(a) and (b): There are 70 nos. of centrally protected monuments under the jurisdiction of Archaeological Survey of India (ASI) in the State of Bihar including 01 monument in Aurangabad Lok Sabha Constituency. ASI takes up conservation and preservation works of these monuments/sites as per the need and availability of resources subject to the National Policy for Conservation and it is a continuous process. The details of the funds sanctioned and utilised for conservation, preservation and maintenance of

centrally protected monuments/sites in the state of Bihar during the last three years and the current year are given as under:

(Amount in Crores)

S. No.	Year	Allocation	Expenditure incurred
1.	2022-23	9.00	9.00
2.	2023-24	16.00	16.00
3.	2024-25	8.73	8.73
4.	2025-26 (upto 05.03.2026)	15.00	14.86

The details of name of works and expenditure for conservation and maintenance during the past three years and current financial year, district-wise in the State of Bihar are given at **Statement**.

The details of the expenditure incurred for conservation, preservation and maintenance of Tomb of Sham Sher Khan, Shamsheer Nagar in the Aurangabad Lok Sabha Constituency during the last three years and the current year are given as under:

(Amount in Rs.)

S. No.	Year	Expenditure incurred
1.	2022-23	6405.00

2.	2023-24	88300.00
3.	2024-25	7560.00
4.	2025-26 (up to Feb 2026)	116482.00

(c): No new monument in Aurangabad has been declared centrally protected monument.

(d): To create public awareness; various activities such as exhibitions/seminars/ Heritage Walks, Drawing/Essay/Quiz competitions etc. are organized. These activities and interaction with local people are organized on the occasion of World Heritage Day, World Museum Day, World Heritage Week amongst school children, general public and other stakeholders by ASI.

STATEMENT

DISTRICT WISE NAME OF WORKS AND EXPENDITURE FOR CONSERVATION DURING THE PAST THREE YEARS FOR THE YEAR 2022-23

Sl. No.	Name of the work	Expenditure During 2022-23 (In Rupees)
	District-Nalanda	
1.	Conservation of damaged brick masonry & fallen wall of Monastery No. 09 at Excavated remains, Nalanda	1127746.00

2.	Conservation of side portion of Temple No. 12 at Excavated remains, Nalanda	241241.00
3.	Conservation of Monastery No. 08 at Nalanda	485427.00
4.	Construction of boundary wall work at Nalanda	162534.00
5.	Construction of boundary wall Temple no 12&13 Nalanda.	812164.00
6.	Conservation of Temple No. 14 at Nalanda	399627.00
7.	Conservation of Temple No.02 of Excavated Remains at Nalanda	1006600.00
8.	Conservation of lower portion of northern side temple No. 13 at Nalanda	618021.00
9.	Replacement of electrical cable all around the monument and garden area of Excavated Remains at Nalanda	1176248.00
10.	Installation of lightening arresters cologue with earthling solutions for excavated structures in the world heritage monument Nalanda Mahavihar at Nalanda	1779200.00
11.	Development and Up-gradation of Tourist facilities under 75 th Aazadi Ka Amrit Mahotsav at Nalanda Mahavihar Nalanda	2023372.00
12.	Brick on edge Pathway & repairing to the existing Pathways at Excavated Remains at Nalanda.	2242.00
13.	Arial Photogrammetric Survey & preparation of Photogrammetric survey plan of Excavated Remains at Nalanda	944.00
14.	Upgradation of amenties and illumination etc. at Son Bhandar & Maniyar Math & other site in Light of G.20 events.	36875.00
15.	Upgradation of amenties and illumination etc. at Excavated remains of Nalanda Mahavihar, Nalanda in Light of G.20 events.	62245.00

16.	Conservation & restoration of Mahadeo Temple at Rajgir.	297475.00
17.	Conservation Jarasandh Ka Akhara at Rajgir.	3304.00
18.	Conservation of Jarasandh Ka Baithaka at Rajgir.	5900.00
19.	Conservation of Maniyar Math at Rajgir.	5310.00
20.	Conservation of Newly Excavated Stupa and Iron Grill fencing of Azatshatru Stupa at Rajgir.	1652.00
21.	Up-gradation of amenities and illumination etc. at New Fort Wall & other site at Rajgir in light of G-20 event.	150.00
	Total:	10248277.00
	District - Patna	
22.	Development of Eighty Pillar Hall at Kumhrar	638246.00
23.	Repairing of pathway at Kumhrar	1052285.00
24.	Construction of boundary wall kumhrar Patna	672522.00
25.	Development of tank kumhrar Patna	867147.00
26.	Conservation of Dwarf wall herbal garden, Excavated remains at Kumhrar, Patna.	1208346.00
27.	Development of Exhibition Hall at Excavated Remains Kumhrar	1859508.00
28.	Construction of west side boundary wall at Excavated remains at Kumhrar	1499977.00
29.	Repairing of Pathway around the Arogya Vihar at Excavated Remains at Kumhrar, Patna	2250.00
30.	Development of Fountain at Excavated Remains at Kumhrar, Patna.	1000.00
31.	Up-gradation of amenities and illumination etc at Excavated	850.00

	Remains at Kumhrar, Patna in light of G-20 Event.	
32.	Development of and Conservation of Tank under Amrit Sarovar at Maner, Patna.	900.00
33.	Development of and Conservation of Makhdum Shah Daulat & Ibrahim Khan at Maner, Patna.	1200.00
	Total:	7804231.00
	District - Bhagalpur	
34.	Repairing of boundary wall Vikramshila Antichak	2616434.00
35.	Construction of boundary wall Vikramshila museum Antichak	1215574.00
36.	East side debris clearance & restoration of Monastery cell Vikramshila Mahavihar at Antichak, Bhagalpur.	2360.00
37.	Conservation of North east monastery at Excavated remains at Vikramshila Antichak	1351058.00
38.	Illumination of monument and others Amenities required during G-20 event at Vikramshila Mahavihar at Antichak, Bhagalpur.	803907.00
39.	Conservation of Tibetan Temple Vikramshila Mahavihar at Antichak, Bhagalpur.	2043957.00
40.	Conservation of Monastery (South & West side) Vikramshila Mahavihar at Antichak, Bhagalpur.	5900.00
41.	Conservation of Plinth Protection (Monastery Cell) Vikramshila Mahavihar at Antichak, Bhagalpur	2000.00
42.	Development & Construction of Pathway Jain Temple to Hindu Temple Complex of Vikramshila Mahavihar at Antichak,	280.00

	Bhagalpur.	
43.	Conservation of Monastery (North side Mandap Dwaar) of Vikramshila Mahavihar at Antichak, Bhagalpur	2006.00
44.	Conservation of Monastery Stair (West side) of Vikramshila Mahavihar at Antichak, Bhagalpur.	5900.00
45.	Conservation of Monastery Stair (South side) of Vikramshila Mahavihar at Antichak, Bhagalpur.	1770.00
	Total:	8051146.00
	District - Vaishali	
46.	Upgradation of amenties and illumination etc. at Relic Stupa, Vaishali in Light of G.20 events.	30975.00
47.	Repair of Pathway at Relic Stupa, Vaishali	2148.00
48.	Upgradation and Illumination at Raja Vishal Ka Garh at Vaishali in light of G-20 event.	2030.00
49.	Conservation Raja Vishal Ka Garh at Vaishali	2266.00
	Total:	37419.00
	District - Gaya	
50.	Annual maintenance of ancient stupa and other remains locally known as Sujatagarh, Bakraur, Gaya.	195675.00
51.	Conservation Conservation of Excavated & Expose structure at Kurisarai, Gaya.	3100.00
	Total:	198775.00

	District-East Champaran	
52.	Conservation of Newly Exposed structure of Buddhist Stupa at Kesariya, East Champaran	2202726.00
53.	Repair of Boundary wall at Buddhist stupa Kesariya, East Champaran.	1129520.00
54.	Conservation of Eastern side of Newly Excavated site Buddhist Stupa at Kesariya, East Champaran.	1920.00
55.	Conservation of West side of Newly Excavated site Buddhist Stupa at Kesariya, East Champaran.	1920.00
56.	Upgradation of Amenities and Illumination etc at Buddhist Stupa Kesariya in Light of G-20 event	747399.00
	Total:	4083485.00
	District-West Champaran	
57.	Repair of Pathway at Rampart fort & stupa at Marahia, West Champaran	1492791.00
58.	Development of pathway & boundary wall at Ashokan Column at Rampurva	1920.00
	Total:	1494711.00
	District - Muzaffarpur	
59.	Structural Conservation of Khutagarshala Swastika Monastery Ashokan Column Kolhua	687986.00
60.	Upgradation of Amenities and Illumination etc at Ashokan Column at Kolhua, Muzaffarpur in Light of G-20 event	815544.00
61.	Development and upgradation of Tourist facilities under 75 th Aazadi Ka Amrit Mahotsav at Ashokan Column at Kolhua,	2266.00

	Muzaffarpur.	
62.	Repair of Pathway at Ashokan Column Kolhua	2266.00
	Total:-	1508062.00
	District - Jehanabad	
63.	Development of Caves at Barabar, Jehanabad	1500.00
64.	Development of sculpture and surrounding area at Ghejan.	115777.00
	Total:-	117277.00
	District-Siwan	
65.	Conservation & Restoration of Ancestral house of Dr. Rajendra Prasad, 1 st President of India, Jiradei, Siwan.	1900.00
66.	Development and upgradation of Ancestral house of Dr. Rajendra Prasad, 1 st President of India, Jiradei, Siwan.	1864.00
	Total:-	3764.00
	District - Kaimur	
67.	Conservation of Mundeshwari Devi Temple at Paura Hill, Ramgarh, Distt- Kaimur	643221.00
	Total:-	643221.00
	District- Rohtas	
68.	Development & Upgradation of Tourist Facilities under 75th Azadi ka Amrit Mahotsava at Sher Shah Suri, Tomb Sasaram	195610.00
69.	Conservation and Renovation of water Bodies at Rohtas Fort, Rohtas.	1850.00
70.	Renovation of Water Bodies at Hasan Shah Suri's Tomb at Sasaram.	2925.00

71.	Conservation of Main Dome and Peripheral Structures at Sher Shah Suri Tomb at Sasaram	700.00
	Total:-	201085.00
	Grand Total	34391453.00

**DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR CONSERVATION DURING THE PAST THREE YEARS
FOR THE YEAR 2023-24**

Sl. No.	Name of the work	Expenditure During 2023-24 (In Rupees)
	District - Nalanda	
1.	Replacement of electrical cable all around the monument and garden area of Excavated Remains at Nalanda, Distt- Nalanda	1822557.00
2.	Construction of Brick on Edge pathway at main gate at Excavated Remains at Nalanda	816327.00
3.	Conservation of Monastery No. 08 at Nalanda	1712326.00
4.	Up-gradation of amenities and illumination etc. at Sone Bhandar and Maniyar Math and other site in light of G-20	810788.00
5.	Up-gradation of amenities and illumination etc. at Excavated Remains of Nalanda Mahavihara in light of G-20 event.	2958517.00

6.	Up-gradation of amenities and illumination etc. at New Fort wall and other site at Rajgir in light of G-20 event	3496769.00
7.	Brick on edge Pathway & repairing to the existing Pathways at Excavated Remains at Nalanda.	3628587.00
8.	Conservation of Sarai Mound at Nalanda	1734796.00
9.	Conservation of Newly Excavated Stupa & Iron grill fencing of Azatshatru Stupa at Rajgir, Nalanda	71145.00
10.	Conservation and repairing of Mahadeo Temple at Rajgir.	3109366.00
11.	Installation of lightening arresters along with earthing solutions for excavated structures in the world heritage property Nalanda Mahavihara	669864.00
12.	Conservation of Temple No. 02 at Nalanda	1128022.00
13.	Conservation of Jarasandh Ka Baithaka at Rajgir.	1084173.00
14.	Arial Photogrammetric Survey & preparation of Photogrammetric survey plan of Excavated Remains at Nalanda	226875.00
15.	Development and Upgradation of Tourist facilities under 75th Aazadi Ka Amrit Mahotsav at Nalanda Mahavihar Nalanda	1896064.00
16.	Conservation and restoration of top portion of temple No. 03 including dismantling of plumb structure upto 3 meter from top and patch works in the walls, along with the restoration of stupa at the north west side at Nalanda	1046195.00
17.	Conservation of Maniyar Math at Rajgir, Rajgir	463954.00
18.	Conservation of Entrance Gate at Nalanda	322399.00
19.	Conservation of Temple No. 14 at Nalanda	1332739.00
20.	Plinth protection around structures at Nalanda.	1548.00

	Total:	28333011.00
	District - Patna	
21.	Repairing of Pathway around the Arogya Vihar at Excavated Remains Kumhrar.	4681823.00
22.	Development of Fountain at Excavated Remains Kumhrar	4765691.00
23.	Up-gradation of amenities and illumination...etc at Excavated Remains Kumhrar in light of G-20 event.	1516775.00
24.	Development of Exhibition Hall at Excavated remains at Kumhrar, Patna.	3139967.00
25.	to Conservation of West side boundary wall at Excavated remains at Kumhrar	1219271.00
26.	Bore well under Construction of Dwarf wall with Grill fencing at Herbal Garden, Excavated remains at Kumhrar, Patna	391560.00
27.	Construction of boundary wall at Excavated remains at Kumhrar, Patna	967959.00
	Total:	16683046.00
	District- Bhagalpur	
28.	conservation of monastery stair (West side) Vikramshila Mahavihar at Antichak, Bhagalpur.	3712681.00
29.	to Conservation of Plinth Protection Monastery cell Vikramshila Antichak, Bhagalpur	2338163.00
30.	North east Side Monastery Excavated Remains Vikramshila Mahavihar, Bhagalpur.	1486931.00
31.	Conservation of Monastery (North side Mandap Dwar)	3537493.00

	Vikramshila Mahavihar at Antichak, Bhagalpur.	
32.	Illumination of monument and others amenities required during G-20 Event at Vikramshila Mahavihar at Antichak, Bhagalpur.	246937.00
33.	Conservation of Tibetan Temple Vikramshila Mahavihar at Antichak, Bhagalpur.	1416.00
34.	repairing of boundary wall Vikramshila Antichak	50459.00
35.	East Side Debris Clearance & Restoration of Monastery Cell at Vikramshila Mahavihar at Antichak, Bhagalpur.	3635040.00
36.	Conservation of Monastery stair (South side) Vikramshila Mahavihar at Antichak, Bhagalpur.	1128835.00
37.	Conservation of Monastery (South & West side) Vikramshila Mahavihar Antichak at Bhagalpur.	1500.00
38.	Repair and Construction of damaged fallen boundary wall at Excavated remains Vikramshila Antichak, Bhagalpur.	160.00
39.	Conservation of Hindu Temple Complex Vikramshila at Antichak, Bhagalpur.	800.00
	Total:-	16140415.00
	District- Siwan	
40.	Development and Upgradation at Ancestral house of Dr. Rajendra Prasad, the first President of India, Jiradei	1449405.00
	Total:-	1449405.00
	District- Muzaffarpur	
41.	Repair of pathway at Ashokan Column Kolhua, Muzaffarpur	3084330.00
42.	Development and Upgradation of Tourist facilities under 75th	2277036.00

	Aazadi Ka Amrit Mahotsav at Ashokan Column Kolhua	
	Total:-	5361366.00
	District - Vaishlai	
43.	Repair of Pathway at Relic Stupa at Vaishali	3367060.00
44.	Up-gradation of amenities and illumination etc. at Relic Stupa at Vaishali in light of G-20 event.	2265.00
45.	Up-gradation of amenities and illumination etc. at Raja Vishal ka Garh at Vaishali in light of G-20 event.	171100.00
	Total:-	3540425.00
	District – East Champaran	
46.	Up-gradation of amenities and illumination etc. at Buddhist Stupa Kesariya in light of G-20 event.	1920.00
	Total:	1920.00
	District – West Champaran	
47.	Development of Pathway and Boundary wall at Ashokan column Rampurva	2777615.00
	Total:-	2777615.00
	Grand Total	74287203.00

**DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR CONSERVATION DURING THE PAST THREE YEARS
FOR THE YEAR 2024-25**

Sl. No.	Name of the work	Expenditure During 2024-25 (In Rupees)
	District- Nalanda	
1.	Construction of Brick on Edge pathway at main gate at Excavated Remains at Nalanda	249614.00
2.	Conservation of Sarai Mound at Nalanda	286016.00
3.	Conservation of Monastery No. 08 at Nalanda	21733.00
4.	Conservation of Temple No. 02 at Nalanda.	352639.00
5.	Replacement of Electric Cable all around the monument & Garden area of Excavated remains at Nalanda.	850369.00
6.	Construction of Entrance Gate at Nalanda.	24500.00
7.	Development and Upgradation of Tourist facilities under 75th Aazadi Ka Amrit Mahotsav at Nalanda Mahavihar Nalanda	746763.00
8.	Conservation and restoration of top portion of temple No. 03 including dismantling of plumb structure upto 3 meter from top and patch works in the walls, along with the restoration of stupa at the north west side at Nalanda	209000.00
9.	Conservation of Newly Excavated Stupa and Iron Grill fencing of Ajatshatru Stupa at Rajgir.	4051814.00
10.	Conservation of Maniyar Math at Rajgir.	2790532.00

11.	Repairing of Boundary wall work Nalanda Museum at Nalanda.	1291456.00
12.	Conservation of Lower Portion of Northern side of Temple No.13 at Nalanda.	497714.00
13.	Construction of Boundary Wall work at Excavated remains at Nalanda.	1037528.00
14.	Conservation & Restoration of Cyclopean Wall at Rajgir.	2832.00
15.	Providing Barricading around Temple No. 03 at Excavated Remains at Nalanda.	1304.00
16.	Conservation of Rukmini Asthan at Jagdishpur, Nalanda	6844.00
	Total:	12420658.00
	District - Patna	
17.	Construction of West side Boundary wall at Excavated remains at Kumhrar, Patna.	23222.00
18.	Upgradation of amenities and illumination etc. at Excavated remains at Kumhrar in light of G-20 Event.	835244.00
	Total:-	858466.00
	District- Muzaffarpur	
19.	Development and upgradation of Tourist facilities under 75 th Azadi Ka Amrit Mahotsav at Ashokan Column at Kolhua, Muzaffarpur.	1426938.00
20.	Structural Conservation of Kutagarshala Swastik Monastery at Ashokan Column, Kolhua, Muzaffarpur.	126142.00
21.	Repairing of Pathway of Ashokan Column at Kolhua, Muzaffarpur.	332500.00
	Total:-	1885580.00

	District- Bhagalpur	
22.	Conservation of Monastery stair North side Mandap Dwar Vikramshila, Antichak, Bhagalpur.	10774.00
23.	North East side Monastery at Excavated remains Vikramshila, Antichak, Bhagalpur.	204160.00
24.	Repair & Construction of damaged fallen wall at Excavated remains at Antichak, Bhagalpur.	1873382.00
25.	Conservation of Monastery stair South side at Vikramshila, Antichak, Bhagalpur.	411442.00
26.	East side Debris clearance and Restoration of Monastery Cell at Antichak, Bhagalpur.	244920.00
27.	Conservation of Monastery (South & West side) Vikramshila Mahavihar at Antichak, Bhagalpur.	2354863.00
28.	Conservation of Hindu Temple Complex Vikramshila Mahavihar at Antichak, Bhagalpur.	160.00
	Total:-	5099701.00
	District - Rohtas	
29.	Development and upgradation of Tourist facilities under 75 th Azadi Ka Amrit Mahotsav at Sher Shah Suri Tomb at Sasaram.	1944142.00
	Total:-	1944142.00
	District - Kaimur	
30.	Conservation of Mundeshwari Devi Temple at Paura Hill Ramgarh ,Kaimur	361000.00
	Total:-	361000.00

	District – East Champaran	
31.	Conservation of Eastern side of Newly Exposed Structure at Kesariya, East Champaran.	4016525.00
32.	Conservation of West side of Newly Exposed Structure Buddhist Stupa at Kesariya, East Champarn.	3647139.00
33.	Construction of upper traces of western side of Buddhist Stupa at Kesariya, East Champaran.	100.00
34.	Conservation of Eastern side phase-II of Buddhist Stupa at Kesariya, East Champaran.	100.00
	Total:-	7663864.00
	District-West Champaran	
35.	Development of Pathway & Boundary wall at Ashokan Column Rampurva, West Champaran.	423457.00
	Total:-	423457.00
	District – Vaishali	
36.	Construction of fallen boundary wall at Relic Stupa at Vaishali	100.00
	Total:-	100.00
	Grand Total	30656968.00

**DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR CONSERVATION DURING THE PAST THREE YEARS
FOR THE YEAR 2025-26 (upto January 2026)**

Sl. No.	Name of the work	Expenditure During 2025-26 (upto Jan. 2026 (In Rupees)
	District - Nalanda	
1.	Providing Barricading around Temple No 03 at Excavated Remains at Nalanda	1528142.00
2.	Conservation of Boundary Wall (Western side) to the back side of Temple No.12 & 13 of Excavated remains at Nalanda.	1351120.00
3.	Up-gradation of Amenities and Illumination etc. at Son Bhandar and Maniyar Math and other site in light of G-20 Event at Rajgir	1195725.00
4.	Plinth Protection around structures at Nalanda.	3769552.00
5.	Conservation of Jarasandh Ka Akhada at Rajgir, Nalanda.	2929268.00
6.	Conservation of Temple No. 02 at Nalanda	427827.00
7.	Conservation & Restoration of Top portion of Temple No. 03 including dismantling of plumb structure upto 3 meter from top and patch works in the walls , alongwith the restoration of stupa at the north west side at Nalanda	1807630.00
8.	Conservation of Damaged Brick Masonry and fallen wall of Monastery No. 09 at Nalanda.	772996.00

9.	Conservation & Restoration of Cyclopean wall at Rajgir.	3971333.00
10.	Conservation of Rukministhan at Jagdishpur, Nalanda.	2932508.00
11.	Conservation of Temple No. 14 at Nalanda	904668.00
12.	Conservation of side portion of Temple No. 12 at Nalanda	1746901.00
13.	Tri Colour Illumination of Excavated remains at Nalanda.	444978.00
	Total:-	23782648.00
	District – Patna	
14.	Development of Tank at Excavated Remains at Kumhrar, Patna.	721170.00
	Total:-	721170.00
	District - Bhagalpur	
15.	Conservation of Monastery (South & West side) Vikramshila Mahavihar, Antichak, Bhagalpur	2088634.00
16.	Repair and Construction of damaged/fallen boundary wall at Excavated remains Vikramshila Mahavihar, Antichak, Bhagalpur.	1839929.00
17.	Conservation of Tibetan Temple Vikramshila Mahavihar at Antichak, Bhagalpur.	599997.00
18.	Conservation of Hindu Temple Complex Vikramshila Mahavihar at Antichak, Bhagalpur	4715413.00
19.	Conservation of Monastery stair (South side) Vikramshila Mahavihar at Antichak, Bhagalpur.	2110366.00
20.	Conservation of Monastery stair (North side Mandap Dwaar) Vikramshila Mahavihar at Antichak, Bhagalpur.	439654.00
21.	to North East side Monastery at Excavated remains at Vikramshila	241764.00

	Mahavihar, Antichak, Bhagalpur.	
22.	Cleaning, maintenance, painting &etc. Vikramshila Mahavihar at Antichak, Bhagalpur.	1797636.00
	Total:-	13833393.00
	District-Sasaram	
23.	Conservation of Main Dome and Peripheral Structures at Sher Shah Suri's Tomb at Sasaram.	3480584.00
24.	Renovation of Water Bodies at Hasan Shah Suri's Tomb at Sasaram, under Amrit Sarovar Yojna.	1713560.00
25.	Conservation and Renovation of Water Bodies at Rohtas Fort at Rohtas	2257068.00
26.	Tri Colour Illumination of Sher Shah Suri Tomb at Sasaram.	438960.00
	Total:-	7890172.00
	District - Gaya	
27.	Conservation of Excavated and Expose structure at Kurisarai , Gaya	1839496.00
	Total:-	1839496.00
	District – East Champaran	
28.	Conservation of upper terrace of western side of Buddhist stupa at Kesariya, East Champaran.	562450.00
	Total:-Total:-	562450.00
	Total	48629329.00

**DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR ANNUAL MAINTENANCE/REPAIRS DURING THE PAST THREE
YEARS
FOR THE YEAR 2022-23**

Sl. No.	Name of the work	Expenditure During 2022-23 (In Rupees)
	District - Patna	
1.	Annual Repairs to Excavated remains at Kumrahar, Patna	1689551.00
2.	Annual Repairs to Mir Ashraf's mosque at ChoukShikar Pur, Patna	102405.00
3.	Annual Repairs to loose sculpture at Datiyana, Patna	163146.00
4.	Annual Repairs to Makhdum Shah Maneri Tomb at Maner, Patna.	323858.00
5.	Annual Repairs to Excavated remains at Bulandibagh, Patna	99640.00
	Total:-	2378600.00
	District - Siwan	
6.	Annual Repairs to Ancestral House of Dr. Rajendra Prasad at Zeradei, Siwan.	448552.00
	Total:-	448552.00

	District – East Chamaparan	
7.	Annual Repairs to Ashokan Pillar at Lauriya Areraj, East Chamaparan.	74895.00
8.	Annual Repairs to Buddhist Stupa Tajpur Deur, Kesariya, East Chamaparan	1598171.00
	Total:-	1673066.00
	District- West Chamaparan	
9.	Annual Repairs to Ruined Fortress of Chankigarh at Chanki W. Chamaparan	174439.00
10.	Annual Repairs to Ashokan column at Rampurva West Chamaparan	149790.00
11.	Annual Repairs to Ashokan Column Lauriya Nandangarh,W.Chamaparan	528680.00
12.	Annual Repairs to Rampart of Fort and Stupa, Marhia, W. Chamaparan	249334.00
	Total:-	1102243.00
	District - Vaishali	
13.	Annual Repairs to Ralic Stupa at Vaishali	412770.00
14.	Annual Repairs to Jami Mosque at Hajipur, Vaishali	74895.00
15.	Annual Repairs to Raja Vishal ka Garh at Vaishali	392556.00
	Total:-	880221.00

	District - Muzaffarpur	
16.	Annual Repairs to Ashokan column at kolhua	1759620.00
	Total:-	1759620.00
	District - Saran	
17.	Annual Repairs to Remains of Ancient city, Manjhi, Saran	74895.00
	Total:-	74895.00
	District - Madhubani	
18.	Annual Repairs to Remains of Ancient Fort or Garh locally known as Raja Bali ka Garh at Balirajgarh	149790.00
	Total:-	149790.00
	District - Nalanda	
19.	Annual Repairs to Excavated remains at Nalanda	2215087.00
20.	Annual Repairs to statue of Buddha Rukministhan at Jagdishpur Nalanda	194565.00
21.	Annual Repairs to Tomb of Malik Ibrahim Bayu, Biharsharif Nalanda	291500.00
22.	Annual Repairs to Jlvikamaravan, Bimbisar Jail, Gridhikuts and Ashokan Stupa at Rajgir	737836.00
23.	Annual Repairs to Jarasandh ka Baithika, Jain Temple, Saptakarni Caves, Sone Bhandar, Jarasandh ka Akhara, Maniyar Math, Mahadeo Temple at Rajgir	457869.00
24.	Ghora Katora at Giriak, Nalanda.	424518.00
25.	Annual Repairs to New Fort Wall, Excavated Stupa Banganga and Sankhalipi, Venuvan and Ajatasatru Stupa at Rajgir.	537258.00
	Total:-	4858633.00

	District - Kishanganj	
26.	Annual Repairs to Kanhaiya Ji Ka Mandir at Bandarjhula , kishanganj	80831.00
	Total:-	80831.00
	District - Bhagalpur	
27.	Annual Repairs to Chourasi Muni cave at Patharghatta, Bhagalpur.	74955.00
28.	Annual Repairs to Rock Sculptures at Patharghatta, Bhagalpur	85905.00
29.	Annual Repairs to Rock Cut Temple at Kahalgaon , Bhagalpur.	80065.00
30.	Annual Repairs to Excavated remains at Antichak, Bhagalpur.	1944813.00
	Total:-	2185738.00
	District - Gaya	
31.	Annual Maintenance of Ancient images and sculptures collected underneath a shed at Guneri, Distt- Gaya	79754.00
32.	Annual Maintenance of Ancient Stupa and other Remains locally known as Sujatagarh at- Bakraur, Distt- Gaya	373072.00
33.	Annual Maintenance of Garh or Mound at Kurkihar, Distt- Gaya	74385.00
34.	Annual Maintenance of Ancient Colossal Buddha Statue, stone pillars and various Hindu Deities carved at Kurisarai , Distt- Gaya	559489.00
35.	Annual Maintenance of Shiva Temple at Konch, Distt- Gaya	85878.00
	Total:-	1172578.00
	District - Kaimur	
36.	Annual Maintenance of Mundeshwari Devi Temple at Paura hill	90403.00

	dist. Kaimur	
37.	Bakhtiyar Khan Tomb at Chainpur.	141615.00
	Total:-	232018.00
	District- Buxar	
38.	Annual Maintenance of Ancient Mound at Buxar, Distt- Buxar	74385.00
	Total:-	74385.00
	District - Sasaram	
39.	Annual Maintenance of Hasan Shah Suri Tomb at Sasaram Distt- Rohtas	492858.00
40.	Annual Maintenance of Ashokan inscription at Chandan Shahid Hill Sasaram Distt- Rohtas	86279.00
41.	Rohtas Garh fort at Rohtas, Sub circle Sasaram	644688.00
42.	Annual Maintenance of Sher Shah Suri Tomb at Sasaram Distt- Rohtas	1636710.00
	Total:-	2860535.00
	District - Aurangabad	
43.	Annual Maintenance of Shamsheer Khan Tomb at Shamsheer Nagar Distt- Aurangabad	6405.00
	Total:-	6405.00

Sl. No.	Name of the work	Expenditure During

		2022-23 (In Rupees)
	District - Jehanabad	
44.	Annual Maintenance of Buddhist images and sculptures collected underneath a shed at Ghejan, Distt- Jehanabad	79848.00
45.	Annual Maintenance of Caves at Barabar and Nagarjuni Hills, Barabar, Distt- Jehanabad	160827.00
	Total:-	240675.00
	Grand Total	20178785.00

***DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR ANNUAL MAINTENANCE/REPAIRS DURING THE PAST THREE
YEARS
FOR THE YEAR 2023-24**

Sl. No.	Name of the work	Expenditure During 2023-24 (In Rupees)
	District - Patna	
1.	Annual Repairs to excavated remains at Kumrahar, Patna	1498855.00
2.	Annual Repairs to Mir Ashraf's mosque at ChoukShikar Pur, Patna	111105.00

3.	Annual Repairs to loose sculpture at Datiyana, Patna	178230.00
4.	Annual Repairs to Makhdum Shah Maneri Tomb at Maner, Patna.	750611.00
5.	Annual Repairs to Excavated remains at Bulandibagh, Patna	111105.00
	Total:-	2649906.00
	District - Siwan	
6.	Ancestral House of Dr. Rajendra Prasad at Zeradei, Siwan.	289260.00
	Total:-	289260.00
	District – East Champaran	
7.	Ashokan Pillar at Lauriya Areraj, East Champaran.	1250979.00
8.	Buddhist Stupa Tajpur Deur, Kesariya, East Champaran	1095673.00
	Total:-	2346652.00
	District- West Champaran	
9.	MW(AR) to Ruined Fortress of Chankigarh at Chanki W. Champaran	192840.00
10.	Ashokan column at Rampurva West Champaran	192840.00
11.	MW(AR) to Ashokan Column Lauriya Nandangarh, W. Champaran	192840.00
12.	MW(AR) to Rampart of Fort and Stupa, Marhia, W. Champaran	751660.00
	Total:-	1330180.00
	District - Vaishali	
13.	Ralic Stupa at Vaishali	2274885.00

14.	Jami Mosque at Hajipur, Vaishali	96420.00
15.	MW(AR) to Raja Vishal ka Garh at Vaishali	260279.00
	Total:-	2631584.00
	District - Muzaffarpur	
16.	Ashokan column at kolhua	990497.00
	Total:-	990497.00
	District - Saran	
17.	Remains of Ancient city, Manjhi, Saran	96420.00
	Total:-	96420.00
	District - Madhubani	
18.	MW(AR) to Remains of Ancient Fort or Garh locally known as Raja Bali ka Garh at Balirajgarh	192840.00
	Total:-	192840.00
	District - Nalanda	
19.	A/R to Excavated remains at Nalanda	1448447.00
20.	A/R to statue of Buddha Rukministhan at Jagdishpur Nalanda	236800.00
21.	A/R to Tomb of Malik Ibrahim Bayu, Biharsharif Nalanda	302454.00
22.	A/R to Jlvikamaravan, Bimbisar Jail, Gridhikuts and Ashokan Stupa at Rajgir	541874.00
23.	A/R to Jarasandh ka Baithika, Jain Temple, Saptakarni Caves, Sone Bhandar, Jarasandh ka Akhara, Maniyar Math, Mahadeo Temple at Rajgir	407506.00

24.	Ghora Katora at Giriak, Nalanda.	500193.00
25.	A/R to New Fort Wall, Excavated Stupa Banganga and Sankhalipi, Venuvan and Ajatasatru Stupa at Rajgir.	1548945.00
	Total:-	4986219.00
	District - Kishanganj	
26.	Annual Repairs to Kanhaiya Ji Ka Mandir at Bandarjhula , kishangan	7155.00
	Total:-	7155.00
	District - Bhagalpur	
27.	Annual Repairs to Chourasi Muni cave at Patharghatta, Bhagalpur.	108879.00
28.	Annual Repairs to Rock Sculptures at Patharghatta, Bhagalpur	99655.00
29.	Annual Repairs to Rock Cut Temple at Kahalgaon , Bhagalpur.	96420.00
30.	Annual Repairs to Excavated remains at Antichak, Bhagalpur.	1342362.00
	Total:-	1647316.00
	District - Gaya	
31.	Annual Maintenance of Ancient images and sculptures collected underneath a shed at Guneri, Distt- Gaya	7155.00
32.	Annual Maintenance of Ancient Stupa and other Remains locally known as Sujatagarh at- Bakraur, Distt- Gaya	101600.00
33.	Annual Maintenance of Garh or Mound at Kurkihar, Distt- Gaya	95455.00
34.	Annual Maintenance of Ancient Colossal Buddha Statue, stone	95455.00

	pillars and various Hindu Deities carved at Kurisarai , Distt- Gaya	
35.	Annual Maintenance of Shiva Temple at Konch, Distt- Gaya	95455.00
	Total:-	395120.00
	District - Kaimur	
36.	Annual Maintenance of Mundeshwari Devi Temple at Paura hill dist. Kaimur	190910.00
37.	Bakhtiyar Khan Tomb at Chainpur.	95455.00
	Total:-	286365.00
	District- Buxar	
38.	Annual Maintenance of Ancient Mound at Buxar, Distt- Buxar	94190.00
	Total:-	94190.00
	District - Sasaram	
39.	Annual Maintenance of Hasan Shah Suri Tomb at Sasaram Distt- Rohtas	95455.00
40.	Annual Maintenance of Ashokan inscription at Chandan Shahid Hill Sasaram Distt- Rohtas	95455.00
41.	Rohtas Garh fort at Rohtas, Sub circle Sasaram	276115.00
42.	Annual Maintenance of Sher Shah Suri Tomb at Sasaram Distt- Rohtas	745374.00
	Total:-	1212399.00
	District - Aurangabad	
43.	Annual Maintenance of Shamsheer Khan Tomb at Shamsheer	88300.00

	Nagar Distt- Aurangabad	
	Total:-	88300.00

Sl. No.	Name of the work	Expenditure During 2023-24 (In Rupees)
	District - Jehanabad	
44.	Annual Maintenance of Buddhist images and sculptures collected underneath a shed at Ghejan, Distt- Jehanabad	95455.00
45.	Annual Maintenance of Caves at Barabar and Nagarjuni Hills, Barabar, Distt- Jehanabad	190910.00
	Total:-	286365.00
	Grand Total	19530768.00

**DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR ANNUAL MAINTENANCE/REPAIRS DURING THE PAST THREE
YEARS
FOR THE YEAR 2024-25**

Sl. No.	Name of the work	Expenditure During 2024-25 (In Rupees)
	District - Patna	
1.	Annual Repairs to excavated remains at Kumrahar, Patna	2068166.00
2.	Annual Repairs to Mir Ashraf's mosque at ChoukShikar Pur, Patna	62890.00
3.	Annual Repairs to loose sculpture at Datiyana, Patna	187980.00
4.	Annual Repairs to Makhdum Shah Maneri Tomb at Maner, Patna.	747942.00
5.	Annual Repairs to Excavated remains at Bulandibagh, Patna	175380.00
	Total:-	3242358.00
	District - Siwan	
6.	Annual Repairs to Ancestral House of Dr. Rajendra Prasad at Zeradei, Siwan.	439411.00
	Total:-	439411.00

	District – East Chamaparan	
7.	Annual Repairs to Ashokan Pillar at Lauriya Areraj, East Chamaparan.	1283443.00
8.	Annual Repairs to Buddhist Stupa Tajpur Deur, Kesariya, East Chamaparan	711078.00
	Total:-	1994521.00
	District- West Chamaparan	
9.	Annual Repairs to Ruined Fortress of Chankigarh at Chanki W. Chamaparan	171720.00
10.	Annual Repairs to Ashokan column at Rampurva West Chamaparan	171720.00
11.	Annual Repairs to Ashokan Column Lauriya Nandangarh,W.Chamaparan	171720.00
12.	Annual Repairs to Rampart of Fort and Stupa, Marhia, W. Chamaparan	217740.00
	Total:-	732900.00
	District - Vaishali	
13.	Annual Repairs to Ralic Stupa at Vaishali	1122984.00
14.	Annual Repairs to Jami Mosque at Hajipur, Vaishali	85860.00
15.	Annual Repairs to Raja Vishal ka Garh at Vaishali	193283.00
	Total:-	1402127.00
	District - Muzaffarpur	
16.	Annual Repairs to Ashokan column at kolhua	1976851.00

	Total:-	1976851.00
	District - Saran	
17.	Annual Repairs to Remains of Ancient city, Manjhi, Saran	85860.00
	Total:-	85860.00
	District - Madhubani	
18.	Annual Repairs to Remains of Ancient Fort or Garh locally known as Raja Bali ka Garh at Balirajgarh	171720.00
	Total:-	171720.00
	District - Nalanda	
19.	Annual Repairs to Excavated remains at Nalanda	2062662.00
20.	Annual Repairs to statue of Buddha Rukministhan at Jagdishpur Nalanda	191641.00
21.	Annual Repairs to Tomb of Malik Ibrahim Bayu, Biharsharif Nalanda	483738.00
22.	Annual Maintenance of Pritam Mound at Nalanda, Distt- Nalanda	558305.00
23.	Annual Repairs to Jlvikamaravan, Bimbisar Jail, Gridhikuts and Ashokan Stupa at Rajgir.	749710.00
24.	Annual Repairs to Jarasandh ka Baithika, Jain Temple, Saptakarni Caves, Sone Bhandar, Jarasandh ka Akhara, Maniyar Math, Mahadeo Temple at Rajgir	696616.00
25.	Annual Repairs to Ghora Katora at Giriak, Nalanda.	810567.00
26.	Annual Repairs to New Fort wall, Excavated Stupa Banganga and Sankhalipi, Venuvan and Ajatasatru Stupa at Rajgir.	1677662.00

	Total:-	7230901.00
	District - Kishanganj	
27.	Annual Repairs to Kanhaiya Ji Ka Mandir at Bandarjhula , kishangan	0.00
	Total:-	0.00
	District - Bhagalpur	
28.	Annual Repairs to Chourasi Muni cave at Patharghatta, Bhagalpur.	86100.00
29.	Annual Repairs to Rock Sculptures at Patharghatta, Bhagalpur	86100.00
30.	Annual Repairs to Rock Cut Temple at Kahalgaon , Bhagalpur.	86100.00
31.	Annual Repairs to Excavated remains at Antichak, Bhagalpur.	704562.00
	Total:-	962862.00
	District - Gaya	
32.	Annual Maintenance of Ancient images and sculptures collected underneath a shed at Guneri, Distt- Gaya	78420.00
33.	Annual Maintenance of Ancient Stupa and other Remains locally known as Sujatagarh at- Bakraur, Distt- Gaya	93190.00
34.	Annual Maintenance of Garh or Mound at Kurkihar, Distt- Gaya	85980.00
35.	Annual Maintenance of Ancient Colossal Buddha Statue, stone pillars and various Hindu Deities carved at Kurisarai , Distt- Gaya	85980.00
36.	Annual Maintenance of Shiva Temple at Konch, Distt- Gaya	85980.00
	Total:-	429550.00

	District - Kaimur	
37.	Annual Maintenance of Mundeshwari Devi Temple at Paura hill dist. Kaimur	170916.00
38.	Bakhtiyar Khan Tomb at Chainpur.	85980.00
	Total:-	256896.00
	District- Buxar	
39.	Annual Maintenance of Ancient Mound at Buxar, Distt- Buxar	85980.00
	Total:-	85980.00
	District - Sasaram	
40.	Annual Maintenance of Hasan Shah Suri Tomb at Sasaram Distt- Rohtas	85458.00
41.	Annual Maintenance of Ashokan inscription at Chandan Shahid Hill Sasaram Distt- Rohtas	82005.00
42.	Rohtas Garh fort at Rohtas, Sub circle Sasaram	169872.00
43.	Annual Maintenance of Sher Shah Suri Tomb at Sasaram Distt- Rohtas	1001659.00
	Total:-	1338994.00
	District - Aurangabad	
44.	Annual Maintenance of Shamsheer Khan Tomb at Shamsheer Nagar Distt- Aurangabad	7560.00
	Total:-	7560.00

Sl. No.	Name of the work	Expenditure During 2024-25 (In Rupees)
	District - Jehanabad	
45.	Annual Maintenance of Buddhist images and sculptures collected underneath a shed at Ghejan, Distt- Jehanabad	85980.00
46.	Annual Maintenance of Caves at Barabar and Nagarjuni Hills, Barabar, Distt- Jehanabad	171960.00
	Total:-	257940.00
	Grand Total	20616431.00

**DISTRICT WISE NAME OF WORKS AND EXPENDITURE
FOR ANNUAL MAINTENANCE/REPAIRS DURING THE PAST THREE
YEARS
FOR THE YEAR 2025-26 (upto January 2026)**

Sl. No.	Name of the work	Expenditure During 2025-26 (In Rupees)
	District - Patna	
1.	Annual Repairs to excavated remains at Kumrahar, Patna	812974.00

2.	Annual Repairs to Mir Ashraf's mosque at ChoukShikar Pur, Patna	97725.00
3.	Annual Repairs to loose sculpture at Datiyana, Patna	145620.00
4.	Annual Repairs to Makhdum Shah Maneri Tomb at Maner, Patna.	525679.00
5.	Annual Repairs to Excavated remains at Bulandibagh, Patna	70485.00
	Total:-	1652483.00
	District - Siwan	
6.	Annual Repairs to Ancestral House of Dr. Rajendra Prasad at Zeradei, Siwan.	313629.00
	Total:-	313629.00
	District – East Chamaparan	
7.	Ashokan Pillar at Lauriya Areraj, East Champaran.	186599.00
8.	Buddhist Stupa Tajpur Deur, Kesariya, East Champaran	969917.00
	Total:-	1156516.00
	District- West Chamaparan	
9.	Annual Repairs to Ruined Fortress of Chankigarh at Chanki W. Champaran	104300.00
10.	Annual Repairs to Ashokan column at Rampurva West Champaran	154892.00
11.	Annual Repairs to Ashokan Column Lauriya Nandangarh,W.Champaran	161160.00
12.	Annual Repairs to Rampart of Fort and Stupa, Marhia, W.	248965.00

	Champaran	
	Total:-	669317.00
	District - Vaishali	
13.	Annual Repairs to Ralic Stupa at Vaishali	184778.00
14.	Annual Repairs to Jami Mosque at Hajipur, Vaishali	104198.00
15.	Annual Repairs to Raja Vishal ka Garh at Vaishali	159490.00
	Total:-	448466.00
	District - Muzaffarpur	
16.	Annual Repairs to Ashokan column at kolhua	1763889.00
	Total:-	1763889.00
	District - Saran	
17.	Annual Repairs to Remains of Ancient city, Manjhi, Saran	0.00
	Total:-	0.00
	District - Madhubani	
18.	Annual Repairs to Remains of Ancient Fort or Garh locally known as Raja Bali ka Garh at Balirajgarh	103432.00
	Total:-	103432.00
	District - Nalanda	
19.	Annual Repairs to Excavated remains at Nalanda	2080596.00
20.	Annual Repairs to statue of Buddha Rukministhan at Jagdishpur Nalanda	140748.00

21.	Annual Repairs to Tomb of Malik Ibrahim Bayu, Biharsharif Nalanda	541049.00
22.	Annual Maintenance of Pritam Mound at Nalanda, Distt- Nalanda	252022.00
23.	Annual Repairs to Jlvikamaravan, Bimbisar Jail, Gridhikuts and Ashokan Stupa at Rajgir.	360205.00
24.	Annual Repairs to Jarasandh ka Baithika, Jain Temple, Saptakarni Caves, Sone Bhandar, Jarasandh ka Akhara, Maniyar Math, Mahadeo Temple at Rajgir	519328.00
25.	Annual Repairs to Ghora Katora at Giriak, Nalanda.	484919.00
26.	Annual Repairs to New Fort wall, Cyclopean wall, Qila Maidan etc. at Rajgir.	1326755.00
	Total:-	5705622.00
	District - Kishanganj	
27.	Annual Repairs to Kanhaiya Ji Ka Mandir at Bandarjhula , kishangan	73531.00
	Total:-	73531.00
	District - Bhagalpur	
28.	Annual Repairs to Chourasi Muni cave at Patharghatta, Bhagalpur.	78233.00
29.	Annual Repairs to Rock Sculptures at Patharghatta, Bhagalpur	76194.00
30.	Annual Repairs to Rock Cut Temple at Kahalgaon , Bhagalpur.	76911.00
31.	Annual Repairs to Excavated remains at Antichak, Bhagalpur.	874896.00

	Total:-	1106234.00
	District - Gaya	
32.	Annual Maintenance of Ancient images and sculptures collected underneath a shed at Guneri, Distt- Gaya	122710.00
33.	Annual Maintenance of Ancient Stupa and other Remains locally known as Sujatagarh at- Bakraur, Distt- Gaya	72645.00
34.	Annual Maintenance of Garh or Mound at Kurkihar, Distt- Gaya	64470.00
35.	Annual Maintenance of Ancient Colossal Buddha Statue, stone pillars and various Hindu Deities carved at Kurisarai , Distt- Gaya	64470.00
36.	Annual Maintenance of Shiva Temple at Konch, Distt- Gaya	64470.00
	Total:-	388765.00
	District - Kaimur	
37.	Annual Maintenance of Mundeshwari Devi Temple at Paura hill dist. Kaimur	128940.00
38.	Bakhtiyar Khan Tomb at Chainpur.	122710.00
	Total:-	251650.00
	District- Buxar	
39.	Annual Maintenance of Ancient Mound at Buxar, Distt- Buxar	64470.00
	Total:-	64470.00
	District - Sasaram	
40.	Annual Maintenance of Hasan Shah Suri Tomb at Sasaram	710046.00

	Distt- Rohtas	
41.	Annual Maintenance of Ashokan inscription at Chandan Shahid Hill Sasaram Distt- Rohtas	59210.00
42.	Rohtas Garh fort at Rohtas, Sub circle Sasaram	299875.00
43.	Annual Maintenance of Sher Shah Suri Tomb at Sasaram Distt- Rohtas	1194081.00
	Total:-	2263212.00
	District - Aurangabad	
44.	Annual Maintenance of Shamsheer Khan Tomb at Shamsheer Nagar Distt- Aurangabad	116482.00
	Total:-	116482.00

Sl. No.	Name of the work	Expenditure During 2025-26 (In Rupees)
	District - Jehanabad	
45.	Annual Maintenance of Buddhist images and sculptures collected underneath a shed at Ghejan, Distt- Jehanabad	122710.00
46.	Annual Maintenance of Lomas Caves at Barabar and Nagarjuni Hills, Barabar, Distt- Jehanabad	131275.00
	Total:-	253985.00
	Grand Total	16331683.00

मध्य प्रदेश में राष्ट्रीयकृत बैंकों की शाखाएं

3791. श्रीमती अनिता नागरसिंह चौहान:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को जानकारी है कि मध्य प्रदेश में विशेषकर रतलाम-झाबुआ-अलीराजपुर के रतलाम संसदीय निर्वाचन क्षेत्र में राष्ट्रीयकृत बैंकों की शाखाओं की पर्याप्त संख्या न होने के कारण आम जनता, किसानों, स्वयं-सहायता समूहों, छोटे व्यवसायों और छात्रों को बैंकिंग सेवाओं, ऋण, बीमा और प्रत्यक्ष लाभ अंतरण तक पहुंच में कठिनाइयों का सामना करना पड़ रहा है;
- (ख) यदि हां, तो क्या सरकार उक्त क्षेत्र में वित्तीय समावेशन को सुदृढ़ करने के लिए नए राष्ट्रीयकृत बैंक/शाखाएं खोलने के किसी प्रस्ताव पर विचार कर रही है और यदि हां, तो तत्संबंधी जिला-वार ब्यौरा क्या है;
- (ग) क्या सरकार ने बैंकिंग पहुंच में वृद्धि करने के लिए मोबाइल बैंकिंग इकाइयों, बैंक मित्र/बिजनेस कॉरस्पोंडेंट (बीसी) मॉडल और डिजिटल अवसंरचना का विस्तार करने के लिए कोई विशिष्ट कार्य योजना तैयार की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या सरकार द्वारा इस संबंध में दिशानिर्देशों के अनुसार समयबद्ध कार्रवाई सुनिश्चित किए जाने की संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) से (घ): भारतीय रिजर्व बैंक (आरबीआई) के मौजूदा दिशानिर्देशों के अनुसार, बैंकिंग सेवाओं से वंचित क्षेत्रों में बैंकिंग आउटलेट्स का विस्तार एक सतत प्रक्रिया है जिसकी देखरेख संबंधित राज्य सरकार, सदस्य बैंकों और अन्य हितधारकों के परामर्श से राज्य/संघ राज्य क्षेत्र स्तरीय बैंकर्स समिति (एसएलबीसी/यूटीएलबीसी) द्वारा की जाती है। बैंक, अन्य बातों के साथ-साथ, आरबीआई के निर्देशों, अपनी व्यावसायिक योजनाओं और अपनी वाणिज्यिक व्यवहार्यता के

आलोक में बैंकिंग आउटलेट खोलने के प्रस्तावों पर विचार करते हैं। बैंकिंग आउटलेट खोलने की व्यवहार्यता का और अधिक आकलन करने के लिए, बैंक आवश्यकतानुसार सर्वेक्षण करते हैं।

अलीराजपुर जिले के सभी 539 आबाद गांवों, रतलाम जिले के 1055 गांवों और झाबुआ जिले के 784 गांवों को 5 किलोमीटर के दायरे में स्थित किसी न किसी बैंक शाखा, बिजनेस कॉर्रेस्पोंडेंट (बीसी) या आईपीपीबी केंद्र द्वारा कवर किया गया है। दिनांक 31.01.2026 तक मध्य प्रदेश के रतलाम-झाबुआ-अलीराजपुर निर्वाचन क्षेत्र में बैंकिंग अवसंरचना का ब्यौरा इस प्रकार है:-

ज़िला		शाखाएं	बीसी	एटीएम	आईपीपीबी
अलीराजपुर		52	1,613	30	101
झाबुआ		91	2,967	52	116
रतलाम		192	3,788	189	188
मध्य प्रदेश में कुल		8,629	1,74,869	9,254	10,416

स्रोत: जेडीडी ऐप

इसके अलावा, भारतीय रिजर्व बैंक (आरबीआई) ने वाणिज्यिक बैंकों, लघु वित्त बैंकों, भुगतान बैंकों, स्थानीय क्षेत्र के बैंकों और क्षेत्रीय ग्रामीण बैंकों को पूर्वानुमति के बिना भारत में कहीं भी बैंक शाखाएं खोलने की अनुमति दी है, बशर्ते कि 25% शाखाएं बैंकिंग सुविधाओं से वंचित ग्रामीण क्षेत्रों में हों। साथ ही, देश ने दिसंबर 2025 तक 119 डिजिटल बैंकिंग इकाइयों (डीबीयू) के अभिनियोजन के माध्यम से अपने डिजिटल परिवर्तन को गति दी है, जिससे पारंपरिक और डिजिटल भुगतान को अपनाए जाने के बीच के अंतर को पाटा जा सके और यह सुनिश्चित किया जा सके कि शहरी और ग्रामीण दोनों क्षेत्रों में परिष्कृत बैंकिंग सेवाएं सुलभ हैं।

इसके अलावा, सरकार का प्रयास यह सुनिश्चित करना है कि देश के सभी आबाद गांवों के 5 किलोमीटर (कि.मी.) के भीतर बैंकिंग सुविधा (बैंक शाखा/ बीसी/ इंडिया पोस्ट पेमेंट्स बैंक (आईपीपीबी)) उपलब्ध हो। बैंकिंग आउटलेट्स की उपलब्धता की निगरानी भौगोलिक सूचना

प्रणाली (जीआईएस) आधारित ऐप, अर्थात् जन धन दर्शक एप्लिकेशन (जेडीडी ऐप) द्वारा की जाती है। बैंकों द्वारा जेडीडी ऐप पर अपलोड किए गए आंकड़ों के आधार पर, दिनांक 27.02.2026 तक देश के 99.92% गांवों में 5 किमी के दायरे में बैंकिंग सुविधाएं (बैंक शाखा/ बीसी/ आईपीपीबी) मौजूद हैं।

EMPLOYMENT STATUS AMONG YOUTH AND MIGRANT WORKERS

3792. SHRI ZIA UR REHMAN:

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

- (a) whether the Government is aware of high unemployment, underemployment and lack of formal job opportunities in Western Uttar Pradesh, particularly among youth and migrant workers;
- (b) if so, the details thereof along with employment generation programmes and labour welfare measures implemented by the Government in the said region;
- (c) whether unemployment and job insecurity remain major concerns in other parts of the country; and
- (d) if so, the details thereof along with the national action plan to generate sustainable employment by the Government and strengthen labour protections?

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

(a) to (d): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS), which is conducted by Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18.

As per the latest Annual PLFS reports, the estimated Unemployment Rate (UR) on usual status for youth of age 15-29 years in the country has decreased 17.8% in 2017-18 to 10.2% in 2023-24 and from 16.7% to 9.1% in the State of Uttar Pradesh during the same period.

Further, the estimated Worker Population Ratio (WPR) indicating employment (including formal jobs) on usual status for youth of age 15-29 years in the country has increased from 31.4% in 2017-18 to 41.7% in 2023-24 & from 28.1% to 39.0% State of Uttar Pradesh during the same period.

Government is implementing Prime Minister's Employment Generation Programme (PMEGP) under the administrative control of Ministry of MSME through Khadi and Village Industries Commission (KVIC), for assisting entrepreneurs in setting up of new micro-enterprises including cottage industries involved in activities such as agro-based food processing, beekeeping, textiles, leather, etc in the country including Uttar Pradesh.

Employment generation coupled with improving employability is a priority of the Government. Accordingly, Government is implementing various employment generation schemes/ programmes in the country (including Uttar Pradesh). The details of various employment generation schemes/ programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes.

Government is also implementing Skill India Mission (SIM) to deliver skill, re-skill and up-skill training through an extensive network of skill development centres/ schools/ colleges /institutes etc. under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsmen Training Scheme (CTS) through Industrial Training Institutes (ITIs) in the country. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills.

Ministry of Electronics and Information Technology (MeitY) has initiated 'FutureSkills PRIME' a programme for Re-skilling/Up-skilling of IT Manpower for Employability in 10 new/emerging technologies including Artificial Intelligence.

Government is implementing Employment Linked Incentive (ELI) Scheme named as the Pradhan Mantri Viksit Bharat Rozgar Yojana to support employment generation, enhance employability and social security across all sectors, with special focus on the manufacturing sector. The scheme with an outlay of Rs 99,446 Crore aims to incentivize the creation of more than 3.5 Crore jobs in the country, over a period of 2 years.

Further, Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online & offline job fairs, job search & matching, career counselling, vocational guidance, information on skill

development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

The Ministry of Labour and Employment launched eShram portal (eshram.gov.in) which is a One-Stop-Solution for unorganized workers to have access to various social security schemes, Ministry of Labour and Employment launched the eShram– “One-Stop-Solution” on 21st October 2024. eShram– “One-Stop-Solution” entails integration of different social security/ welfare schemes at single portal i.e., eShram. This enables unorganized workers registered on eShram to access social security schemes and see benefits availed by them so far, through eShram. So far, fourteen (14) schemes of different Central Ministries/ Departments have already been integrated/ mapped with the eShram to extend benefits and access to social security, health insurance and accidental claim to eShram cardholders.

The four Labour Codes reduce multiplicity of definitions & authorities, facilitate use of technology, bring transparency & accountability in enforcement. Simultaneously, it strengthens the protection available to workers, including unorganized workers.

The new Labour Codes are aligned to provide social security coverage and employment safety nets with emerging technological and economic realities which includes:

- (i) Universalisation of social security by extending coverage to organized and unorganised workers including gig and platform under the Code on

Social Security, 2020, thereby strengthening protection against employment-related vulnerabilities.

- (ii) Labour protection measures, including re-skilling funds and dispute resolution under the Industrial Relations Code, 2020, to facilitate workforce adjustment during structural and technological changes.
- (iii) Adoption of digital systems, including electronic registration, license, filing of returns and technology-enabled inspections to ensure compliance.

नौकरी छूटना और पुनः रोजगार प्राप्त करना

3793. श्री कुलदीप इंदौरा:

श्री राहुल कस्वां:

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

- (क) विगत तीन वर्षों और वर्तमान वर्ष के दौरान देश में नौकरी गंवाने वाले कामगारों, श्रमिकों और शिक्षित युवाओं की संख्या का वर्ष-वार और राजस्थान सहित राज्य-वार/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;
- (ख) इन बेरोजगार व्यक्तियों को पुनः रोजगार प्रदान करने के लिए सरकार द्वारा वर्तमान में चलाई जा रही अथवा प्रस्तावित योजनाओं का ब्यौरा क्या है;
- (ग) देश में उक्त योजनाओं के अंतर्गत राज्य-वार/संघ राज्यक्षेत्र-वार और राजस्थान में जिला-वार कितने लोगों को रोजगार प्रदान किया गया है; और
- (घ) क्या सरकार का नौकरी गंवाने वाले व्यक्तियों को अस्थायी वित्तीय सहायता, बेरोजगारी भत्ता या कौशल उन्नयन से संबंधित प्रत्यक्ष सहायता प्रदान करने का विचार है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (घ): रोजगार और बेरोजगारी का आधिकारिक डाटा आवधिक श्रम बल सर्वेक्षण (पीएलएफएस) द्वारा एकत्र किया जाता है जिसे सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) द्वारा वर्ष 2017-18 से आयोजित किया जा रहा है।

नवीनतम उपलब्ध वार्षिक पीएलएफएस रिपोर्टों के अनुसार, वर्ष 2021-22 से वर्ष 2023-24 के दौरान 15 वर्ष और उससे अधिक आयु के व्यक्तियों के लिए सामान्य स्थिति के आधार पर अनुमानित बेरोजगारी दर (यूआर) और कामगार जनसंख्या अनुपात (डब्ल्यूपीआर) निम्नानुसार है:

वर्ष	बेरोजगारी दर (यूआर) (प्रतिशत में)	कामगार जनसंख्या अनुपात (डब्ल्यूपीआर) (प्रतिशत में)
2021-22	4.1	52.9
2022-23	3.2	56.0
2023-24	3.2	58.2

स्रोत: पीएलएफएस, एमओएसपीआई

पीएलएफएस के आंकड़े दर्शाते हैं कि बेरोजगारी दर में गिरावट की प्रवृत्ति और कामगार जनसंख्या अनुपात (डब्ल्यूपीआर) में वृद्धि की प्रवृत्ति है। इससे यह स्पष्ट होता है कि रोजगार पाने वाले लोगों की संख्या में वृद्धि हुई है। पीएलएफएस रिपोर्टों में राज्य/संघ राज्य क्षेत्र-वार (राजस्थान सहित) की जानकारी उपलब्ध है जिसे सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय की वेबसाइट <https://www.mospi.gov.in/publications-reports> पर देखा जा सकता है।

नियोजनीयता में सुधार करते हुए रोजगार का सृजन करना सरकार की प्राथमिकता रही है। तदनुसार, सरकार देश भर में विभिन्न रोजगार सृजन योजनाएं कार्यान्वित कर रही है। सरकार द्वारा

कार्यान्वित की जा रही विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों का विवरण https://dge.gov.in/dge/schemes_programmes पर देखा जा सकता है।

सरकार कौशल भारत मिशन (एसआईएम) के तहत, देश भर में कौशल विकास केंद्रों/विद्यालयों /महाविद्यालयों/ संस्थानों आदि के व्यापक नेटवर्क के माध्यम से विभिन्न योजनाओं जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से राष्ट्रीय शिक्षुता संवर्धन योजना (एनएपीएस) तथा शिल्पकार प्रशिक्षण योजना (सीटीएस) आदि के तहत कौशल, पुनः कौशल और कौशल संवर्धन प्रशिक्षण का कार्यान्वयन भी कर रही है। एसआईएम का उद्देश्य भारत के युवाओं को उद्योग जगत से संबंधित कौशल प्रदान करके भविष्य के लिए तैयार करना है।

भारत सरकार का श्रम और रोजगार मंत्रालय, राष्ट्रीय करियर सेवा (एनसीएस) पोर्टल चला रहा है, जो एक डिजिटल प्लेटफॉर्म [www.ncs.gov.in] के माध्यम से निजी और सरकारी क्षेत्रों की नौकरियों की जानकारी, ऑनलाइन और ऑफलाइन रोजगार मेलों, नौकरी खोज और मिलान, करियर परामर्श, व्यावसायिक मार्गदर्शन, कौशल विकास पाठ्यक्रमों की जानकारी, कौशल/प्रशिक्षण कार्यक्रम आदि करियर से संबंधित सेवाएं प्रदान करने के लिए वन-स्टॉप समाधान है।

इसके अतिरिक्त, सरकार विनिर्माण क्षेत्र पर विशेष ध्यान देते हुए, सभी क्षेत्रों में रोजगार सृजन, रोजगार क्षमता और सामाजिक सुरक्षा को बढ़ावा देने के लिए प्रधानमंत्री विकसित भारत रोजगार योजना नामक रोजगार से जुड़ी प्रोत्साहन (ईएलआई) योजना को कार्यान्वित कर रही है। 99,446 करोड़ रुपये के परिव्यय वाली इस योजना का उद्देश्य 2 वर्षों की अवधि में देश में 3.5 करोड़ से अधिक रोजगारों के सृजन को प्रोत्साहित करना है।

कर्मचारी राज्य बीमा निगम (ईएसआईसी) की अटल बीमित व्यक्ति कल्याण योजना (एबीवीकेवाई) के तहत, रोजगार गंवाने वाले बीमित कामगारों को उनकी पात्रता के अनुसार बेरोजगारी लाभ का भुगतान किया जाता है। एबीवीकेवाई के तहत बेरोजगारी लाभ को औसत दैनिक कमाई के 25% से बढ़ाकर 50% कर दिया गया है, जो 90 दिनों तक देय है।

पारंपरिक कला-कौशल में कमी

3794. डॉ. आनन्द कुमार गोंडः

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या विभिन्न क्षेत्रों में पारंपरिक और स्थानीय कलाओं/हस्तशिल्प में संरचित प्रशिक्षण की कमी के कारण कौशल में कमी उत्पन्न हो रही है जिससे इन कला रूपों के संरक्षण और विस्तार पर प्रतिकूल प्रभाव पड़ रहा है;
- (ख) यदि हां, तो क्या सरकार का कौशल भारत मिशन और अन्य योजनाओं के अंतर्गत युवाओं को स्थानीय और पारंपरिक हस्तशिल्प में प्रशिक्षण प्रदान करने के लिए क्षेत्रीय स्तर पर विशेष कौशल विकास कार्यक्रम शुरू करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या इन कार्यक्रमों के अंतर्गत कुशल कारीगरों को रोजगार के अवसर प्रदान करके प्रशिक्षक/परामर्शदाता के रूप में नियुक्त करने का कोई प्रस्ताव है; और
- (घ) क्या इस पहल के माध्यम से पारंपरिक कलाओं के संरक्षण, संवर्धन और स्थानीय रोजगार सृजन सुनिश्चित करने के लिए कोई एकीकृत कार्य योजना तैयार की जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (घ): पारंपरिक और स्थानीय कला और शिल्प आजीविका सृजन तथा सांस्कृतिक संरक्षण के लिए प्रबल क्षमता प्रस्तुत करते हैं। लक्षित कौशलीकरण, पारंपरिक कारीगरों को मान्यता प्रदान करना और बाजार-संबंधित प्रशिक्षण पहलों के माध्यम से, कौशल विकास और उद्यमशीलता मंत्रालय सभी क्षेत्रों में इन कला रूपों के पुनरुद्धार और विस्तार का समर्थन कर रहा है।

समय-समय पर एसएससी द्वारा कौशल अंतर अध्ययन किए जाते हैं, जो विभिन्न क्षेत्रों में कौशल की आवश्यकता और कौशल अंतर की जानकारी प्रदान करते हैं। ऐसे अध्ययन सरकार

द्वारा उद्योग की आवश्यकताओं के अनुसार कार्यबल तैयार करने के उद्देश्य से किए जाने वाले हस्तक्षेपों का मार्गदर्शन करते हैं। हस्तशिल्प और कालीन क्षेत्र कौशल परिषद द्वारा वर्ष 2023-24 के दौरान किए गए हस्तशिल्प और कालीन क्षेत्र के कौशल अंतर अध्ययन के अनुसार, अल्पावधि (2-3 वर्षों) में लगभग 18.55 लाख कुशल जनशक्ति और दीर्घावधि (9-10 वर्षों) में लगभग 90.95 लाख कुशल जनशक्ति की आवश्यकता होगी। इसके अतिरिक्त, जिला कौशल समितियों (डीएससी) को जमीनी स्तर पर विकेंद्रीकृत योजना और कार्यान्वयन को बढ़ावा देने, रोजगार के अवसरों वाले क्षेत्रों की पहचान करने के साथ-साथ जिले में कौशलीकरण की मांग का आकलन करने और कौशल प्रशिक्षण के लिए उपलब्ध सुविधाओं का मानचित्रण करने हेतु जिला कौशल विकास योजनाएं (डीएसडीपी) तैयार करने का दायित्व सौंपा गया है। सरकार के कौशल विकास कार्यक्रम विभिन्न क्षेत्रों में पहचाने गए कौशल अंतरों को पाटने के लिए तैयार और कार्यान्वित किए जाते हैं। परंपरागत कलाओं और हस्तशिल्पों के संरक्षण, संवर्धन और स्थानीय रोजगार सृजन को सुनिश्चित करने के लिए सरकार ने अन्य बातों के अलावा निम्नलिखित पहलें की हैं:

(i) स्किल इंडिया मिशन (सिम) के अंतर्गत, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) विभिन्न योजनाओं, जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षुता प्रोत्साहन योजना (एनएपीएस) जैसी विभिन्न योजनाओं के तहत कौशल विकास केंद्रों के व्यापक नेटवर्क के माध्यम से और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) द्वारा शिल्पकार प्रशिक्षण योजना (सीटीएस) के माध्यम से देश भर में समाज के सभी वर्गों को कौशल, पुनः कौशल और कौशलान्वयन प्रशिक्षण प्रदान करता है। स्किल इंडिया मिशन का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार करना और उन्हें उद्योग से संबंधित कौशलों से सुसज्जित करना है, जिनमें पारंपरिक और स्थानीय कला/हस्तशिल्प शामिल हैं।

सरकार ने कारीगरों और शिल्पकारों के विकास को प्राथमिकता देते हुए उनकी विशिष्ट आवश्यकताओं के अनुरूप कौशल संवर्धन कार्यक्रम उपलब्ध कराए हैं। पीएमकेवीवाई के अंतर्गत

कार्यक्रम कारीगरों और शिल्पकारों को उनकी मौजूदा विशेषज्ञता और विशेष प्रशिक्षण के आधार पर प्रमाणन और कौशल उन्नयन प्रदान करते हैं। संबंधित क्षेत्र कौशल परिषदें उद्योग विशेषज्ञों के साथ मिलकर यह सुनिश्चित करती हैं कि प्रशिक्षण बाजार के रुझानों और उपभोक्ता मांगों के अनुरूप हो।

- पीएमकेवीवाई 4.0 के तहत, विशेष रूप से तैयार किए गए प्रशिक्षण कार्यक्रम ग्रामीण समुदायों की विशिष्ट आवश्यकताओं को पूरा करते हैं। इसके अलावा, पीएमकेवीवाई के पूर्व अधिगम मान्यता (आरपीएल) कार्यक्रम के तहत, कृषि और हस्तशिल्प जैसे पारंपरिक क्षेत्रों में काम करने वाले कामगारों के मौजूदा कौशल का आकलन और प्रमाणीकरण करने के लिए ग्रामीण क्षेत्रों में कार्यशालाएं आयोजित की जाती हैं। पीएमकेवीवाई योजना की शुरुआत से लेकर दिनांक 31.12.2025 तक हस्तशिल्प और कालीन क्षेत्रों में 5,21,303 उम्मीदवारों को प्रशिक्षित किया जा चुका है।
- जेएसएस योजना के तहत, वर्ष 2018-19 से दिनांक 31.12.2025 तक कला और हस्तशिल्प क्षेत्र से संबंधित जॉब रोल्स में 6,57,950 उम्मीदवारों को प्रशिक्षित किया गया है।

(ii) सूक्ष्म, लघु एवं मध्यम उद्यम मंत्रालय (एमएसएमई) ने सितंबर 2023 में पीएम विश्वकर्मा योजना शुरू की, जिसका उद्देश्य हाथों और औजारों से काम करने वाले पारंपरिक कारीगरों और शिल्पकारों को संपूर्ण सहायता प्रदान करना और कौशल उन्नयन प्रशिक्षण, आधुनिक औजारों तक पहुंच, ऋण सहायता के माध्यम से वित्तीय सहायता और बाजार संपर्क प्रदान करके उनकी उत्पादकता और उत्पादों की गुणवत्ता में सुधार करना है जिससे कि उनकी सामाजिक-आर्थिक स्थिति को ऊपर उठाया जा सके। एमएसएमई योजना के कौशलीकरण घटक के कार्यान्वयन के लिए एमएसडीई जिम्मेदार है। पीएम विश्वकर्मा के कौशल विकास घटक के तहत, इन पारंपरिक कारीगरों और शिल्पकारों को 18 ट्रेडों को शामिल करते हुए बुनियादी और उन्नत प्रशिक्षण, टूल किट और प्रशिक्षण पश्चात ऋण सहायता प्रदान की जाती है। इस योजना की शुरुआत से लेकर

दिनांक 5 मार्च 2026 तक इस योजना के तहत 23,97,485 उम्मीदवारों को प्रशिक्षित किया जा चुका है।

(iii) वस्त्र मंत्रालय, समर्थ (वस्त्र क्षेत्र में क्षमता निर्माण योजना) को कार्यान्वित कर रहा है, जिसका उद्देश्य मांग आधारित और रोजगार उन्मुख कौशलीकरण कार्यक्रम प्रदान करना है। इसका उद्देश्य संगठित वस्त्र उद्योग और संबंधित क्षेत्रों जैसे पारंपरिक वस्त्र, हथकरघा और हस्तशिल्प में रोजगार सृजन के प्रयासों में उद्योग की सहायता करना है। इस योजना के तहत, हस्तशिल्प सहित वस्त्र मूल्य श्रृंखला में 5 लाख से अधिक उम्मीदवारों को प्रशिक्षित किया जा चुका है।

DEVELOPMENT OF HERITAGE CIRCUIT UNDER SDS

3795. SHRI KUNDURU RAGHUVeer:

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

- (a) whether the Government has sanctioned the development of Heritage Circuit comprising Qutub Shahi Heritage Park, Paigah Tombs, Hayat Bakshi Mosque and Raymond's Tomb under the Swadesh Darshan Scheme (SDS);
- (b) the details of the total funds sanctioned, released and utilized so far, component-wise;
- (c) the present status of restoration, infrastructure development and conservation works at each site;
- (d) whether the Government has coordinated with the State Government of Telangana, ASI and other heritage bodies for integrated execution; and
- (e) the expected timeline of completion, projected employment generation and tourist inflow from this project?

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

(a) to (e): Yes, the Ministry of Tourism sanctioned the project “Development of Qutub Shahi Heritage Park, Paigah Tombs, Hayat Bakshi Mosque and Raymond's Tomb” in the year 2017-18 under Heritage Circuit of Swadesh Darshan Scheme with the sanctioned cost of Rs.96.90 Crore. An amount of Rs.70.61 Crore is released and the same has been utilized by the Telangana Tourism Development Corporation (TGTDC), being the implementing agency.

State Government of Telangana has informed that works at Paigah Tombs, Hayat Bakshi Mosque and Raymond's Tomb etc. are completed and open to public. Ministry of Tourism regularly coordinates with the State Governments/UTs about the status of the project at different levels. Further, the Swadesh Darshan Scheme of the Ministry is approved till March, 2026.

The Ministry encourages State Governments/UT Administrations to engage with local communities and ensure robust O&M of completed projects so as to increase footfall, generate local employment and enhance overall tourist satisfaction.

PM INTERNSHIP SCHEME

3796. SHRIMATI SATABDI ROY:

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

- (a) the number of Scheduled Caste (SC) and Scheduled Tribe (ST) candidates who have applied for internship opportunities;

- (b) the total number of offers made to people belonging to SC and ST communities;
- (c) the total number of candidates belonging to SC and ST that are working in the companies; and
- (d) the number of interns that have been retained by these companies, company-wise details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a), (b) and (c): The number of SC and ST applicants who applied for internship opportunities, the number of offers made by partner companies to SC and ST candidates and the number of interns belonging to SC and ST who joined their internship is placed at **Statement**.

(d): The PM Internship Scheme is designed to enhance industry-relevant skills, improve job readiness, and foster professional exposure through structured internships in India's top-performing companies and institutions to create job ready, skilled work force. The scheme is not designed to provide placement offers.

STATEMENT

	SC	ST	OBC	General	Total
Total No. of Applicants	61,451	23,715	189,828	121,178	396,172

Total No. of offers made by partner companies	27,381	10,476	71,892	56,024	165,773
Total No. of Interns joined	2,291	875	6,893	6,001	16,060

INDIAN INSTITUTE OF ACCOUNTING (IIA)

3797. SHRI JAGANNATH SARKAR:

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

- (a) whether the Indian Institute of Accounting (IIA), announced in the 2022 Budget, has been scrapped and if so, the reason thereof;
- (b) if not, the timeline and roadmap for the establishment of IIA, including the locations identified for its campuses and the expected date of commencement of academic activities;
- (c) the objectives and unique features of the IIA compared to existing institutions offering accounting and finance education;
- (d) the steps being taken to by the Government to collaborate with industry experts and international accounting bodies to ensure the IIA provides globally relevant education and training; and
- (e) the estimated budget allocation for the establishment of the IIA and the status of its utilisation so far?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a): The establishment of Indian Institute of Accounting was not announced in the 2022 Budget.

(b) to (e): In view of reply to part (a) above, situation does not arise.

NMCM AND MGMD IN UTTAR PRADESH

3798. SHRI JAGDAMBIKA PAL:

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

- (a) the present status and progress of the National Mission on Cultural Mapping (NMCM) being implemented by the Government;
- (b) the details of the number of villages mapped so far under its Mera Gaon Meri Dharohar (MGMD) component, particularly in the Siddharthnagar district of Uttar Pradesh;
- (c) whether the Government has any proposals to promote a creator economy or establish dedicated e-commerce platforms to connect the unique handicrafts and cultural products identified through such mapping with national and global markets; and
- (d) if so, the details thereof?

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

(a) :Under Mera Gaon Meri Dharohar (MGMD) Programme, a key component of the National Mission on Cultural Mapping (NMCM), 6.23 lakh villages have been culturally mapped so far. This data is available on MGMD Portal (<https://mgmd.gov.in/>).

(b) : The State/UT-wise details of villages covered are placed at **Statement**. In Siddharthnagar district of Uttar Pradesh, 2542 villages have been covered.

(c) : NMCM primarily undertakes documentation of cultural assets and traditions at the village level and does not have any provision for establishing e-commerce integration for traditional artists and cultural practitioners.

(d) :There is no such provision under NMCM.

STATEMENT

State/UT-wise Distribution of Number of Villages Uploaded on MGMD

State/UT	Number of Uploaded Villages
Andaman and Nicobar Islands	176
Andhra Pradesh	17142
Arunachal Pradesh	4613
Assam	26074
Bihar	39563
Chandigarh	12
Chhattisgarh	19571
Delhi	252
Goa	431

Gujarat	19271
Haryana	7579
Himachal Pradesh	18735
Jammu & Kashmir	6926
Jharkhand	29908
Karnataka	29569
Kerala	1275
Ladakh	238
Lakshadweep Islands	13
Madhya Pradesh	56429
Maharashtra	40042
Manipur	306
Meghalaya	7012
Mizoram	1026
Nagaland	1498
Odisha	47209
Puducherry	127
Punjab	12084
Rajasthan	46696
Sikkim	464
Tamil Nadu	19219
Telangana	9824
The Dadra and Nagar Haveli and Daman and Diu	107
Tripura	899

Uttar Pradesh	103003
Uttarakhand	15727
West Bengal	40429

दाहोद निर्वाचन क्षेत्र में जन शिक्षण संस्थान

3799. श्री जसवंतसिंह सुमनभाई भाभोर:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

- (क) गुजरात में विशेषकर दाहोद संसदीय निर्वाचन क्षेत्र में कितने जन शिक्षण संस्थान (जेएसएस) कार्य कर रहे हैं और प्रशिक्षित लाभार्थियों का ब्यौरा क्या है;
- (ख) महिलाओं और हाशिए पर रहने वाले समुदायों के लिए विशेष रूप से तैयार किए गए विशेष कौशल प्रशिक्षण कार्यक्रमों का ब्यौरा क्या है; और
- (ग) क्या इस योजना के माध्यम से रोजगार और आय वृद्धि पर कोई सकारात्मक प्रभाव देखा गया है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): वर्तमान में, चालू वित्त वर्ष 2025-26 में गुजरात में 9 जेएसएस केंद्र कार्यरत हैं। वर्तमान में कार्यरत जेएसएस और इन जेएसएस में प्रशिक्षित लाभार्थियों का ब्यौरा **विवरण** में दिया गया है।

जन शिक्षण संस्थान (जेएसएस) योजना का उद्देश्य भारत सरकार के पूर्ण अनुदान से लाभार्थियों के घर पर ही अनौपचारिक तरीके से कौशल प्रशिक्षण प्रदान करना है। इस योजना का लक्ष्य कौशल विकास प्रशिक्षण के माध्यम से स्वरोजगार/मजदूरी को बढ़ावा देकर परिवार की आय में वृद्धि करना है। योजना के लक्षित लाभार्थी 15-45 वर्ष की आयु वर्ग के निरक्षर, प्राथमिक स्तर की शिक्षा प्राप्त व्यक्ति और कक्षा 12वीं तक की पढ़ाई छोड़ चुके छात्र हैं। प्राथमिकता समूह

निम्नलिखित हैं: महिलाएं (83%), ग्रामीण क्षेत्रों और शहरी निम्न आय वाले क्षेत्रों में अनुसूचित जाति, अनुसूचित जनजाति, अन्य पिछड़ा वर्ग और अल्पसंख्यक।

(ख): कुल लाभार्थियों में 83% से अधिक महिलाएं हैं, जो महिलाओं के आर्थिक सशक्तिकरण पर योजना के मजबूत फोकस को दर्शाती हैं। सहायक दर्जी, ब्यूटी केयर असिस्टेंट, सहायक हेयर ड्रेसर, हस्त कढ़ाई, कपड़ा मुद्रण, सॉफ्ट टॉय मेकर, मोमबत्ती निर्माता, पापड़-अचार-मसाला प्रसंस्करण, बेकिंग तकनीशियन, मशरूम उत्पादक और मधुमक्खी पालक जैसे पाठ्यक्रमों में महिलाओं की ज्यादा भागीदारी देखी गई है।

वंचित समुदायों के लिए, स्थानीय रूप से प्रासंगिक ट्रेडों जैसे कि सोलर पीवी इंस्टॉलेशन हेल्पर, डोमेस्टिक केयर अटेंडेंट, रिटेल कैशियर, फूड डिलीवरी एसोसिएट, स्मार्टफोन रिपेयर और हेल्थकेयर में फाउंडेशन कोर्स में प्रशिक्षण प्रदान किया जाता है, जिससे वेतनभोगी रोजगार और सूक्ष्म उद्यम के अवसर उपलब्ध होते हैं।

(ग): अरुण जेटली राष्ट्रीय वित्तीय प्रबंधन संस्थान (एजेएनआईएफएम) द्वारा 2025 में जन शिक्षण संस्थान (जेएसएस) योजना का 2021-2026 की अवधि के लिए एक तृतीय-पक्षीय मूल्यांकन किया गया था, जो लाभार्थियों के रोजगार और आय स्तरों पर सकारात्मक प्रभाव दर्शाता है। मूल्यांकन में पाया गया कि प्रशिक्षित लाभार्थियों में से लगभग 82% प्रशिक्षण पूरा करने के छह महीने के भीतर लाभकारी रूप से कार्यरत हो गए, जबकि लगभग 90% ने आय-सृजन गतिविधियों के लिए अर्जित कौशल का उपयोग करने की सूचना दी।

इसके अलावा, अध्ययन में लाभार्थियों की औसत मासिक आय में चार गुना वृद्धि दर्ज की गई। ये निष्कर्ष दर्शाते हैं कि योजना ने रोजगार क्षमता बढ़ाने, स्वरोजगार को बढ़ावा देने और परिवारों की आय में विशेष रूप से महिलाओं और सामाजिक-आर्थिक रूप से वंचित/वंचित समूहों के बीच सुधार लाने में महत्वपूर्ण योगदान दिया है।

विवरण

वर्तमान में कार्यरत जेएसएस और इन जेएसएस में प्रशिक्षित लाभार्थियों का ब्यौरा

तालिका: गुजरात में चालू वित्त वर्ष 2025-26 में कार्यरत जेएसएस की सूची, साथ ही प्रशिक्षित लाभार्थियों की सूची (वित्त वर्ष 2018-19 से 31 दिसंबर 2025 तक)

क्रमांक	जेएसएस का नाम	प्रशिक्षित लाभार्थी
1	जेएसएस बनासकांठा	5,569
2	जेएसएस भरुच	12,540
3	जेएसएस गांधीनगर	13,257
4	जेएसएस कच्छ	13,704
5	जेएसएस महेसाना	13,486
6	जेएसएस पाटन	13,188
7	जेएसएस साबरकांठा	13,099
8	जेएसएस सूरत	13,680
9	जेएसएस वलसाड	13,135

REGULATORY FRAMEWORK FOR ADVENTURE TOURISM

3800. SHRI BASTIPATI NAGARAJU:

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

- the details of the steps taken/being taken by the Government to create a uniform licensing and regulatory framework for adventure tourism operators to ensure mandatory enforcement of safety protocols;
- whether the Government has undertaken any study or risk-mapping exercise to identify high-risk adventure tourism destinations and activities

across the country and if so, the details thereof along with the locations identified and key findings;

- (c) the details of the current status of implementation of the Model Adventure Tourism Safety Guidelines, including the number of States/UTs that have adopted or responded to these guidelines;
- (d) whether the Government plans to establish a centralised national database to record casualties, accidents and safety violations arising out of adventure tourism activities and if so, the details thereof; and
- (e) the details of the measures taken/being taken by the Government to strengthen, monitoring, compliance and emergency response mechanisms to improve tourist safety?

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

(a) to (e): Safety and Security of tourists is essentially a State subject.

The Ministry of Tourism, in association with the Adventure Tour Operators Association of India has formulated Model Adventure Safety Guidelines with an aim to establish a comprehensive and standardized framework to ensure safety in the Adventure Tourism sector across India. These guidelines have been circulated to all States and Union Territories for adoption and formulation / updation of safety protocols.

All the States / Union Territories have been requested to maintain a strict watch on all adventure related activities and ensure strict adherence to safety regulations and licensing norms by all the operators.

The Ministry of Tourism has not undertaken any study regarding high-risk adventure tourism destinations and activities in the country. There is no plan at present in the Ministry to establish a centralized database to record casualties, accidents and safety violations arising out of adventure tourism activities.

BUDGET ALLOCATION FOR EDUCATION SECTOR

3801. SHRI ANURAG SHARMA:

SHRI LALJI VERMA:

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

- (a) the total budget allocation for the education sector during the years 2024-25, 2025-26 and 2026-27;
- (b) the details of financial strategy, including Union Budget provisions, State Government contributions and other funding mechanisms formulated to bridge the existing gap;
- (c) the extent to which the present allocations meet the assessed requirement and the gaps that remain;
- (d) whether the Government has taken any steps to ensure equitable digital access in all States and regions in the country with special emphasis on rural and economically backward areas; and
- (e) if so, the details thereof along with the monitoring mechanism adopted for effective implementation nationwide annually?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a): The details of budget allocation to Ministry of Education during the years 2024-25, 2025-26 and 2026-27 are given in the table given below:-

(Rs. in crore)

Financial Year	Budget Allocation to Ministry of Education
2024-25	1,21,118
2025-26	1,28,650
2026-27	1,39,289

(b) and (c): Education being in the Concurrent List of the Constitution, increasing expenditure in education is the responsibility of the Central and States Governments. As per National Education Policy (NEP) 2020, the targeted public expenditure on Education by Centre and States/UTs is 6% of GDP. The Government of India has consistently increased the budget allocation of the Ministry of Education from Rs.93,224.31 crore in F.Y. 2021-22 to Rs. 1,39,289.48 crore in 2026-27(an increase of 49.4% in 5 years).

As per latest report on Analysis of Budgeted Expenditure on Education, 2022-23, details of total expenditure on education by Centre and States/UTs from 2018-19 to 2022-23 is given as under:

(Rs. in crore)

Centre/States	Expenditure on Education				
	2018-19 (Actual)	2019-20 (Actual)	2020-21 (Actual)	2021-22 (RE)	2022-23 (BE)
Centre	1,82,139	2,02,991	2,13,883	2,73,107	2,92,548
States/UTs	5,54,442	6,09,222	6,13,790	7,13,793	7,99,920
Total	7,36,581	8,12,214	8,27,673	9,86,899	10,92,467

It is evident from the above table that the expenditure on education of Centre and States/UTs is continuously increasing since 2018-19.

Union Budget 2026-27 has announced setting up of 5 University Townships in the vicinity of major industrial and logistic corridors and 1 girls' hostel in every district through Viability Gap Funding /capital support to encourage enrolment of girls in STEM institutes/ courses.

(d) and (e): As education is in the Concurrent List of the Constitution, ensuring equitable digital access of education in all States is the responsibility of both Central and States Governments. Majority of the schools are under the domain of respective State and UT Governments. Under Samagra Shiksha, financial assistance is provided to States/UTs, including rural, tribal and economically backward areas, inter-alia for setting up of ICT labs and Smart Classrooms in Government and Government Aided Schools having classes VI to XII.

Till date 1,79,153 ICT Labs and 1,76,738 Smart Classrooms have been sanctioned to State/UT Governments. Based on the UDISE+ data and funds

approved in Project Approval Board's (PAB) meetings to States/UTs for the year 2025-26, gaps were identified in saturating ICT Labs and Smart Classrooms in Secondary and Senior Secondary Schools in States/UTs. To address this gap, 22,618 ICT Labs and 29,920 Smart Classrooms in States/UTs were approved for the saturation of these facilities in the year 2025-26. Further, to saturate all functional Kasturba Gandhi Balika Vidyalayas (KGBVs) 3,564 ICT Labs and 3,655 Smart Classrooms were approved in the year 2024-25. The year wise details of funds allocated in the last four years (i.e. from 2021-22 to 2024-25) for ICT Labs and Smart Classrooms in Government and Government-aided schools is as under:

(Rs. in lakh)

Financial Year	ICT Labs	Smart Classrooms
2021-22	68,456	91,093
2022-23	41,824	73,823
2023-24	55,904	53,730
2024-25	54,372	59,519

The Government of India, in the Budget 2025-26, has announced provision of broadband connectivity to all Government Secondary Schools in rural areas, under the 'BharatNet' project to enhance digital infrastructure in remote areas by BSNL.

To achieve the objectives of National Education Policy (NEP) 2020 and to bridge the digital divide in education, a comprehensive initiative called PM eVidya was initiated as part of 'Atmanirbhar Bharat Abhiyaan' on 17th May, 2020, which unifies all efforts related to digital/online/on-air education to enable multi-mode access to education across the country under the aegis of NEP 2020. States/UTs collaborate with NCERT to utilise, monitor and evaluate the effectiveness of these initiatives as per their requirements in mother tongue/local/regional languages. PM eVidya includes 200 DTH TV Channels allotted to States/UTs/Autonomous Bodies (ABs)/Other Ministries in Government of India and 400 Radio channels to enable them to provide supplementary education as per their requirement in various Indian languages for classes 1-12.

Digital Infrastructure for Knowledge Sharing (DIKSHA) is the Nation's One Nation, One Digital platform for providing quality e-content for school education including Government schools in States/UTs along with QR coded Energised Textbooks (ETBs) for all grades. States/UTs/Abs have generated and contributed over 3.7 lakh content in mother local/regional languages enabling multilingualism. DIKSHA Offline supports areas with limited or no internet connectivity. The stakeholders have access to more than 450 Virtual Labs and 100 Virtual skill labs on DIKSHA.

In Higher Education, various initiatives / reforms have been carried out such as Automated Permanent Academic Account Registry (APAAR ID) of individual student which will act as lifelong identity to track their educational

journey and achievements from, pre-primary to higher education; introduction of PM Vidyalaxmi scheme to provide financial support to meritorious students inter-alia enabling collateral free, guarantor free loan through a simple, transparent and student-friendly and entirely digital application process; revised regulation of ODL / Online Education; permitting up to 40% credits in regular courses using SWAYAM platform; launch of new SWAYAM Plus portal with aim to enhance skill and upskilling and reskilling of existing manpower employed in different sectors; Integration of technology in administration of Higher Education Institutions (HEIs) from admission to grant of degree through SAMARTH; National Digital Library (NDL): Providing free access to a vast repository of academic resources, textbooks, and research papers; e-PG Pathshala is an initiative by the Ministry of Education under the National Mission on Education through ICT(NME-ICT), implemented by the UGC to provide high-quality, free e-content for postgraduate education, DTH Channels (Swayam Prabha): under which 24/7 educational content delivered through direct-to-home channels, ensuring reach in remote areas.

PENDING PAYMENT UNDER PMKVY

3802. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether it is true that pay-outs to more than 34 lakh certified candidates have still not been made even after the completion of the respective Pradhan Mantri Kaushal Vikas Yojana (PMKVY) phases;
- (b) if so, the efforts undertaken by the Government to ensure payments to the candidates, who certified without bank account details; and
- (c) the measures taken by the Government to prevent future delays linked to poor Aadhaar seeding or account mismatches?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): The Comptroller and Auditor General of India (CAG) recently published a Performance Audit Report on the Pradhan Mantri Kaushal Vikas Yojana (PMKVY), covering the first three phases of the scheme up to 2022.

The report which is available at

https://cag.gov.in/webroot/uploads/download_audit_report/2025/Report-No.-20-of-2025_PA-PMKVY_English-PDF-A-06943abec463479.68516873.pdf,

pointed out certain deviations, including non-payment of Direct Benefit Transfer (DBT) rewards and the absence of valid bank account details for certain candidates.

Rewards to certified candidates were disbursed through an Aadhaar-based Direct Benefit Transfer (DBT) system, enabling direct credit into the candidates' Aadhaar-seeded bank accounts. Therefore, separate collection

and verification of bank account details was not required. One of the major reasons for unsuccessful DBT transfers was the non-seeding of candidates' bank accounts with Aadhaar.

To address cases of unsuccessful transactions, the National Skill Development Corporation (NSDC), the implementing agency of PMKVY, published a list of unawarded candidates on the PMKVY official website, along with remarks to help stakeholders rectify the relevant details. Subsequently, DBT transactions for approximately 16 lakh candidates under PMKVY 2.0, whose earlier payments had failed, were reattempted and successfully processed through the Aadhaar Bridge Payment System (ABPS).

Since then, the Ministry of Skill Development and Entrepreneurship (MSDE) has implemented several reforms under Pradhan Mantri Kaushal Vikas Yojana 4.0 (PMKVY 4.0). These reforms include the mandatory entry of candidates' mobile numbers and email IDs, along with e-KYC (Aadhaar-based authentication) during registration. Additionally, all Direct Benefit Transfer (DBT) payments, wherever applicable, are processed through the Aadhaar Bridge Payment System (ABPS) to minimize delays and ensure timely disbursement of benefits.

GROWING MENACE OF ILLEGAL LOAN APPS

3803. DR. MOHAMMAD JAWED:

SHRI G LAKSHMINARAYANA:

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

- (a) whether the Government is aware of the growing menace of illegal and unregulated loan apps operating in the country and offering loans through unauthorised digital platforms, if so, the details thereof;
- (b) the steps taken by the Government to identify, block and take action against such illegal loan apps, including coordination with RBI, law enforcement agencies, app stores and digital intermediaries to protect citizens from harassment and fraud;
- (c) the existing legal and regulatory provisions to penalise such entities;
- (d) whether the Government has any data estimating the amount of money cheated or extorted through illegal loan apps, if so, the details thereof; and
- (e) the number of cases registered and actions taken against illegal loan apps during the last five years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c): The Government has been constantly engaging with the Reserve Bank of India (RBI) and other concerned Regulators/stakeholders to curb the growing menace of illegal and unregulated loan apps operating in the country. RBI has issued regulatory guidelines on digital lending, which aims at enhancing customer protection and making digital lending ecosystem safe and sound. These guidelines also have detailed provision regarding recovery, data privacy, and customer grievance redressal mechanisms which are mandatory for the Regulated Entities (REs), the Lending Service Providers (LSPs)

engaged by them and the Digital Lending Apps (DLAs). RBI has further issued the “Framework for Self-Regulatory Organisation(s) in the FinTech Sector” (SRO-FT framework) on 30.05.2024 for establishing and enforcing regulatory standards, promoting ethical conduct, ensuring market integrity, resolving disputes, and fostering transparency and accountability among its members.

Ministry of Electronics and Information Technology (MeitY) issues directions for blocking of information, including illegal loan apps under Section 69A of Information Technology (IT) Act, 2000 after following the due process as provided in the Information Technology (Procedure and Safeguards for Blocking for Access of Information by Public) Rules, 2009.

Further, the Government and RBI have been taking up various initiatives from time to time to identify, block and take action against such illegal loan apps to. These inter-alia, include:

- (i) RBI has operationalized a directory ‘Digital Lending Apps (DLAs)’ on its website with effect from 01.07.2025, consisting of all DLAs deployed by REs of RBI. The directory aims to aid the customers in verifying the claim of a Digital Lending Apps (DLA’s) association with a RE.
- (ii) Proactively engaging with the major internet intermediaries and messaging platforms to review the operations of unauthorized loan apps. The digital intermediaries have also been instructed to strengthen their Appstore onboarding process and post-deployment testing by instituting continuous behavioral-analytics for digital lending apps.

- (iii) Indian Cyber Crime Coordination Centre (I4C), Ministry of Home Affairs (MHA) has been proactively analysing the digital lending apps. In order to facilitate the citizens to report cyber incidents including illegal loan apps, MHA has launched a National Cybercrime Reporting Portal (www.cybercrime.gov.in) as well as a National Cybercrime Helpline number “1930”.
- (iv) The banks through the public facing platform ‘SACHET’ portal and the inter-regulatory State Level Coordination Committee (SLCC) facilitate the citizens for lodging of any complaints against specific entity related to deposit/ collection of money illegally.
- (v) RBI and banks have been taking up awareness campaigns through short SMS, radio campaign, publicity on prevention of ‘cyber-crime’, including illegal loan apps. Further, RBI has been conducting electronic-banking awareness and training (e-BAAT) programmes which focus on awareness about frauds and risk mitigation.
- (d) and (e): ‘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 cyber-crime 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 LEAs.

RISE IN HEALTH INSURANCE PREMIUM**3804. SHRIMATI MALA ROY:**

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

- (a) the rate of medical inflation from FY 2022-23, 2023-24, 2024-25 and 2025-26 till date;
- (b) the correlation between medical inflation rate and health insurance premium;
- (c) the details of rise in premium on health insurance on account of medical inflation in FY 2022-23, 2023-24, 2024-25 and 2025-26 till date; and
- (d) the details of the steps taken by Insurance Regulatory and Development Authority of India (IRDAI) to ensure transparency in premium fixation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c): Insurance Regulatory and Development Authority of India (IRDAI) has informed that no specific study has been conducted by it on the rate of medical inflation and its correlation with health insurance premium.

Further, besides medical inflation, there may be several reasons why health insurance premium increases from year to year. Some of the reasons are as under:

- i. Increase in average age of policyholders - As the insured population ages, their health risks generally increase, leading to higher claims and, consequently, higher premiums are charged for higher ages.

- ii. Increase in coverage or sum insured - If policyholders opt for higher coverage limits or additional benefits (e.g., OPD cover, maternity benefits, critical illness riders), the premium will rise.
- iii. Change in policy features – Addition of new features and benefits such as enhanced sum insured limits, inclusion of top-up/super-top up coverage features, modern treatments coverage, pre-existing disease coverage (PED), removal of capping such as room rent capping, waiting periods etc. can result in payment of higher premium by policyholders.

Since multiple reasons contribute to increase in individual premiums, the increase attributable to only medical inflation cannot be identified.

(d) Some of the measures taken by IRDAI to ensure transparency in premium fixation of health insurance are as under:

1. *Vide* Regulation (6)(3)(c) of Chapter-II of IRDAI (Insurance Products) Regulations, 2024, the Appointed Actuary of insurer is made responsible for periodical review of the products. He/she shall ensure that any revision either of the premium rates or the corresponding benefits or both with respect to the existing products shall be based on credible underlying experience of relevant risk parameters. The revision shall also consider the analysis of policyholders' grievances and market feedback, if any.

2. *Vide* Circular dated 30.01.2025, IRDAI has also directed all general and health insurers offering indemnity based individual health insurance products to senior citizens to implement the following with immediate effect:

- i. The insurers shall not revise the premium for senior citizens by more than 10% per annum.
- ii. In the following cases, insurers shall undertake prior consultation with the IRDAI:
 - a. If the increase proposed in the premium for senior citizens is more than 10% per annum.
 - b. In case of withdrawal of individual health insurance products offered to senior citizens.

DUOPOLY DOMINANCE AND ANTI-COMPETITIVE PRACTICES IN KEY SECTORS

3805. SHRI MANISH TEWARI :

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

- (a) whether the Government has taken note of the increasing concentration of market share in key sectors such as aviation, digital payments, food delivery and e-commerce, where two dominant players control a substantial portion of the market, if so, the details thereof;
- (b) whether any assessment has been carried out by the Government or the Competition Commission of India (CCI) regarding the impact of such duopolistic structures on competition, consumer choice, pricing and innovation, if so, the details thereof;

- (c) whether Government has taken cognisance of recent incidents in the aviation sector, including the IndiGo disruptions and allegations of abuse of dominant position, if so, the action taken thereon;
- (d) the details of investigations or inquiries initiated by the CCI into anti-competitive practices or abuse of dominance in such sectors during the last three years; and
- (e) the steps taken or proposed to strengthen competition enforcement, prevent excessive market concentration and safeguard consumer interests?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS;
AND MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a): The Competition Commission of India (CCI) was established by the Competition Act, 2002 (Act) to prevent practices having adverse effect on competition, to promote and sustain competition in markets, to protect the interests of consumers and to ensure freedom of trade carried on by other participants in markets, in India, and for matters connected therewith or incidental thereto.

Upon receipt of Information(s) or Reference(s) alleging anti-competitive practices or abuse of dominant position in contravention of the provisions of the Act, the Commission examines the matter and, where a prima facie case is found to exist, orders an investigation by the Director General.

Under Section 4 (i.e. abuse of dominant position) of the Act, in *Kartikeya Rawal vs. InterGlobe Aviation Limited*, Case No. 44 of 2025, the Commission vide order dated 04.02.2026, directed the Director General to conduct an investigation under Section 26(1) of the Act.

(b): Ministry of Corporate Affairs and CCI have not conducted such a specific assessment. However, CCI conducts market studies from time to time to develop a better understanding of competitive conditions across sectors.

(c) and (d): The Competition Commission of India has ordered an investigation against InterGlobe Aviation Limited (IndiGo) based on information received for alleged abuse of dominance by IndiGo.

Further, as per information received from Ministry of Civil Aviation (MoCA), during the operational disruptions in India in early December 2025, to protect passenger interests, MoCA imposed a temporary cap on airfares to prevent overcharging following flight cancellations and demand surge, which resulted in moderation of fares on affected routes. Airlines were directed to strictly adhere to revised fare structures, process refunds for cancelled or severely delayed flights within stipulated timelines, and allow rescheduling without any additional charges.

A four-member committee was constituted by DGCA to investigate the disruptions. Subsequently, enforcement action was taken against M/s IndiGo, including a penalty of Rs 22.2 crore and a 10% reduction in the approved flight network, with the freed-up flights redistributed to other operators.

(e): The Competition (Amendment) Act, 2023 introduced a number of reforms to the Competition Act, 2002 with the objective of strengthening competition enforcement and addressing emerging market realities, including those arising in digital and technology-driven sectors.

In order to strengthen the competition enforcement, the amendments, inter alia, broaden the scope of anti-competitive agreements, introducing a ₹2,000 crore Deal Value Threshold along with the Substantial Business Operations in India (SBOI) criterion to capture high-value digital market transactions that previously were not within the purview and 'global' turnover based proportional penalties etc. The amendment also broadens the scope of Section 3, which governs anti-competitive agreements, by enabling the inclusion of 'any other' categories of agreement within its ambit.

As per Competition Act, 2002, the Commission may, inter alia, where a contravention is established, pass appropriate orders under Section 27 of the Competition Act, 2002, including directions to cease-and-desist such conduct and the imposition of monetary penalties.

UNCLAIMED BANK DEPOSITS

3806. SHRI M K RAGHAVAN:

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

- (a) whether it is a fact that unclaimed bank deposits in the country have reached over 62,000 crore, with public sector banks holding the majority

of these funds and that these amounts have grown significantly over recent years;

- (b) if so, the details thereof;
- (c) the concrete steps taken by the Government and the RBI to proactively notify the heirs of depositors about dormant accounts and unclaimed funds, especially in rural and low- income areas where awareness may be limited;
- (d) whether there are any targets or timelines set to ensure that these unclaimed deposits are returned to rightful owners, if so, the details thereof; and
- (e) the mechanism that are in place to simplify and expedite the claim process for citizens?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (e): The balances in savings and current accounts that remain inoperative for ten years, or term deposits not claimed within ten years from the date of maturity, are classified as Unclaimed Deposits and subsequently transferred by banks to the Depositor Education and Awareness (DEA) Fund maintained by the Reserve Bank of India (RBI).

As informed by the RBI, the outstanding unclaimed deposits held with DEA Fund as on 31.3.2024 and 31.3.2025, stood at ₹ 60,610.10 Crore and ₹ 74,580.45 Crore, respectively. The Deposits with the Public Sector Banks (PSBs) constitutes about 60% of the Total Deposits of Scheduled Commercial

Banks (SCBs). Accordingly, the share of PSBs in unclaimed deposits held with DEA Fund, as on 31.3.2024 and 31.3.2025 was 74.47% and 74.18%, respectively.

In order to ensure timely identification of rightful claimants, reducing both the existing stock of unclaimed deposits as well as the fresh accretion to the DEA Fund and to simplify and expedite the claim process for citizens, the Government of India and RBI have undertaken several steps, including, *inter alia*, the following:

- (i) RBI on 26.9.2025 has issued comprehensive directions on Settlement of Claims in respect of Deceased Customer of Banks (now consolidated in RBI Responsible Business Conduct Directions, 2025) to standardize and streamline procedures for settling death claims including for deposit accounts.
- (ii) RBI has introduced an incentive scheme on 30.9.2025, effective from 1.10.2025, offering banks a payout of 5%–7.5% of the unclaimed deposit amount (subject to a cap) for every successfully settled claim.
- (iii) RBI *vide* its Responsible Business Conduct – Directions, dated 28.11.2025 have advised the banks to undertake the following initiatives in order to identify unclaimed accounts:
 - To undertake special drives periodically to find out the whereabouts of the customers, their nominees or legal heirs in respect of inoperative accounts / unclaimed deposits.

- To display and update the list of unclaimed deposits on their website, which shall be updated regularly, at least on a monthly basis.
 - To conduct public awareness and financial literacy campaigns regularly to educate the members of public about the activation of inoperative accounts / unclaimed deposits and the prescribed procedure to claim amounts lying therein by a depositor or his/ her nominee/ legal heir in case of deceased depositor.
 - The bank shall contact the holder(s) of the inoperative account / unclaimed deposit through letters, email or SMS (if the email and mobile number are registered with the bank). The email/ SMS shall be sent on a quarterly basis.
- (iv) With the objective of empowering citizens to trace and claim their unclaimed financial assets in the financial sector, a three-month (October – December 2025) nationwide campaign - “आपकी पूँजी, आपका अधिकार – Your Money, Your Right” was organised by the Department of Financial Services, in co-ordination with the Reserve Bank of India and other Financial Sector Regulators. During the campaign, special camps were organised in 748 districts across the country for generating awareness and enabling the public to trace and claim their unclaimed financial assets. As on 28.2.2026, unclaimed financial assets amounting to ₹ 5,777 Crore have been successfully restituted to their rightful

owners by various fund regulators, significantly strengthening financial inclusion and citizen empowerment.

- (v) RBI has launched the Centralised Web Portal UD GAM (Unclaimed Deposits – Gateway to Access InforMation) for public use to facilitate and make it easier to search unclaimed deposits across multiple banks at one place.
- (vi) The Banking Laws (Amendment) Act, 2025 has introduced provisions allowing multiple nominations (up to four successive or simultaneous nominations) for bank customers.
- (vii) Based on the direction of RBI, Indian Banks' Association (IBA) has put in place a Common Application Form for Unclaimed deposits and Standard Operating Procedure (SOP) for claim of unclaimed deposits, through Unclaimed deposits Portal of Banks (self- claim by individuals).

STRENGTHENING OF DIGITAL INITIATIVES

FOR HOSPITALITY INDUSTRY

3807. DR. T SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

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

- (a) the details of the measures taken/being taken to strengthen digital initiatives such as National Integrated Database of Hospitality Industry (NIDHI) and the multilingual tourist helpline for improving service delivery and transparency;

- (b) whether the Government has taken any concrete steps for granting 'industry status' to tourism and hospitality sector and if so, the details thereof; and
- (c) the details of the steps taken/being taken by the Government to e-Visa expansion and GST relaxation to enhance tourist flows and competitiveness relative to other destinations?

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

(a): With a view to bring in more transparency, accountability and improved service delivery, the Ministry of Tourism introduced an online system of receiving, processing and conveying/ granting approvals for classification of Accommodation Units and recognition of Tourism Service Providers. Applications can be filed at the portal of National Integrated Database of Hospitality Industry (NIDHI+), i.e. nidhi.tourism.gov.in. This online process has also been integrated with a payment gateway.

As a part of the Ministry's continuous endeavours to make travel for tourists safe and secure, the Ministry of Tourism has set up a 24x7 Multi-Lingual Tourist Helpline on the toll free number 1800111363 or on a short code 1363, which is now available in 12 Languages including 10 international languages for domestic and foreign tourists to provide support service in term of information relating to Travel in India and to offer appropriate guidance to tourists in distress, while travelling within India.

(b): Yes. The Ministry of Tourism launched a Handbook on Industry Status to the Tourism and Hospitality Sector in September, 2024. This has been circulated to the State Governments/UT Administrations for adapting into their industry/tourism policy.

(c): e-Visa scheme is now available to the nationals of 175 countries valid for entry through 33 designated airports, 19 designated seaports and 4 land ports.

The Government introduced a simplified GST structure with significant rate reductions across key sectors of trade and commerce, including the hospitality sector, with effect from 22.09.2025. The implemented Goods and Services Tax (GST) reforms are set to transform India's tourism sector, making travel more affordable and accessible for both domestic and international tourists.

The highlights of the GST reforms affecting the tourism and hospitality sector are listed as follows:

- (i) The GST on hotel rooms priced below ₹7,500 per day has been reduced from 12% to 5% without Input Tax Credit (ITC).
- (ii) GST on buses with a seating capacity of over 10 persons has been cut from 28% to 18%.
- (iii) GST on art and cultural goods has been lowered from 12% to 5%, providing direct support to artisans and sculptors.
- (iv) Consumer durables, Food and related items: Most of the food and related consumables are now having reduced GST at 5 percent or some have nil GST. Similarly, many items used in hospitality such as

TVs, refrigerators, ACs etc. are having reduced GST positively impacting the sector with reduced cost of operations and capital expenditure.

पश्चिम चम्पारण में पीएम-श्री स्कूल

3808. श्री सुनील कुमार:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने राष्ट्रीय शिक्षा नीति (एनईपी), 2020 के उद्देश्यों के अनुसार देश में पीएम-श्री स्कूल योजना के विस्तार और कार्यान्वयन को सुनिश्चित करने के लिए कोई दिशा-निर्देश जारी किए हैं; और
- (ख) यदि हां, तो क्या बिहार के पश्चिम चम्पारण जिले में उक्त योजना के अंतर्गत अतिरिक्त स्कूलों की स्थापना अथवा वित्तपोषण करने का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): प्रधानमंत्री स्कूल फॉर राइजिंग इंडिया (पीएम श्री) एक केंद्र प्रायोजित योजना है जिसका उद्देश्य केंद्र सरकार/राज्य/संघ राज्य क्षेत्र सरकार/स्थानीय निकायों द्वारा प्रबंधित मौजूदा स्कूलों में से 14,500 से अधिक स्कूलों को सुदृढ़ करना है। पीएम श्री दिशानिर्देशों के अनुसार, पूरे भारत में स्कूलों की कुल संख्या की ऊपरी सीमा के साथ प्रति ब्लॉक/शहरी स्थानीय निकाय (यूएलबी) में अधिकतम दो स्कूलों का चयन किया जाता है। अब तक, केविसं, नविसं और एनसीईआरटी के साथ-साथ 33 राज्यों/संघ राज्य क्षेत्रों से कुल 13,091 पीएम श्री स्कूलों का चयन किया गया है, जिनमें से 836 स्कूल बिहार राज्य से हैं। इसके अलावा, बिहार के पश्चिम चम्पारण जिले से कुल 26 स्कूलों को पीएम श्री के रूप में चुना गया है। इन पीएम श्री स्कूलों का

ब्यौरा पीएम श्री योजना की वेबसाइट पर <https://pms shri.education.gov.in/state> लिंक पर देखा जा सकता है।

राष्ट्रीय शिक्षा नीति, 2020 के अनुरूप, पीएम श्री योजना में इन पीएम श्री स्कूलों को 21 एनईपी घटकों जैसे कंप्यूटर लैब/आईसीटी लैब/स्मार्ट क्लासरूम, अच्छे फर्नीचर के साथ पुस्तकालय, इंटरनेट सुविधा, व्यावसायिक कौशल शिक्षा, मार्गदर्शन और करियर परामर्श पूरी तरह से सुसज्जित एकीकृत विज्ञान प्रयोगशाला/भौतिकी प्रयोगशाला/रसायन विज्ञान प्रयोगशाला/जीव विज्ञान प्रयोगशाला, अच्छी तरह से सुसज्जित खेल सुविधाओं के साथ खेल का मैदान, स्कूल नवाचार परिषद, मिशन लाइफ के लिए युवा और इको क्लब, प्राथमिक विद्यालय के बच्चों के लिए लर्निंग एड (बाला) सुविधाओं के रूप में भवन और जादुई पिटारा, छात्रों के लिए 10 बैगलेस दिन, बच्चों की उपस्थिति पर नज़र रखने के लिए चाइल्ड ट्रेकिंग सॉफ्टवेयर, पूरी तरह से काम करने वाली हाथ धोने की सुविधा और शौचालय, ग्रीन स्कूल की विशेषताओं आदि के साथ परिपूर्ण करने का प्रावधान है। इन पीएम श्री स्कूलों को राष्ट्रीय शिक्षा नीति (एनईपी) 2020 की सभी पहलों को प्रदर्शित करना होता है, अनुकरणीय स्कूल होते हैं, और पड़ोस के अन्य स्कूलों को बेंचमार्किंग नेतृत्व भी प्रदान करते हैं।

COMMUNITY HUB MOBILE SKILL VANS

3809.SHRI G LAKSHMINARAYANA:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the details of the locations and districts where Solar Community Hub Mobile Skill Vans have been deployed so far, State/UT-wise;

- (b) whether all seven vans announced under the said initiative have become operational and if so, the date of commencement of operations for each van;
- (c) the details of training modules being delivered by each van, along the beneficiaries trained so far, van-wise;
- (d) the details of criteria adopted for selecting the districts and communities covered under the said initiative; and
- (e) whether the Government proposes to expand the fleet of such solar-powered mobile skill vans to other districts or States and if so, the details and timelines of the proposed expansion?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): Seven Solar Community Hub Mobile Skill Vans were deployed by the National Skill Development Corporation (NSDC) under their Corporate Social Responsibility in 2025. The Solar Community Hubs are state-of-the-art mobile training units powered by solar energy, designed to deliver impactful skilling solutions to underserved communities. These vans commenced operations in April 2025 and all are currently operational. The State/UT and district-wise locations of Solar Community Hub Mobile Skill Vans deployed under this initiative are as under:

S. No.	State	District
1	Rajasthan	Sawai Madhopur

2	Madhya Pradesh	Ujjain
3	Sikkim	West/ East Sikkim
4	Jharkhand	Hazaribagh
5	Andhra Pradesh	East Godavari
6	Karnataka	Kalaburagi
7	Maharashtra	Nagpur

The Van-wise total beneficiaries as on 28.02.2026 are as below:

S. No.	State	District	Total Beneficiaries
1	Rajasthan	Sawai Madhopur	51,684
2	Madhya Pradesh	Ujjain	43,534
3	Sikkim	West/ East Sikkim	65,064
4	Jharkhand	Hazaribagh	78,028
5	Andhra Pradesh	East Godavari	60,860
6	Karnataka	Kalaburagi	473
7	Maharashtra	Nagpur	50,704

This beneficiary Reach-Out Initiative focuses on providing skill training in remote areas, raising awareness about skilling programs, and delivering digital and soft skills sessions to local communities, to enhance digital inclusion and skill development among underserved populations by delivering technology-enabled training directly at the community level. The districts and communities covered under the initiative were selected based on the following criteria:

- i. Presence of underserved and digitally excluded populations

- ii. Socio- economic indicators
- iii. Potential for community outreach
- iv. Focus on vulnerable and priority group
- v. Geographical diversity and state representation

IRREGULARITIES IN NSDC

3810. SHRI ASADUDDIN OWAISI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government is aware of the alleged serious irregularities at the National Skill Development Corporation (NSDC), including financial misappropriation and illegal appointments/extensions of the officers and if so, the details thereof;
- (b) whether these lapses undermine NSDC's goal to skill 25 million persons amid the demographic dividend, resulting in poor skilling and employment outcomes and if so, the details of the affected outcome;
- (c) whether the blacklisted vocational training providers under Pradhan Mantri Kaushal Vikas Yojana (PMKVY) have been implicated in ghost trainees, fake attendance and empty facilities and if so, the details thereof;
- (d) the details of action taken by the Government against errant officials, including the status of police probe and recoveries made so far; and

- (e) whether a detailed audit, overhaul of the corporation and governance reforms are being undertaken and if so, the timeline thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e) : National Skill Development Corporation (NSDC) is established as a not-for-profit public limited company under section 25 of the Companies Act, 1956 (now corresponding to section 8 of the Companies Act, 2013). It operates as a Public Private Partnership (PPP) model with 49% of the share capital held by the government and 51% by the private sector. The apex authority for any administrative decisions of NSDC is the Board of Directors of NSDC.

Since inception, 1.64 Crore candidates have been trained under PMKVY.

NSDC as implementing agency for Pradhan Mantri Kaushal Vikas Yojana (PMKVY) receives complaints from time to time relating to non-compliance of scheme guidelines by certain Training Partners (TPs) and Training Centres (TCs) engaged under skilling programmes. These include issues such as non-adherence to prescribed processes, gaps in documentation, or deficiencies in training delivery. Whenever such complaints are received, they are examined as per established procedures. These centres are monitored through both physical and virtual modes. Strict legal and administrative actions including filing of FIRs, blacklisting, suspension, and financial recovery are initiated against non-compliant TPs/TCs involved

in activities such as falsification of attendance records. As on 31.12.2025, a total of 178 Training Centres has been blacklisted under PMKVY 4.0 for non-adherence to scheme guidelines. Further, 41 FIRs have already been registered in matters involving serious irregularities, including falsification of attendance records.

The Government continuously monitors the quality of training and placement outcomes under its skilling programmes, including PMKVY through audits, evaluations, media reports, or stakeholder feedback. To address these concerns, monitoring mechanism have been strengthened through mandatory Aadhaar based authentication, including attendance via Face-Authentication and the Aadhaar Enabled Biometric Attendance System (AEBAS), Aadhaar based verification of candidate credentials, mobile number authentication, and an expanded role of third-party assessment bodies.

To improve quality, transparency, and uniformity in the implementation of PMKVY, the Government has undertaken several measures from time to time. Oversight mechanisms have been strengthened through technology-enabled systems such as Direct Benefit Transfer, registration process on Skill India Digital Hub (SIDH) ensures e-KYC compliance, maintaining of all Management Information System (MIS) through SIDH portal to check duplication of candidates, etc. A structured grievance redressal mechanism, performance audits, impact assessments, and third-party evaluations have been institutionalized to curb malpractices, including falsification of attendance records. Additional measures include real-time call validations,

surprise inspections of TP's/TC's, virtual verification with geotagged evidence, and candidate feedback through the NIC-developed Central Communication Layer (CCL) have also been implemented. Under PMKVY 4.0, training is being conducted only through accredited and affiliated Training Centres (TCs).

PROMOTING DIGITALISATION AND ENHANCING SKILL DEVELOPMENT

3811. SHRI BALWANT BASWANT WANKHADE:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government has committed to promote digitalisation and enhance skill development among the youth under ongoing schemes during the last three years and the current year and if so, the details thereof; and
- (b) the details of Digital Skill Development Training Centres being established across the country during the said period, State/UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana

(PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country. The SIM aims at enabling the youth of India to get future-ready, equipped with industry-relevant skills. The Government is committed to promote digitalisation and enhance skill development among youth.

The details of the candidates trained under various schemes of MSDE during the last three years and the current year (up to December 2025) are as under:

FY	PMKVY	JSS	NAPS	CTS
2022-23	2,11,170	7,26,284	7,38,490	12,51,181
2023-24	5,39,962	5,07,337	9,32,322	14,45,362
2024-25	20,38,319	5,00,490	9,85,031	13,15,133
2025-26	1,31,703	2,75,663	9,23,955	14,70,277

With the aim to meet industry demand, drive digital transformation, and build workforce readiness for Industry 4.0 and the futuristic skills, initiatives such as PMKVY 3.0 and 4.0 have introduced specialized short- term and advanced modules focused on new-age technologies like Artificial Intelligence (AI), Robotics, drone and others. Digital skill training under PMKVY is delivered through a network of training infrastructure such as Pradhan Mantri Kaushal Kendras (PMKKs), Industrial Training Institutes (ITIs), Skill Hubs and other

training centres onboarded on SIDH. Digital and emerging technology courses are offered through these approved centres in accordance with scheme guidelines and aligned to the National Skills Qualifications Framework (NSQF). Further, the Government is working with States/UTs to strengthen the use of existing infrastructure such as Government ITIs, schools, colleges and Skill Hubs for delivery of digital skilling by enabling broadband connectivity, setting up digital laboratories and providing access to online learning resources through platforms such as SIDH. District Skill Committees prepare District Skill Development Plans which identify gaps in digital infrastructure and prioritise locations in aspirational, hilly and border districts for additional centres and equipment support.

The Directorate General of Training (DGT) has developed 169 National Skills Qualifications Framework (NSQF)-compliant courses, including 19 courses in the IT & ITeS sector, aimed at equipping youth across the country with digital technology skills.

Under CTS, training in 31 new-age courses such as Artificial Intelligence, Industrial Robotics, AI, and Drone, etc., for skilling and upskilling of youth of the country is conducted through a network of Industrial Training Institutes (ITIs) and National Skill Training Institutes (NSTIs).

DGT has collaborated with entities including IBM India, Microsoft, Cisco, Adobe India, Amazon Web Services (AWS), Future Right Skills Network (FRSN), Edunet Foundation, Auto Desk etc, for skilling initiatives under

Corporate Social Responsibility (CSR). These partnerships facilitate the provision of technical and professional skill training in modern technologies.

The Skill India Digital Hub (SIDH) is a flagship digital initiative of the Ministry which brings skill development, assessment, certification, apprenticeship and employment-related services onto a single digital platform. The objectives of SIDH include creation of an end-to-end digital skilling ecosystem, improving transparency and efficiency of skilling programmes, linking skilling outcomes with employment and apprenticeship opportunities, and enabling data-driven planning and monitoring. Key features of SIDH include digital onboarding of stakeholders, Aadhaar-based authentication, issuance of digitally verifiable certificates through DigiLocker, and integration with national digital platforms such as UIDAI, PFMS, e-Shram and the National Career Service (NCS) portal.

The number of Skill Development Training Centres established in the country, State/UT-wise as on 31.12.2025, is at **Statement.**

STATEMENT

NUMBER OF SKILL DEVELOPMENT TRAINING CENTRES

(as on 31.12.2025)

State/UT	PMKVY 4.0 (STT+SP) Centres	JSS Centres	NAPS Establishments	CTS/ITIs
A & N Islands	5	1	25	4
Andhra Pradesh	371	6	1,216	521

Arunachal Pradesh	82	-	30	10
Assam	798	6	942	47
Bihar	537	21	720	1356
Chandigarh	10	1	176	3
Chhattisgarh	177	14	319	227
Delhi	144	3	1,846	46
Goa	6	1	513	13
Gujarat	266	9	10,399	493
Haryana	530	2	5,970	380
Himachal Pradesh	180	11	778	268
Jammu And Kashmir	543	2	618	56
Jharkhand	206	13	474	354
Karnataka	398	12	2,806	1468
Kerala	132	9	1,972	442
Ladakh	11	2	16	3
Lakshadweep	1	1	2	1
Madhya Pradesh	1,351	29	1,214	953
Maharashtra	571	21	9,652	1046
Manipur	163	4	31	11
Meghalaya	93	1	45	8
Mizoram	106	1	23	3
Nagaland	85	2	24	9
Odisha	241	29	755	500
Puducherry	22	-	262	15

Punjab	572	2	1,071	329
Rajasthan	1,454	9	1,088	1543
Sikkim	37	-	82	4
Tamilnadu	490	9	3,138	457
Telangana	119	6	1,406	301
DNH & DD	9	2	139	4
Tripura	117	2	83	22
Uttar Pradesh	2,581	47	7,196	3304
Uttarakhand	196	8	835	170
West Bengal	252	8	1,407	317
Overall	12,856	294	57,273	14,688

MONITORING OF CSR SPENDING QUESTION

3812. SHRI MALVINDER SINGH KANG:

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

- (a) whether the Government monitors Corporate Social Responsibility (CSR) expenditure under the Companies Act, 2013 on a geographic basis, including at the district or parliamentary constituency level, if so, the details thereof;
- (b) the details of CSR expenditure reported in districts forming the Anandpur Sahib Lok Sabha Constituency in Punjab during the last three financial years;

- (c) whether the Government has examined the adequacy of existing CSR guidelines in ensuring balanced development in rural and backward areas of Punjab, if so, the details thereof; and
- (d) whether any proposal exists to strengthen CSR impact assessment or reporting mechanisms to address regional development disparities and if so, the timeline therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a) and (b): No, Sir. All data related to CSR expenditure filed by companies in MCA21 registry including state-wise, district-wise, year-wise, company-wise and project-wise is available in public domain at www.csr.gov.in. Parliamentary constituency-wise data is not maintained centrally. On the basis of annual filings filed by the companies in MCA21 registry, the district -wise CSR expenditure of Punjab for the last three financial years (FYs) i.e. 2021-22 to 2023-24 is attached at **Statement**.

(c): As per Companies Act, 2013, CSR is a board driven process and Board of the company is empowered to plan, decide, execute and monitor CSR activities of the company based on the recommendation of its CSR Committee. The Government does not issue any directives on spending in any geographical area or activity.

(d): The CSR framework is disclosure based and CSR mandated companies are required to file details of CSR activities annually in the MCA21 registry.

The Board of the company is required to disclose the CSR Policy implemented by the company in its Board report. The Board of the company has to satisfy itself that the funds so disbursed have been utilised for the purposes and in the manner as approved by it, and the Chief Financial Officer or the person responsible for financial management shall certify to the effect. The details of CSR activities, Impact Assessment etc. are required to be reported by all the companies in the 'Annual Report on CSR' including annual action plan on CSR which is part of the Company's Board Report. Rule 8 of the Companies (CSR Policy) Rules, 2014 contains provisions related to impact assessment of CSR projects that every company having average CSR obligation of 10 crore rupees or more in pursuance of sub-section (5) of section 135 of the Act, in the three immediately preceding financial years, shall undertake impact assessment, through an independent agency, of their CSR projects having outlays of one crore rupees or more, and which have been completed not less than one year before undertaking the impact study.

In view of the above existing legal provisions regarding reporting and impact assessment, no other such proposal is under consideration.

STATEMENT

District-Wise CSR Expenditure in Punjab from FY 2021-22 to FY 2023-24

(Amount in Rupees Crore)

S.No.	Districts	FY 2021-22	FY 2022-23	FY 2023-24
1.	Amritsar	14.22	19.21	17.86

2.	Barnala	-	-	-
3.	Bathinda	7.71	25.44	38.86
4.	Faridkot	0.06	0.07	1.31
5.	Fatehgarh Sahib	0.91	2.53	4.25
6.	Fazilka	0.07	-	-
7.	Ferozepur	5.82	6.70	2.78
8.	Gurdaspur	1.31	2.69	2.97
9.	Hoshiarpur	10.61	8.85	21.21
10	Jalandhar	5.06	9.01	11.53
11	Kapurthala	5.37	4.99	6.83
12	Ludhiana	45.83	66.47	67.67
13	Malerkotla	-	0.09	0.10
14	Mansa	2.03	2.42	2.33
15	Moga	1.13	1.72	2.76
16	Pathankot	-	-	-
17	Patiala	6.69	10.67	13.07
18	Rupnagar	2.55	1.78	5.11
19	S.A.S Nagar	37.51	55.31	95.35
20	Sangrur	9.34	14.27	10.50
21	Shahid Bhagat Singh Nagar	1.51	3.31	3.29
22	Sri Muktsar Sahib	2.48	4.17	3.49
23	Tarn Taran	0.44	-	-
24	District not classified elsewhere	24.75	23.82	40.62
Total		185.41	263.51	351.89

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

INCREASE IN CORPORATE INSOLVENCY UNDER IBC**3813. SHRI SASIKANTH SENTHIL:**

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

- (a) the total number of insolvency proceedings admitted under the Insolvency and Bankruptcy Code (IBC) during the last five years, State-wise and year-wise;
- (b) the details of the insolvency proceedings that have been initiated on Micro, Small and Medium Enterprises (MSME) firms during the last five years, State-wise and year-wise;
- (c) the average time taken for resolution of such proceedings and the percentage of cases resulting in liquidation;
- (d) whether the Government has assessed the impact of prolonged insolvency processes on MSMEs and employment, if so, the details thereof; and
- (e) whether any amendments are proposed to improve timely resolution and protect operational creditors and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

- (a): Details regarding number of insolvency proceedings admitted under Insolvency and Bankruptcy Code (IBC) during the last five years, year-wise are as under:-

Sl. No.	Period	No. of Corporate Debtors admitted
1	2020-21	536
2	2021-22	891
3	2022-23	1262
4	2023-24	1003
5	2024-25	724

State-wise data is not maintained.

(b): Corporate MSMEs undergoing pre-packaged insolvency resolution processes (PPIRPs), during the last five years is given below:-

Sl. No.	Period	No. of MSMEs admitted
1	2020-21	0
2	2021-22	2
3	2022-23	2
4	2023-24	8
5	2024-25	3

State-wise data is not maintained.

(c): 17 PPIRP applications have been admitted till December 2025, of which 1 application was withdrawn, 10 applications resulted in successful resolution of the MSME and remaining 6 are ongoing. The 10 applications resolved in PPIRP took an average of 355 days. No MSME admitted under PPIRP has moved into liquidation as of December 2025.

(d): No assessment specifically for MSME has been undertaken. However, a study was conducted by IIM Ahmedabad (IIM-A) on “*Effectiveness of Resolution Process: Firm outcomes in the post-IBC period*”. The study reveals

that there was a 50% increase in average employee expenses three years post-resolution, indicating higher employment intensity in resolved listed firms.

(e): The Insolvency and Bankruptcy Code (Amendment) Bill, 2025 (the Bill) was introduced in the Lok Sabha on 12.08.2025. The Bill proposes several amendments to improve the processes under the IBC.

RECRUITMENT OF RESERVED VACANCIES IN CENTRAL UNIVERSITIES/IITs

3814. KUMARI SUDHA R:

SHRI A RAJA:

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

- (a) the list of Central Universities across the country along with the amount of funds allocated and released every year since 2020, university-wise;
- (b) whether it is a fact that only a few faculty members for the reserved categories were recruited in the Central Universities (CUs) while many teaching posts are lying vacant, if so, the details of the overall teaching and non-teaching faculty positions and vacancies in each university clearly indicating the number of Forward Community members and those from Other Backward Classes (OBCs), Scheduled Castes (SCs) and Scheduled Tribes (STs) categories amongst them;
- (c) whether it is a fact that IIT has recruited only a few faculty members from the reserved categories to fill up reserved vacancies whereas more than 50 per cent posts are still lying vacant, if so, the status of faculty

position, vacant and filled including those of reserved categories, institution-wise;

- (d) the reasons for the shortfall in recruitment of General, OBC, SC and ST candidates in CUs/IITs;
- (e) whether the Government has any proposal to conduct special recruitment drives to fill all the vacant posts in IITs and CUs particularly those of reserved categories, if so, the details thereof and the time frame fixed for such recruitment; and
- (f) if not, 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 (f): There are 47 Central Universities running in regular mode under the purview of Ministry of Education. The list is attached as **Statement**. The details of funds released to Central Universities since 2020 are given below:

Year	2020-21	2021-22	2022-23	2023-24	2024-25
Amount (₹ in Lakh)	863908.44	895344.58	1128854.50	1254642.58	1605881.12

Central Universities (CUs) and Indian Institutes of Technology (IITs) are statutory autonomous organizations established under respective Acts of Parliament and governed by provisions of the Acts/Statutes/Ordinance/Regulations made thereunder. Occurring of vacancies

and filling thereof is a continuous process. The vacancies arise due to retirement, resignation and additional requirements on account of enhanced students' strength.

The Central Educational Institutions (Reservation in Teachers Cadre) Act, 2019 has been notified on 09.07.2019 which provides for reservation of posts in direct recruitment for persons belonging to Scheduled Castes (SCs), Scheduled Tribes (STs), Other Backward Classes (OBCs), and Economically Weaker Sections (EWS) in the Teacher's Cadre of Central Educational Institutions established, maintained, or aided by the Central Government. This Act removes the difficulty regarding the reservation of posts in appointment by treating University/Central Educational Institution as a unit for the purpose of reservation instead of individual departments. Further, by this Act from the year 2019, reservation was provided to Other Backward Class (OBC) in recruitment in Associate Professor and Professor level. Earlier reservation to OBC was only in Assistant Professor level. Posts reserved for a particular category can only be filled by eligible persons of that particular category; any unfilled post belonging to any of the reserved category will continue to be readvertised as backlog vacancies in that particular reserved category in next cycle(s) of recruitment until filled.

Further, the UGC launched a unified recruitment portal i.e. CU-Chayan on 02.05.2023 to provide a common platform for listing of vacancies/ advertisements/ jobs across all Central Universities. The Central Universities have also been instructed to publish rolling advertisements on their websites

throughout the year to address the difficulties faced in getting eligible candidates. Further, the mandatory condition of PhD for Assistant Professor has also been relaxed.

IITs also issue rolling Advertisements for faculty recruitment, which are open throughout the year for all candidates, who fulfill the required qualifications and experience for faculty positions in IITs. IITs follow Flexi Cadre System in faculty positions to meet their specialized requirements, and do not rigidly divide the faculty strength into levels or departments, hence ensuring flexibility to recognize and recruit talent. Further, IITs have conducted special recruitment drives to fill the vacant posts.

Ministry of Education and University Grants Commission (UGC) regularly monitor the institutions and the Central Universities have been directed to fill up the vacancies in regular mode. Further, through special recruitment drives started in September 2022, more than 30715 teaching and non-teaching positions including 3692 SC posts, 1561 ST posts and 6451 OBC posts have been filled in the Centrally Funded Higher Educational Institutions (CFHEIs).

IMPROVEMENT IN CONNECTIVITY FOR TOURIST DESTINATIONS

3815. MD. RAKIBUL HUSSAIN:

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

- (a) whether the Government is aware that inadequate road, rail and air connectivity continues to hamper access to major tourist destinations in Assam;
- (b) the details of identified connectivity gaps to key tourist sites, including last-mile road connectivity and regional air links;
- (c) the details of the proposals approved or under consideration to address these gaps in coordination with the Ministries of Road Transport and Highways, Civil Aviation and Railways; and
- (d) the timelines fixed for completion of such connectivity projects?

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

(a) to (d): Connectivity is an important aspect for developing tourism in the country. Ministry of Tourism coordinate very closely with Ministry of Civil Aviation, Ministry of Railways, Ministry of Road Transport & Highways and Ministry of Ports, Shipping and Waterways for connecting the tourism destinations with major source market and also to achieve last mile connectivity across the country including the tourist destinations in Assam.

Government in Ministry of Road Transport & Highways is primarily responsible for development and Maintenance of National Highways (NHs) in the country and based on the traffic density, connectivity/logistic requirements and synergy with PM Gati Shakti National Master Plan. Development and planning of State Highways (SHs) in the region is being done by the concerned State Governments/Union Territory Administration.

Ministry of Civil Aviation, Government of India in 2016 has launched RCS-UDAN (Regional Connectivity Scheme - Ude Desh ka Aam Naagrik) scheme, whose primary objective is to facilitate/stimulate regional air connectivity by making it affordable. Ministry of Tourism has collaborated with the Ministry of Civil Aviation to extend financial support in the form of Viability Gap Funding (VGF) under the Champion Services Sector Scheme (CSSS) with the purpose of further improving connectivity to important tourist places including lesser-known destinations. Ministry of Tourism is sharing the Viability Gap Funding (VGF) amount for the 53 tourism routes identified for this purpose, list of which is placed at **Statement**.

Ministry of Tourism is working closely with all the line Ministries to address connectivity gaps and this remains a continuous and ongoing endeavour. No specific timeline has been fixed for completion of such projects.

STATEMENT

LIST OF 53 TOURISM ROUTES COMMENCED UNDER RCS-UDAN

Sr.No.	Departure Airport	Arrival Airport
1.	AHMEDABAD(Gujarat)	UDAIPUR (Rajasthan)
2.	UDAIPUR (Rajasthan)	AHMEDABAD(Gujarat)
3.	AMRITSAR(Punjab)	JAIPUR(Rajasthan)
4.	JAIPUR(Rajasthan)	AMRITSAR
5.	BHOPAL (Madhya Pradesh)	UDAIPUR (Rajasthan)
6.	UDAIPUR (Rajasthan)	BHOPAL (Madhya Pradesh)
7.	BANGALORE (Karnataka)	MYSORE (Karnataka)

8.	MYSORE (Karnataka)	BANGALORE (Karnataka)
9.	RAJAMUNDRY (Andhra Pradesh)	VISHAKHAPATNAM (Andhra Pradesh)
10.	VISHAKHAPATNAM (Andhra Pradesh)	RAJAMUNDRY (Andhra Pradesh)
11.	KOLKATA (West Bengal)	AMRITSAR (Punjab)
12.	AMRITSAR (Punjab)	KOLKATA (West Bengal)
13.	DIMAPUR (Nagaland)	IMPHAL (Manipur)
14.	IMPHAL (Manipur)	DIMAPUR (Nagaland)
15.	VARANASI (Uttar Pradesh)	BHUBANESHWAR (Odisha)
16.	BHUBANESHWAR (Odisha)	VARANASI (Uttar Pradesh)
17.	AIZAWL (Mizoram)	AGARTALA (Tripura)
18.	AGARTALA (Tripura)	AIZAWL (Mizoram)
19.	VARANASI (Uttar Pradesh)	BHUBANESHWAR (Odisha)
20.	BHUBANESHWAR (Odisha)	VARANASI (Uttar Pradesh)
21.	VARANASI (Uttar Pradesh)	PATNA (Bihar)
22.	AMRITSAR (Punjab)	PATNA (Bihar)
23.	PATNA (Bihar)	AMRITSAR (Punjab)
24.	CALICUT (Kerala)	DELHI
25.	DELHI	CALICUT (Kerala)
26.	AGRA (Uttar Pradesh)	BHOPAL (Madhya Pradesh)
27.	BHOPAL (MP)	AGRA (Uttar Pradesh)
28.	DIBRUGARH (Assam)	DIMAPUR (Nagaland)
29.	DIMAPUR (Nagaland)	DIBRUGARH (Assam)
30.	DIBRUGARH (Assam)	IMPHAL (Manipur)

31.	IMPHAL (Manipur)	DIBRUGARH (Assam)
32.	DELHI	KHAJURAHO (Madhya Pradesh)
33.	KHAJURAHO (Madhya Pradesh)	DELHI
34.	GORAKHPUR (Uttar Pradesh)	VARANASI (Uttar Pradesh)
35.	VARANASI (Uttar Pradesh)	GORAKHPUR (Uttar Pradesh)
36.	PRAYAGRAJ (Uttar Pradesh)	LUCKNOW (Uttar Pradesh)
37.	LUCKNOW (Uttar Pradesh)	PRAYAGRAJ (Uttar Pradesh)
38.	DEOGHAR (Jharkhand)	KOLKATA (West Bengal)
39.	KOLKATA (West Bengal)	DEOGHAR (Jharkhand)
40.	DEOGHAR (Jharkhand)	PATNA (Bihar)
41.	PATNA (Bihar)	DEOGHAR (Jharkhand)
42.	DEOGHAR (Jharkhand)	RANCHI (Jharkhand)
43.	RANCHI (Jharkhand)	DEOGHAR (Jharkhand)
44.	BANGALORE (Karnataka)	VIDYANAGAR (Karnataka)
45.	VIDYANAGAR (Karnataka)	BANGALORE (Karnataka)
46.	HYDERABAD (Telangana)	VIDYANAGAR (Karnataka)
47.	VIDYANAGAR (Karnataka)	HYDERABAD (Telangana)
48.	BHOPAL (Madhya Pradesh)	UDAIPUR (Rajasthan)
49.	UDAIPUR (Rajasthan)	BHOPAL (Madhya Pradesh)
50.	AHMEDABAD (Gujarat)	UDAIPUR (Rajasthan)
51.	UDAIPUR (Rajasthan)	AHMEDABAD (Gujarat)
52.	HOLLONGI (Arunachal Pradesh)	GUWAHATI (Assam)
53.	GUWAHATI (Assam)	HOLLONGI (Arunachal Pradesh)

शैक्षणिक संस्थाओं में ईडब्ल्यूएस श्रेणी के अंतर्गत प्रवेश

3816. श्री बाबू सिंह कुशवाहा:

श्री नीरज मौर्य:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या देश में शैक्षणिक संस्थाओं में आर्थिक रूप से कमजोर वर्ग (ईडब्ल्यूएस) श्रेणी को 10 प्रतिशत आरक्षण प्रदान करने के मानदंड संविधान के 103वें संवैधानिक संशोधन अधिनियम, 2019 के प्रावधानों के अनुसार लागू किए गए हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या केंद्र, राज्य सरकार द्वारा वित्तपोषित और निजी (गैर-अल्पसंख्यक) शैक्षणिक संस्थाओं के लिए ईडब्ल्यूएस श्रेणी में प्रवेश देना अनिवार्य है, यदि हां, तो तत्संबंधी विधिक आधार क्या है;
- (ग) विगत पांच वर्षों के दौरान देश भर के सरकारी और गैर-सरकारी संस्थाओं में उपलब्ध कुल सीटों की तुलना में ईडब्ल्यूएस श्रेणी के तहत प्रवेश पाने वाले छात्रों की संख्या का वर्ष-वार और राज्य-वार ब्यौरा क्या है;
- (घ) जौनपुर, मुरादाबाद, बरेली, बदायूं, शाहजहांपुर, मेरठ, नोएडा और गाजियाबाद जिलों में विगत पांच वर्षों के दौरान सरकारी और गैर-सरकारी पोस्ट-मैट्रिक शिक्षण संस्थाओं में ईडब्ल्यूएस श्रेणी के तहत प्रवेश प्राप्त करने वाले छात्रों का ब्यौरा क्या है; और
- (ङ.) सरकार द्वारा शैक्षणिक संस्थाओं में ईडब्ल्यूएस श्रेणी के अंतर्गत प्रवेश में पारदर्शिता सुनिश्चित करने के लिए स्थापित निगरानी तंत्र क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

- (क) से (ङ): शिक्षा भारत के संविधान की 7वीं अनुसूची की समवर्ती सूची में एक विषय होने के कारण, केंद्र और राज्य सभी को गुणवत्तापूर्ण शिक्षा प्रदान करने के लिए समान रूप से जिम्मेदार

हैं। केन्द्रीय विश्वविद्यालयों सहित विश्वविद्यालय संबंधित केन्द्रीय/राज्य अधिनियमों के अंतर्गत स्थापित सांविधिक स्वायत्त संगठन हैं और उनके अंतर्गत बनाए गए अधिनियमों/संविधियों/अध्यादेशों/विनियमों के उपबंधों द्वारा शासित होते हैं। कुल 1279 विश्वविद्यालय हैं जिनमें से 57 विश्वविद्यालय केंद्रीय विश्वविद्यालय हैं।

इसके अलावा, संविधान (एक सौ तीन वां) संशोधन अधिनियम, 2019 के प्रावधानों के अनुसार और इस मामले में नोडल मंत्रालय, सामाजिक न्याय और अधिकारिता मंत्रालय से प्राप्त निर्देशों के अनुपालन में, इस विभाग के दिनांक 17 जनवरी, 2019 के कार्यालय ज्ञापन संख्या 12-4/2019-यू1 माध्यम से, आर्थिक रूप से कमजोर वर्गों (ईडबल्यूएस) को केंद्रीय शैक्षणिक संस्थानों (सीईआई) [जैसा कि केंद्रीय शैक्षणिक संस्थान (प्रवेश में आरक्षण) अधिनियम, 2006 की धारा (2) के खंड (घ) में परिभाषित है] में प्रत्येक श्रेणी में कुल सीटों के अधिकतम दस प्रतिशत की सीमा के अध्यधीन प्रवेश में आरक्षण प्रदान करने के निर्देश जारी किए गए हैं; इस संबंध में, सीईआई में अतिरिक्त सीटें सृजित करने के लिए 4315.15 करोड़ रुपये की राशि स्वीकृत की गई है।

ROLE OF STRUCTURED SKILL GAPS

3817. SHRI K C VENUGOPAL:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government has assessed the role of structured mentoring in addressing skill gaps, employability and confidence among young people, especially first-generation learners and young women;
- (b) the details of existing mentoring programmes implemented through youth platforms such as Nehru Yuva Kendra Sangathan (NYKS), National Service Scheme (NSS) and Skill India and their coverage and outcomes so far;

- (c) whether the Government proposes to launch a national mentoring framework integrated with education, skilling and employment ecosystems for youth; and
- (d) the steps taken to involve corporates, professionals and civil society organisations in large-scale youth mentoring through Corporate Social Responsibility (CSR) and volunteer networks?

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

(a) and (b): The National Service Scheme (NSS) of Ministry of Youth Affairs & Sports conducts training programmes such as "Effective Leadership Programme" for volunteers, focusing on public speaking, professional ethics, and social responsibility. During 7-day special camps, senior volunteers or external experts mentor participants on specific themes like watershed management, wasteland development, disaster management, assisting students in navigating higher education and job opportunities, mentoring for community engagement, such as in slum development or literacy campaigns, sessions focusing on stress management and personal development. At present the coverage of NSS is 38.81 lakh Volunteers enrolled in all the States/UTs throughout the Country.

Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres/institutes under various schemes, viz. Pradhan Mantri Kaushal Vikas

Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country. The SIM aims at enabling youth of India to get future ready and equipped with industry relevant skills.

National Education Policy (NEP) 2020 has recommended integration of vocational education into mainstream education in all educational institutions. For integration of vocational education into mainstream education, the following initiatives inter-alia have been taken:

- (i) Under the vocational education component of Samagra Shiksha scheme, National Skills Qualifications Framework (NSQF) compliant vocational courses are offered to the students from class 9th to 12th in eligible schools. At the Secondary level (Class 9 and 10), vocational modules are offered to the students as an additional subject. At the Senior Secondary level (Class 11 and 12), vocational courses are offered as a compulsory (elective) subject.
- (ii) Employability Skills consisting of communication skills, self-management skills, information and communication technology skills, entrepreneurship skills and green skills have been made mandatory part of the vocational courses.
- (iii) National Curriculum Framework for School Education, developed in pursuance of National Education Policy 2020, has laid down the objectives of approaches to Vocational Education. One of the

objectives is that vocational capacities, knowledge, and relevant values will be developed for all students, and this will create the possibility of them joining the workforce after school if they choose to.

- (iv) PMKVY 4.0 is also being implemented through schools under Skill Hubs initiative, in co-operation with the Department of School Education and Literacy. Skill Hubs Initiative provides blended learning opportunities, creating pathways for long-term career development.
- (v) University Grants Commission (UGC) has facilitated Higher Education Institutions (HEIs) to offer skill-based programmes as per the National Skill Qualification Framework (NSQF).

To synergize initiatives of skill development in the country and to fulfil the regional skill requirements, the schemes of MSDE focus on implementation of training interventions with participation of States and Districts through State Skill Development Mission (SSDMs) and District Skill Committees (DSCs). DSCs identify sectors with employment opportunities as well as the associated demand for skilling in the district, and map the available facilities for Skill Training. Skill Development Programmes of the Government are designed and implemented to bridge identified skill gaps across sectors.

The Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online & offline job fairs, job search & matching, career counselling, vocational guidance, mentorship, information on

skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

(c): No such proposal is under consideration in the Ministry of Youth Affairs and Sports.

(d): CSR Foundations such as SBI Foundation, Piramal Foundation, Paytm Foundation and Reliance Foundation have joined MY Bharat portal, a youth engagement digital platform of the Ministry of Youth Affairs & Sports. Out of these, SBI Foundation and Reliance Foundation have posted their scholarship opportunities on MY Bharat for wider outreach to the youth of India.

SUSPENSION OF PROFESSORS IN CENTRAL UNIVERSITIES

3818. DR. S JAGATHRATCHAKAN:

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

- (a) the total number of Professors suspended from Central Universities during the last twelve years, year-wise, university-wise and category-wise;
- (b) the grounds/reasons for each such suspension, including the category of misconduct or charges involved; and
- (c) whether inquiry or investigation reports were prepared in each case, if so, the details of the findings and outcomes of such inquiries?

**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): Central Universities under the purview of Ministry of Education are statutory autonomous organizations established under respective Central Acts of Parliament and governed by provisions of the Acts, Statutes, Ordinances, Regulations made thereunder. The Universities take all academic and administrative decisions, including action against any faculty or staff member, in accordance with the applicable Conduct Rules and with the approval of their statutory bodies such as the Executive Council, Academic Council and Court. The data related to the total number of professors suspended in Central Universities is not maintained centrally.

**FUNDS FOR INFRASTRUCTURE DEVELOPMENT IN HEI IN DARJEELING
AND KALIMPONG**

3819. SHRI RAJU BISTA:

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

- (a) the number of colleges and higher education institutions in Darjeeling and Kalimpong districts receiving Central assistance;
- (b) the total funds allocated and released for infrastructure development and academic improvement since 2019; and
- (c) whether the Government proposes to establish new colleges, model degree colleges or skill universities in the said region and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) to (c): Education being in the Concurrent List, enhancing the quality of education is the responsibility of both the Central and State Governments. However, recognizing the need for central assistance, the Department of Higher Education, Government of India, is implementing Rashtriya Uchchatar Shiksha Abhiyan (RUSA) which is a Centrally Sponsored Scheme aimed at funding specific State government universities and colleges, so as to improve their quality by ensuring their conformity to prescribed norms and standards.

The government launched the third phase of Rashtriya Uchchatar Shiksha Abhiyan (RUSA) in June 2023 in the form of Pradhan Mantri Uchchatar Shiksha Abhiyan (PM-USHA), with an outlay of Rs. 12,926.10 crore, including the committed liabilities of the earlier phases of RUSA, to cater to the needs of educationally unserved/ underserved areas. West Bengal has not signed MOU for implementation of PM-USHA till date.

Under RUSA, a total of 206 units have been approved support in the State of West Bengal for a total amount of Rs. 903.45 crore under various components of the scheme. These include 4 units in Darjeeling district viz. 'Shree Ramakrishna B.T. College', 'Southfield College Formerly Loreto College Darjeeling', 'St. Josephs College' and 'University of North Bengal'; and 1 unit i.e., 'Kalimpong College' in Kalimpong district; which have been approved a total support of Rs. 28 crore under the 'Infrastructure Grants to Strengthen

Colleges' & 'Infrastructure Grants to Strengthen Universities' components of RUSA.

Furthermore, during the last 6 years i.e., from 2019-20 & the current FY 2025-26, a total Central share of Rs. 78.06 crore has been released to West Bengal state as a whole.

Moreover, under the scheme, there is a provision for the establishment of degree colleges/professional colleges under the 'New Model Degree Colleges'/'New Colleges (Professional & Technical)' components in the States/UTs. In this regard, it is stated that 2 units namely 'Govt. Engineering College, Cooch Behar' and 'Govt. Engineering College, Alipurduar' have been approved support under the 'New Colleges (Professional & Technical)' component of RUSA, for a total amount of Rs. 52 crore in the State.

UTILISATION OF CSR FUNDS IN TELANGANA

QUESTION

3820. SHRI ARVIND DHARMAPURI :

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

- (a) the details of Corporate Social Responsibility (CSR) funds spent in Telangana during the last five years, district-wise and sector-wise including health, education, rural development and environment;
- (b) the names of major companies contributing CSR funds in Telangana and the amount spent by each;

- (c) whether the Government monitors the impact and completion status of CSR projects, if so, the details thereof; and
- (d) whether any mechanism exists to align CSR spending with priority development needs of aspirational or backward districts in Telangana and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a) and (b): On the basis of annual filings, the district-wise and development sector-wise details of CSR expenditure in Telangana for the last five financial years (FYs) i.e. 2019-20 to 2023-24 is attached at **Statement-I & Statement-II** respectively. The names of companies contributing CSR funds and the amount spent by them, as filed by companies in MCA21 registry is available in public domain at www.csr.gov.in.

(c): No Sir. As per Rule 8 of the Companies (CSR Policy) Rules, 2014 contains provisions related to impact assessment of CSR projects that every company having average CSR obligation of 10 crore rupees or more in pursuance of sub-section (5) of section 135 of the Act, in the three immediately preceding financial years, shall undertake impact assessment, through an independent agency, of their CSR projects having outlays of one crore rupees or more, and which have been completed not less than one year before undertaking the impact study. The details of CSR activities, Impact Assessment etc. are required to be reported by the companies in the 'Annual Report on CSR'

including an annual action plan on CSR which is part of the Company's Board Report. The Ministry does not maintain the data related to completion status of CSR projects centrally.

(d:) CSR is a Board driven process and the Board of the company is empowered to plan, decide, execute and monitor CSR activities of the company based on the recommendation of its CSR Committee. Under CSR framework, companies need to balance local area preferences with national priorities. The Government does not issue any directions to the companies to spend in a particular area or activity.

STATEMENT-I

District-wise CSR expenditure in Telangana from FY 2019-20 to FY 2023-24

(Amount in Rs. Crores)

Sl.No	Districts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	Adilabad	6.47	2.12	8.31	10.31	14.95
2	Bhadrachalam	3.38	3.72	3.53	0.11	3.98
3	Hanumakonda	1.43	5.74	-	-	-
4	Hyderabad	125.46	197.90	395.54	657.22	679.78
5	Jagitial	-	0.00	0.00	-	-
6	Jangoan	0.11	0.01	0.00	-	-
7	Jayashankar Bhupalapally	-	0.44	0.23	-	-
8	Jogulamba Gadwal	0.21	0.05	0.05	-	-

9	Kamareddy	0.10	0.26	0.11	-	-
10	Karimnagar	0.59	0.90	13.46	11.28	20.96
11	Khammam	0.55	2.03	7.94	26.39	18.61
12	Kumuram Bheem Asifabad	-	0.04	0.12	0.02	-
13	Mahabubabad	-	0.45	-	-	0.00
14	Mahabubnagar	1.36	3.06	13.27	30.69	26.54
15	Mancherial	-	3.92	-	-	-
16	Medak	6.57	10.09	27.54	48.01	45.53
17	Medchal Malkajgiri	2.15	3.24	1.31	0.44	1.29
18	Mulugu	0.00	-	-	-	0.02
19	Nagarkurnool	0.32	3.28	0.25	-	0.99
20	Nalgonda	3.27	5.09	16.50	30.32	25.82
21	Narayanpet	-	0.10	-	-	-
22	Nirmal	-	0.11	0.05	-	-
23	Nizamabad	2.19	2.61	2.69	3.87	10.78
24	Peddapalli	0.02	-	-	-	0.03
25	Rajanna Sircilla	0.36	2.04	0.81	0.28	0.10
26	Ranga Reddy	23.97	30.93	70.17	83.65	119.23
27	Sangareddy	2.79	11.39	4.88	0.98	0.69
28	Siddipet	3.08	5.57	1.93	0.03	-
29	Suryapet	3.02	5.81	0.15	-	0.58
30	Vikarabad	2.57	3.85	-	66.94	-
31	Wanaparthy	0.84	0.53	0.05	0.06	-
32	Warangal	-	0.30	0.11	22.40	25.86

33	Yadadri Bhuvanagiri	0.13	0.85	0.13	0.14	2.15
34	District not classified elsewhere	254.86	321.27	119.44	47.48	57.02
Total		445.80	627.71	688.58	1040.61	1054.92

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

STATEMENT-II

Development Sector-wise CSR expenditure in Telangana from FY 2019-20 to FY 2023-24

(Amount in Rs. Crores)

Sl.N o.	Development Sector	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	Agro forestry	0.36	0.62	1.44	1.29	1.42
2	Animal welfare	1.53	3.66	4.34	4.10	4.08
3	Armed Forces, Veterans, War Widows/ Dependants	0.31	0.02	1.47	0.06	0.68
4	Art and culture	3.03	2.34	5.19	11.59	39.04
5	Conservation of natural resources	1.91	1.77	10.85	27.47	15.08
6	Education	167.16	205.59	224.86	348.58	391.43
7	Environmental sustainability	11.33	16.66	38.99	52.51	46.60
8	Gender equality	0.29	0.84	4.68	2.30	7.33
9	Health care	93.79	163.36	196.80	210.43	207.57
10	Livelihood enhancement projects	12.34	22.51	13.54	16.23	22.33
11	Poverty, Eradicating Hunger, Malnutrition	22.78	52.24	28.60	80.45	63.69

12	Rural development projects	43.60	51.54	59.10	81.30	109.27
13	Safe drinking water	5.33	3.94	9.95	14.81	8.12
14	Sanitation	9.73	6.79	3.53	13.71	7.72
15	Senior Citizens Welfare	1.97	5.20	3.68	5.87	7.02
16	Setting up homes and hostels for women	0.48	1.57	0.42	1.26	2.28
17	Setting up orphanage	1.75	1.60	1.82	5.51	2.86
18	Slum area development	23.11	51.50	35.46	58.07	0.44
19	Socio-economic equalities	0.10	1.13	1.27	1.94	5.36
20	Special education	4.02	3.35	6.67	11.15	13.08
21	Technology incubators	0.77	3.19	1.18	0.03	-
22	Training to promote sports	4.22	3.76	6.70	12.71	19.11
23	Vocational skills	25.16	16.68	20.91	52.23	40.03
24	Women empowerment	10.74	7.84	7.10	27.01	38.75
25	NEC/Not mentioned*	0.00	0.00	-	-	1.62
Total		445.80	627.71	688.58	1040.61	1054.92

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

* Companies either did not specify the names of sectors or indicated more than one sectors where projects were undertaken.

उच्च शिक्षा में गुणवत्ता, अनुसंधान और नवाचार का संवर्धन

3821. श्री दर्शन सिंह चौधरी:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने उच्च शिक्षा में गुणवत्ता, अनुसंधान और नवाचार में सुधार के लिए विश्वविद्यालयों, कॉलेजों, आईआईटी, आईआईएम और एम्स में नए पाठ्यक्रम, अनुसंधान केंद्र और छात्रवृत्ति योजनाएं शुरू की हैं, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या इन संस्थाओं की संख्या में वृद्धि का शिक्षा तक पहुंच, रोजगारोन्मुखी कौशल विकास और उच्च शिक्षा में समावेशिता पर सकारात्मक प्रभाव पड़ा है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) क्या सरकार का भविष्य में उच्च शिक्षा में संस्थागत विस्तार, विशिष्ट अनुसंधान और अंतर्राष्ट्रीय सहयोग को बढ़ावा देने के लिए एक समयबद्ध योजना और बजटीय प्रावधान लागू करने का विचार है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) से (ग): गुणवत्तापूर्ण शिक्षा के लिए अनुसंधान को एक प्रमुख आवश्यकता के रूप में स्वीकार करते हुए, राष्ट्रीय शिक्षा नीति (एनईपी 2020) से उच्चतर शिक्षा संस्थानों (एचईआई) को स्टार्ट-अप इनक्यूबेशन केंद्रों; प्रौद्योगिकी विकास केंद्रों; अनुसंधान के सीमावर्ती क्षेत्रों में केंद्रों; उद्योग-अकादमिक संबंधों में वृद्धि; और मानविकी और सामाजिक विज्ञान अनुसंधान सहित अंतरः विषयक अनुसंधान के माध्यम से अनुसंधान और नवाचार पर ध्यान केंद्रित करने का आग्रह किया गया है।

सरकार ने पिछले पांच वर्षों और वर्तमान वित्तीय वर्ष (वित्तीय वर्ष 2020-21 से 2025-26 तक) के दौरान प्रमुख तकनीकी शैक्षणिक संस्थानों जैसे भारतीय प्रौद्योगिकी संस्थान (आईआईटी), राष्ट्रीय प्रौद्योगिकी संस्थान (एनआईटी), भारतीय सूचना प्रौद्योगिकी संस्थान (आईआईआईटी), भारतीय विज्ञान शिक्षा एवं अनुसंधान संस्थान (आईआईएसईआर) और भारतीय विज्ञान संस्थान (आईआईएससी) में शिक्षण, अनुसंधान और नवाचार के लिए 99494.24 करोड़ रुपये संस्वीकृत किए हैं। ये संस्थान विज्ञान, इंजीनियरिंग, प्रबंधन और संबंधित अंतरः विषयक क्षेत्रों में विभिन्न

विषयों में अवर स्नातक, स्नातकोत्तर, डॉक्टरल और कार्यकारी कार्यक्रमों की एक श्रृंखला प्रदान करते हैं। इसके अतिरिक्त, ये संस्थान स्वास्थ्य सेवा और मेडटेक; उन्नत कंप्यूटिंग (सुपरकंप्यूटिंग, एआई और क्वांटम कंप्यूटिंग); सेमीकंडक्टर; उन्नत सामग्री; आदि जैसे क्षेत्रों को कवर करने वाली अनुसंधान गतिविधियां भी करते हैं, और छात्रों को इंजीनियरिंग, उद्यमिता, अनुसंधान और नवाचार, उत्पाद डिजाइन, उद्योग नेतृत्व और उन्नत विनिर्माण में भविष्य की भूमिकाओं के लिए तैयार करने में एक मजबूत परितंत्र बनाने का लक्ष्य रखते हैं।

अकादमिक, उद्योग और उद्यम सृजन के अनुसंधान एवं विकास संचालित एकीकरण को बढ़ावा देने के उद्देश्य से, इन संस्थानों के आसपास अनुसंधान परितंत्र स्थापित करने के लिए आठ आईआईटी और आईआईएससी बंगलुरु में अनुसंधान पार्क स्थापित किए गए हैं। आईआईएम ने आईआईएम बोधगया में विश्लेषण केंद्र, आईआईएम संबलपुर में रंगावती सेंटर फॉर एक्सीलेंस ऑन कल्चर एंड सस्टेनेबल मैनेजमेंट, आईआईएम नागपुर में केस रिसर्च सेंटर, आईआईएम कलकत्ता इनोवेशन पार्क और आईआईएम सिरमौर में स्मार्ट मैनुफैक्चरिंग सेंटर जैसे विशेष अनुसंधान केंद्र भी स्थापित किए हैं। ये केंद्र सार्वजनिक नीति, संधारणीय, डिजिटल अर्थव्यवस्था, उद्यमिता और वित्तीय बाजार जैसे क्षेत्रों पर ध्यान केंद्रित करते हैं।

इसके अतिरिक्त, केंद्रीय मंत्रिमंडल ने मई, 2025 में 11,828.79 करोड़ रुपये के कुल परिव्यय के साथ पांच नए आईआईटी के अनुसंधान पार्क के निर्माण सहित शैक्षणिक और अवसंरचनात्मक क्षमता के विस्तार को अनुमोदित किया है। सरकार ने उच्च शिक्षा वित्तपोषण एजेंसी (एचईएफए) के माध्यम से पांच अन्य आईआईटी में अनुसंधान पार्कों की स्थापना को भी अनुमोदित किया है। इसके अतिरिक्त, "कृत्रिम मेधा के लिए उत्कृष्टता केंद्र" के संबंध में बजट घोषणा 2023-24 के पैरा 60 के अनुपालन में, सरकार ने वित्त वर्ष 2023-24 से वित्त वर्ष 2027-28 की अवधि के दौरान 990.00 करोड़ रुपये के कुल वित्तीय परिव्यय के साथ स्वास्थ्य, दीर्घकालिक शहरों और कृषि के क्षेत्रों में एक-एक कृत्रिम मेधा (एआई) में तीन उत्कृष्टता केंद्रों (सीओई) की स्थापना को अनुमोदित किया है।

हाल ही में, विज्ञान और प्रौद्योगिकी के क्षेत्र में अनुसंधान, नवाचार और उद्यमिता के लिए उच्च स्तरीय कार्यनीतिक दिशा प्रदान करने के लिए 50,000 करोड़ रुपये के परिव्यय के साथ फरवरी, 2024 में एएनआरएफ अधिनियम, 2023 द्वारा अनुसंधान राष्ट्रीय अनुसंधान फाउंडेशन (एएनआरएफ) की स्थापना की गई है, जिसमें निजी क्षेत्र से बजटीय योगदान का पर्याप्त हिस्सा प्रदान किया गया है। सरकार ने दिनांक 3 नवंबर, 2025 को अनुसंधान विकास और नवाचार (आरडीआई) योजना की भी शुरुआत की है, जो भारत के अनुसंधान और विकास परिदृश्य को सुदृढ़ करने के लिए एक महत्वपूर्ण कदम का प्रतिनिधित्व करने वाली 1 लाख करोड़ रुपये की पहल है।

सरकार मेधावी छात्रों की सहायता करने और उच्चतर शिक्षा तक पहुंच को बढ़ावा देने के लिए विभिन्न छात्रवृत्ति और वित्तीय सहायता योजनाएं कार्यान्वित कर रही है। उच्चतर शिक्षा विभाग द्वारा कार्यान्वित की जा रही प्रधानमंत्री उच्चतर शिक्षा प्रोत्साहन योजना के तीन घटक अर्थात् महाविद्यालय और विश्वविद्यालय के छात्रों के लिए छात्रवृत्ति हेतु केंद्रीय क्षेत्र योजना, जम्मू-कश्मीर और लद्दाख के छात्रों के लिए विशेष छात्रवृत्ति योजना और केंद्रीय क्षेत्र ब्याज सब्सिडी योजना हैं। इसके अलावा, नवंबर 2024 में शुरू की गई पीएम-विद्यालक्ष्मी योजना उच्चतर शिक्षा संस्थानों (एचआईआई) में योग्यता आधारित प्रवेश प्राप्त करने वाले छात्रों के लिए संपार्श्विक-मुक्त और गारंटर-मुक्त शिक्षा ऋण प्रदान करती है, साथ ही पात्र छात्रों के लिए ब्याज सब्सिडी प्रदान करती है, जिससे उच्चतर शिक्षा तक पहुंच में सहायता मिलती है।

वर्ष 2014 के 16 भारतीय सूचना प्रौद्योगिकी संस्थान (आईआईआईटी), 8 केंद्रीय विश्वविद्यालय (सीयू), 8 भारतीय प्रबंधन संस्थान (आईआईएम), 7 भारतीय प्रौद्योगिकी संस्थान (आईआईटी), 2 भारतीय विज्ञान शिक्षा और अनुसंधान संस्थान (आईआईएसईआर), 1 राष्ट्रीय प्रौद्योगिकी संस्थान (एनआईटी) स्थापित किए गए हैं। देश भर में नए अखिल भारतीय आयुर्विज्ञान संस्थान (एम्स) की स्थापना सरकार द्वारा शुरू की गई प्रधानमंत्री स्वास्थ्य सुरक्षा योजना

(पीएमएसएसवाई) के अंतर्गत शामिल है। वर्ष 2014 से देश के विभिन्न हिस्सों में कुल 12 नए एम्स स्थापित किए गए हैं।

संस्थानों की संख्या में वृद्धि से इन संस्थानों के तहत प्रवेश क्षमता के विस्तार के माध्यम से देश के विभिन्न क्षेत्रों में शिक्षा तक बेहतर पहुंच प्राप्त होती है। यह विभिन्न सामाजिक-आर्थिक पृष्ठभूमि के छात्रों की अधिक भागीदारी की ओर भी ले जाता है। संस्थानों द्वारा संचालित किए जाने वाले कार्यक्रम उद्योग-संबंधित और रोजगार-उन्मुख कौशल विकास, नेतृत्व प्रशिक्षण और उद्यमिता पर केंद्रित हैं, जिससे रोजगार में वृद्धि होती है और उच्चतर शिक्षा में समावेशी विकास को बढ़ावा मिलता है।

सरकार द्वारा उच्चतर शिक्षा संस्थानों में अवसंरचना के निर्माण के लिए धन उपलब्ध कराने हेतु एचईएफ जैसी योजनाएं भी शुरू की गई हैं। आज तक एचईएफ के तहत विभिन्न उच्चतर शिक्षा संस्थानों को अब तक 48,311.75 करोड़ रुपये की धनराशि अनुमोदित की गई है। इसके अतिरिक्त वित्त मंत्रालय की व्यवहार्यता अंतराल वित्तपोषण (वीजीएफ) योजना के तहत पूंजी विस्तार के वित्तपोषण के लिए उच्चतर शिक्षा संस्थानों के लिए निधियां भी उपलब्ध हैं।

दिल्ली में कार्यशील केंद्रीय विद्यालय

3822. श्री रामवीर सिंह बिधूड़ी:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) वर्तमान में दिल्ली में कार्यशील केंद्रीय विद्यालयों (केवी) की कुल संख्या कितनी है और उनमें पढ़ने वाले/पंजीकृत छात्रों की संख्या कितनी है;
- (ख) पिछले तीन वर्षों के दौरान दिल्ली के केंद्रीय विद्यालयों में प्रवेश के लिए प्रतिवर्ष प्राप्त आवेदनों की कुल संख्या कितनी है;
- (ग) क्या सरकार को दिल्ली में और अधिक केंद्रीय विद्यालय खोलने के लिए अनुरोध प्राप्त हुए हैं;

(घ) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या दिल्ली में और अधिक केंद्रीय विद्यालय खोलने का कोई प्रस्ताव सरकार के विचाराधीन है, यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): केन्द्रीय विद्यालय संगठन (केविसं) से प्राप्त जानकारी के अनुसार, दिल्ली में वर्तमान में 47 केंद्रीय विद्यालय (केवि) कार्यात्मक हैं, जिनमें कुल 1,19,060 छात्र नामांकित हैं।

(ख): विगत तीन वर्षों के दौरान दिल्ली में केवि में प्रवेश के लिए प्राप्त आवेदनों की वर्ष-वार संख्या निम्नानुसार है:

क्र. सं.	वर्ष	प्राप्त आवेदन
1.	2023-24	1,29,347
2.	2024-25	1,39,364
3.	2025-26	1,65,318

(ग) से (ङ): नए केवि खोलना एक सतत् प्रक्रिया है। केवि पूरे देश में शिक्षा का एक समान कार्यक्रम प्रदान करने हेतु मुख्य रूप से केंद्र सरकार के स्थानांतरणीय कर्मचारियों सहित रक्षा और अर्ध-सैन्य कर्मियों, केंद्रीय स्वायत्त निकायों, केंद्रीय सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) और केंद्रीय उच्च शिक्षा संस्थान (आईएचएल) के बच्चों की शैक्षिक जरूरतों को पूरा करने के लिए खोले जाते हैं। नए केवि खोलने के प्रस्ताव भारत सरकार के मंत्रालयों या विभागों/राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी) प्रशासनों द्वारा प्रायोजित किए जा सकते हैं जिसमें केन्द्रीय विद्यालय संगठन (केविसं) के मानदंडों के अनुसार एक नया केवि स्थापित करने के लिए निःशुल्क अपेक्षित भूमि और उपयुक्त किराया-मुक्त अस्थायी आवास को उपलब्ध कराने की प्रतिबद्धता शामिल होती है। केविसं से प्राप्त

जानकारी के अनुसार, दिल्ली में नए केवि खोलने के लिए राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार से कोई व्यवहार्य प्रस्ताव प्राप्त नहीं हुआ है।

UPGRADATION OF ESI HOSPITALS

3823. SHRI RAJESH NARANBHAI CHUDASAMA:

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

- (a) whether there is any plan to upgrade Employees' State Insurance (ESI) hospitals into multi-speciality facilities in the country to reduce dependence on private empanelled hospitals and enhance healthcare for workers and if so, the details thereof;
- (b) the manner in which the Government plans to utilise unused land adjoining ESI hospital buildings for infrastructure development, particularly in Gujarat;
- (c) the details of the measures taken by the Government to ensure adequate qualified staff and state-of-the-art facilities in ESI hospitals for specialised care;
- (d) the manner in which the Government plans to ease the burden on general hospitals by expanding ESI hospital services and capacities; and
- (e) the details of the steps taken/being taken by the Government to simplify the process of accessing medical care for workers holding ESI cards?

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

(a) to (e): In order to provide good quality medical services to its beneficiaries, Employees State Insurance Corporation (ESIC) is continuously making efforts to develop in - house specialty and super-specialty services by incorporating modern technologies in ESI hospitals itself. Some of the measures taken are enhancement of bed strength, procurement of advanced medical equipments, establishing the intensive care unit (ICU) / high dependency unit (HDU) facilities as per ESIC guidelines, establishing new hospitals, use of unused land for upgradation and expansion of hospital infrastructure as per needs and demands, upgradation of user-friendly app for OPD appointments in order to streamline registration, reduce waiting time, and enhance patient convenience etc.

The major steps taken by ESIC to simplify the access of medical care for ESI card holders are as under:

- (i) An upgraded, user-friendly ESIC Health Connect (AAA+) App has been made available for Insured Persons (IPs) and beneficiaries, enabling self-registration for OPD appointments.
- (ii) Collaboration with Ayushman Bharat-Pradhan Mantri Jan Arogya Yojna (PMJAY) to provide secondary and tertiary care medical services to ESI

beneficiaries through PMJAY empanelled hospitals in the country at places where ESI medical services are not adequately available.

(iii) Enhancement of rates of benefits for Permanent Disablement Benefit (PDB) / Dependents' Benefits (DB) Beneficiaries.

(iv) Aadhar based authentication of IPs and beneficiaries on voluntary basis has been adopted for providing social security benefits, including medical and cash benefits to beneficiaries.

(v) For providing hassle - free services to Insured Persons (IPs) / Insured Women (IW), an online portal / facility has been started for submission of cash benefits claims under ESI scheme.

Recruitment of doctors and staff in ESI hospitals is a continuous process. ESIC has recently issued offer of appointment to 388 selected candidates for joining the post of IMO Gr-II in various ESIC Institutions across the country. ESIC has also recruited 2047 Nursing Officers. Further, offer of appointment have been issued to 223 candidates for the post of Assistant Professor in various specialties.

UNEMPLOYMENT DATA OF EDUCATED YOUTH

3824. DR. M K VISHNU PRASAD:

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

(a) whether the Government has any data on unemployment among educated youth, especially in rural and semi-urban areas of the country and if so, the details thereof;

- (b) the details of the measures taken by the Government to generate sustainable employment;
- (c) whether the Government has conducted any assessment of unemployment rates during the last five years and the current year and if so, the details thereof, year and State/UT-wise; and
- (d) whether the Government is aware/admits that the youth unemployment has increased, especially among graduates and post-graduates and if so, the details thereof?

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

(a) to (d): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS), which is conducted by Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18.

As per the latest Annual PLFS reports, the estimated Unemployment Rate (UR) on usual status for persons of age 15 years and above was 6.0% in 2017-18, 5.8% in 2018-19, 4.8% in 2019-20, 4.2% in 2020-21, 4.1% in 2021-22 and 3.2% in 2022-23 and 2023-24. State/UT-wise information is available in the PLFS reports which may be seen at the website of MoSPI at <https://www.mospi.gov.in/publications-reports> .

Also, the estimated Unemployment Rate (UR) on usual status for youth of age 15-29 years of different general education level for rural and urban areas of the country during 2023-24 is as follows:

Unemployment Rate (in %)		
General Education Level	Rural	Urban
Literate & Upto Primary	2.1	4.6
Middle	3.7	6.2
Secondary	4.3	7.2
Higher Secondary	8.0	11.6
Secondary & above	13.6	19.2

Source: PLFS, MoSPI

Further, the estimated Unemployment Rate (UR) on usual status for graduate youth of age 15-29 years has decreased from 35.8% in 2017-18 to 25.9% in 2023-24 and 36.2% to 32.2% for post graduates during the same period.

Employment generation coupled with improving employability is a priority of the Government. Accordingly, Government is implementing various employment generation schemes/ programmes in the country. The details of various employment generation schemes/ programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes. Government is also implementing Skill India Mission (SIM) to deliver skill, re-skill and up-skill training through an extensive network of skill development centres/ schools/ colleges /institutes etc. under various schemes, viz. Pradhan

Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsmen Training Scheme (CTS) through Industrial Training Institutes (ITIs) in the country. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills.

Ministry of Electronics and Information Technology (MeitY) has initiated 'FutureSkills PRIME' a programme for Re-skilling/Up-skilling of IT Manpower for Employability in 10 new/emerging technologies including Artificial Intelligence.

Government is implementing Employment Linked Incentive (ELI) Scheme named as the Pradhan Mantri Viksit Bharat Rozgar Yojana to support employment generation, enhance employability and social security across all sectors, with special focus on the manufacturing sector. The scheme with an outlay of Rs 99,446 Crore aims to incentivize the creation of more than 3.5 Crore jobs in the country, over a period of 2 years.

Further, Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online & offline job fairs, job search & matching, career counselling, vocational guidance, information on skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

IIT DELHI EXTENSION CAMPUS IN JHAJJAR**3825. SHRI DEEPENDER SINGH HOODA:**

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

- (a) the total estimated budget approved by the Government for establishing the Indian Institute of Technology (IIT) Delhi extension campus in Jhajjar district, Haryana;
- (b) the current status of the project including work completed and entities engaged;
- (c) the fund allocated and released by the Government for the said campus in each of the financial years since its approval, including the current financial year; and
- (d) the likely time period within which the Government expects to fully complete the construction and make the campus fully operational?

**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 (d): At present there are 23 Indian Institute of Technology (IITs) established and functioning in the country. National Institute of Technology (NIT) Kurukshetra, Indian Institute of Information Technology (IIIT) Sonapat and Central University of Haryana, have already been established by the Central Government in the state of Haryana. All these institutes are Institutes of National Importance (INI). These are known for their excellence in technical education, advanced research in both fundamental and applied domains,

innovation, promotion of entrepreneurship, and consultancy services to industry.

An extension campus of IIT Delhi at Jhajjar, Haryana was earlier proposed, however, based on the technical survey held at the location, it was concluded/found that the load bearing capacity of the land is very low due to its topography and water logging and therefore, the land could not meet the requirements of IIT Delhi for construction of its planned facilities.

IIT Delhi already has its extension campus situated on 50 acres within the Rajiv Gandhi Education City (RGEC) in Sonipat, Haryana. The campus acts as a hub for advanced research, innovation, and industry collaboration. Currently, there are 35 sophisticated facilities, valued approximately at INR 190 Crores, to support the research of chemists, physicists, biologists, material scientists, and engineers from academic and RND institutes, as well as MSMEs and industry. The research facilities include high-end light and electron microscopes, a 3D metal printer, chemical and material synthesis and characterization devices, spectroscopy/spectrometry, and environmental monitoring devices. In addition to the centralized research facilities, the Sonipat campus contains the laboratories of the Optics and Photonics Unit of IIT Delhi, the Atal Incubation Centre for translational research, and a new High Performance Computational Facility.

The campus also hosts the Atmospheric Observatory, operated by the Centre for Atmospheric Sciences in collaboration with IMD, NASA, ISRO, and the University of Helsinki. Beyond research, the campus has emerged as a

center for technological innovation. The institute hosts the I-Hub Foundation for Cobotics (IHFC), which unites academia, industry, and government to develop technologies that enhance human–robot collaboration and the Atal Incubation Centre (AIC), part of the Atal Innovation Mission, which supports entrepreneurs in building scalable and sustainable ventures.

NEHRU YUVA KENDRAS IN ANDHRA PRADESH

3826. SHRI PUTTA MAHESH KUMAR:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the list of Nehru Yuva Kendras (NYKs) functioning across Andhra Pradesh, district-wise and in Eluru District;
- (b) the details of initiatives proposed, sanctioned and presently being implemented through NYKs in said State, district-wise, including the said district;
- (c) the details of the total funds allocated, released and utilised by NYKs during the last five years and the current year along with the number of vacancies in NYKs in Andhra Pradesh, district-wise, including in Eluru District;
- (d) the total number of beneficiaries of various initiatives undertaken by NYKs across the said State during the said period, district-wise including the said district; and

- (e) whether the Government has conducted any proportional campaigns to raise awareness regarding the importance of NYKs for Indian youth, if so, the details thereof and if not, the reasons therefor?

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

(a) :At present, 13 Mera Yuva Bharat Kendras (erstwhile Nehru Yuva Kendras) are functioning in the State of Andhra Pradesh, including one Kendra in Eluru district. The list of these Kendras is placed at **Statement-I**.

(b): MY Bharat through its field offices conducts various types of programmes such as Core Programmes, Special Programmes and programmes in collaboration with other Ministries/Departments in districts. The district wise details of MY Bharat programmes sanctioned during the current FY 2025-26 in the State of Andhra Pradesh including the Eluru District is placed at **Statement – II**.

(c): The details of total funds allocated, released and utilized by MY Bharat (erstwhile NYKS) during the last 5 years and current year along with the number of vacancies as on date in MY Bharat in Andhra Pradesh, district-wise, including the Eluru District is placed at **Statement -III**.

(d) :The number of beneficiaries of various MY Bharat programmes and Schemes in the State of Andhra Pradesh including the Eluru District for the last 5 years is placed at **Statement-IV**.

(e) :Yes, awareness about the role and importance of MY Bharat Kendras is raised through various youth-oriented programmes, campaigns and outreach activities organized across the country

STATEMENT-I

Details of Nehru Yuva Kendras in Andhra Pradesh:

i.State Office, MY Bharat, Andhra Pradesh (Guntur)

ii.District MY Bharat Kendras:

1. MY Bharat Kendra, Guntur
2. MY Bharat Kendra,Kadapa
3. MY Bharat Kendra, Srikakulam
4. MY Bharat Kendra, Dist. NTR (Vijayawada is Hqrs of NTR Dist.)
5. MY Bharat Kendra,Visakhapatnam
6. MY Bharat Kendra,Vizianagaram
7. MY Bharat Kendra,Ongole (Prakasam)
8. MY Bharat Kendra, Kurnool
9. MY Bharat Kendra, West Godavari (Eluru)
10. MY Bharat Kendra, Chittoor
11. MY Bharat Kendra, East Godavari (Kakinada)
12. MY Bharat Kendra, Nellore
13. MY Bharat Kendra,Ananthapur

STATEMENT-II

The district wise details of MY Bharat programmes sanctioned during the current FY 2025-26 in the State of Andhra Pradesh including the Eluru

District:

S. N	District	Programme Type	Name of Programmes
1.	Anantapur, Chittoor, Kakanida, Guntur, Kadapa, Kurnool, Nellore, NTR, Prakasham (Ongole), Srikakulam, Vishakhapatnam, Vizianagaram, Eluru, Non-MY Bharat Districts: Alluri Sitharama Raju, Anakapalli, Annamayya, Bapatla, Dr. B.R. Ambedkar Konaseema, East Godavari, Krishna, Nandyal, Palnadu, Parvathipuram Manyam, Sri Sathya Sai, Tirupati, West Godawari (Bhimavaram)	Core Programme	Cluster of Block Sports Meet
			Distribution of Sports Kits
			District Level Sports Meet
			Ek Ped Maa Ke Naam
			MY Bharat Yuva Mandal
			Vikas Abhiyan
			Observance of Days of National & International Importance
			Sardar@150- District Level Padyatra
			National Voters' Day 2026 Padyatra
2.	Chittoor, Kakinada, Nellore, Srikakulam	Core Programme	Workshops on Flagship Schemes
			Inter District Youth Exchange Programme (IDYEP)

3.	Chittoor, Guntur, NTR, Visakhapatnam	Core Programme	Inter State Youth Exchange Programme (ISYEP)
4.	Visakhapatnam	Project in Collabration with MHA	Tribal Youth Exchange Programme
5.	Chittoor		Kashmiri Youth Exchange Programme

STATEMENT-III**Details of total funds allocated, released and utilized by MY Bharat****(erstwhile NYKS):****NYKS Scheme****(in ₹ Crore)**

Year	To MY Bharat(Pan India)		In Andhra Pradesh	
	Allocation	Expenditure	Allocation	Expenditure
2020-21	267.75	301.50	5.59	6.29
2021-22	365.00	321.08	7.62	6.70
2022-23	356.44	337.46	7.44	7.04
2023-24	379.54	334.26	7.92	6.97
2024-25	410.47	339.95	8.57	7.09
2025-26	423.00	329.90	8.83	6.88

Expenditure reported for Current Financial Year i.e. 2025-26 is till 09.03.2026. Expenditure reported also includes expenditure made against the revalidated balances of previous year. Expenditure reported for FY 2022-23, 2023-24 and 2024-25 is provisional and unaudited.

The figures reported above, includes allocation made and expenditure incurred for meeting programmes cost, employee cost and other administrative cost.

The District Wise Vacancies in Mera Yuva Bharat (erstwhile NYKs) in**Andhra Pradesh**

Sl.	District	Sanctioned	Number of Vacancies
1	Anantapur	3	2
2	Chittoor	3	1
3	Guntur	3	1
4	Kadapa	3	3
5	Kakinada (East	3	3

6	Krishna Vijaywada	3	2
7	Kurnool	3	2
8	Nellore	3	1
9	Prakasham (Ongole)	3	3
10	Srikakulam	3	1
11	Vishakhapatnam	3	0
12	Vizianagaram	3	2
13	West Godavari (	3	3

STATEMENT-IV

The Number of beneficiaries in Programmes & Activities organized by MY Bharat in Andhra Pradesh Districts during last 5 years (2020-21 to 2024-25)

S.N.	Name of District	Total Number of beneficiaries				
		2020-21	2021-22	2022-23	2023-24	2024-25
1	Ananthapur	53,485	1,01,099	25,267	1,09,291	20,433
2	Chittoor	54,169	1,12,259	23,336	98,645	20,988
3	Kakinada	29,011	98,999	22,908	75,937	21,767
4	Guntur	54,871	98,860	21,169	1,11,308	20,559
5	Kadapa	49,806	1,10,119	23,203	1,03,602	20,900
6	NTR	50,857	1,20,076	21,323	1,19,875	23,348
7	Kurnool	55,992	1,14,122	16,812	89,805	17,704
8	Nellore	53,759	1,04,138	18,649	1,15,918	19,403
9	Prakasham	41,191	1,22,412	19,670	1,08,955	22,385
10	Srikakulam	56,599	1,01,641	21,138	1,00,768	20,121
11	Visakhapatnam	58,777	97,599	23,550	1,20,888	23,584
12	Vizianagaram	38,643	1,07,682	20,939	93,335	20,353
13	Eluru	51,083	85,214	22,044	72,341	18,910
14	West Godavari	*		1,788	52,647	16,197
15	Krishna			3,167	62,326	15,390
16	Sri Satya Sai			1,811	57,713	15,868
17	Tirupathi			2,547	55,409	13,881
18	East Godavari			2,108	61,630	14,909
19	Annamayya			2,307	69,344	15,427
20	Konaseema			1,877	59,453	14,318
21	Palnadu			2,161	53,899	13,986
22	Nandyala			2,008	60,530	11,736
23	Bapatla			3,164	66,653	11,115
24	Parvathipuram			2,089	62,903	13,266
25	Anakapalli			2,458	56,556	16,325
26	A.S.R			2,572	73,930	16,329

*** The programmes were not allotted to these districts**

**CIVIC RESPONSIBILITY AND SOCIAL BEHAVIOUR IN SCHOOL
CURRICULUM**

3827. SHRI SHAHU SHAHAJI CHHATRAPATI:

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

- (a) whether civic responsibility and social behaviour form part of the school curriculum under the National Education Policy (NEP) in the country; and
- (b) if so, the details of steps taken by the Government to strengthen such education from the foundational stage?

**THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT
AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY
OF EDUCATION (SHRI JAYANT CHAUDHARY):**

(a) and (b): The National Education Policy (NEP) 2020 envisages civic responsibility and social behaviour as integral part of the school curriculum and emphasizes on development of socially responsible and value oriented future citizens by nurturing respect for others, cooperation, cleanliness, gratitude and respect for diversity. In alignment with NEP 2020, the National Council of Educational Research & Training (NCERT) brought out the National Curriculum Framework for Foundational Stage 2022 and National Curriculum Framework for School Education 2023 which recommends to integrate themes related to social behaviours and civic responsibility across the subjects.

As a follow-up to this, the NCERT brought out new textbooks for Grades 1 to 8 reflecting these values and desirable social behaviour. Content and activities related to civic responsibility are integrated across the subject areas and

stages to foster social behaviour, collaboration and respect for others. Values and social behaviours related to Civic Responsibility are also given importance in the Teachers' Handbook developed by NCERT and activities are conducted during training, aiming at promoting civic values, empathy, cooperation and responsible behaviour among students.

Civic responsibility related themes integrated in the form of activities, discussions and stories when contextualised by teachers help students naturally imbibe social and human values and accordingly change their behaviours gradually.

जरी-जरदोजी और बेंट-बांस शिल्प के लिए आधुनिक कौशल प्रशिक्षण

3828. श्री नीरज मोर्य:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का बदायूँ और बरेली के पारंपरिक जरी-जरदोजी और बेंट-बांस कारीगरों को आधुनिक डिजाइन और ई-कॉमर्स विपणन में प्रशिक्षण प्रदान करने के लिए "विशेष कौशल केंद्र" स्थापित करने का विचार है;
- (ख) पिछले तीन वर्षों और वर्तमान वर्ष के दौरान 'प्रधानमंत्री कौशल विकास योजना' के अंतर्गत आंवला लोक सभा क्षेत्र के कितने युवाओं ने रोजगारोन्मुखी प्रशिक्षण प्राप्त किया है और वास्तव में कितने युवाओं को रोजगार मिला है;
- (ग) क्या स्थानीय युवाओं के लिए पुदीना तेल के प्रसंस्करण और सुगंधित उत्पादों के निर्माण के लिए कोई विशेष उद्यमिता कार्यक्रम शुरू किया गया है;

(घ) क्या सरकार का 'एक जिला एक उत्पाद' (ओडीओपी) पहल के अंतर्गत आंवला के कारीगरों को वैश्विक बाजारों तक पहुंच बनाने में सक्षम बनाने के लिए विशेष वित्तीय सहायता और अंतर्राष्ट्रीय प्रदर्शनी मंच प्रदान करने का विचार है; और

(ङ) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): भारत सरकार के स्किल इंडिया मिशन (सिम) के अंतर्गत, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) विभिन्न योजनाओं, जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षता संवर्धन योजना (एनएपीएस) जैसी प्रमुख योजनाओं के तहत कौशल विकास केंद्रों के व्यापक नेटवर्क के माध्यम से और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) द्वारा शिल्पकार प्रशिक्षण योजना (सीटीएस) के जरिए उत्तर प्रदेश के बदायूँ और बरेली जिलों सहित देश भर के समाज के सभी वर्गों को कौशल, पुनर्कौशल और कौशलान्तरण प्रशिक्षण प्रदान करता है। सिम का उद्देश्य भारत के युवाओं को उद्योग से संबंधित कौशलों से सुसज्जित करके भविष्य के लिए तैयार करना है। एमएसडीई की कौशल विकास योजनाएं मांग आधारित हैं और देश भर में प्रशिक्षण प्रदान करने के लिए आवश्यकता के आधार पर प्रशिक्षण केंद्र (टीसी) स्थापित/सेवाएं ली जाती हैं।

पीएमकेवीवाई के अंतर्गत, जरी-जरदोजी और बेंट-बांस शिल्प के लिए "विशेष कौशल केंद्रों" से संबंधित ट्रेडों को शामिल किया गया है और स्किल इंडिया डिजिटल हब(सिद्ध) पर पंजीकृत औद्योगिक प्रशिक्षण संस्थान (आईटीआई), कौशल केंद्र और अन्य प्रशिक्षण केंद्रों जैसे प्रशिक्षण अवसंरचनाओं के नेटवर्क के माध्यम से प्रशिक्षण प्रदान किया जाता है। इस योजना के दिशानिर्देशों के अनुसार और राष्ट्रीय कौशल अर्हता ढांचा (एनएसक्यूएफ) के अनुरूप, इन अनुमोदित केंद्रों के माध्यम से हस्त कढ़ाई और "जरी-जरदोजी और बेंट-बांस शिल्प" से संबंधित अन्य पाठ्यक्रम उपलब्ध कराए जाते हैं। पीएमकेवीवाई 4.0 के तहत, उत्तर प्रदेश के आंवला लोकसभा क्षेत्र के

अंतर्गत आने वाले जिलों में वर्ष 2022-23 से 2025-26 (दिनांक 31.12.2025 तक) के दौरान हस्तशिल्प से संबंधित नौकरियों में प्रशिक्षित युवाओं की संख्या निम्नानुसार है:

जिला प्रशिक्षण केन्द्र	जॉब रोल का नाम	प्रशिक्षित/अभिविन्यासित उम्मीदवारों की कुल संख्या
बरेली	पारंपरिक हस्त कढ़ाई करने वाली	621
बरेली	जूट उत्पादों की सिलाई करने वाली	120
शाहजहांपुर	पारंपरिक हस्त कढ़ाई करने वाली	120

जिला कौशल समितियां जिला कौशल विकास योजनाएं (डीएसडीपी) तैयार करती हैं, जो कमियों की पहचान करती हैं और राज्यों/संघ राज्य क्षेत्रों और प्रतिष्ठित संस्थानों से पारंपरिक कला और शिल्प में जिला-विशिष्ट परियोजनाओं के लिए प्रस्तावों पर पीएमकेवीवाई 4.0 के विशेष परियोजना घटक के तहत विचार किया जा सकता है, बशर्ते कि धन की उपलब्धता हो और सक्षम प्राधिकारी द्वारा अनुमोदन प्राप्त हो।

पीएमकेवीवाई के तहत प्रशिक्षण में डिजिटल साक्षरता, उद्यमिता और बुनियादी ई-कॉमर्स जागरूकता संबंधी मॉड्यूल्स पर भी जोर दिया जाता है, जिसमें राष्ट्रीय उद्यमिता और लघु व्यवसाय विकास संस्थान (निस्बड) और भारतीय उद्यमिता संस्थान (आईआईई) जैसे संस्थानों द्वारा अभिविन्यास और सहायता प्रदान की जाती है, जो कारीगरों सहित शिक्षुओं को ऑनलाइन प्लेटफार्मों के माध्यम से अपने उत्पादों के विपणन के अवसरों का पता लगाने में मदद करता है।

(ख): वर्ष 2022-23 से 2025-26 के दौरान प्रधानमंत्री कौशल विकास योजना के अंतर्गत आंवला लोकसभा निर्वाचन क्षेत्र से रोजगारोन्मुखी प्रशिक्षण प्राप्त करने वाले युवाओं की संख्या निम्नानुसार है:

जिला प्रशिक्षण केन्द्र	वित्त वर्ष	प्रशिक्षित/अभिविन्यस्त उम्मीदवारों की कुल संख्या
बरेली	2022-23	887
	2023-24	1,523
	2024-25	13,395
	2025-26*	1,154
बदायूँ	2022-23	390
	2023-24	686
	2024-25	3,548
	2025-26*	328

* दिनांक 31 दिसंबर, 2025 तक की स्थिति के अनुसार

पीएमकेवीवाई 4.0 (वित्त वर्ष 2022-23 से) का उद्देश्य मांग-आधारित कौशल विकास, उद्यमिता और स्वरोजगार के लिए लचीलापन प्रदान करना है। इसका लक्ष्य प्रशिक्षित उम्मीदवारों को विभिन्न करियर अवसर चुनने के लिए सशक्त बनाना और उन्हें इसके लिए उपयुक्त मार्गदर्शन प्रदान करना है। स्किल इंडिया डिजिटल हब (सिद्ध) जैसे विभिन्न आईटी उपकरण इस अवसर को और भी बढ़ाते हैं।

(ग): एमएसडीई अपने स्वायत्त संस्थान राष्ट्रीय उद्यमिता एवं लघु व्यवसाय विकास संस्थान के माध्यम से विभिन्न क्षेत्रों में उद्यमिता को बढ़ावा देने के लिए उद्यमिता विकास कार्यक्रम (ईडीपी), उद्यमिता-सह-कौशल विकास कार्यक्रम (ईएसडीपी) और प्रबंधन विकास कार्यक्रम (एमडीपी) संचालित करता है। ये कार्यक्रम युवाओं और महत्वाकांक्षी उद्यमियों में उद्यमशीलता, प्रबंधकीय और क्षेत्र-विशिष्ट कौशल विकसित करते हैं। निस्बद्ध प्रशिक्षण विषयों को तैयार करने में लचीला और आवश्यकता-आधारित दृष्टिकोण अपनाता है। यह सौंदर्य एवं स्वास्थ्य, फैशन डिजाइनिंग और खाद्य प्रसंस्करण जैसे संबद्ध क्षेत्रों में ईएसडीपी (प्रारंभिक विकास कार्यक्रम) का भी आयोजन करता है, जो मूलभूत कौशल को मजबूत करते हैं जिन्हें सुगंधित उत्पादों से संबंधित गतिविधियों

सहित विभिन्न मूल्यवर्धित गतिविधियों में लागू किया जा सकता है। एमएसडीई विभिन्न क्षेत्रों और सेक्टरों से उभरने वाली प्रशिक्षण आवश्यकताओं का निरंतर आकलन करता है और राज्य सरकारों, उद्योग निकायों और स्थानीय हितधारकों के परामर्श से आवश्यकता एवं परिचालन व्यवहार्यता के आधार पर कार्यक्रम प्रस्ताव तैयार करता है।

(घ) और (ङ): संतुलित क्षेत्रीय विकास को बढ़ावा देने के लिए प्रत्येक जिले से कम से कम एक विशिष्ट उत्पाद की पहचान, ब्रांडिंग और प्रचार हेतु उद्योग एवं आंतरिक व्यापार संवर्धन विभाग (डीपीआईआईटी) द्वारा 'एक जिला एक उत्पाद' (ओडीओपी) पहल शुरू की गई थी। ओडीओपी उत्पादों की पहुँच बढ़ाने के लिए घरेलू और अंतर्राष्ट्रीय प्रदर्शनियों में भागीदारी जैसे विभिन्न उपाय किए गए हैं जिनमें उत्तर प्रदेश के उत्पाद भी शामिल हैं। विदेशों में स्थित भारतीय दूतावासों के साथ संपर्क और वर्चुअल क्रेता-विक्रेता बैठकों के माध्यम से वैश्विक स्तर पर प्रचार-प्रसार को भी समर्थन दिया जाता है।

एक जिला एक उत्पाद (ओडीओपी) पहल के तहत उत्पादों का चयन संबंधित राज्य/संघ राज्य क्षेत्र सरकारों द्वारा किया जाता है। उत्तर प्रदेश सरकार ने उत्तर प्रदेश राज्य निर्यात नीति 2025-30 जारी की है, जिसके तहत विपणन विकास सहायता (एमडीए) और विमान से माल ढुलाई युक्तिकरण योजना जैसी योजनाओं के अंतर्गत प्रोत्साहनों को दोगुना तक बढ़ा दिया गया है। इस नीति में निर्यातकों को सहयोग देने के लिए डाकघर निर्यात योजना, निर्यात ऋण बीमा सहायता, सेवा निर्यात के लिए एमडीए, एमआईसीसी सहायता, ई-कॉमर्स सहायता और निर्यात उन्मुख अवसंरचना योजना जैसी नई योजनाएं भी शुरू की गई हैं। ओडीओपी एमडीए योजना के तहत, अधिसूचित अंतरराष्ट्रीय मेलों में भाग लेने वाले हितधारकों को स्टॉल शुल्क, माल ढुलाई और यात्रा के लिए सहायता प्राप्त हो सकती है। ओडीओपी उत्पादों को राष्ट्रीय और अंतरराष्ट्रीय खरीदारों तक अधिक और दृश्यता पहुंच प्रदान करने के लिए ई-कॉमर्स प्लेटफार्मों के माध्यम से भी बढ़ावा दिया जा रहा है।

DEVELOPMENT OF ADICHANALLUR ARCHAEOLOGICAL SITE**3829. SHRI ESWARASAMY K:**

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

- (a) the details of the sites approved/being approved under the Budget 2026 for development of archaeological sites along with the criteria adopted for their selection and the fund allocated thereon, site-wise;
- (b) whether the Adichanallur archaeological site in Tamil Nadu has been included under the said scheme and if so, the details thereof;
- (c) the details of the total funds allocated, sanctioned and released for the development and conservation of the said site including fossil and related archaeological findings, during the last five years, year-wise;
- (d) the details of the fund actually utilised so far and the status of ongoing works at the site; and
- (e) the details of the specific conservation, protection and preservation measures undertaken by the Government to safeguard the said site from damage, encroachment and environmental degradation?

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

(a) and (b): There are total 3686 centrally protected monuments/sites under the care and maintenance of Archaeological Survey of India (ASI) including 412 centrally protected monument/sites in Tamil Nadu State. In the Union Budget 2026-27, the Hon'ble Finance Minister has announced the development of 15 archaeological sites across the country under Development of selected

Excavation Sites and Heritage Complexes (DESH) Scheme including Adichanallur archaeological site in the state of Tamil Nadu under the jurisdiction of Archaeological Survey of India (ASI).

(c) and (d): The details of total funds allocated, sanctioned and released for the development and conservation of Adichanallur archaeological site including fossil and related archaeological findings, during the last five years are given as under:-

(Amount in Rs.)

Financial Year	Allocation	Expenditure
2020-21	14,762	14,762
2021-22	55,88,964	53,32,862
2022-23	84,06,206	84,06,171
2023-24	1,66,19,863	1,66,19,727
2024-25	47,03,292	23,60,927

There are two ongoing works as given below:

1. Fencing at Proposed Museum Building.
2. Protective shelter for the Excavated site.

(e): In order to safeguard the site from damages, encroachment and environmental degradation, the protective shelters for the excavated trenches are provided. Also regular watch and ward staff is also deployed to prevent damage and encroachment.

ACTION PLAN TO TACKLE UNEMPLOYMENT**3830. SHRI A RAJA :**

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

- (a) whether the Government has estimated the number of jobs to be generated annually to tackle unemployment of youths in the country
- (b) if so, the details thereof;
- (c) the details of the number of jobs created in various sectors in the country during the last three years and the current year, year-wise; and
- (d) the details of the action plans formulated by the Government for addressing the unemployment situation in the country as some experts estimated that the country need more than 1.2 crore jobs annually?

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

(a) to (d): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS) which is conducted by the Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18.

As per the latest available Annual PLFS reports, the estimated Worker Population Ratio (WPR) indicating employment on usual status for persons of age 15 years and above in the country were 52.9% in 2021-22, 56.0% in 2022-23 and 58.2% in 2023-24.

Further, the KLEMS (K: Capital, L: Labour, E: Energy, M: Materials and S: Services) database published by Reserve Bank of India's (RBI) covers 27 industries comprising of the entire Indian economy and provides employment estimates across 27 industries. As per the latest data, total estimated employment in the country has increased to 64.33 crores (Provisional) during 2023-24 as compared to 47.15 crores during 2014-15, which indicates a growth of 36.44% during the period.

Employment generation coupled with improving employability is a priority of the Government. Accordingly, Government is implementing various employment generation schemes across the country. The details of various employment generation schemes/programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes.

Government is implementing Skill India Mission (SIM) to deliver skill, re-skill and up-skill training through an extensive network of skill development centres/ schools/ colleges /institutes etc. under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsmen Training Scheme (CTS) through Industrial Training Institutes (ITIs) in the country. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills.

Reskilling and upskilling initiatives are being undertaken through multiple national programmes that support workforce transition, redeployment, and preparedness for emerging job roles. These programmes focus on structured

skilling, digital literacy, and advanced technology training to ensure employability in the AI-driven economy.

Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including information on jobs from private and government sectors, online & offline job fairs, job search & matching, career counselling, vocational guidance, skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

As a part of legislative reforms, the existing 29 Acts in the central sphere have been subsumed in the four Codes viz, the Code on Wages, 2019, the Industrial Relations Code, 2020, the Code on Social Security, 2020 and the Occupational Safety, Health & Working Conditions Code, 2020. The Codes have been enforced with effect from 21 November, 2025. These Codes aim to catalyze creation of employment opportunities while ensuring safety, health and social security of every worker by promoting ease of doing business through simplification, rationalization and reduction in compliance burden.

In addition, the Government is implementing Employment Linked Incentive (ELI) Scheme named as the Pradhan Mantri Viksit Bharat Rozgar Yojana to support employment generation, enhance employability and social security across all sectors, with special focus on the manufacturing sector. The scheme with an outlay of Rs 99,446 Crore aims to incentivize the creation of more than 3.5 Crore jobs in the country, over a period of 2 years.

LOW RECOVERY RATES OF NPAS OF BIG BORROWERS**3831. SHRI SUBBARAYAN K:****SHRI SELVARAJ V:**

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

- (a) the details of non-performing assets (NPAs) during the last five years, bank-wise and sector-wise;
- (b) the recovery rate of big corporate borrowers and the small borrowers; and
- (c) the reason for the recovery rates of big borrowers remaining disproportionately low compared to coercive recovery action against small borrowers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): Bank-wise and sector-wise details of gross NPAs of Public Sector Banks, Private Sector Banks, Foreign Banks and Small Finance Banks for the last five financial years (FYs) and as on 31.12.2025, are enclosed as **Statement**.

(b) and (c): Reserve Bank of India has apprised that the information regarding category 'big corporate borrowers' and 'small borrowers' is not maintained by it. However, the recovery rate i.e. recovery in NPA accounts during the FY (including recovery from written-off loans) as a percentage of gross NPAs as at the beginning of FY for the aforesaid bank groups, has increased from 12.76% in FY2020-21 to 26.15% in FY2024-25.

STATEMENT**Sector-wise details of NPAs by Public Sector Banks, Private Sector Banks, Foreign Banks and Small Finance Banks**

(Amounts in crore Rupees)

Bank	Industry - GNPA's						Services - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
AMERICAN EXPRESS BANKING CORP.	11	25	55	39	46	30	80	101	154	137	150	129
AU SMALL FINANCE BANK LIMITED	101	67	79	97	189	266	1,106	645	622	707	1,149	1,435
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED			-	-	-	-	25	25	-	-	-	-
AXIS BANK LIMITED	9,721	7,830	6,722	4,440	3,037	2,949	4,062	3,418	2,860	2,387	1,279	1,208
BANDHAN BANK LIMITED	887	775	1,073	850	997	549	1,984	2,055	2,586	2,845	3,752	2,223
BANK OF BAHRAIN & KUWAIT B.S.C.	13	17	17	17	5	4	-	-	-	-	-	-
BANK OF BARODA	24,173	13,860	8,269	4,129	3,277	2,403	14,434	12,032	6,358	9,313	8,254	7,747
BANK OF CEYLON	0	-	0	-	-	-	33	54	49	48	36	13
BANK OF INDIA	17,792	13,110	9,864	6,890	2,918	2,262	18,488	15,178	12,916	9,993	7,117	4,698
BANK OF MAHARASHTRA	1,235	857	275	219	184	107	2,319	1,272	1,418	962	851	671
BANK OF NOVA SCOTIA	63	63	-	-	-	-	-	-	-	-	-	-
BARCLAYS BANK PLC	218	55	0	0	-	-	51	57	31	-	-	-
BNP PARIBAS			-	-	-	-	7	6	-	-	-	-
CANARA BANK	17,696	16,477	15,464	14,880	10,553	7,925	14,258	11,522	16,070	11,463	9,102	7,571
CAPITAL SMALL FINANCE BANK LIMITED	-	-	5	2		9	-	-	50	46	44	55

Bank	Industry - GNPA's						Services - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
					9							
CENTRAL BANK OF INDIA	14,11 8	13,20 8	5,918	2,699	2,192	1,77 9	7,267	6,673	5,899	4,453	2,373	2,595
CITIBANK N.A	230	197	167	165	74	74	100	60	37	31	31	31
CITY UNION BANK LIMITED	744	555	594	612	610	448	501	592	505	243	272	317
COOPERATIEVE RABOBANK U.A.	120	48	104	-	-	-	150	-	-	-	-	-
CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK	3	3	3	3	3	3	-	-	-	-	-	-
CSB BANK LIMITED	84	66	54	119	167	294	162	99	94	88	70	106
CTBC BANK CO., LTD.	2	1	1	-	-	-	-	-	-	-	-	-
DBS BANK INDIA LIMITED	311	1,744	1,757	900	762	442	146	1,550	894	693	569	437
DCB BANK LIMITED	160	159	238	229	225	206	565	629	527	565	569	485
DEUTSCHE BANK AG	352	519	437	266	261	230	524	1,576	837	381	331	332
DHANLAXMI BANK LIMITED	181	91	87	91	136	116	322	337	343	220	143	119
DOHA BANK Q.P.S.C.	18	18	18	-	-	-	9	9	9	9	9	9
EQUITAS SMALL FINANCE BANK LIMITED			39	31	72	93	286	309	106	184	331	404
ESAF SMALL FINANCE BANK LIMITED	105	138	35	73	35	20	126	199	96	131	110	100
FEDERAL BANK LTD	1,154	783	950	982	859	899	934	989	919	919	930	1,092
FINCARE SMALL FINANCE BANK LIMITED	153	283	3	4			86	4	9	25		
FIRSTRAND BANK LTD		-	-	-	-	-	28	-	-	-	-	-
HDFC BANK LTD.	2,525	3,115	3,231	4,325	4,907	6,00 7	5,580	4,941	5,966	13,30 5	12,67 0	10,20 0
HONGKONG AND SHANGHAI BANKING CORPN.LTD.	79	54					215	196				

[illegible]

Bank	Industry - GNPA's						Services - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
PUNJAB AND SIND BANK	3,279	2,644	1,697	1,272	711	547	4,477	4,379	2,446	1,597	1,002	788
PUNJAB NATIONAL BANK	47,614	36,221	26,573	14,741	9,995	7,832	21,285	25,523	20,633	15,270	13,380	12,260
QATAR NATIONAL BANK (Q.P.S.C)			-	-	-	-	50	53	52	-	-	-
RBL BANK LTD	650	711	880	716	288	244	455	484	709	620	329	295
SBERBANK	92	41	22	22	14	-	-	-	-	-	-	-
SBM BANK (INDIA) LIMITED	87	85	76	86	93	34	-	2	-	-	11	47
SHINHAN BANK	15	1	1	-	-	-	100	139	139	3	3	6
SHIVALIK SMALL FINANCE BANK LIMITED		1	-	0	1	2		6	-	4	16	22
SLICE SMALL FINANCE BANK LIMITED						44						22
SOCIETE GENERALE	79	79	79	6	4	4	-	-	-	-	-	-
SOUTH INDIAN BANK LTD	1,378	876	981	755	585	443	1,697	1,611	1,590	1,701	1,123	1,008
STANDARD CHARTERED BANK	1,937	1,202	957	663	620	470	2,179	2,015	1,720	1,491	1,007	952
STATE BANK OF INDIA	57,077	51,716	33,802	27,994	21,433	16,895	27,205	20,183	15,930	14,146	11,989	12,846
SURYODAY SMALL FINANCE BANK LIMITED	2	1	0	3	2	6	223	341	8	13	142	188
TAMILNAD MERCANTILE BANK LTD	385	188	220	271	276	251	495	277	187	223	201	145
THE HONGKONG AND SHANGHAI BANKING CORPORATION LIMITED			57	44	54	57			198	189	203	206
UCO BANK	1,699	1,238	636	167	104	129	3,425	2,684	2,334	2,422	2,123	1,828
UJJIVAN SMALL FINANCE BANK LIMITED	59	111	69	61	58	65	191	400	133	91	138	183
UNION BANK OF INDIA	44,219	36,644	22,358	13,189		6,507	20,942	18,779	16,423	9,227	6,650	5,140

Bank	Industry - GNPA's						Services - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
					9,623							
UNITED OVERSEAS BANK LTD			-	-	-	-	75	75	55	-	-	-
UNITY SMALL FINANCE BANK LIMITED		332	358	51	100	223		2,985	2,952	170	217	376
UTKARSH SMALL FINANCE BANK LIMITED	6	39	2	10	26	60	87	138	4	24	132	226
WOORI BANK			-	58	-	-	-	-	8	8	-	-
YES BANK LTD.	13,074	12,933	1,437	1,132	1,024	881	12,469	12,025	926	1,148	1,051	1,112

Source: RBI

(Amounts in crore Rupees)

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
AMERICAN EXPRESS BANKING CORP.	-	-	-	-	-	-	162	101	79	86	99	89
AU SMALL FINANCE BANK LIMITED	213	142	173	187	516	559	83	70	108	247	622	620
AXIS BANK LIMITED	1,862	2,118	2,086	2,107	3,228	4,766	3,999	3,294	3,909	4,133	6,002	7,381
BANDHAN BANK LIMITED	2,207	949	531	430	553	660	655	827	1,108	660	1,134	1,373
BANK OF BAHRAIN & KUWAIT B.S.C.	-	-	-	-	-	-	1	1	2	2	1	1
BANK OF BARODA	8,450	9,113	8,656	6,798	7,599	8,443	3,044	3,686	3,296	3,201	4,569	5,458
BANK OF CEYLON		-	-	-	-	-				0		

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
	-								-		-	-
BANK OF INDIA	8,599	8,777	9,408	9,673	9,389	8,154	2,123	2,058	2,062	2,273	1,937	1,466
BANK OF MAHARASHTRA	3,450	2,845	2,332	2,426	2,950	3,312	682	352	294	221	194	294
CANARA BANK	9,467	8,447	7,400	8,541	8,375	6,954	2,087	1,825	2,036	2,329	2,301	1,451
CAPITAL SMALL FINANCE BANK LIMITED	29	44	63	73	89	111	1	1	35	50	43	45
CENTRAL BANK OF INDIA	5,349	6,053	5,039	3,322	3,659	3,384	2,542	2,223	1,531	867	1,000	968
CITIBANK N.A	105	101	-	-	-	17	555	401	3	-	-	-
CITY UNION BANK LIMITED	169	176	214	228	176	124	208	220	233	244	197	180
COOPERATIEVE RABOBANK U.A.	103	103	-	-	-	-			-	-	-	-
CSB BANK LIMITED	15	21	26	59	116	181	132	103	89	96	122	126
DBS BANK INDIA LIMITED	-	197	10	43	52	29	31	112	111	156	155	147

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
DCB BANK LIMITED	136	201	193	232	297	362	223	301	165	327	464	515
DEUTSCHE BANK AG	-	-	-	-	-	-	580	636	474	114	51	31
DHANLAXMI BANK LIMITED	29	27	19	16	11	8	124	78	62	84	65	83
EQUITAS SMALL FINANCE BANK LIMITED	80	166	121	190	209	262	277	361	457	415	455	358
ESAF SMALL FINANCE BANK LIMITED	255	374	174	626	974	732	79	240	47	63	171	315
FEDERAL BANK LTD	916	1,045	900	803	855	1,013	1,246	1,130	1,209	1,617	1,732	1,443
FINCARE SMALL FINANCE BANK LIMITED	36	50	152	96			78	236	125	74		
HDFC BANK LTD.	3,448	4,193	4,931	5,390	8,669	10,715	3,258	3,657	3,857	7,928	8,824	8,106
HONGKONG AND SHANGHAI BANKING CORPN.LTD.	87	86					532	308				
ICICI BANK LIMITED	2,058	2,973	2,929	3,589	4,366	4,965	7,628	5,618	5,758	6,764	7,031	6,254
IDBI BANK LIMITED	2,584	2,676	2,765	2,588	2,378	2,424	697	763	802	988	1,026	1,248

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
IDFC FIRST BANK LIMITED	143	283	135	214	838	537	1,768	1,541	1,436	1,608	1,984	2,169
INDIAN BANK	8,738	8,852	8,926	8,510	8,602	7,477	2,873	3,208	3,168	2,071	1,566	958
INDIAN OVERSEAS BANK	2,608	3,015	2,983	2,098	1,673	1,228	1,362	1,294	1,805	824	754	651
INDUSIND BANK LTD	515	854	1,651	2,040	4,930	4,668	946	1,124	1,102	1,319	2,397	2,512
JAMMU & KASHMIR BANK LTD	798	625	672	427	353	331	314	295	315	306	328	372
JANA SMALL FINANCE BANK LIMITED	153	157	125	185	310	503	558	542	462	209	190	118
KARNATAKA BANK LTD	610	559	555	610	533	531	485	341	347	428	388	383
KARUR VYSYA BANK LTD	383	371	111	85	60	93	312	297	296	252	126	93
KOTAK MAHINDRA BANK LTD.	1,122	1,324	1,360	1,456	1,721	1,785	1,891	1,654	1,906	1,394	2,092	1,813
LAKSHMI VILAS BANK LTD	524						149					
NAINITAL BANK LTD	165	183	152	124	131	127	73	69	59	51	55	63

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
NORTH EAST SMALL FINANCE BANK LIMITED	82	82	136	30	11		5	5	0	0	1	
PUNJAB AND SIND BANK	918	944	1,027	1,228	1,264	1,202	660	597	478	569	393	333
PUNJAB NATIONAL BANK	18,100	20,408	21,954	18,711	17,361	16,379	7,167	6,886	5,696	4,940	3,238	2,749
RBL BANK LTD	536	874	382	504	1,356	924	936	657	448	375	435	499
SBM BANK (INDIA) LIMITED		-	-	-	-	-	2	7	21	37	59	64
SHINHAN BANK	12	12	12	12	4	4	1	2	5	6	19	20
SHIVALIK SMALL FINANCE BANK LIMITED		4	0	6	25	38		22	32	33	38	41
SLICE SMALL FINANCE BANK LIMITED						11						153
SONALI BANK	-	-	-	-			4	4	4	4		
SONALI BANK PLC					-	-					6	5

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
SOUTH INDIAN BANK LTD	643	689	700	701	599	586	425	473	437	464	492	545
STANDARD CHARTERED BANK	44	59	63	52	29	39	514	610	493	470	361	289
STATE BANK OF INDIA	32,757	30,459	31,650	30,973	30,947	31,644	6,924	7,400	7,585	9,644	11,109	11,168
SURYODAY SMALL FINANCE BANK LIMITED	137	181	62	110	409	417	31	75	121	47	31	178
TAMILNAD MERCANTILE BANK LTD	118	52	69	51	50	37	86	54	44	30	30	29
THE HONGKONG AND SHANGHAI BANKING CORPORATION LIMITED			62	61	64	43			206	164	139	170
UCO BANK	4,071	3,913	3,323	3,267	3,270	3,428	871	742	605	442	420	473
UJJIVAN SMALL FINANCE BANK LIMITED	323	330	122	137	179	222	498	443	307	324	321	410
UNION BANK OF INDIA	14,831	13,223	12,151	13,439	14,102	14,160	5,552	4,921	4,652	4,111	3,190	2,740
UNITY SMALL FINANCE BANK LIMITED		3	12	30	236	283		452	445	109	116	115

16.03.2026

875

Bank	Agriculture and Allied Activities - GNPA's						Retail Loans - GNPA's					
	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025	31-03-2021	31-03-2022	31-03-2023	31-03-2024	31-03-2025	31-12-2025
UTKARSH SMALL FINANCE BANK LIMITED	202	435	258	208	1,020	997	20	36	168	175	676	703
YES BANK LTD.	1,140	1,258	108	143	329	534	884	679	730	1,222	1,517	1,461

Source: RBI

VIKSIT BHARAT YOUNG LEADERS DIALOGUE**3832. SHRI KAMAKHYA PRASAD TASA:**

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government has transformed the National Youth Festival as the Viksit Bharat Young Leaders Dialogue (VBYLD) and if so, the details thereof along with the objective of the said initiative;
- (b) the selection procedure adopted for participants under VBYLD;
- (c) the measures taken by the Government to ensure equitable and inclusive representation of talented youth from all sections of society;
- (d) the number of youths reached or impacted through the VBYLD, so far;
- (e) the steps taken/being taken by the Government to ensure participation of youth across the country, State/UT-wise including in rural areas; and
- (f) the measures taken by the Government to ensure accessibility of the programme for youth from non-urban and underprivileged background?

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

(a) :Yes Sir, the National Youth Festival (NYF) has been restructured as the Viksit Bharat Young Leaders Dialogue (VBYLD). The VBYLD 2026 was organised with the objective of providing a national platform for youth to deliberate on ideas and solutions aligned with the vision of Viksit Bharat @2047. The aim of Dialogue was to engage youth in public affairs, encourage leadership and innovation, and promote meaningful participation of young people in nation-building. Participants deliberated on key national development

themes including innovation and entrepreneurship, sustainable development, women-led development, cultural diplomacy and building a future-ready workforce. It was held at Bharat Mandapam, New Delhi during 9–12 January 2026.

(b): Youth leaders for VBYLD 2026 were selected through a merit-based, multi-stage process conducted through the MY Bharat and MyGov platforms. The process commenced with the Viksit Bharat Quiz hosted on the MY Bharat and MyGov platforms, which witnessed participation from more than 50 lakh youth from all States and Union Territories. Subsequently, 39,463 youth submitted essays through the MY Bharat portal. The third stage, the State-level PPT Challenge, further shortlisted participants based on their leadership qualities, clarity of vision and collaborative abilities. Approximately 3,000 selected youth were invited to participate in the national-level Dialogue held at Bharat Mandapam, New Delhi during 9–12 January 2026.

(c), (e) and (f): The Government took several structural, technological and thematic measures to ensure equitable and inclusive participation of talented youth from all sections of society. The VBYLD Quiz recorded near-equal gender representation (51% male, 49% female) and a dedicated core theme on “Women-Led Development: The Key to Viksit Bharat” was included. The district-level competition structure mandated State Governments to ensure balanced representation across all districts, including aspirational ones, while a Cultural Track provided youth from tribal and traditional backgrounds a distinct entry point into the national-level dialogue.

To ensure pan-India participation and accessibility for youth from non-urban and underprivileged backgrounds through a bottom-up, multi-pronged approach. The MY Bharat and MyGov platforms served as primary digital interfaces for registration and participation across all States and Union Territories.

To ensure accessibility for rural and geographically marginalised youth, the MY Bharat Portal was linked with Common Service Centres (CSCs), and over five lakh Village Level Entrepreneurs (VLEs) enabled youth in villages to register and participate from their nearest CSC. Essay submissions were accepted in all 22 scheduled Indian languages while the quiz was available in 12 languages, removing linguistic barriers for youth from marginalised communities.

(d): VBYLD 2026 collectively reached and impacted more than 50 lakh youth across all States and Union Territories through its multi-stage process. The previous edition, i.e. VBYLD 2025 had a participation of more than 28 lakh youth.

INTERNATIONAL TOURIST ARRIVALS

3833.SHRI PRABHAKAR REDDY VEMIREDDY:

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

- (a) whether the Government is aware of the increase in international tourists in 2024 when it touched record nearly 21 million as compared to pre-pandemic figures of 18 million;

- (b) the details of the number of the international tourist arrivals in 2025 and the manner in which this be compared with 2024;
- (c) the details of the promotional, policy and other activities undertaken by the Government to push foreign tourist arrivals in potential tourist destinations in the country; and
- (d) the role Indian Missions abroad to promote/facilitate and propagate Indian destinations to foreign tourists and the extent to which their role proved to get positive results?

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

(a): International Tourist Arrivals (ITAs) in India reached 20.57 million (Provisional) in 2024, marking a significant increase over the pre-pandemic figure of 17.91 million in 2019. The growth in 2024 reflects a 14.82% increase compared to 2019 levels.

(b): As per the latest available data, the details of International Tourist Arrivals (ITAs) during 2024 and 2025 (Provisional) are as under:

Year	International Tourist Arrivals (ITAs)	Percentage Change
2024	2,05,68,622	8.9% (over 2023)
2025 (Provisional)	2,00,85,644	-2.4% (over 2024)

Source: Bureau of Immigration

(c) and (d): The Ministry of Tourism undertakes various promotional activities in important and potential tourist generating markets with the objective to promote inbound tourism to the country. The activities are undertaken in

association with the Indian Missions located in the respective countries, State Governments/ Union Territories Administrations and travel trade sector. The promotional activities include organization of Tourism Roadshows, participation in international travel trade exhibitions, fairs and events; organization of familiarization (FAM) tours for foreign tour operators, media and influencers; India food festivals; engagement with local tour operators and other industry stakeholders; publicity through social media handles, etc.

FOREIGN AND DOMESTIC TOURIST INFLOW

3834. DR. ANGOMCHA BIMOL AKOIJAM:

DR. M K VISHNU PRASAD:

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

- (a) the details of number of foreign and domestic tourists inflow in the country, State/UT-wise, particularly in Manipur and Tamil Nadu during the last ten years, year-wise;
- (b) the details of the steps taken/being taken by the Government to increase the inflow of tourists; and
- (c) the details of the plans of the Government to identify and develop new places for tourism?

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

- (a): The Ministry of Tourism compiles data on Domestic Tourist Visits (DTV's) and Foreign Tourist Visits (FTV's) based on information received from the

respective State Governments and Union Territory Administrations. The State/UT-wise details of Domestic Tourist Visits (DTV) and Foreign Tourist Visits (FTV) during the last Ten years (2016-2025) are placed at **Statement**.

(b): The Ministry of Tourism undertakes various promotional activities in important and potential tourist generating markets with the objective to promote inbound tourism to the country. The activities are undertaken in association with the Indian Missions located in the respective countries, State Governments/Union Territories Administrations and travel trade sector. The promotional activities include organization of Tourism Roadshows, participation in international travel trade exhibitions, fair and events; organization of familiarization (FAM) tours for foreign tour operators, media and influencers; India food festivals; engagement with local tour operators and other industry stakeholders; publicity through social media handles, etc.

(c): The development and promotion of tourist places is primarily undertaken by the respective State Government/UT Administration. However, the Ministry of Tourism supplements these efforts through its ongoing schemes. The Ministry revamped its Swadesh Darshan scheme as Swadesh Darshan 2.0 (SD2.0) with the objective to develop sustainable and responsible tourism destinations following a destination-centric approach. Under SD2.0, the Ministry has Sanctioned 53 Projects across 27 States/UTs for development.

Additionally, the Ministry has launched 'Challenge Based Destination Development' (CBDD) as a sub-scheme of Swadesh Darshan 2.0 to transform destinations into sustainable and responsible ones through a challenge mode.

Furthermore, under the 'Special Assistance to States for Capital Investment (SASCI) – Development of Iconic Tourist Centres to Global Scale' scheme, the Government has sanctioned 40 projects across 23 States with the primary objective to comprehensively develop iconic tourist centres at a global scale.

STATEMENT

The State/UT-wise details of Domestic Tourist Visits (DTVs) and Foreign Tourist Visits (FTVs) during the last Ten years (2016-2025)

States/ UTs	2016		2017		2018		2019		2020	
	DTV	FTV	DTV	FTV	DTV	FTV	DTV	FTV	DTV	FTV
Manipur	1,50,638	3,064	1,53,454	3,497	1,76,109	6,391	1,67,560	13,608	49,669	3,139
Tamil Nadu	34,38,12,413	47,21,978	34,50,61,140	48,60,455	38,59,09,376	60,74,345	49,48,65,257	68,66,327	14,06,51,241	12,28,323
Other States	1,27,14,25,568	1,99,89,461	1,31,23,31,558	2,20,22,732	1,46,77,02,234	2,27,70,394	1,82,69,49,846	2,45,28,731	46,95,15,247	59,40,307
Total	1,61,53,88,619	2,47,14,503	1,65,75,46,152	2,68,86,684	1,85,37,87,719	2,88,51,130	2,32,19,82,663	3,14,08,666	61,02,16,157	71,71,769

States/ UTs	2021		2022		2023		2024		2025 (Provisional)	
	DTV	FTV	DTV	FTV	DTV	FTV	DTV	FTV	DTV	FTV
Manipur	49,371	648	1,39,518	3,908	57,701	3,668	29,102	2,518	25,281	2,892
Tamil Nadu	11,53,36,719	57,622	21,85,84,846	4,07,126	28,60,11,515	11,74,899	30,68,42,014	11,61,302	35,70,95,556	15,45,988
Other States	56,22,46,891	9,96,372	1,51,22,89,17 5	81,76,528	2,22,27,48,494	1,80,62,645	2,64,13,19,709	1,97,78,254	3,77,57,19,519	2,24,69,440
Total	67,76,32,981	10,54,64 2	1,73,10,13,53 9	85,87,562	2,50,88,17,710	1,92,41,212	2,94,81,90,825	2,09,42,074	4,13,28,40,356	2,40,18,320

Source: State/UTs Tourism Department

UPGRADATION OF ITIs (PM-SETU) SCHEME**3835. SHRI B Y RAGHAVENDRA:**

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government has operationalised the Pradhan Mantri Skilling and Employability through Upgraded ITIs (PM-SETU scheme) for modernization of Government Industrial Training Institutes (ITIs) across the country and if so, the present status of implementation of the scheme, including the number of States/UTs from which proposals have been received and approved;
- (b) whether the State Governments are required to identify ITI clusters and submit proposals under the said scheme and if so, the details thereof;
- (c) whether the State Government of Karnataka has submitted proposals for upgradation of said ITIs under PM-SETU and if so, the details thereof including the number of ITIs/clusters identified and their present stage of consideration; and
- (d) whether any proposal or Strategic Investment Plan pertaining to Karnataka is pending for approval before the National Steering Committee and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): The Pradhan Mantri Skilling and Employability Transformation through Upgraded ITIs (PM SETU) scheme aims to enhance the overall quality and relevance of vocational training in the country. The Scheme has a total outlay of Rs. 60,000 crore (Central Share – Rs. 30,000 crore, State Share – Rs. 20,000 crore and Industry Share – Rs. 10,000 crore).

The scheme comprises of two components:

- i. Component I – Upgradation of 1,000 Government ITIs (200 Hub ITIs and 800 Spoke ITIs) in a Hub and Spoke model wherein upgradation includes smart classrooms, modern labs, digital content, and new courses aligned to industry needs.
- ii. Component II – Capacity Augmentation of five NSTIs located in Bhubaneswar, Chennai, Hyderabad, Kanpur, and Ludhiana, including setting-up sector-specific National Centres of Excellence for skilling, with focus on advanced training of trainers with global partnership.

The selection of ITIs under PM-SETU scheme is led by the respective State/UT Governments in consultation with industry, ensuring alignment with emerging skill needs and local industrial potential. Accordingly, States/UTs are required to submit proposals for upgradation in collaboration with industry partners. Ministry of Skill Development and Entrepreneurship (MSDE) has constituted National Steering Committee (NSC) chaired by Secretary, MSDE, an apex body to provide the overall vision for the scheme, facilitate broad policy direction, finalize operational guidelines, monitor, and conduct course correction. 32 States/UTs have constituted their State Steering Committee

(SSC) led by Chief Secretary of the State/UT, an apex body at the State/UT level for guiding and overseeing the implementation of scheme. 15 States/UTs have floated their proposal for inviting the interest of industry. For selection of the industry partner to form Special Purpose Vehicle (SPV), a Strategic Investment Plan (SIP) by industry is required to be submitted in response to the Request for Proposal (RFP).

The Government of Karnataka has identified two clusters with hub ITI in districts of Bengaluru and Kalburgi. Currently, there is no proposal or Strategic Investment Plan pending for approval of National Steering Committee.

COUNSELLING CENTRE IN GOVERNMENT SCHOOLS

3836. SHRI MOHIBBULLAH:

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

- (a) the total number of Government and Government-aided schools having Child Guidance and Counselling Centres in the country, State/UT-wise;
- (b) the number of sanctioned and filled posts of counsellors and special educators in schools and higher educational institutions;
- (c) the number of schools, UG colleges and PG colleges certified as disabled-friendly, including availability of ramps, accessible toilets, lifts, Braille materials and assistive technologies;
- (d) whether compliance audits under disability laws have been conducted by the Government, if so, the findings thereof; and

- (e) the timeline and financial allocation for making all educational institutions barrier-free in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): Education is a subject in the Concurrent List of the Constitution, with majority of schools falling under the administrative control and supervision of the respective State Government/Union Territory (UT) administration. On its part, the Ministry of Education (MoE), is guided by the National Education Policy (NEP), 2020 which emphasises the need to create awareness about mental health issues, reduce academic stress, promote joyful learning and increase community engagement for optimal learning outcomes.

To this end, the Ministry supports States and UTs, based on proposals received from State/UT under the centrally sponsored scheme of Samagra Shiksha, in strengthening existing Government schools through creation & augmentation of infrastructure facilities and by providing financial assistance for activities related to career guidance, mental health and socio-emotional well-being, self-defence etc. Further, this Ministry has advised and encouraged States/UTs to constitute dedicated committees at the district level to monitor and address the issues pertaining to mental health and overall well-being of students and to formulate their own guidelines for recruitments to facilitate engagement of trained counsellors in schools. Moreover, the Central Board of Secondary Education (CBSE), an autonomous body under this Ministry, has

mandated the appointment of Counsellor & Wellness Teacher in every Secondary and Senior Secondary school affiliated with it in its Affiliation bye laws.

This Ministry also encourages States/UTs to train and equip teachers to act as primary counsellors, serving as the first line of support before referring students to professional help. As per UDISE+ 2024-25, around 4.48 lakh schools have appointed teachers as a first level counsellor.

(b): With Education being in the Concurrent List of the Constitution; the recruitment of school staff, including special educators and counsellors, along with their service conditions and deployment thereof, predominantly falls within the purview of the respective States/UTs. As per UDISE+ 2024–25, 1,12,340 schools in the country have a dedicated special educator.

There are a total of 987 sanctioned posts for special educators in Kendriya Vidyalayas (KVs). In KVs where sanctioned post for Special educator is not available or the post is vacant, special educators are engaged on contractual basis as per norms. Insofar as counsellors are concerned, directions have been issued to all KVs to appoint counsellors in all schools on contract basis for the time being. The number of sanctioned posts for Special Educator in NVS is 495. In Navodaya Vidyalaya Samiti, there is a provision for engagement of two counsellors (one male and one female) in each Jawahar Navodaya Vidyalaya (JNV) on contractual basis and total 830 counsellors have been engaged on contractual basis in JNVs across the country.

To ensure equitable access to quality mental health services to all the students enrolled in Higher Education Institutes, the UGC has formulated "Guidelines for Promotion of Physical Fitness, Sports, Students' Health, Welfare, Psychological and Emotional Well Being at Higher Educational Institutions of India". These UGC Guidelines provide for the Students Services Centre (SSC) with atleast some dedicated, professionally trained counsellors working under its Director or In-Charge. The counsellors can also be taken from the respective institutions' Psychology and Physical Education Departments in a project-driven mode.

(c) to (e): As per UDISE+ 2024-25, out of 14.71 lakh schools, 11.64 lakh schools have ramps, 8.08 lakh schools have ramps with handrails, 5.23 lakh schools have child with special need (CwSN) – friendly toilets. Further, under Annual Work Plan and Budget (AWP&B) for Samagra Shiksha scheme, approval is provided for Braille materials, including large print textbooks for children with Visual Impairment (VI) and Low Vision, as well as assistive devices, based on the proposals submitted by the State/UT.

The Accessibility Code for Educational Institutions to conduct the accessibility audit in educational institutions was notified by Department of School Education & Literacy on 12th January, 2024 and it was notified under the RPwD Rules on 20th June, 2024. This Code examines the physical barriers and information & communication barriers of access to school facilities for children with disabilities. An advisory was issued on 19th January 2024 to

the States/UTs for compliance and undertake the accessibility audit as per the code notified.

Financial support for making educational institutions barrier-free is provided under the Centrally Sponsored Schemes Samagra Shiksha and PM SHRI Schools Scheme. States/UTs propose the required funds every year through the AWP&B based on the infrastructure gaps identified in schools. The proposals, including the development of CwSN-friendly infrastructure, are examined and approved by the Project Approval Board as per the guidelines of the scheme.

To promote inclusivity and accessibility within Higher Education Institutions, UGC has formulated the 'Accessibility Guidelines and Standards for Higher Education Institutions and Universities', and the same has been notified by the MoE, vide gazette notification dated 19.01.2024. All the Higher Education Institutions (HEIs) have been advised to take necessary steps to ensure full compliance of these Guidelines, which contributes to inclusive education and support the goals of NEP, 2020 by emphasizing inclusive and technology-enabled education and ensuring equity and access for all, including divyang students.

UGC has also issued an advisory to all HEIs to ensure full compliance with the Rights of Persons with Disabilities (RPwD) Act, 2016, vide UGC letter/circular dated 16.07.2024 stating that it is a collective responsibility to ensure that the educational institutions are inclusive and accessible to all students, enabling them to achieve their full potential.

Further, the UGC directed all universities and colleges to earmark ₹1 lakh from their General Development Assistance (GDA) grant for creating a barrier-free environment for students with disabilities.

एनएमएल के अंतर्गत पुस्तकालय नेटवर्क को प्रोत्साहन

3837. श्रीमती मंजू शर्मा :

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार ने राष्ट्रीय पुस्तकालय मिशन (एनएमएल) के तहत परिकल्पित उद्देश्यों को प्राप्त कर लिया है;
- (ख) यदि हाँ, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;
- (ग) राष्ट्रीय पुस्तकालय मिशन के तहत वास्तव में स्थापित किए गए पुस्तकालयों का राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है;
- (घ) राजस्थान में एनएमएल के तहत स्थापित पुस्तकालयों का ब्यौरा क्या है; और
- (ङ) ग्रामीण क्षेत्रों में पुस्तकालयों के नेटवर्क को बढ़ावा देने के लिए सरकार द्वारा उठाए गए/ उठाए जा रहे कदमों का ब्यौरा क्या है?

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

(क) और (ख): जी हाँ। राष्ट्रीय पुस्तकालय मिशन (एनएमएल) स्कीम के 4 घटक हैं। घटक-वार प्रगति इस प्रकार है:

1. भारतीय राष्ट्रीय आभासी पुस्तकालय (एनवीएलआई)-

भारतीय संस्कृति पोर्टल की शुरुआत दिसंबर, 2019 में संग्रहालयों, पुस्तकालयों, अभिलेखागारों और सांस्कृतिक संस्थानों के डिजिटल संसाधनों को एक साझा मंच पर लाकर भारत की सांस्कृतिक परंपराओं, इतिहास, साहित्य, कला और विरासत तक लोगों की पहुँच को आसान बनाना था। दिनांक 05.03.2026 को लॉन्च किया गया

इसका **संस्करण 2.0** के माध्यम से रिएक्ट-आधारित फ्रंटएंड और डुपल बैकएंड बेहतर गति, विस्तार-क्षमता और विश्वसनीयता में सुधार के साथ आधुनिक आर्किटेक्चर आरंभ किया गया। इसमें एआई-संचालित चैटबॉट **'भारती'** शामिल है, जो भारत सरकार के 'भाषिणी' प्लेटफॉर्म के साथ एकीकृत है और 22 भारतीय भाषाओं में सहायता प्रदान करता है। यह पोर्टल उन्नत मल्टीलेवल सर्च, प्रोग्रेसिव वेब ऐप, 3डी वॉकथ्रू, वर्चुअल टूर, 46 क्यूरेटेड सांस्कृतिक श्रेणियों और इंटरैक्टिव शिक्षण कार्यकलापों की सुविधा प्रदान करता है।

2. एनएमएल मॉडल पुस्तकालयों की स्थापना- एनएमएल मॉडल पुस्तकालयों की स्थापना घटक के तहत अब तक 28 राज्य केंद्रीय पुस्तकालयों, 41 जिला पुस्तकालयों और संस्कृति मंत्रालय द्वारा अभिज्ञात 5 पुस्तकालयों को वित्तीय सहायता स्वीकृत की गई है। इसका विस्तृत ब्यौरा **विवरण** पर दिया गया है।

3. पुस्तकालयों का मात्रात्मक और गुणात्मक सर्वेक्षण- सर्वेक्षण का कार्य पूरा हो चुका है और इसकी रिपोर्ट मंत्रालय द्वारा स्वीकार कर ली गई है।

4. क्षमता निर्माण कार्यक्रम- कुल 54 प्रशिक्षण कार्यक्रम आयोजित किए जा चुके हैं, जिनमें अब तक देश भर के 2465 पुस्तकालय पेशेवरों को प्रशिक्षित किया गया है।

(ग): भारत के संविधान की सातवीं अनुसूची के अनुसार पुस्तकालय राज्य का विषय है, और सार्वजनिक पुस्तकालय संबंधित राज्य/संघ राज्य क्षेत्र प्राधिकारियों के प्रशासनिक नियंत्रण में कार्य करते हैं। इसलिए, पुस्तकालयों की स्थापना करना एनएमएल के दायरे में नहीं आता है। तथापि, एनएमएल स्कीम के एनएमएल मॉडल पुस्तकालय घटक के तहत संबंधित राज्य प्राधिकरण की सिफारिश के आधार पर प्रत्येक राज्य/संघ राज्य क्षेत्र में 1 राज्य केंद्रीय पुस्तकालय और 1 जिला पुस्तकालय को वित्तीय सहायता प्रदान की जाती है।

एनएमएल के तहत उन्नत की गई पुस्तकालयों की सूची (राज्य/संघ राज्य क्षेत्र-वार) **विवरण** के रूप में संलग्न है।

(घ): एनएमएल मॉडल पुस्तकालय के तहत राजस्थान में प्रदान की गई वित्तीय सहायता का विवरण इस प्रकार है:

पुस्तकालय का नाम	संस्वीकृति वर्ष	संस्वीकृत राशि (लाख रुपए में)	जारी की गई राशि (लाख रुपए में)
डॉ. राधाकृष्ण राज्य केन्द्रीय पुस्तकालय, जयपुर	2014-15	183.51	94.81
राजकीय सार्वजनिक मंडल पुस्तकालय, कोटा	2016-17	63.46	63.21

(ड.): भारत के संविधान की सातवीं अनुसूची के अनुसार पुस्तकालय राज्य का विषय है, और सार्वजनिक पुस्तकालय संबंधित राज्य/संघ राज्य क्षेत्र प्राधिकारियों के प्रशासनिक नियंत्रण में कार्य करते हैं।

विवरण

क्र. सं.	राज्य	पुस्तकालय का नाम	संस्वीकृत वर्ष	संस्वीकृत राशि लाख रु. में	कुल जारी राशि
1	अंडमान और निकोबार द्वीपसमूह	राज्य केन्द्रीय पुस्तकालय, पोर्ट ब्लेयर	2023-24	223.00	223.00
2	अंडमान और निकोबार द्वीपसमूह	जिला पुस्तकालय, कार निकोबार	2023-24	87.00	87.00
3	आंध्र प्रदेश	एससीएल, अमरावती	2025-26	223.00	0
4	आंध्र प्रदेश	श्री गोथामी क्षेत्रीय पुस्तकालय, राजामहेन्द्रवरम	2025-26	87.00	0
5	अरुणाचल प्रदेश	राज्य केन्द्रीय पुस्तकालय,	2014-15	223	219.71

		ईटानगर			
6	अरुणाचल प्रदेश	जिला पुस्तकालय, पासीघाट	2014-15	87.00	84.90
7	असम	जिला पुस्तकालय, जोरहाट (1)	2016-17	40.00	39.99
8	असम	जिला पुस्तकालय, गुवाहाटी (2)	2016-17	70.00	69.59
9	बिहार	जिला केंद्रीय पुस्तकालय, जमुई	2018-19	81.41	62.21
10	बिहार	जिला केंद्रीय पुस्तकालय, हाजीपुर, वैशाली	2023-24	87.00	50.00
11	चंडीगढ़	टीएस राज्य केंद्रीय पुस्तकालय	2023-24	164.5	164.5
12	चंडीगढ़	डिविजनल लाइब्रेरी, दक्षिण	2023-24	82.72	82.72
13	छत्तीसगढ़	जिला पुस्तकालय, रायगढ़	2014-15	87.00	78.32
14	दमन और दीव	केंद्रीय पुस्तकालय, दमन	2023-24	223.00	223.00
15	दमन और दीव	जिला पुस्तकालय, दीव	2023-24	87.00	87.00
16	गोवा	डॉ. फ्रांसिस्को लुइस गोम्स जिला पुस्तकालय	2014-15	87.00	3.38
17	गोवा	कृष्णदास शामा राज्य केंद्रीय पुस्तकालय	2014-15	223.00	21.68
18	गुजरात	राज्य केंद्रीय पुस्तकालय, गांधीनगर	2017-18	104.04	101.00
19	गुजरात	राजकीय जिला पुस्तकालय, भावनगर, गुजरात	2022-23	87.00	87.00
20	हरियाणा	राज्य केंद्रीय पुस्तकालय, अंबाला कैट.	2021-22	223.00	223.00
21	हरियाणा	जिला पुस्तकालय, नारनौल	2021-22	84.00	46.20
22	हिमाचल प्रदेश	राजकीय जिला पुस्तकालय,	2018-19	86.87	74.66

		बिलासपुर			
23	हिमाचल प्रदेश	केंद्रीय राज्य पुस्तकालय, सोलन, हिमाचल प्रदेश	2022-23	223.00	223.00
24	जम्मू और कश्मीर	गनी मेमोरियल यूटी सेंट्रल लाइब्रेरी, श्रीनगर	2021-22	223.00	223.00
25	जम्मू और कश्मीर	जिला पुस्तकालय, साम्बा	2021-22	32.50	32.50
26	झारखंड	राज्य केंद्रीय पुस्तकालय, धनबाद	2023-24	223.00	223.00
27	झारखंड	जिला पुस्तकालय, पलामू	2023-24	87.00	87.00
28	कर्नाटक	राज्य केंद्रीय पुस्तकालय, बैंगलोर	2014-15	223.00	200.00
29	कर्नाटक	जिला केंद्रीय पुस्तकालय, शिमोगा	2014-15	87.00	79.26
30	केरल	राज्य केंद्रीय पुस्तकालय, तिरुवनंतपुरम	2015-16	116.61	116.61
31	केरल	राज्य सार्वजनिक पुस्तकालय अनुसंधान केंद्र	2021-22	37.5	22.55
32	लद्दाख	राज्य सार्वजनिक पुस्तकालय, करगिल	2025-26	220.00	0
33	लद्दाख	जिला पुस्तकालय, लेह	2025-26	80.00	0
34	लक्षद्वीप	राज्य केन्द्रीय पुस्तकालय, कावारत्ती	2023-24	168.00	168.00
35	लक्षद्वीप	जिला पुस्तकालय, कदमत	2023-24	27.64	27.64
36	मध्य प्रदेश	राजकीय जिला पुस्तकालय, खंडवा	2016-17	73.20	65.59

37	मध्य प्रदेश	राजकीय श्री अहिल्या केंद्रीय पुस्तकालय, इंदौर	2017-18	87.00	43.67
38	महाराष्ट्र	जिला पुस्तकालय, नंदुरबार	2016-17	21.90	18.43
39	महाराष्ट्र	राजकीय संभागीय पुस्तकालय, औरंगाबाद	2017-18	60.55	57.21
40	मणिपुर	राज्य केंद्रीय पुस्तकालय, इम्फाल	2022-23	218.87	218.87
41	मणिपुर	जिला पुस्तकालय, सेनापति	2022-23	85.53	85.53
42	मेघालय	राज्य केंद्रीय पुस्तकालय, शिलांग	2023-24	223.00	223
43	मेघालय	जिला पुस्तकालय, तुरा	2023-24	87.00	87
44	मिजोरम	राज्य केंद्रीय पुस्तकालय, आइज़ोल	2014-15	141.24	137.04
45	मिजोरम	जिला पुस्तकालय, कोलासिब	2014-15	50.00	50.00
46	नागालैंड	राज्य केंद्रीय पुस्तकालय, कोहिमा	2016-17	177.49	175.48
47	नागालैंड	जिला पुस्तकालय, दीमापुर	2016-17	73.81	69.75
48	ओडिशा	एचकेएम राज्य पुस्तकालय, भुवनेश्वर	2014-15	223.00	133
49	ओडिशा	जिला पुस्तकालय, गंजम	2014-15	40.36	0
50	पुदुचेरी	रोमां रोलां लाइब्रेरी, राज्य केन्द्रीय पुस्तकालय	2016-17	166.47	142.37
51	पुदुचेरी	डॉ. एसआर रंगनाथन राजकीय सार्वजनिक पुस्तकालय, कराईकल	2016-17	76.04	66.17

52	पंजाब	एमएम राज्य केन्द्रीय पुस्तकालय, पटियाला	2022-23	223.00	0
53	पंजाब	गुरुनानक जिला पुस्तकालय, कपूरथला	2022-23	87.00	0
54	राजस्थान	डॉ. राधाकृष्णन राज्य केन्द्रीय पुस्तकालय, जयपुर	2014-15	183.51	94.81
55	राजस्थान	राजकीय सार्वजनिक मंडल पुस्तकालय, कोटा	2016-17	63.46	63.21
56	सिक्किम	सिक्किम राज्य केन्द्रीय पुस्तकालय, गंगटोक	2021-22	217.2	217.2
57	सिक्किम	जिला पुस्तकालय, मंगन	2021-22	86.58	86.58
58	तमिलनाडु	जिला पुस्तकालय, तिरुचिरापल्ली	2016-17	70.00	68.16
59	तमिलनाडु	जिला पुस्तकालय, वेल्लोर	2016-17	87.00	79.27
60	तेलंगाना	जिला केन्द्रीय पुस्तकालय, महबूबनगर	2014-15	52.00	50.00
61	तेलंगाना	राज्य केन्द्रीय पुस्तकालय, हैदराबाद	2014-15	112.25	103.72
62	त्रिपुरा	बीरचंद्र राज्य केन्द्रीय पुस्तकालय	2014-15	223.00	222.93
63	त्रिपुरा	उनाकोटि जिला पुस्तकालय	2014-15	87.00	86.92
64	उत्तर प्रदेश	राज्य केन्द्रीय पुस्तकालय, इलाहाबाद	2014-15	206.00	203.75
65	उत्तर प्रदेश	राजकीय जिला पुस्तकालय, इटवा	2014-15	87.00	85.93

66	उत्तराखंड	राजकीय जिला पुस्तकालय, सुमन पुस्तकालय, नई टिहरी	2018-19	86.2	50.00
67	उत्तराखंड	केन्द्रीय राज्य पुस्तकालय, अल्मोड़ा	2025-26	188.77	0
68	पश्चिम बंगाल	पश्चिम बंगाल राज्य केन्द्रीय पुस्तकालय	2014-15	222.81	219.82
69	पश्चिम बंगाल	उत्तर बंगाल राज्य पुस्तकालय, कूचबिहार	2014-15	86.98	79.73
कुल				8671.01	6716.56

संस्कृति मंत्रालय के पुस्तकालयों को प्रदान दी जाने वाली सहायता की स्थिति

(राशि लाख रुपए में)			
क्र. सं.	पुस्तकालय का नाम	कुल संस्वीकृत राशि	कुल जारी राशि
1	राष्ट्रीय पुस्तकालय	724.2	142.78
2	केन्द्रीय सचिवालय ग्रंथागार	277.09	126.27
3	दिल्ली पब्लिक लाइब्रेरी (डीपीएल)	443.89	274.19
4	खुदा बख्श ओरिएंटल पब्लिक लाइब्रेरी	344.20	30.26
5	तंजावुर महाराजा सरफिरोजी सरस्वती महल पुस्तकालय	715.2	667.48

ग्रेट इंडियन बस्टर्ड

3838. श्री बृजेन्द्र सिंह ओला:

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

- (क) क्या सरकार को इस बात की जानकारी है कि ग्रेट इंडियन बस्टर्ड के पर्यावास में बिछाई गई हाईटेंशन बिजली की लाइनें इस गंभीर रूप से संकटापन्न प्रजाति की मृत्यु का प्रमुख कारण बन रही हैं;
- (ख) यदि हां, तो विगत पांच वर्षों और चालू वर्ष के दौरान हाईटेंशन विद्युत लाइनों से टकराने के कारण मारे गए ग्रेट इंडियन बस्टर्ड की राज्य/संघ राज्य क्षेत्र-वार संख्या कितनी है;
- (ग) क्या उच्चतम न्यायालय ने ग्रेट इंडियन बस्टर्ड के संरक्षण के लिए संवेदनशील क्षेत्रों में भूमिगत हाईटेंशन बिजली की लाइनें बिछाने या प्रभावी वैकल्पिक उपाय अपनाने के निर्देश जारी किए हैं;
- (घ) यदि हां, तो सरकार द्वारा इन निदेशों के अनुपालन की अब तक राज्य/संघ राज्यक्षेत्र-वार स्थिति क्या है;
- (ङ) ग्रेट इंडियन बस्टर्ड के प्रमुख पर्यावास क्षेत्रों में हाई-टेंशन लाइनों को हटाने/ भूमिगत लाइनें बिछाने, बर्ड डायवर्टर लगाने, लाइन का मार्ग बदलने आदि जैसे वैकल्पिक उपायों के लिए सरकार द्वारा अब तक उपयोग की गई निधि का ब्यौरा क्या है; और
- (च) क्या सरकार के पास आने वाले वर्षों के लिए कोई कार्य योजना है और इस संबंध में कोई समय-सीमा निर्धारित की गई है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (च): ग्रेट इंडियन बस्टर्ड (जीआईबी) एक गंभीर रूप से संकटग्रस्त प्रजाति है, जो स्थानीय घासभूमि वाले पर्यावासों में पाई जाती है और ये पर्यावास क्षरण तथा मानवजनित कारकों से संबंधित अनेक चुनौतियों का सामना कर रही है। ग्रेट इंडियन बस्टर्ड की संख्या में हुई गिरावट कई कारणों से जुड़ी हुई है, जैसे पर्यावास की हानि, पर्यावास की गुणवत्ता में गिरावट, कृषि गतिविधियों का विस्तार, तथा जंगली बिल्ली और पालतू कुत्तों, अन्य जंगली मांसाहारी जीवों द्वारा शिकार और उनसे संबंधित मानवजनित गतिविधियाँ। हाईटेंशन बिजली लाइन और पवन चक्कियों

के साथ टक्कर भी इनकी मृत्यु दर का एक कारण है। इसके अतिरिक्त, ग्रेट इंडियन बस्टर्ड को धीमी प्रजनन दर वाली प्रजाति भी माना जाता है।

माननीय उच्चतम न्यायालय ने रिट याचिका (सिविल) संख्या 838 / 2019 में दिनांक 19.12.2019 के अपने निर्णय में एमके रंजीतसिंह और अन्य बनाम भारत संघ मामले में राजस्थान और गुजरात राज्यों में जीआईबी संरक्षण के लिए चिह्नित प्राथमिकता वाले क्षेत्रों से गुजरने वाली ट्रांसमिशन लाइनों के उपशमन से संबंधित कार्यों को भी निर्देशित किया था, जिसमें भूमिगत करना, पुनर्निर्देशन आदि शामिल हैं। माननीय न्यायालय के निर्देशों पर आवश्यक कार्रवाई के लिए मंत्रालय ने संबंधित राज्य सरकारों से अनुरोध किया है।

मंत्रालय पांच साल की अवधि के लिए जीआईबी रेंज राज्यों और भारतीय वन्यजीव संस्थान, देहरादून के सहयोग से 'ग्रेट इंडियन बस्टर्ड (जीआईबी और लेसर फ्लोरिकन के लिए संरक्षण कार्य योजना) परियोजना' का कार्यान्वयन कर रहा है। इस परियोजना में राजस्थान राज्य में जीआईबी के संरक्षण प्रजनन, घास के मैदानों की बहाली, सुरक्षा और निगरानी, वैज्ञानिक पर्यावास प्रबंधन, खतरे को कम करने और अनुप्रयुक्त अनुसंधान के लक्षित गतिविधियां शामिल हैं।

राजस्थान के जैसलमेर जिले में सैम और रामदेवरा में दो संरक्षण प्रजनन केंद्र स्थापित किए गए हैं। कार्यक्रम ने कृत्रिम हैचिंग, चूजा पालन, बस्टर्ड पशुपालन और संरक्षण में प्रजनन के लिए तकनीक विकसित की है। इस कार्यक्रम के अंतर्गत जीआईबी का संरक्षण में सफलतापूर्वक प्रजनन किया गया है। जीआईबी केंद्रों में कुल 68 पक्षी हैं, जिनमें से 33 पक्षी जंगली क्षेत्र से अंडों के रूप में प्राप्त (फाउंडरस) किए गए हैं तथा शेष 35 पक्षी संरक्षण में प्रजनन के माध्यम से उत्पन्न हुए हैं।

OPENING OF BANK BRANCHES IN TAMIL NADU

3839. SHRI DURAI VAIKO:

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

- (a) whether the Government is aware that the residents of Alampattipudhur in Tiruchirappalli District and Andakulam in Pudukottai District in Tamil Nadu are facing serious difficulties due to the absence of nearby Government bank branches, if so, the details thereof;
- (b) whether the Government has received any representations from the public and elected representatives regarding the need to open bank branches in the said areas, if so, the details thereof;
- (c) whether any proposal is under consideration to open new branches of Public Sector Banks in Alampattipudhur and Andakulam, if so, the details thereof along with the timeline for implementation; and
- (d) if not, the reasons therefor and the steps proposed to be taken by the Government to ensure adequate banking facilities for the residents of these regions?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): To ensure accessibility of banking services in rural and remote areas, the endeavour of the Government is to provide a banking outlet (Bank branch / Business Correspondent / India Post Payments Bank) within 5 kilometres radius of all inhabited villages in the country. Availability of banking outlets is monitored by a Geographic Information System (GIS) based application, namely, Jan Dhan Darshak (JDD) app.

As per JDD app, all the 738 inhabited villages in Pudukkottai district and 441 villages in Tiruchirappalli district are covered by a banking outlet within the radius of 5 kms.

The banking infrastructure in the State of Tamil Nadu including the Pudukkottai & Tiruchirappalli districts is as under: -

District	Branch	BC	ATM	IPPB
Pudukkottai	242	832	293	335
Tiruchirappalli	510	1,554	872	482
Tamil Nadu	13,169	35,724	22,907	11,755

Source: JDD app

Further, Reserve Bank of India (RBI) has permitted Commercial Banks, Small Finance Banks, Payments Banks, Local Area Banks and Regional Rural Banks, to open bank branches anywhere in India without prior approval, provided 25% are in unbanked rural areas.

Moreover, in pursuance of extant RBI guidelines, rolling out of banking outlets in uncovered areas is a continuous process looked after by the State Level Bankers' Committee (SLBC) / Union Territory Level Bankers Committee (UTLBC), in consultation with the concerned State/UT Government, member Banks and other stakeholders. Banks, inter-alia, consider proposals for opening banking outlets in the light of RBI's instructions, their business plans and their commercial viability. To further assess the viability for opening a banking outlet, banks carry out survey as required. The data for such proposals is not maintained centrally.

TRAINING AND PLACEMENT OF YOUTH UNDER PMKVY 4.0**3840. SHRI ARUN NEHRU:**

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:-

- (a) the details of number of Pradhan Mantri Kaushal Kendras (PMKKs) operational in Perambalur Lok Sabha Constituency, block-wise as on February 2026;
- (b) the total number of youth trained, certified and placed in jobs during FY 2025-26 under PMKVY 4.0, sector-wise such as automobile, electronics, textiles, agriculture machinery and logistics;
- (c) the placement percentage achieved against targets, average salary packages and retention rate after six months;
- (d) the details of courses offered addressing local industries such as onion processing, maize milling and SIPCOT requirements; and
- (e) the details of funding allocated, released and utilised, new PMKK sanctions planned and industry partnership linkages in the said constituency?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a): There is one operational Pradhan Mantri Kaushal Kendra (PMKK) namely 'Jeyram Educational Trust' in the Perambalur Lok Sabha Parliamentary Constituency.

(b) and (c): Under PMKVY, placements were tracked in the STT component in the first three versions of the scheme, i.e, PMKVY 1.0, 2.0 and 3.0. Under Pradhan Mantri Kaushal Vikas Yojana 4.0 (PMKVY 4.0), which is under implementation since 2022, the focus is to empower our trained candidates to choose their varied career path and they are suitably oriented for the same through industry-relevant skill courses that include On-the-Job Training (OJT). The sector-wise number of candidates trained and certified across the country under PMKVY 4.0 during FY 2025–26, as on 31.12.2025, is given at **Statement.**

(d): Under Pradhan Mantri Kaushal Vikas Yojana 4.0 (PMKVY 4.0), courses are identified based on local industry demand and employment potential. The details of courses offered under PMKVY 4.0, including those addressing onion processing and maize milling covered under food processing job roles, as well as the requirements of industries located in State Industries Promotion Corporation of Tamil Nadu (SIPCOT) covering electrical, manufacturing and logistics-related job roles, are available on Ministry's website at <https://www.msde.gov.in/documents?page=1>. (e): The PMKVY 4.0 is a demand driven scheme in which targets are allocated to Training Partners, including State Skill Development Missions (SSDMs), industry associations, based on the proposals submitted by training partners. Under PMKVY 4.0, a total of Rs. 100.46 crore has been disbursed to training centres located in Tamil Nadu. Out of this, Rs. 10.85 crore has been disbursed to training centres located in Perambalur Lok Sabha Constituency which consists of Karur,

Perambalur and Tiruchirappalli district. Further, sanction of new PMKKs happens through a free, fair and transparent RFP process. Currently, there is no proposal for setting up of new PMKK in the said constituency.

STATEMENT

The sector-wise number of candidates trained and certified across the country under PMKVY 4.0 during FY 2025–26, as on 31.12.2025.

S. No.	Sector Name	Trained	Certified
1.	Aerospace and Aviation	200	269
2.	Agriculture	2,135	4,907
3.	Apparel	3,877	7,079
4.	Automotive	1,685	8,686
5.	Beauty and Wellness	7,779	12,502
6.	BFSI	483	429
7.	Capital Goods	3,720	4,792
8.	Chemical & PetroChemical	-	-
9.	Construction	1,253	4,839
10.	Electronics and Hardware	24,175	65,942
11.	Food Processing	472	1,558
12.	Furniture and Fittings	675	602
13.	Gems and Jewellery	-	86
14.	Green Jobs	4,006	6,483
15.	Handicrafts and Carpet	7,925	22,312
16.	Healthcare	7,787	27,182
17.	Hydrocarbon	627	1,078

18.	Instrumentation Automation Surveillance & Communication (IASC)	142	593
19.	Information Technology	98	211
20.	Infrastructure Equipment	157	494
21.	Iron and Steel	103	457
22.	IT-ITeS	22,587	33,409
23.	Leather	1,244	3,756
24.	Life Sciences	1,514	4,110
25.	Logistics	2,533	3,629
26.	Management	5,549	12,494
27.	Media and Entertainment	11,939	23,075
28.	Mining	31	63
29.	Persons with Disability	-	21
30.	Plumbing	390	636
31.	Power	492	4,595
32.	Retail	595	618
33.	Rubber	262	1,238
34.	Sports	302	375
35.	Telecom	9,597	15,372
36.	Textiles And Handlooms	253	832
37.	Tourism & Hospitality	6,949	11,133
Total		1,31,536	2,85,857

श्री सीमेंट लिमिटेड को पर्यावरणीय मंजूरी

3841. श्री विजय बघेल:

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

- (क) क्या सरकार को श्री सीमेंट लिमिटेड, खापराडीह, तहसील सुहेला, जिला बलौदाबाजार (छत्तीसगढ़) को पर्यावरणीय मंजूरी प्रदान करने में भ्रष्टाचार के संबंध में कोई शिकायत प्राप्त हुई है;
- (ख) क्या सरकार द्वारा उक्त शिकायत पर कोई कार्रवाई की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या छत्तीसगढ़ में इस संबंध में राज्य स्तर पर कोई कार्रवाई किए जाने की आवश्यकता है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या लोक सभा और छत्तीसगढ़ विधान सभा में उक्त शिकायत से संबंधित तथ्यों को प्रस्तुत करने में कोई विसंगति है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) क्या सरकार ने एकीकृत क्षेत्रीय कार्यालय, रायपुर, छत्तीसगढ़ को इस मामले की जांच करने का निर्देश दिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (ङ): पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय (एमओईएफसीसी), जिसमें इसका उप-कार्यालय रायपुर भी शामिल है, को ग्राम खपराडीह, तहसील सिमगा, जिला बलौदाबाजार-भाटापारा, छत्तीसगढ़ के निकट स्थित मेसर्स श्री रायपुर सीमेंट प्लांट (मेसर्स श्री सीमेंट लिमिटेड की एक इकाई) के संबंध में शिकायतें प्राप्त हुई थीं, जिनमें पर्यावरण मंजूरी (ईसी) प्रदान किए जाने में अनियमितताओं तथा उसकी शर्तों के अनुपालन न किए जाने के आरोप लगाए गए थे। शिकायतों को एमओईएफसीसी के रायपुर स्थित उप-कार्यालय (एसओ रायपुर) को जांच और रिपोर्ट प्रस्तुत करने के लिए भेजा गया था। एसओ रायपुर ने शिकायतों की जांच की और क्रमशः दिनांक 10-09-2025 और दिनांक 11-09-2025 के पत्रों के माध्यम से प्रमाणित अनुपालना रिपोर्ट (सीसीआर) और तथ्यात्मक स्थिति रिपोर्ट प्रस्तुत की। प्रमाणित अनुपालन रिपोर्ट (सीसीआर) का परीक्षण

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में किया गया तथा पर्यावरणीय स्वीकृति के पश्चात् निगरानी और निर्धारित शर्तों के अनुपालन को सुनिश्चित करने हेतु मंत्रालय द्वारा दिनांक 25.11.2022 को जारी कार्यालय ज्ञापन के माध्यम से निर्धारित मानक संचालन प्रक्रिया (एसओपी) के अनुसार आवश्यक कार्यवाही की गई। परियोजना प्रस्तावक द्वारा प्रस्तुत अनुपालना स्थिति रिपोर्ट तथा क्षेत्रीय कार्यालय, रायपुर (एसओ रायपुर) की अंतिम समीक्षा रिपोर्ट के अनुसार, सीमेंट संयंत्र के संचालन के संबंध में पर्यावरण (संरक्षण) अधिनियम, 1986 के किसी बड़े उल्लंघन का प्रथम दृष्टया कोई मामला परिलक्षित नहीं हुआ है। इसके अतिरिक्त, छत्तीसगढ़ पर्यावरण संरक्षण मंडल (सीईसीबी) ने सूचित किया है कि एक रिसाव घटना के संबंध में, खतरनाक और अन्य अपशिष्ट (प्रबंधन तथा सीमा-पार आवागमन) नियम, 2016 तथा वायु (प्रदूषण निवारण और नियंत्रण) अधिनियम, 1981 के प्रावधानों के उल्लंघन के लिए सीमेंट संयंत्र पर पर्यावरणीय प्रतिपूर्ति के रूप में दिनांक 27.02.2025 के पत्र के माध्यम से ₹24,00,000/- तथा दिनांक 28.03.2025 के पत्र के माध्यम से ₹10,20,000/- की राशि अधिरोपित की गई है।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने उपलब्ध जानकारी के आधार पर पहले लोकसभा में एक अतारांकित प्रश्न संख्या 3939 'मेसर्स श्री सीमेंट लिमिटेड को पर्यावरण मंजूरी' के उत्तर में दिनांक 18-08-2025 को सीमेंट संयंत्र से संबंधित तथ्य प्रस्तुत किए थे। सीईसीबी ने सूचित किया है कि छत्तीसगढ़ विधानसभा में उक्त शिकायत से संबंधित कोई प्रश्न दिनांक 31-01-2026 तक प्राप्त नहीं हुआ है, इसलिए तथ्यों की प्रस्तुति में कोई विसंगति नहीं है।

PRADHAN MANTRI VIKSIT BHARAT ROZGAR YOJANA

3842. SHRI VARUN CHAUDHRY:

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

- (a) the details of the target and incentives under Pradhan Mantri Viksit Bharat Rozgar Yojana (PMVBRY);

- (b) the details of the duration of the said Yojana;
- (c) the details of the budget allocation and expenditure incurred under the said yojana during the year 2025-2026 till date; and
- (d) the details of the achievements vis-a-vis job creation under the said yojana till February 2026?

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

(a) to (d): The Union Cabinet, on 1 July 2025, approved the Employment Linked Incentive (ELI) Scheme, titled the Pradhan Mantri Viksit Bharat Rojgar Yojana (PMVBRY), to promote employment generation, enhance employability, and strengthen social security across all sectors, with a particular focus on the manufacturing sector. The scheme was launched on 15th August 2025. The scheme has a registration period of two years from 01.08.2025 to 31.07.2027 and a budgetary outlay of ₹99,446 Crore. The scheme aims to incentivise creation of more than 3.5 Crore jobs all across the country, over a period of 2 years.

The scheme comprises of two parts i.e. Part A and Part B and focuses on providing support to both employees and employers by way of incentives. The scheme provides for incentives for 1.92 crore new eligible employees under Part A. Incentive for creation of approx. 2.59 crore additional jobs to employers is provided for under Part B of the scheme.

Under Part A of the scheme, the first-time employees of both existing and new establishments shall be eligible for an incentive equivalent to one month's EPF wage, subject to a maximum of ₹15,000. This incentive will be payable in two instalments during the first year of employment. The first instalment, up to ₹7,500, shall be disbursed after completion of six months of continuous employment. Eligibility for the second instalment shall arise after completion of twelve months of employment and successful completion of the prescribed Financial Literacy Programme. This second instalment shall be credited to an appropriate savings instrument / saving account for a specified period.

Part B incentivizes employers by providing up to ₹3,000 per month for each additional employment sustained for at least 6 months.

As on February 2026, a total of 55.9 lakh First Time Employees and 1.14 crore Re-joiners have been enrolled under the PMVBRY Scheme.

The scheme commenced from 1st August 2025, and incentive is payable only upon successful completion of 6 months of continuous employment.

UTILISATION OF CORPORATE SOCIAL RESPONSIBILITY (CSR) FUNDS

QUESTION

3843: SUSHRI SAYANI GHOSH:

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

- (a) whether the Government is aware that a disproportionate share of CSR funds is being spent in relatively low-poverty districts, rather than in districts with the highest development deficits, if so, the details thereof;
- (b) whether it is a fact that only 3 out of 54 identified high-poverty districts figure among the top recipients of CSR expenditure, if so, the details thereof;
- (c) whether there has been an assessment of the regional and socio-economic imbalance in CSR fund allocation and its implications for inclusive development, if so, the details thereof;
- (d) whether numerous companies underspend or barely meet the minimum CSR obligation during the last five years and if so, the number of such companies;
- (e) whether it is a fact that nearly 60 per cent of large companies route CSR spending through their own in-house foundations, rather than independent NGOs or local organisations, if so, the details thereof; and
- (f) whether such preference for in-house foundations has raised concerns regarding transparency, independence, impact assessment and genuine outreach and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a) to (c): As per the provisions of the Companies Act, 2013, CSR is a Board driven process and the Board of the company is empowered to plan, decide,

execute and monitor CSR activities of the company based on the recommendation of its CSR Committee. The Government does not issue any specific direction to the companies to spend in any particular area/activity.

(d): As per section 135(7) of the Act, the company shall be liable to a penalty of twice the amount required to be transferred by the company to the Fund specified in Schedule VII or the Unspent Corporate Social Responsibility Account, as the case may be, or one crore rupees, whichever is less, and every officer of the company who is in default shall be liable to a penalty of one-tenth of the amount required to be transferred by the company to such Fund specified in Schedule VII, or the Unspent Corporate Social Responsibility Account, as the case may be, or two lakh rupees, whichever is less. Whenever any violation of CSR provisions is reported, action against such non-compliant Companies is initiated as per provisions of the Companies Act, 2013 and rules made thereunder after due examination of records and following due process of law.

(e): Section 135 of the Companies Act, 2013 ('the Act') read with Rule 4(1) of the Companies (CSR Policy) Rules, 2014 provides that the company is empowered to undertake its CSR activities either by the company itself or through-

- i. a company established under section 8 of the Act, or a registered public trust or a registered society, exempted under sub-clauses (iv), (v), (vi) or (via) of clause (23C) of section 10 or registered under section 12A and approved under 80 G of the Income Tax Act, 1961 (43 of 1961),

- established by the company, either singly or along with any other company; or
- ii. a company established under section 8 of the Act or a registered trust or a registered society, established by the Central Government or State Government; or
 - iii. any entity established under an Act of Parliament or a State legislature; or
 - iv. a company established under section 8 of the Act, or a registered public trust or a registered society, exempted under sub-clauses (iv), (v), (vi) or (via) of clause (23C) of section 10 or registered under section 12A and approved under 80 G of the Income Tax Act, 1961, and having an established track record of at least three years in undertaking similar activities.

As per information filed by the companies, 3120 companies/entities have been established under category (i) above.

(f): The CSR framework is disclosure based and CSR mandated companies are required to file details of CSR activities annually in the MCA21 registry. The Board of the company is required to disclose the CSR Policy implemented by the company in its Board report. The Board of the company has to satisfy itself that the funds so disbursed have been utilised for the purposes and in the manner as approved by it, and the Chief Financial Officer or the person responsible for financial management shall certify to the effect. Rule 8 of the Companies (CSR Policy) Rules, 2014 contains provisions related to impact

assessment of CSR projects that every company having average CSR obligation of 10 crore rupees or more in pursuance of sub-section (5) of section 135 of the Act, in the three immediately preceding financial years, shall undertake impact assessment, through an independent agency, of their CSR projects having outlays of one crore rupees or more, and which have been completed not less than one year before undertaking the impact study. The details of CSR activities, Impact Assessment etc. are required to be reported by all the companies in the 'Annual Report on CSR' including annual action plan on CSR which is part of the Company's Board Report.

The existing legal provisions provide adequate mechanisms to ensure transparency and accountability.

GREEN CREDIT PROGRAMME

3844. SHRI BRIJMOHAN AGRAWAL:

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

- (a) the current status of the Green Credit Programme (GCP), including land registered for plantations, State/UT-wise particularly in Chhattisgarh;
- (b) the mechanisms in place to monitor the long-term survival of saplings and ensure that credits are issued only upon achieving established ecological milestones like the 40 per cent canopy density;
- (c) whether the Government has a protocol to prevent "double counting" where land parcels already under Compensatory Afforestation Fund

Management and Planning Authority (CAMPA) or other afforestation Schemes registered for Green Credits;

- (d) the steps taken by the Government to involve local communities in the maintenance and protection of these plantations to improve survival rates; and
- (e) the measures being adopted to ensure that native biodiversity is prioritized over fast-growing exotic species in degraded forest areas?

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

(a) to (e): The Green Credit Programme is an innovative mechanism to incentivise environmentally positive actions and to promote the LIFE (Lifestyle for Environment) movement, which aims at encouraging sustainable lifestyles by driving community towards behavioural changes that support environment-friendly actions. The Green Credit Programme aims to increase green cover, enhance carbon sequestration, restore degraded lands and reduce carbon footprint through the adoption of environment-friendly technologies and practices.

The Central Government has notified Green Credit Rules, 2023 on 12th October 2023 under the Environment (Protection) Act, 1986 to encourage voluntary environmental positive actions resulting in issuance of Green Credits. Under the Green Credit Programme, the modality for tree plantation and eco-

restoration of degraded forest lands has been notified on 22nd February 2024 and subsequently revised on 29th August 2025.

A Green Credit Programme Portal (<https://moefcc-gep.in/>) has been developed for the purpose.

The Indian Council of Forestry Research and Education, Dehradun is the Administrator under the Green Credit Programme and responsible for the effective implementation of the Green Credit Programme, including its management, operation and issuance of green credits under these rules.

The Green Credit Programme aims to restore degraded forest lands through the active participation of public and private sector entities. The degraded forest land parcels proposed to be taken up under the Green Credit Programme are selected and registered by the State Forest Department after due verification on the ground.

The land parcels selected under Green Credit Programme are verified by the Divisional Nodal Officer (DNO) and State Nodal Officer (SNO) to ensure that the degraded forest land parcels are neither taken up under existing plantation nor earmarked for afforestation under any other scheme, including compensatory afforestation, so as to prevent double counting under Green Credit Programme.

Afforestation activities undertaken on such degraded forest lands are required to use a mixture of indigenous species based on site suitability. The Green Credits can be claimed by an applicant only after minimum five years of restoration work have been completed and a minimum canopy density of forty

per cent has been achieved. A five-year establishment period is prescribed to allow the planted seedlings and natural regenerations to mature and develop adequate canopy cover, so as to achieve the prescribed 40 per cent canopy density, corresponding to a moderately dense forest.

The "designated agency" designated under the Green Credit Programme shall conduct verification of the claim for the Green Credits and submit report to the Administrator as regard to the verification of the activities undertaken by an applicant for issuance of green credit.

The forest lands restored under GCP can be exchanged for meeting Compensatory Afforestation requirements under the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980, its rules and guidelines thereunder.

The forest restoration activities undertaken under the programme aim to enhance biodiversity and improve the productivity of forest resources. The restoration of degraded forest lands aims to benefit local communities by increasing the availability of timber, non-timber forest produce, fodder, water, and other ecosystem services.

State-wise area of degraded forest area selected under the Green Credit Program for eco-restoration is placed at **Statement**.

STATEMENT

Details of State-wise area of degraded forest area selected under the Green Credit Program for eco-restoration

Sl. No.	State	Area (in ha)
1	Assam	454
2	Bihar	460
3	Chhattisgarh	536
4	Goa	5
5	Gujarat	975
6	Jharkhand	302
7	Madhya Pradesh	640
8	Maharashtra	335
9	Odisha	257
10	Rajasthan	175
11	Telangana	155
12	Uttar Pradesh	97
Total		4391

CANCELLATION OF NEW ESIC CLINICS IN KERALA

3845. SHRI KODIKUNNIL SURESH:

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

- (a) whether any permission or approval granted for establishment of new Employees' State Insurance Corporation (ESIC) clinics/dispensaries in Kerala have been cancelled, withdrawn or kept pending during the last five years and the current year;

- (b) if so, the details thereof including the location, date of approval, date of cancellation/withholding and the specific reasons therefor;
- (c) whether any proposal for setting up of new ESIC clinics, hospitals or medical/AYUSH institutions, ayurveda medical colleges have been received from the State Government of Kerala or any Member of Parliament;
- (d) if so, the details thereof along with present status of such proposals, location-wise; and
- (e) the details of the steps taken/being taken by the Government to expedite approval and ensure expansion of ESIC medical facilities in Kerala?

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

(a) and (b): The in-principle approvals, granted earlier, for establishment of 08 ESI dispensaries in Kerala have been withdrawn on 20.02.2026. These dispensaries could not be operationalized for more than three years from the date of approval due to non-availability of suitable land/premises and non-sanction of required manpower by the State Government of Kerala. The details are at **Statement-I**.

(c) and (d): No proposal has been received from the Government of Kerala for setting up of new ESIC clinics, hospitals or medical/AYUSH institutions, ayurveda medical colleges. However two proposals have been received from Members of Parliament. Details are at **Statement-II**

(e): At present, ESIC medical services in Kerala are being provided through 9 ESIS Hospitals, 3 ESIC Hospitals, 147 ESIS Dispensaries and 2 Diagnostic Centres (DCBOs). In addition, 54 private hospitals are empanelled for providing super-speciality treatment and 46 hospitals for speciality treatment to ESI beneficiaries in the State.

ESIC has already accorded establishment of a 100-bedded ESIC Hospital in Idukki district of Kerala, which will further strengthen and expand ESIC medical facilities in the State.

STATEMENT-I

The details of dispensaries which could not be operationalized for more than three years from the date of approval due to non-availability of suitable land/premises and non-sanction of required manpower by the State Government of Kerala

Sl. No.	State	District	Location	Date of approval	Date of withdrawal
1.	Kerala	Wayanad	Sulthan Bethary	18.02.2019	20.02.2026
2.	Kerala	Wayanad	Mananthavady	18.02.2019	20.02.2026
3.	Kerala	Kozhikode	Balusseri	02.06.2021	20.02.2026
4.	Kerala	Pathanamthitta	Ranni	02.06.2021	20.02.2026
5.	Kerala	Palakkad	Kottaanad	02.06.2021	20.02.2026
6.	Kerala	Kozhikode	Thamarasseri	02.06.2021	20.02.2026

7.	Kerala	Ernakulam	Koothattukula m	02.06.2021	20.02.2026
8.	Kerala	Thiruvananthapura m	Venjaramood u	02.06.2021	20.02.2026

Source: ESIC HQ.

STATEMENT-II

**Details of proposals which have been received from Members of
Parliament.**

Name of Hon'ble Member of Parliament	Proposals received by ESIC	Remarks
Shri N.K. Premachandran, Hon'ble Member of Parliaments, Lok Sabha	Upgradation of ESIC Model & Super Speciality Hospital, Asramam, Kollam into a Medical College.	The proposal for establishment of ESIC Medical College at Kollam has been approved in the 196 th meeting of the ESIC Corporation.
Shri Kodikunnil Suresh, Hon'ble Member of Parliaments, Lok Sabha	Establishment of a full- fledged Ayurveda Medical College at ESIC Hospital, Ezhukone, Kollam, Kerala	The existing ESIC AYUSH Policy does not provide for establishment of AYUSH Medical Colleges. The policy, however, provides for establishment of a 50- bedded ESIC AYUSH Hospital within an existing 500-bedded ESIC

		Allopathic Hospital on co-location basis.

Source: ESIC HQ.

RAIGANJ CENTRAL COOPERATIVE BANK

3846. SHRI KARTICK CHANDRA PAUL:

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

- (a) the current status of the financial health of Raiganj Central Cooperative Bank, including the details of profit or loss during the last five years and the current year;
- (b) whether the Government is aware of any irregularities or malpractices in the functioning of Raiganj Central Cooperative Bank and if so, the details of such irregularities;
- (c) the actions taken by the Government or regulatory authorities to address the irregularities and ensure transparency and accountability in the operations of Raiganj Central Cooperative Bank;
- (d) the measures being implemented by the Government to improve the performance of cooperative banks, including Raiganj Central Cooperative Bank and to safeguard the interests of depositors; and
- (e) the current status of Non-Performing Assets (NPAs) of Raiganj Central Cooperative Bank and the steps being taken by the Government to reduce NPAs and recover bad loans?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): As informed by National Bank for Agriculture and Rural Development (NABARD), the financial position of Raiganj Central Cooperative Bank, including details of profit and loss during the last five years is given at **Statement.**

(b) and (c): As reported by NABARD, as on 31.03.2025, there is total ₹ 584.98 lakh outstanding amount that is involved in the cases of frauds in Raiganj Central Cooperative Bank. NABARD has accordingly issued Letter of Supervisory Concerns (LOSC) to the Cooperation Department, Government of West Bengal, and to the West Bengal State Cooperative Bank highlighting significant deficiencies and irregularities observed in the functioning of Raiganj Central Cooperative Bank.

(d): The Government of India and RBI have taken various measures to improve the performance of cooperative banks and safeguard the interest of depositors which *inter-alia* include:

- Urban Cooperative Banks (UCBs) have been allowed to open new branches
- Housing loan limits have been increased from 10% to 25% of their total loans and advances for UCBs
- The Banking Regulation Act has been amended to increase the terms of directors of Cooperative Banks from 8 to 10 years
- Licensing fee for onboarding of cooperative banks to Aadhar enabled Payment System (AePS) has been reduced

- The National Urban Co-operative Finance and Development Corporation Limited (NUCFDC), which is a non-deposit taking Non-Banking Financial Company (NBFC), has been set up as an Umbrella Organization for Urban Cooperative Banks to provide Information Technology (IT) infrastructure and operational support
- A Shared Services Entity (SSE), Sahakar Sarthi, has been established to provide technological services to Rural Cooperative Banks
- Rural Cooperative Banks have been included by RBI in the Integrated Ombudsman Scheme
- Deposit Insurance and Credit Guarantee Corporation (DICGC) insures various types of deposits up to ₹ 5,00,000 per depositor per bank (including principal and interest) for all cooperative banks

(e): As reported by NABARD, the Gross and Net Non-performing Assets (NPAs) of Raiganj Central Cooperative Bank (RCCB) for FY 2024-25 are 19.99% and 6.59 % respectively. NABARD has further informed that RCCB has taken various steps to reduce NPAs and recover bad loans, which *inter-alia* include strengthening internal controls, reconciling discrepancies, moving towards system-generated NPA recognition to ensure compliance with RBI/NABARD prudential norms, strengthening legal recovery measures and enhancing credit appraisal & monitoring systems in high NPA sectors to improve credit quality. RCCB has also initiated Special Recovery Drives and collaboration with Primary Agricultural Credit Societies (PACS) to address the issue of NPAs in agricultural loans.

STATEMENT

Financial details of Raiganj Central Cooperative Bank for the last five years
(Figures in ₹ lakh)

Particulars	FY 2024-25	FY 2023-24	FY 2022-23	FY 2021-22	FY 2020-21
Total Share capital	2155.75	2148.69	2141.32	2127.35	2130.95
Net Worth	9728.98	9284.78	8609.46	7798.59	7305.00
Total Assets	154140.95	146542.52	141033.19	136480.87	129718.46
Total Deposits	115443.28	108747.22	104552.80	100811.35	95773.00
Borrowings	3891.03	4844.51	4054.58	6153.98	7320.43
Loans & Advances	77447.05	75160.43	74930.07	73070.38	70715.18
Total Investments	30519.13	30506.53	30993.88	30494.88	29021.06
Total Profit before Tax	789.69	731.92	656.13	857.09	786.97
Total Profit after Tax	519.69	441.92	406.13	556.60	431.97
Accumulated Profit	3042.07	2788.89	2590.18	2157.25	1965.00
CRAR %	13.12	12.74	12.07	11.76	11.16

DEPRECIATION OF INDIAN RUPEE AGAINST US DOLLAR**3847. SHRI KALYAN BANERJEE:**

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

- (a) whether it is a fact that the Indian rupee has depreciated against the US dollar by about 6.5 % between April 1, 2025 and January 22, 2026 making it among the weakest-performing currencies during the period, if so, the details thereof;
- (b) the reasons for the inability of the Government to arrest the decline in the Indian currency against the US dollar;
- (c) the details of US dollar and other foreign currency reserves liquidated during the last three years to stabilise the Indian rupee against the US dollar;
- (d) whether the Government is concerned the Indian rupee slipped past the Rs. 90-mark against the US dollar while many Asian countries demonstrated higher resilience or strengthened currency during the same period, if so, the details thereof;
- (e) the exchange rate between the rupee and the US dollar in the year 2014 and the present exchange rate in 2026; and
- (f) the steps taken by the Government to prevent depreciation of rupee since 2020?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) : The Indian rupee (INR) has depreciated by 6.7 per cent against the US dollar (USD) between April 1, 2025 and January 22, 2026. The appreciation/depreciation of other major currencies for the same period is presented in the table below.

Currency	Appreciation (+) / Depreciation (-) % against USD
Euro	+8.7
Yen	-5.3
British Pound	+4.5
Chinese Renminbi	+4.1
Indonesian Rupiah	-1.9
Philippine Peso	-3.3
Brazilian Real	+7.9
Korean Won	+0.5
Turkish Lira	-12.3

Source: Bloomberg

(b) to (d) : Various domestic and global factors influence the exchange rate of the INR, such as the movement of the Dollar Index, trend in capital flows, level of interest rates, movement in crude prices, current account deficit etc. During the current financial year 2025-26, the depreciation of the INR has been influenced by the increase in trade deficit, amid relatively weak support from the capital account.

The value of the INR is market-determined, with no target or specific level or band. The Reserve Bank of India (RBI) regularly monitors the foreign exchange market and intervenes in situations of excess volatility. The details of RBI's foreign exchange market interventions in the last three years have been given below:

Calendar Year	Net purchase (+)/sale (-) of US dollar (in million)
2023	18,135

2024	-12,350
2025	-51,714

Source: DBIE, RBI

(e): The exchange rate of INR against USD at the end of calendar year 2014 was ₹63.04/USD, while that as on March 11, 2026, was ₹92.04/USD.

(f): The RBI monitors key developments across the globe which may have an impact on the USD-INR exchange rate. Among others, it includes monetary policy actions of the major Central Banks, major economic data releases across the globe and their impacts thereof, OPEC+ meeting decisions, tracking, and analysing geo-political events, daily movements in G-10 and EME currencies etc. The RBI has taken several measures since 2020 to diversify and expand the sources of forex funding to mitigate volatility in the exchange rate. These measures, *inter alia*, include:

- In February 2026, the revised External Commercial Borrowings framework was introduced in terms of which the eligibility norms were simplified, the minimum average maturity period was standardized, end use provisions were eased and operational flexibility was enhanced (including interest rates).
- In August 2025, persons resident outside India that maintain a Special Rupee Vostro Account for international trade settlement in INR were permitted to invest their rupee surplus balance in the aforesaid accounts in Central Government Securities (including T-Bills).

- In May 2025, the requirement on Foreign Portfolio Investors (FPIs) to comply with the short-term investment limit and concentration limit for their investments in corporate debt securities was withdrawn.
- With effect from January 2025, persons resident outside India, having a business interest in India, were allowed to open a Special Non-Resident Rupee Account with an authorised dealer in India or its branch outside India to facilitate cross-border payments.
- The ceiling rate for Foreign Currency Non-Resident (Bank) (FCNR(B)) deposits was raised on December 6, 2024, allowing banks to offer higher interest rates on such deposits mobilised till March 31, 2025.
- An operational framework for the reclassification of foreign portfolio investment by FPI to FDI, upon breach of the stipulated limits, was released in November 2024.
- Authorized dealers in India were permitted to allow persons resident outside India to open, hold and maintain an interest-bearing account in Indian Rupees and/or foreign currency for the purpose of posting and collecting margin in India, for a permitted derivative contract entered into by such persons in terms of Foreign Exchange Management (Margin for Derivative Contracts) Regulations in May 2024.
- Incremental FCNR(B) and Non-Resident (External) Rupee (NRE) deposit liabilities were exempt from the maintenance of CRR and SLR for deposits mobilised up to November 4, 2022. Fresh FCNR(B) and

NRE deposits were exempted from the extant regulation on interest rates (interest rates shall not be higher than those offered by the banks on comparable domestic rupee term deposits) till October 31, 2022. Further, the regulatory regime relating to FPI investment in debt flows has been revised to encourage foreign investment in Indian debt instruments. The External Commercial Borrowing limit (under automatic route) was raised to \$1.5 bn, and the all-in-cost ceiling was raised by 100 bps in select cases up to December 31, 2022. Authorised Dealer (AD) Category-I banks could utilise overseas foreign currency borrowing for lending in foreign currency to end-use prescriptions as applicable to external commercial borrowings.

मध्य प्रदेश में आयकर छापे

3848. श्री महेश कश्यप:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) वर्ष 2001 और 2002 के दौरान मध्य प्रदेश के विदिशा जिले में आयकर विभाग द्वारा किन-किन व्यक्तियों के आवासों, व्यावसायिक परिसरों, बैंक लॉकरों और परिवार के सदस्यों की तलाशी ली गई और जब्ती की गई;
- (ख) उक्त तलाशी अभियान के दौरान प्रत्येक मामले में जब्ती किए गए आभूषण, नकदी और अन्य सामग्री/दस्तावेजों की मात्रा कितनी है;
- (ग) क्या उक्त सदस्यों या उनके वकीलों ने सामग्री की वापसी के लिए आवेदन प्रस्तुत किए हैं;
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ड) आयकर विभाग द्वारा उन आवेदनों पर अब तक क्या कार्रवाई की गई है और सामग्री लौटाने में विलंब के क्या कारण हैं; और

(च) सदस्यों को अपनी सामग्री कब तक वापस प्राप्त होने की संभावना है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) से (च): आयकर विभाग (आईटीडी) आयकर अधिनियम, 1961 (अधिनियम) के प्रावधानों के उल्लंघन की विश्वसनीय सूचना के आधार पर तलाशी एवं जब्ती अभियान चलाता है। इसमें जब्त की गई संपत्तियों की रिहाई इस अधिनियम की धारा 132बी के द्वारा नियंत्रित होती है। सीबीडीटी ने इस विषय पर फा. संख्या 299/06/2023-डायरे (अन्वेषण-III) दिनांक 16.10.2023 के माध्यम से विस्तृत दिशानिर्देश जारी किए हैं। इसके अलावा, इस अधिनियम की धारा 138 के तहत दिए गए प्रावधानों को छोड़कर विशिष्ट निर्धारितियों के संबंध में जानकारी साझा करना निषिद्ध है।

REFORM EXPRESS AND ECONOMIC REFORMS

3849. SHRI EATALA RAJENDER:

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

- (a) whether the Government under the “Reform Express” initiative has undertaken comprehensive economic reforms towards employment, boosting productivity and accelerating growth including the rollout of over 350 reforms such as simplification of the Goods and Services Tax (GST) and whether the Union Government is working in coordination with State Governments on deregulation and reduction of compliance requirements; and
- (b) if so, the details thereof including the present status along with the total amount of funds sanctioned, released and spent under the said initiative?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): The Government has undertaken a wide range of structural and regulatory reforms aimed at boosting productivity, generating employment and accelerating economic growth. The Union Budget 2026-27 refers to the continuation of this reform momentum as the 'Reform Express', reflecting the rollout of over 350 reforms, including simplification of the Goods and Services Tax (GST), implementation of the Jan Vishwas (Amendment of Provisions) Act, 2023, implementation of the Labour Codes, rationalisation of mandatory Quality Control Orders, increased use of digital processes for regulatory approvals and other measures to improve the business and investment environment.

The Government is also working in coordination with State Governments to promote deregulation, streamline approvals and reduce compliance requirements across sectors. A Task Force under the Cabinet Secretary has identified 23 priority areas for reducing compliance burdens and promoting deregulation at the State level. According to the Economic Survey 2025-26, about 76 per cent of the targeted State-level reform actions have been completed, and 10 per cent are under implementation, in coordination with concerned Ministries/Departments and State Governments (as on 23 January 2026).

While some reform initiatives involve budgetary allocations, reflected in Ministry-wise Budget Estimates and actual expenditures, a number of reforms

are regulatory and procedural in nature—such as the repeal of obsolete laws, reduction in compliance requirements, and decriminalisation of minor economic offences—and therefore, do not entail any direct financial outlay.

SPECIAL ASSISTANCE TO STATES FOR CAPITAL INVESTMENT

3850. DR. KAKOLI GHOSH DASTIDAR:

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

- (a) whether assistance under the Scheme for Special Assistance to States for Capital Investment will be explicitly linked to measurable debt-consolidation milestones with time-bound release schedules, if so, the details thereof and if not, the reasons therefor; and
- (b) the timeline to operationalise corrective action plans for States with worsening ratios and to reward sustained deleveraging?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): Presently there is no proposal under consideration of the government to explicitly link the assistance under the scheme for Special Assistance to States for Capital Investment to measurable debt-consolidation milestones with time bound release schedule.

All States have enacted their Fiscal Responsibility and Budget Management (FRBM) Act, which makes the State Government responsible to ensure prudence in fiscal management and fiscal stability by progressive elimination of revenue deficit, reduction in fiscal deficit, prudent debt

management consistent with fiscal sustainability, and greater transparency in fiscal operations of the state government. The same is monitored by the State Legislature.

TAX REBATE TO GLOBAL INVESTORS

3851. SHRI ADHIKARI SOUMENDU:

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

- (a) whether the present Tax Act encourage Foreign Companies providing Global Cloud Services using Indian Data Centres as Permanent Establishment, if so, the details thereof;
- (b) the details of Foreign Companies investing under the notified Data Centres and the names of such centres thereof, State-wise; and
- (c) the details of Tax Rebate to Global Investors and Income of Government through Income Tax, if any therein?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b) :With a view to facilitate establishment of data centres in the country and strengthen digital infrastructure, following measures have been announced in the Union Budget 2026-27:

“To provide tax holiday till 2047 to any foreign company that provides cloud services to customers globally by using data centre services from India.”

Such exemption shall be available to a foreign company on any income accruing or arising in India or deemed to accrue or arise in India by way of procuring data centre services from a specified data centre.

(c) : Exempt Income claimed by FII/FPI reporting residential status as 'Non-Resident' along with the total taxes paid as per ITR-5 is provided below –

Assessment Year	Total number of ITRs	Schedule EI: Total Exempt Income (in Rs. crores)	Part B TTI: Taxes Paid - Total Taxes Paid (in Rs. crores)
2024-25	4,106	90658.62	37386.38

अमरोहा में स्व-सहायता समूह

3852. श्री कंवर सिंह तंवर:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने उत्तर प्रदेश के अमरोहा जिले में बैंकिंग सुलभता, किराये की उपलब्धता और वित्तीय समावेशन की स्थिति की समीक्षा की है, ताकि किसान, शिल्पकार, सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई), स्व-सहायता समूह (एसएचजी) और छोटे व्यापारी समय पर संस्थागत ऋण प्राप्त कर सकें और अपनी उत्पादक आजीविका को सुदृढ़ कर सकें;
- (ख) यदि हां, तो पिछले तीन वर्षों के दौरान उक्त जिले में शाखा/एटीएम कवरेज, बिजनेस कॉरस्पोंडेंट (बीसी) नेटवर्क के विस्तार, प्राथमिकता क्षेत्र ऋण (पीएसएल) प्रवाह, सूक्ष्म इकाई विकास एवं पुनर्वित्त एजेंसी लिमिटेड (मुद्रा) और अन्य उद्यमिता ऋण, डिजिटल भुगतान को अपनाने और वित्तीय साक्षरता कार्यक्रमों का ब्यौरा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) से (ग): सरकार द्वारा ग्रामीण और दूरस्थ क्षेत्रों में बैंकिंग सेवाओं की पहुंच सुनिश्चित करने के लिए देश के सभी बसे हुए गांवों के 5 किलोमीटर के दायरे में एक बैंकिंग आउटलेट (बैंक शाखा/व्यवसाय प्रतिनिधि /इंडिया पोस्ट पेमेंट्स बैंक) उपलब्ध कराने का प्रयास किया जा रहा है। बैंकिंग आउटलेट्स की उपलब्धता की निगरानी भौगोलिक सूचना प्रणाली (जीआईएस) आधारित एप्लिकेशन द्वारा की जाती है, जिसका नाम जन धन दर्शक (जेडीडी) ऐप है।

जेडीडी ऐप के अनुसार, अमरोहा जिले के सभी 1,106 बसे हुए गांवों और उत्तर प्रदेश राज्य के 98,047 बसे हुए गांवों को 5 किलोमीटर के दायरे में एक बैंकिंग आउटलेट से कवर किया गया है।

उत्तर प्रदेश के अमरोहा जिले में पिछले 3 वर्ष के दौरान बैंकिंग पहुंच, किफायती ऋण उपलब्धता और वित्तीय समावेशन का ब्यौरा **विवरण** में दिया गया है।

विवरण

पिछले 3 वर्ष के दौरान अमरोहा जिले में बैंकिंग पहुंच, किफायती ऋण उपलब्धता और वित्तीय समावेशन का ब्यौरा				
क्र.सं.	विवरण	2023-24	2024-25	2025-26 (31.12.2025)
1	शाखा की संख्या (31 मार्च की स्थिति के अनुसार)	220	221	224
2	स्वचालित टेलर मशीन (एटीएम) की संख्या (31 मार्च की स्थिति के अनुसार)	131	129	128
3	व्यवसाय प्रतिनिधि (बीसी) की संख्या (31 मार्च की स्थिति के अनुसार)	2102	4070	4216

4	प्राथमिकता प्राप्त क्षेत्र ऋण (पीएसएल) के अंतर्गत संवितरण (करोड़ रुपये में)	4541.4 6	4835.9 1	3398.5 5
5	प्रधानमंत्री मुद्रा योजना (पीएमएमवाई) (खातों की संख्या)	51697	33640	32265
6	डिजिटल लेनदेन की संख्या (करोड़ में संख्या)	6.51	9.78	13.39
7	वित्तीय साक्षरता केन्द्रों (एफएलसी) द्वारा शिविर (संख्या)	581	846	463
8	ग्रामीण शाखाओं द्वारा शिविर (संख्या)	634	800	1319
स्रोत: एसएलबीसी, उत्तर प्रदेश				

PM-SETU PILOT PROJECT IN ANDHRA PRADESH

3853. SHRI APPALANAIDU KALISSETTI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- the current status of the PM-SETU pilot project approved during the Financial year 2025– 26, including the number of hubs and spoke centres sanctioned, constructed and made operational;
- the details of the pilot project implemented along with the centres covered, State/UT-wise and district-wise in Andhra Pradesh;
- the number of beneficiaries trained under the pilot project, State/UT, district and course -wise in Andhra Pradesh;
- the details of total funds allocated, released and utilised for the said project during the said period, along with the reasons for any under utilisation of funds;
- the details of any shortfalls or gaps observed during implementation of the said project, including reasons for delays, infrastructure challenges

or inadequate enrolment and the corrective measures taken thereon;
and

- (f) the details of key learnings and challenges identified from the said project and the steps taken/being taken by the Government to scale up PM-SETU nationally in subsequent years, including any proposed modifications in design or implementation strategy based on pilot outcomes?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d) : The Pradhan Mantri Skilling and Employability Transformation through Upgraded ITIs (PM SETU) scheme aims to enhance the overall quality and relevance of vocational training in the country. The Scheme has a total outlay of Rs. 60,000 crore (Central Share – Rs. 30,000 crore, State Share – Rs. 20,000 crore and Industry Share – Rs. 10,000 crore).

The scheme comprises of two components:

- i. Component I – Upgradation of 1,000 Government ITIs (200 Hub ITIs and 800 Spoke ITIs) in a Hub and Spoke model wherein upgradation includes smart classrooms, modern labs, digital content, and new courses aligned to industry needs.
- ii. Component II – Capacity Augmentation of five NSTIs located in Bhubaneswar, Chennai, Hyderabad, Kanpur, and Ludhiana, including

setting-up sector-specific National Centres of Excellence for skilling, with focus on advanced training of trainers with global partnership.

The selection of ITIs under PM-SETU scheme is led by the respective State/UT Governments in consultation with industry, ensuring alignment with emerging skill needs and local industrial potential. Accordingly, States/UTs are required to submit proposals for upgradation in collaboration with industry partners. Ministry of Skill Development and Entrepreneurship (MSDE) has constituted National Steering Committee (NSC) chaired by Secretary, MSDE, an apex body to provide the overall vision for the scheme, facilitate broad policy direction, finalize operational guidelines, monitor, and conduct course correction. 32 States/UTs have constituted their State Steering Committee (SSC) led by Chief Secretary of the State/UT, an apex body at the State/UT level for guiding and overseeing the implementation of scheme. 15 States/UTs have floated their proposal for inviting the interest of industry. For selection of the industry partner to form Special Purpose Vehicle (SPV), a Strategic Investment Plan (SIP) by industry is required to be submitted in response to the Request for Proposal (RFP).

An amount of Rs. 50 lakhs have been released to the State of Andhra Pradesh towards engagement of Project Management Consultants under PM-SETU. Release of funds for Upgradation of ITIs is contingent upon the formation of SPV. MSDE is carrying out necessary consultations to support and handhold States/UTs across various aspects of scheme roll-out.

(e) and (f): The benefits of the scheme are proposed to be achieved through a State-led selection process, active industry participation, and a structured implementation framework. Consultations have been held with industry associations and individual industry players, and multiple handholding workshops have been conducted with States/UTs. States/UTs have sought clarifications and support in relation to the preparation of RFPs, SIPs, and related templates.

To address these challenges, the Government has taken proactive steps, including issuance of a model RFP document, detailed templates, and organisation of regional capacity-building workshops to enable timely and quality preparation of proposals and SIPs.

DIVERSION OF FOREST AND AGRICULTURE LAND

3854. SHRIMATI HARSIMRAT KAUR BADAL:

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

- (a) whether the Government acknowledges the ongoing decline in the acreage of forest and agriculture land across several States in the country particularly in Punjab;
- (b) the details of the factors identified by the Government as contributing to this reduction, such as urbanization, industrial activity, land fragmentation and lack of effective land consolidation policies;

- (c) the specific steps taken by the Government to prevent further diversion of forest and agriculture land for non agricultural purposes and the extent to which these measures have been effective in reversing the trend; and
- (d) the steps proposed to be adopted by the Government to prevent misuse of rural agriculture land in the name of drastic urbanization?

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

(a) to (d):, Forest Survey of India (FSI), Dehradun, an organization under the Ministry of Environment, Forest and Climate Change, carries out the assessment of forest and tree cover of the country biennially and the findings are published in the India State of Forest Report (ISFR). The forest cover assessment is a wall to wall mapping exercised based on remote sensing supported by intensive ground verification and field data from the National Forest Inventory.

As per ISFR 2023, the Recorded Forest Area (RFA) of the country is 7,75,377 square kilometer, constituting 23.59% of the geographical area. As per ISFR 2021, RFA was 7,75,288 square kilometer, constituting 23.58% of the geographical area. The comparison indicates that there is increase of 89 square kilometer of RFA between ISFR 2021 and ISFR 2023. Further, there is no decline in the Recorded Forest Area of the State of Punjab between ISFR 2021 and ISFR 2023.

As per the latest report on 'Land Use Statistics-at a Glance 2023-24', despite marginal decline in cultivable/agricultural land, the Net Sown Area has remained relatively stable over the years. Further, the Gross Cropped Area has expanded significantly, rising from 201.3 million hectares in 2013-14 to 217.8 million hectares in 2023-24.

The Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 (earlier the Forest (Conservation) Act, 1980) has been enacted to provide for the conservation, protection and sustainable management of forest land in the country. The Act regulates the diversion of forest land for non-forest purposes and mandates prior approval of the Central Government for such diversion, thereby ensuring that forest resources are safeguarded and any use of forest land is subject to strict scrutiny and appropriate mitigation measures such as compensatory afforestation and other conservation safeguards.

Land and agriculture are the state subjects, as per Entry No. 18 of List II (State List) of the Seventh Schedule of the Constitution of India, land falls under the jurisdiction of State Governments, which are responsible for taking appropriate measures to increase the area under cultivation and prevent the diversion of agricultural land for non-agricultural purposes. However, the Government of India supports these efforts through policy initiatives and budgetary assistance.

Department of Land Resources is implementing Watershed Development Component of Pradhan Mantri Krishi Sinchayee Yojana (WDC-PMKSY) which primarily focuses on development rainfed/ degraded lands. The

activities undertaken in the scheme, inter alia, include ridge area treatment, drainage line treatment, soil and moisture conservation, rainwater harvesting, nursery raising, pasture development, livelihoods for asset-less persons etc. The measures taken under WDC-PMKSY supplements the effort of the Government to increase the area under cultivation. This scheme has been approved by the Government on 15th December, 2021.

Indian Council of Agricultural Research (ICAR) has developed several technological measures to increase the area under cultivation. This includes location specific bio-engineering to check soil erosion due to run-off of rainwater, sand dune stabilization and shelter belt technology to check wind erosion and reclamation technology for problem soils in the country. ICAR has also developed the gypsum technology package, consisting of land levelling, bunding, flushing, removal of excess water, good quality irrigation water, application of amendments, selection of crops and efficient nutrient management. ICAR also recommends several agronomic measures to improve the degraded soils and bringing them under crop cultivation, soil test based balanced and integrated nutrient management through conjunctive use of both inorganic and organic sources (manner, biofertilizers etc.) of plant nutrient and location specific soil & water conservation measures for preventing deterioration of soil health and fertility.

The Central Government has enacted the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement (RFCTLARR) Act, 2013, which came into force on 01.01.2014. Under this act,

land can be acquired for public purposes. Section 10 of the Act explicitly restricts the acquisition of multi-crop irrigated land, unless in exceptional cases where no alternative land is available. In such cases, equivalent wasteland must be developed for agriculture. Data on conversion of agricultural land for non-agricultural purposes is maintained at the State level, as land is a State subject under the Constitution. However, the RFCTLARR Act, 2013, strongly discourages such conversions unless absolutely necessary. Wherever agricultural land is acquired, compensatory mechanisms, including monetary compensation, rehabilitation and resettlement benefits, and in some cases, land for land compensation, are provided to mitigate the impact on farmers.

फर्जी प्रश्न पत्र लीक होने पर नजर रखने के लिए तंत्र

3855. श्री इमरान मसूद:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने कक्षा दसवीं और कक्षा बारहवीं की बोर्ड परीक्षा, 2026 के मद्देनजर प्रश्नपत्रों की सुरक्षा, फर्जी लीक अफवाहों और सोशल मीडिया पर प्रसारित हो रहे निराधार दावों की निगरानी के लिए एक व्यापक तंत्र स्थापित किया है;
- (ख) यदि हां, तो ऐसे कितने मामले हैं जिनमें फर्जी प्रश्न पत्र लीक करने के प्रयासों के विरुद्ध औपचारिक कार्रवाई की गई है;
- (ग) क्या सरकार ने उक्त परीक्षाओं के लिए छात्रों, अभिभावकों और शैक्षणिक संस्थानों को सरकारी सूचना और शिकायत तंत्र उपलब्ध कराया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार यह सुनिश्चित कर सकती है कि बोर्ड परीक्षाओं की सत्यनिष्ठा को बनाए रखने के लिए भविष्य में और अधिक कड़े विनियामक उपाय किए जाएंगे; और

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

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (ङ): शिक्षा संविधान की समवर्ती सूची का एक विषय है। राज्यों/संघ राज्य क्षेत्रों ने शिक्षा बोर्डों को मान्यता दी है और ये बोर्ड प्रत्येक राज्य के कानूनी कार्यवाहों के भीतर कार्य करते हैं जहां इनके संबद्ध स्कूल कार्य करते हैं, मानकीकृत परीक्षा सेवाएं प्रदान करते हुए स्थानीय शिक्षा विधियों और विनियमों का अनुपालन करते हैं। साथ ही, राज्य बोर्डों, निजी बोर्डों आदि से संबंधित विधियों को तैयार करना और उन्हें लागू करना संबंधित राज्य सरकारों/शिक्षा विभाग के अधिकार क्षेत्र में आता है।

जहां तक केन्द्रीय माध्यमिक शिक्षा बोर्ड (सीबीएसई) का संबंध है, केन्द्रीय माध्यमिक शिक्षा बोर्ड (सीबीएसई) ने विकास से लेकर वितरण तक प्रत्येक चरण में प्रश्नपत्रों की गोपनीयता, सत्यनिष्ठा और सुरक्षित हैंडलिंग सुनिश्चित करने के लिए बहु-स्तरीय सुरक्षा तंत्र स्थापित किया है।

इसके प्रमुख सुरक्षा उपाय इस प्रकार हैं:

- i. विकास से वितरण तक प्रत्येक चरण के लिए मानक संचालन प्रक्रियाएं विकसित की गई हैं।
- ii. प्रत्येक प्रश्न पत्र कई सुरक्षा सुविधाओं के साथ संबद्ध हैं।
- iii. विशेष पैकिंग
- iv. सुरक्षित परिवहन
- v. सुरक्षित भंडारण
- vi. प्रौद्योगिकी का उपयोग करके सामग्री की निगरानी।

परीक्षा अवधि के दौरान गलत सूचना और अफवाहें फैलाने के प्रयासों के लगभग 20 मामले सामने आए। संबंधित मीडिया प्लेटफार्मों से ऐसे वीडियो को हटाने का अनुरोध किया गया था और तत्काल हटा दिए गए।

इसके अलावा, सीबीएसई बोर्ड परीक्षा 2026 से पूर्व ही माता-पिता, छात्रों, स्कूलों और अन्य सभी हितधारकों के लिए सतर्क रहने और गैर-सत्यापित समाचारों/अफवाहों या फर्जी खबरों के बहकावे में न आने के लिए फर्जी जानकारी और अफवाहों के प्रसार पर एक परामर्शी जारी की गई।

सीबीएसई इंडियन कंप्यूटर त्वरित प्रत्युत्तर टीम (सीईआरटी-इन) और इंडियन साइबर क्राइम कोऑर्डिनेशन सेंटर (आई4सी) के साथ-साथ प्रमुख सोशल मीडिया प्लेटफॉर्म के प्रतिनिधियों के साथ सक्रिय रूप से मुलाकात करता है ताकि परीक्षाओं से संबंधित फर्जी खबरों की पहचान करने और उनके प्रसार को रोकने के लिए तंत्र पर विचार-विमर्श किया जा सके।

बोर्ड के पास ऐसी किसी भी भ्रामक और फर्जी सामग्री की निगरानी करने, सोशल मीडिया हैंडल के साथ इस मुद्दे को उठाने, ऐसी सामग्री को हटाने और जब भी आवश्यक हो, परिपत्रों और मीडिया ब्रीफिंग के माध्यम से हितधारकों के साथ सीधे संवाद करने के लिए एक समर्पित टीम है।

सीबीएसई आवश्यक होने पर बोर्ड परीक्षाओं की सत्यनिष्ठा बनाए रखने के लिए चूक करने वाले व्यक्तियों के खिलाफ उचित कार्रवाई करता है।

जहां तक राष्ट्रीय मुक्त विद्यालयी शिक्षा संस्थान (एनआईओएस) का संबंध है, एनआईओएस सार्वजनिक परीक्षाएं अप्रैल 2026 के दूसरे सप्ताह से शुरू होने वाली हैं।

भौतिक आवजाही या दीर्घकालिक भंडारण के दौरान होने वाले खतरों को रोकने के लिए, एनआईओएस ने इसे डिजिटल वितरण प्रणाली में स्थानांतरित कर दिया है। प्रश्न पत्र कई सप्ताह पहले भौतिक हार्ड कॉपी के रूप में नहीं भेजे जाएंगे। इसके बजाय, उन्हें एक सुरक्षित ऑनलाइन मोड के माध्यम से उपलब्ध करवाया जाएगा। नामित परीक्षा केंद्र केवल एक निर्दिष्ट समय (प्रारंभ से ठीक पहले) **परीक्षा के वास्तविक दिन** पर ही प्रश्न पत्र डाउनलोड कर सकते हैं। प्रश्न पत्र का मुद्रण

केंद्र में स्थानीय रूप से ठोस निरीक्षण के तहत होता है, जिससे यह सुनिश्चित होता है कि परीक्षा शुरू होने से कुछ मिनट पहले तक पेपर जनता या अनाधिकृत कर्मियों के संपर्क में न आए।

फर्जी अफवाहों और सोशल मीडिया सतर्कता की निगरानी के लिए एनआईओएस कार्यतंत्र :

- "फर्जी लीक" दावों की जांच करने और उन्हें खारिज करने के लिए एक समर्पित निगरानी प्रकोष्ठ।
- प्रशिक्षार्थियों और हितधारकों से गैर-सत्यापित दावों में शामिल न होने या उन पर विश्वास न करने का आग्रह करते हुए आधिकारिक परामर्श।
- लीक हुए पेपर बेचने का दावा करने वाले संदिग्ध लिंक या समूहों को चिह्नित करने के लिए जनता के लिए एक विशेष ईमेल और रिपोर्टिंग चैनल।
- परीक्षा प्रक्रिया को बाधित करने वालों के प्रति "जीरो टॉलरेंस" नीति।
- सभी प्रशिक्षार्थियों को अद्यतन रहने के लिए विशेष रूप से आधिकारिक एनआईओएस वेबसाइट (nios.ac.in) पर भरोसा करने का निर्देश दिया जाता है।
- क्षेत्रीय केंद्रों और अध्ययन केंद्रों के साथ संप्रेषण का सीधा संपर्क यह सुनिश्चित करता है कि किसी भी वास्तविक मुद्दे को सोशल मीडिया इन्फ्लुएंसरों द्वारा एक छोटी सी गड़बड़ी को "लीक" के रूप में गलत तरीके से समझा जाने से रोकने के लिए उसे तुरंत स्पष्ट किया जाए।

एनआईओएस अपने सभी एनआईओएस क्षेत्रीय केंद्रों और अपने मुख्यालयों में नियंत्रण कक्ष स्थापित करता है। इन नियंत्रण कक्षों के ईमेल पते और संपर्क नंबर सभी हितधारकों और आम जनता के बीच साझा किए जाते हैं।

जहां तक भारतीय स्कूल प्रमाणपत्र परीक्षा परिषद (सीआईएससीई) का संबंध है, बोर्ड ने आईसीएसई (कक्षा X) और आईएससी (कक्षा XII) परीक्षाओं के निष्पक्ष और सुचारु संचालन को सुनिश्चित करने के लिए निम्नलिखित कदम उठाए हैं:

- i. प्रश्नपत्रों का भंडारण तीसरे पक्ष के संरक्षक यानी राष्ट्रीयकृत और अनुसूचित बैंकों के पास करना।
- ii. प्रश्न पत्र केवल सीआईएससीई के प्राधिकृत प्रतिनिधि द्वारा परीक्षा केंद्र प्रभारियों की उपस्थिति में संभाले जाते हैं।
- iii. प्रश्न पत्रों को परीक्षा शुरू होने से 01 घंटे पहले ही बैंक से निकलने की अनुमति दी जाती है। साथ ही परीक्षा शुरू होने से पहले इसके सुरक्षित संचालन और खोलने के लिए दिशा-निर्देश जारी किए गए हैं।
- iv. कस्टोडियन बैंक से परीक्षा हॉल तक गोपनीय सामग्री की पूरी आवाजाही की एक मोबाइल एप्लिकेशन के माध्यम से निगरानी की जाती है।
- v. प्रश्न पत्र सीसीटीवी निगरानी में निरीक्षकों और छात्रों की उपस्थिति में मुख्य पर्यवेक्षण परीक्षक द्वारा खोले जाते हैं।
- vi. पूरी सीआईएससीई परीक्षा सीसीटीवी निगरानी में आयोजित की जाती है और केंद्रों को सत्यापन उद्देश्य के लिए परिणाम घोषित होने के 60 दिनों के बाद तक रिकॉर्डिंग सुरक्षित रखनी होती है।
- vii. जहां कहीं भी किसी अनियमितता का संदेह होता है, वहां एक विशेष पर्यवेक्षक की प्रतिनियुक्ति की जाती है।
- viii. एक नियमित तंत्र के रूप में परीक्षा केंद्रों के लिए एक निरीक्षक नियुक्त किया जाता है ताकि परीक्षाओं के सुचारू, निष्पक्ष और सुरक्षित संचालन को सुनिश्चित किया जा सके।
- ix. जब कभी परीक्षाओं के संचालन के संबंध में कोई शिकायत प्राप्त होती है, तो शिकायत की सत्यता के सत्यापन के बाद बोर्ड द्वारा उचित कदम उठाए जाते हैं।

कृषि श्रमिकों का कल्याण

3856. श्री सनातन पांडेय:

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

- (क) क्या सरकार द्वारा देश में कृषि श्रमिकों के कल्याण के लिए कोई विशेष कदम उठाए गए हैं;
- (ख) यदि हां, तो उत्तर प्रदेश में उक्त कल्याणकारी योजनाओं से कितने खेतिहर श्रमिक लाभान्वित हुए हैं;
- (ग) सरकार द्वारा असंगठित कामगारों, विशेषकर ग्रामीण और कृषि श्रमिकों के लिए शुरू की गई कल्याणकारी योजनाओं का ब्यौरा क्या है; और
- (घ) विगत तीन वर्षों और चालू वर्ष के दौरान उक्त योजनाओं के अंतर्गत उत्तर प्रदेश को आवंटित की गई निधि का योजना और जिला-वार ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारानन्दलाजे):

(क) से (घ): सरकार ने कृषि श्रमिकों सहित असंगठित कामगारों को सामाजिक सुरक्षा प्रदान करने के उद्देश्य से विभिन्न योजनाओं को कार्यान्वित करके अनेक कदम उठाए हैं। ये योजनाएं इस प्रकार हैं: (i) वृद्धावस्था पेंशन हेतु प्रधानमंत्री श्रम योगी मान-धन (पीएम-एसवाईएम), (ii) पात्र किसान परिवारों को प्रति वर्ष 6,000 रुपये की वित्तीय सहायता प्रदान करने के लिए प्रधानमंत्री किसान सम्मान निधि (पीएम-किसान), (iii) लघु और सीमांत किसानों को वृद्धावस्था संरक्षण प्रदान करने हेतु प्रधानमंत्री किसान मानधन योजना (पीएमकेएमवाई), (iv) जीवन और दिव्यांगता बीमा हेतु प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेजेबीवाई), (v) दुर्घटना बीमा के लिए प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई), (vi) प्रति परिवार 5 लाख रुपये तक के कैशलेस स्वास्थ्य बीमा कवरेज हेतु आयुष्मान भारत-प्रधानमंत्री जन आरोग्य योजना (एबी-पीएम-जेवाई), (vii) प्रधानमंत्री आवास योजना-ग्रामीण (पीएमएवाई-जी), और (viii) एक वर्ष में 125 दिनों के गारंटीकृत रोजगार हेतु विकसित भारत-रोजगार एवं आजीविका मिशन (ग्रामीण) (वीबी-जी-आरएएम-जी)।

कृषि श्रमिक असंगठित क्षेत्र के कामगारों और आर्थिक रूप से कमजोर ग्रामीण परिवारों के कामगारों के लिए तैयार की गई विभिन्न सामाजिक सुरक्षा योजनाओं के अंतर्गत कवर किए गए हैं।

ई-श्रम पोर्टल पर (स्व-घोषणा के आधार पर) पंजीकृत उत्तर प्रदेश राज्य के कृषि श्रमिकों की संख्या 12.03.2026 तक की स्थिति के अनुसार लगभग 2.30 करोड़ है।

इसके अतिरिक्त, राज्य सरकारें भी कृषि श्रमिकों सहित अन्य कामगारों के कल्याण हेतु योजनाएं संचालित करती हैं। बजट आवंटन और व्यय संबंधित योजनाओं के प्रावधानों के अनुरूप किया जाता है।

मैहर और चित्रकूट धाम का विकास

3857. श्री गणेश सिंह:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) मध्य प्रदेश के सतना जिले में मैहर देवी मंदिर और चित्रकूट धाम को आध्यात्मिक और सांस्कृतिक पर्यटन परिपथ के रूप में विकसित करने के लिए स्वदेश दर्शन 2.0 के सतत और गंतव्य केन्द्रित दृष्टिकोण के अंतर्गत सरकार द्वारा स्वीकृत अथवा प्रस्तावित योजनाओं/स्कीमों का ब्यौरा क्या है;
- (ख) क्या मैहर-चित्रकूट क्षेत्र को संपर्क, सुविधाओं, आगंतुकों के अनुभव और स्थानीय रोजगार को सुदृढ़ करने के लिए चुनौती आधारित गंतव्य विकास (सीबीडीडी) उप-योजना को आध्यात्मिक पर्यटन श्रेणी में शामिल करने पर विचार किया जा रहा है;
- (ग) क्या तीर्थयात्रा कायाकल्प और आध्यात्मिक संवर्धन अभियान (प्रसाद) योजना के अंतर्गत सतना लोक सभा निर्वाचन क्षेत्र के अंतर्गत मैहर और चित्रकूट धाम में अवसंरचना, भीड़ प्रबंधन, स्वच्छता और श्रद्धालु सुविधाओं के लिए कोई नई परियोजनाएं प्रस्तावित की जा रही हैं; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (घ): विभिन्न पर्यटन स्थलों पर पर्यटकों के अनुभवों को बेहतर बनाने के लिए पर्यटन अवसंरचना और सुविधाओं का विकास मुख्य रूप से संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है। हालांकि, पर्यटन मंत्रालय 'स्वदेश दर्शन (एसडी)', 'स्वदेश दर्शन 2.0 (एसडी2.0)', 'चुनौती आधारित गंतव्य विकास (सीबीडीडी)' - स्वदेश दर्शन योजना के अंतर्गत एक पहल और 'तीर्थस्थल कायाकल्प एवं आध्यात्मिक विरासत संवर्धन अभियान (प्रशाद)' नामक अपनी विभिन्न योजनाओं के माध्यम से राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों को, योजना दिशानिर्देशों और सरकारी निर्देशों के अनुरूप उनसे परियोजना प्रस्तावों की प्राप्ति पर तथा निधियों की उपलब्धता, पारस्परिक प्राथमिकता आदि के अध्यधीन देश में पर्यटकों के अनुभवों को बेहतर बनाने के लिए पर्यटन अवसंरचना के विकास हेतु उन्हें वित्तीय सहायता प्रदान करता है।

इसके अतिरिक्त, भारत सरकार ने 'पूँजी निवेश के लिए राज्यों को विशेष सहायता योजना (एसएससीआई)-वैश्विक स्तर पर प्रतिष्ठित पर्यटक केंद्रों का विकास' योजना के तहत वर्ष 2024-25 में मध्य प्रदेश राज्य में 99.92 करोड़ रुपये की 'ओरछा: एक मध्यकालीन वैभव' और 99.38 करोड़ रुपये की 'भोपाल में एमआईसीई के लिए अंतर्राष्ट्रीय सम्मेलन केंद्र' नामक परियोजना को मंजूरी दी।

यद्यपि, वर्तमान में प्रशाद योजना के तहत मैहर और चित्रकूट में किसी भी पर्यटन परियोजना को मंजूरी देने पर विचार नहीं किया गया है, परंतु मंत्रालय ने अपनी एसडी 2.0 योजना के तहत मध्य प्रदेश के चित्रकूट में पहले ही एक परियोजना को मंजूरी दे दी है।

चित्रकूट सहित मध्य प्रदेश राज्य में एसडी, एसडी 2.0, सीबीडीडी और प्रशाद नामक योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा **विवरण** में दिया गया है।

विवरण

मध्य प्रदेश राज्य में एसडी, एसडी 2.0, सीबीडीडी और प्रशाद योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा:

क्र. सं.	योजना	परियोजना का नाम	स्वीकृति वर्ष	स्वीकृत राशि (करोड़ रु. में)
1.	एसडी 1.0	पन्ना – मुकुंदपुर – संजय – डुबरी – बांधवगढ़ – कान्हा – मुक्की - पेंच में वन्यजीव परिपथ का विकास	2015-16	92.10
2.		साँची – सतना – रीवा – मंदसौर - धार का विकास	2016-17	74.02
3.		ग्वालियर - ओरछा - खजुराहो - चंदेरी - भीमबेटका - मांडू का विकास	2016-17	89.82
4.		गांधीसागर बांध - मंडलेश्वर बांध - ओंकारेश्वर बांध- इंदिरा सागर बांध - तवा बांध- बरगी बांध - भेड़ा घाट - बाणसागर बांध - केन नदी का विकास	2017-18	93.76
5.	एसडी 2.0	चित्रकूट में आध्यात्मिक अनुभव	2023-24	27.22
6.		फूलबाग एक्सपीरियंस जोन, ग्वालियर	2023-24	16.74
7.		दतिया में पीतांबरा पीठ का विकास	2025-26	44.24
8.	सीबीडीडी	ओरछा एक मध्यकालीन वैभव 2.0	2024-25	25.00
9.		मांडू-एक मध्यकालीन आश्चर्य	2025-26	24.88
10.	प्रशाद	अमरकंटक का विकास	2020-21	49.99
11.		ओंकारेश्वर का विकास	2017-18	43.93

FOOD POISONING IN RESIDENTIAL SCHOOLS IN NAGARKURNOOL

3858. DR. MALLU RAVI:

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

- (a) whether the Government has investigated recent food poisoning and skin infection incidents in social welfare residential schools at Nagarkurnool in Telangana, if so, the details thereof;
- (b) the number of affected children and remedial measures implemented; and
- (c) whether sanitation, hygiene audits and safe food protocols are monitored at the Central level, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme is implemented in partnership with States/ UTs for providing one hot cooked and nutritious meal to children studying in Balvatika (just before class I) and the classes I to VIII of Government and Government-aided schools on all school working days. The overall responsibility for smooth functioning of the scheme including providing hot cooked and nutritious meal to the eligible children and day-to-day administration lies with the State Governments and Union Territory Administrations.

Government of India has issued detailed guidelines on quality, safety and hygiene to ensure serving of good quality nutritious meal under the Scheme. All the States/ UTs are advised to adhere to these Guidelines. These guidelines are available on official website <https://pmposhan.education.gov.in>. These guidelines, inter alia, provide instructions to schools to procure Agmark

quality and branded items for preparation of meals, training to Cook-cum-Helpers, tasting of meals by members of School Management Committee including at least one teacher before serving the hot meal to children. Further, it provides for testing of food samples by Government Food Research Laboratory or any laboratory accredited or recognized by law to ensure that the meals meet nutritional standards and quality. The Food Corporation of India (FCI) is given responsibility for making available food grains of best available quality, meeting the parameters of Fair Average Quality (FAQ). The Guidelines provide, inter-alia, for training of Cook-cum-Helpers on nutrition, cooking processes, health and hygiene, preparation of raw grains and vegetables, recipes, serving skills etc. States/ UTs provide training to CCHs in collaboration with Institutes of Hotel Management, Food Craft Institutes, FSSAI, State Universities etc. Many States/ UTs conduct the Cooking Competitions and also give cash prizes to the winners to encourage them to cook varied and nutritious meals. The States and UTs are encouraged to decide menu suitable to the local conditions within the prescribed nutrition and food norms and to procure locally grown food items like millets, vegetables, condiments etc. The guidelines also envisage for all children in the school to wash their hands with soap.

As informed by the State Government of Telangana, no such incident happened in Telangana Government Social Welfare Residential (TGSWR) Institutions in Nagarkurnool District of Telangana. Further, School Education Department of State Government of Telangana has issued Standard Operating

Procedures (SOP) for cooking and serving food in Kasturba Gandhi Balika Vidyalayas (KGBVs) and Girls hostels, which are under their administrative control.

SMUGGLING ACTIVITIES AT DABOLIM INTERNATIONAL AIRPORT

3859. CAPTAIN VIRIATO FERNANDES:

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

- (a) whether the Directorate of Revenue Intelligence (DRI) or any other central agency has examined the complaint and supporting material submitted in October 2023 to the DRI regarding gold smuggling activities at Dabolim-Airport, Goa;
- (b) if so, the action taken thereon;
- (c) whether any investigation was conducted into the source, routing and foreign linkage of the alleged smuggling, including movement of gold beyond Goa, if so, the findings thereof;
- (d) whether the role and conduct of DRI and Customs officials posted in Goa during the relevant period were reviewed, if so, the accountability action initiated;
- (e) whether any officials or individuals were identified, questioned, or apprehended in connection with the alleged smuggling, if so, the details thereof; and

- (f) whether the role, if any, of local police, including airport and Vasco Police Station was examined during the investigation, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (f): The contents of the complaint dated 03.10.2023 were taken into consideration while developing intelligence on gold smuggling by DRI. However, the complaint/ information given in the subject letter did not contain any actionable specific details. DRI has increased the vigil at airports in Goa.

NON-REVISION OF SALARY OF KGBV STAFF

3860. SHRIMATI PRATIMA MONDAL:

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

- (a) whether the Government consider the non-revision of salary of non-teaching staff of Kasturba Gandhi Balika Vidyalaya (KGBV) in the country since 2007 as equitable; and
- (b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Kasturba Gandhi Balika Vidyalayas (KGBVs), residential schools from class VI to XII for girls belonging to Socio-Economically Disadvantaged Groups (SEDGs) such as SC, ST, OBC, are a part of centrally sponsored

scheme of Samagra Shiksha. Education is in the Concurrent List of the Constitution and KGBVs are under the administrative control of respective State Governments and UT administrations. The matters related to operationalization and functioning of KGBVs including the service conditions and salary of non-teaching staff, come under the purview of concerned State Governments and UT administrations. However, under the scheme, financial support, including salary support for the non-teaching staff of KGBVs, is approved by the Project Approval Board (PAB) after consideration of the Annual Work Plan and Budget (AWP&B) proposals submitted by the States/UTs, in accordance with the prescribed norms of the Scheme.

FINANCIAL ASSISTANCE UNDER NCF IN KARBI ANGLONG AND DIMA HASAO

3861. SHRI AMARSING TISSO:

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

- (a) whether the Government has received any proposals from the State Government of Assam, the Karbi Anglong Autonomous Council and the Dima Hasao Autonomous Council for financial assistance under the National Culture Fund (NCF) during the last five years;
- (b) the details of projects sanctioned, funds allocated, released and utilised under the said Fund in Karbi Anglong and Dima Hasao districts, year and project-wise;

- (c) whether any projects relating to preservation and promotion of indigenous tribal heritage, traditional performing arts, archaeological sites, museums, cultural research centres and documentation of oral traditions in these Sixth Schedule districts have been supported under the said Fund; and
- (d) whether the Government proposes to create a special window or provide relaxations in funding norms under the said Fund for culturally rich but economically backward and remote tribal districts such as Karbi Anglong and Dima Hasao?

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

- (a) to (c) No sir.
- (d) No such proposal is under consideration.

METHODOLOGY TO MEASURE UNEMPLOYMENT

3862. SHRI ANAND BHADARIA:

SHRI DHARMENDRA YADAV:

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

- (a) whether the unemployment rate among youths aged 15 years and above in the country has risen up to 5 per cent during January, 2026, as per survey report released by the Government on 16 February, 2026;
- (b) if so, the details thereof, State/UT-wise;

- (c) whether the Government is aware that almost every household in the country have unemployed youths aged 18 years to 32 years in urban and rural areas;
- (d) if so, the methodology being used to measure unemployment which restricts its rate upto 4 to 5 per cent;
- (e) whether the Government proposes to revise its methodology to measure unemployment as it being unrealistic and understates the actual level of unemployment; and
- (f) if so, the details thereof and if not, the reasons therefor?

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

(a) to (f): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS), which is conducted by Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18.

Also, MoSPI has revamped PLFS from January 2025. The PLFS has been conducted on annual basis since 2017 and with quarterly urban estimates from 2018. Additionally, monthly as well as quarterly rural estimates are released by MoSPI since January, 2025. Changes are expected in the monthly PLFS ratios due to increased frequency and seasonal changes but do not necessarily reflect secular trends. Detailed methodology is available in the PLFS reports which may be seen at the website of MoSPI at <https://www.mospi.gov.in/publications-reports> .

As per the latest Annual PLFS reports, the estimated Unemployment Rate (UR) on usual status for persons of age 15 years and above has decreased from 6.0% in 2017-18 to 3.2% in 2023-24 in the country. Also, the UR on usual status for youth of age 15-29 years has decreased from 17.8% to 10.2% during the same period.

Further, the UR on usual status for youth of age 15-29 years has decreased from 16.6% in 2017-18 to 8.5% in 2023-24 in the rural areas and from 20.6% to 14.7% during the same period in the urban areas of the country.

BHARAT BODHAN AI CONCLAVE 2026

3863. ADV K. FRANCIS GEORGE:

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

- (a) whether the Government has convened the Bharat Bodhan AI Conclave recently, if so, the primary objectives and key outcomes of the conclave thereof;
- (b) whether any partnerships/Memoranda of Understandings (MOUs) has been signed in connection with the conclave, if so, the details thereof; and
- (c) whether the Government contemplates to achieve scalable, responsible, ethical and India-centric sovereign AI models to transform the education sector, if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) to (c): The Government of India has framed the National Education Policy (NEP) 2020 with an aim to promote holistic, multidisciplinary, flexible and student-centric education. The NEP 2020 promotes the integration of digital technologies including Artificial Intelligence (AI) in the education ecosystem.

In alignment with the vision of NEP 2020 and to "Make AI in India and Make AI work for India", the Government of India has established a Centre of Excellence in AI (AI-CoE) for Education at IIT Madras.

Further, the Government has conducted a series of wide-ranging consultations with academia, industry, civil society, and government bodies to chart the roadmap for AI integration in education. In this direction, the Government had organised "Bharat Bodhan AI Conclave 2026" as a national platform for landscape discovery, strategic alignment, and partnership building for AI-enabled education.

The Bharat Bodhan AI Conclave 2026 witnessed a wide range of EdTech companies and AI innovators in India developing solutions across the education ecosystem. The conclave witnessed the exchange of Memoranda of Understanding (MOU) between IIT Bombay & Columbia University (USA) to establish a joint Centre on AI for Manufacturing. IIM Jammu launched a Joint Dual Degree Program on MBA in AI and Business Analytics in collaboration with Asian Institute of Technology (Bangkok). IIM Ranchi launched a Centre for Teaching with AI and IIM Lucknow launched academic programmes in Artificial Intelligence and Business Analytics.

CONSERVATION OF PROTECTED MONUMENTS AND HERITAGE

PRECINCTS IN OLD DELHI

3864. SHRI PRAVEEN KHANDELWAL:

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

- (a) the details of the number of protected monuments and heritage precincts located in Old Delhi including Chandni Chowk;
- (b) the details of the conservation works undertaken during the last five years;
- (c) the details of the funds allocated and utilised; and
- (d) the details of the coordination mechanism with municipal and State authorities?

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

(a): There are 13 protected monuments located in Old Delhi under Archaeological Survey of India, the details is enclosed as **Statement**.

(b) and (c): The conservation and maintenance of protected monuments and protected areas (sites) is carried out as per requirement, priority and availability of resources, which is a regular phenomenon, following the National Conservation Policy, 2014. The funds allocated/utilized during last five years on conservation of protected monuments under Archaeological Survey of India located in Delhi including Old Delhi is as under:

(Rupees in Crores)

Year	Allocation	Expenditure
2020-21	24.50	24.50
2021-22	19.10	19.09
2022-23	30.50	30.50
2023-24	36.61	36.57
2024-25	24.95	24.95

(d): Coordination with municipal and State authorities is undertaken for the implementation of the provisions of the Ancient Monuments and Archaeological Sites and Remains Act, 1958 and Rules, 1959 particularly in the prohibited and regulated areas surrounding monuments.

STATEMENT**LIST OF PROTECTED MONUMENTS/SITES LOCATED IN OLD DELHI**

Sl. No.	Name of Monument/sites	Location	
		Locality	Taluk/ District
1.	Delhi Fort or Lal Qila, Naubat Khana, Diwan-i-Am, Mumtaz Mahal, Rang Mahal, Baithak, Museum , Burj, Diwan-i-Khas, Moti Masjid, Sawan Bhadon, Shah Burj, Hammam with all surroundings including the gardens paths terraces and water courses.	Red Fort	North
2.	The Mori Gate of Delhi		Central
3.	The Mosque	Qudsia Garden	Central

4.	Entrance gate ways of the garden	Qudsia Delhi	Central
5.	Tomb of Razia Begum in Mohalla Bulbuli Khan	Shahjahana bad	Central
6.	Sunehari Masjid	Delhi Fort	Central
7.	Portion of city wall near which Brig John Nicholson was mortally wounded on 14th Sept., 1857	Kabuli Gate	Central
8.	Site of siege battery known as the Sammy house battery bearing the following inscriptions "Battery, Sammy House, Major Remington Tan for k, R.A. commanding arnament 89 punds, to command ground near Mori Bastion	300 yeards East of muting memorial	Central
9.	Ajmeri Gate	Bazar Ajmeri	Central
10.	Delhi Gate	Daryaganj	Central
11.	Kashmeri Gate and portion of the city wall on either side of the Kashmeri Gate the side and on the other upto and including the outer Bastions at the Northern Corner of the wall and also including the ditch outside the city wall where this is exposed.	Kashmeri Gate	Central Kashmeri Gate
12.	Asad Burj, Water Gate, Delhi Gate, Lahori Gate and Jahangiri Gate and the entire stretch of intervening fortification wall with bastions and other features like kiosks moat on the outside and a 5m wide stretch of land along the fortification wall and gates towards inside. Chhattra Bazar including the gateway complex	Red Fort	Central
13.	Portion of City wall of Shahjahanabad Near Delhi Gate	Ansari Road, Darya Ganj	North

चंदौली में प्रतिभा संवर्धन योजना

3865. श्री वीरेन्द्र सिंह:

क्या युवक कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार के पास देश के सर्वाधिक पिछड़े क्षेत्रों, विशेषकर जनजातीय / वन क्षेत्रों में युवाओं की प्रतिभा को निखारने और उन्हें राष्ट्रीय स्तर पर मान्यता प्रदान करने के लिए कोई कार्य योजना है;
- (ख) क्या सरकार के पास उत्तर प्रदेश के चंदौली जिले के जनजातीय क्षेत्रों में तीरंदाजी, फुटबाल, कबड्डी आदि के लिए खेल मैदानों/स्टेडियमों के निर्माण की कोई योजना है;
- (ग) यदि हां, तो इस संबंध में कितनी धनराशि आवंटित की जा रही है; और
- (घ) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (घ): 'खेल' राज्य का विषय होने के कारण, युवाओं की प्रतिभा को पोषित करना और उन्हें राष्ट्रीय स्तर पर पहचान दिलाना, खेल मैदानों/स्टेडियमों का निर्माण तथा निधियों के आवंटन सहित खेलों के विकास की जिम्मेदारी मुख्य रूप से राज्य/संघ राज्य क्षेत्र सरकारों की है। केन्द्र सरकार केवल महत्वपूर्ण कमियों को दूर करके उनके प्रयासों में सहायता करती है। युवक कार्यक्रम और खेल मंत्रालय सबसे पिछड़े और आदिवासी/वन्य क्षेत्र सहित देशभर में खेलों के विकास के लिए निम्नलिखित स्कीमें कार्यान्वित करता है:

- i. खेलो इंडिया – राष्ट्रीय खेल विकास कार्यक्रम;
- ii. राष्ट्रीय खेल परिसंघों (एनएसएफ) को सहायता;
- iii. अंतरराष्ट्रीय खेल स्पर्धाओं के पदक विजेताओं और उनके कोच को नकद प्रोत्साहन;
- iv. राष्ट्रीय खेल पुरस्कार;
- v. मेधावी खिलाड़ियों को पेंशन;
- vi. खिलाड़ियों के लिए पंडित दीनदयाल उपाध्याय राष्ट्रीय कल्याण कार्यक्रम;

vii. राष्ट्रीय खेल विकास निधि;

viii. भारतीय खेल प्राधिकरण (साई) के माध्यम से खेल प्रशिक्षण केंद्रों का संचालन; और

ix. राष्ट्रीय खेल विज्ञान और अनुसंधान केंद्र (एनसीएसएसआर)।

उपर्युक्त स्कीमों का विवरण इस मंत्रालय और भारतीय खेल प्राधिकरण की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

इस मंत्रालय द्वारा कार्यान्वित की जा रही खेलो इंडिया स्कीम और राष्ट्रीय खेल विकास निधि (एनएसडीएफ) मांग-आधारित स्कीमों हैं जिनके अंतर्गत खेल अवसंरचना के विकास हेतु वित्तीय सहायता प्रदान की जाती है। राज्य/संघ राज्य क्षेत्र सरकारों और अन्य पात्र संस्थाओं से प्राप्त प्रस्तावों पर उनकी पूर्णता, तकनीकी व्यवहार्यता और स्कीम के अंतर्गत निधियों की उपलब्धता के आधार पर वित्तीय सहायता देने हेतु विचार किया जाता है।

उत्तर प्रदेश राज्य सहित देशभर में, खेलो इंडिया स्कीम और एनएसडीएफ के अंतर्गत स्वीकृत खेल अवसंरचना परियोजनाओं का विवरण इस मंत्रालय के डैशबोर्ड <https://mdsd.Kheloindia.gov.in> और <http://www.nsdf.yas.gov.in/nsdf-glance.html> पर पब्लिक डोमेन में उपलब्ध है।

वर्तमान वर्ष में युवक कार्यक्रम और खेल मंत्रालय की विभिन्न खेल विकास स्कीमों के अंतर्गत ₹ 2347.14 करोड़ की राशि आवंटित की गई है।

MANODARPAN INITIATIVE, STUDENT SUICIDES AND MENTAL HEALTH OUTCOMES

3866. SHRI RAHUL KASWAN:

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

- (a) whether the Government collects outcome data on the effectiveness of Manodarpan Initiative in improving student mental health, if so, the

details of the latest findings including number assessed, improved or referred for clinical care;

- (b) whether trends in student suicide attempts and deaths have been analysed in relation to Manodarpan services, if so, the details thereof, year-wise and State/UT-wise;
- (c) the number, qualifications, training and student ratios of counsellors under the said initiative in the country, States/UTs-wise;
- (d) whether any standard follow-up, referral or outcome evaluation mechanisms exist for students receiving counselling, if so, the details thereof; and
- (e) the details of disaggregated data by age, gender, educational stage and region of beneficiaries of tele-counselling or other Manodarpan services?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): The Manodarpan initiative was launched under the Atma Nirbhar Bharat Package to provide psychosocial support to students, families and teachers across the country during the COVID-19 pandemic through a toll-free national tele-helpline (844-844-0632) wherein trained counsellors would provide guidance to callers. Over the years, Manodarpan's services were expanded in a graded manner to make it comprehensive through offerings such as Sahyog and Paricharcha- live interactive series telecast on PM e-

Vidya channels, survey on mental health and well-being of students and resource material for early identification and intervention available at <https://manodharpan.education.gov.in/index.html>, state consultative meets and capacity building workshops for guidance functionaries, and awareness generation activities in schools.

The Manodharpan Cell in NCERT undertakes regular analysis of specific components of the initiative through academic and educational research. This includes analysis of data from the Manodharpan toll-free tele-helpline to understand the nature of psychosocial concerns reported by students and trends over time, as well as assessment of participation and viewership trends of live interactive sessions such as Sahyog and Paricharcha. Further, a study has also been undertaken on the perception of stakeholders regarding live interactive sessions under the Manodharpan initiative, focusing on relevance, content and outreach for enhancing coverage and planning of future live sessions besides informing future programmes and initiatives such as State Consultative Meets, National Summit of School counsellors and development of resource and advocacy materials.

Given the phased expansion of its services and the evolving nature of psychosocial concerns during and after the pandemic, the initiative is presently at a stage where evidence generation, thematic studies and programme monitoring are used in a continuous manner to inform future planning and strengthening of services rather than undertaking a single summative impact evaluation.

As on 10.03.2026, 3,32,877 calls have been received from different regions of the country through the Manodarpan helpline indicating broad based utilisation of the service by the target population. The tele-helpline services have received multiple calls regarding suicidal ideations which were addressed professionally and duly brought to notice of relevant authorities for crisis intervention.

A total of 69 tele-counsellors operating across India are presently engaged in the IVRS toll-free tele-helpline services, providing voluntary and free tele-counselling support to stakeholders in need. The qualification of counselors includes an MA/ MSc in Psychology/ Social Work/ Education/ Human Development along with a Diploma in Guidance and Counselling, and a minimum of two years of experience in counselling school and college students. The tele-counsellors are screened and shortlisted through a selection process conducted by a designated screening committee. After their engagement in the tele-helpline services, they are also provided with training to effectively extend support and assistance to callers. Capacity building sessions are periodically organised for the tele-helpline counsellors, based on the concerns received on the helpline

Age, educational stage, and region of beneficiaries of Manodarpan's tele-counselling services are at **Statement**.

STATEMENT

Grade-wise Distribution of beneficiaries of IVRS Tele-counselling

Class	Percentage
1-2	1.33
3-5	3.72
6-8	69.10
9-12	25.85

State-wise Distribution of beneficiaries of IVRS Tele-counselling

State	Percent
Andhra Pradesh	0.92
Arunachal Pradesh	0.58
Assam	4.42
Bihar	8.84
Chhattisgarh	2.42
Delhi	14.68
Dadra and Nagar Haveli	0.42
Gujarat	1.50
Goa	0.25
Himachal Pradesh	0.58
Haryana	3.00
Jharkhand	4.17
Jammu & Kashmir	0.08
Kerala	0.50

Karnataka	1.59
Maharashtra	5.50
Meghalaya	0.50
Manipur	0.17
Madhya Pradesh	5.09
Mizoram	0.33
Nagaland	1.17
Odisha	4.67
Punjab	2.25
Rajasthan	3.00
Sikkim	0.08
Telangana	1.92
Tamil Nadu	0.08
Tripura	2.59
Uttarakhand	0.67
Uttar Pradesh	24.94
West Bengal	3.09
Total	100.00

MISUSE OF MULE ACCOUNTS FOR DIVERSION OF FUNDS

3867. SHRI KALI CHARAN SINGH:

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

- (a) whether the Government has taken any cognizance of the large-scale misuse of mule accounts for diversion and layering of funds in cyber frauds across the country;

- (b) if so, the number of such mule accounts identified and frozen during the last three years, bank-wise and State-wise;
- (c) whether investigations have revealed alleged involvement of officials of certain banks, including officials of RBL (Ratnakar Bank Limited) at Surat, Gujarat, in facilitating the opening or operation of mule accounts in violation of KYC/AML (Know Your Customer/Anti-Money Laundering) norms;
- (d) if so, the action taken against such officials, including arrests, suspensions or departmental proceedings;
- (e) the steps taken by the Government and the Reserve Bank of India to fix accountability of senior management and strengthen monitoring systems to prevent fund diversion through the banking channel; and
- (f) the details of proposal made by RBI to provide relief to customers/victims against such frauds?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): With the rapid increase in digital payment transactions, instances of digital payment fraud have also risen. The Government has been constantly engaging with the Reserve Bank of India (RBI) and other concerned Regulators/ stakeholders. To curb the misuse of mule accounts for diversion and layering of funds in cyber frauds across the country, RBI has rolled out “MuleHunter.AI” an artificial intelligence/ machine learning-based solution for mule account detection. The solution is currently live in 26 banks and is being

scaled up further. RBI has also issued advisories delineating specific actions to be taken by the banks in mitigating the misuse of banking channel through robust systems and controls for the prevention and detection of cyber enabled frauds & suspected money mules., Financial Intelligence Unit (FIU-IND) has issued a detailed guidance/advisory document on mule accounts, which included common characteristics/financial signature of mule accounts and various technology-based solutions on detection and suppression of mule accounts.

Further, the banks have been advised to ensure deployment and adoption of robust software for real-time transaction monitoring and use of AI / ML tools in detecting suspicious and fraudulent transaction patterns as well as use of network analytics in identifying mule networks.

(c) and (d): Ratnakar Bank Ltd (RBL) has informed that based on the police investigations, eight employees (including one erstwhile employee) were arrested by the Udhna Police, Surat on July 29, 2025, for allegedly facilitating the sourcing of mule accounts and receiving monetary benefits. Further, RBL based on its internal investigation has initiated actions against staff/employees involved with such activities including termination of such employees.

(e): As per RBI' Master Directions on Fraud Risk Management, all Commercial Banks are required to have in place a Board-approved Policy on fraud risk management, delineating roles and responsibilities of Board/Board Committees and Senior Management. Banks are also required to set-up an appropriate organisational structure for institutionalisation of fraud risk

management. Banks are also required to immediately report the incidence of fraud to law enforcement agencies. Further, RBI has also issued various confidential advisories delineating specific actions to be taken by the banks in mitigating the misuse of banking channel, including initiation of criminal proceedings under the Prevention of Corruption Act 1988, wherever there is sufficient evidence that mule accounts are opened by banks staff in connivance with the fraudsters.

(f): To help customers recover the loss on account of fraudulent transactions, RBI vide circular dated 6th July, 2017 issued instructions to the banks on limiting the liability of customers (viz. Zero liability, Limited liability and Liability as per Board approved policy) in cases of unauthorised electronic banking transactions. RBI has also conducted public awareness campaigns (PACs) on the theme of Money Mules. These PACs have been launched through TV, print, digital and SMS modes in 2024.

CONSTRUCTION OF NEW CLASSROOMS IN GOVERNMENT SCHOOLS

3868. SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR:

SHRI ARVIND GANPAT SAWANT:

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

- (a) the extent to which the work is being carried out on the education policy in the country;
- (b) whether the Government is aware of the shortage of classrooms in primary, secondary and higher secondary Government schools in the

country particularly in various regions of Maharashtra and if so, the details thereof including Dharashiv Lok Sabha Constituency of Maharashtra;

- (c) the details of urgent measures being taken to address the above shortcomings;
- (d) the number of proposals received and approved by the Central Government under Samagra Shiksha for the construction of new classrooms above said areas and constituency;
- (e) the details of funds sanctioned and released for this purpose during the last five years; and
- (f) the timeline fixed for completion of approved classroom construction works?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The Department of School Education & Literacy under the Ministry of Education is implementing the Samagra Shiksha scheme since 2018–19 to support States and Union Territories (UTs) in strengthening existing Government schools. Following the implementation of the National Education Policy (NEP) 2020, several initiatives have been undertaken to improve the quality, accessibility and inclusiveness of school education. These include alignment of Samagra Shiksha with NEP 2020, implementation of the NIPUN Bharat Mission for achieving foundational literacy and numeracy, and Vidya

Pravesh for play-based school preparation. Digital learning is being strengthened through PM e-VIDYA and the DIKSHA platform. Curriculum reforms have been introduced through the National Curriculum Framework for Foundational Stage (NCF-FS) and the National Curriculum Framework for School Education (NCF-SE), supported by learning resources such as Jadui Pitara. Further, institutional mechanisms such as PARAKH, NISHTHA, National Professional Standards for Teachers (NPST), and the National Digital Education Architecture (NDEAR) have been introduced to strengthen assessment, teacher training and digital infrastructure. Adult literacy is being promoted through the ULLAS – New India Literacy Programme, and the PM SHRI Schools scheme aims to develop 14,500 model schools across the country demonstrating the implementation of NEP 2020.

(b) to (f): The need for additional classrooms and the infrastructural facilities in schools are worked out every year by the respective State/Union Territory on incremental basis depending on their need and priority and gaps identified through the Unified District Information System for Education (UDISE+) and the same is reflected in their Annual Work plan & Budget (AWP&B). These plans are then appraised and approved by the Project Approval Board (PAB) in the Department of School Education & Literacy in consultation with the States and Union Territories as per the programmatic and financial norms of the scheme, physical and financial progress of works sanctioned earlier and availability of budgetary resources. Under the scheme, funds are released to States on a

lump sum basis instead of separate amounts for each component and the States utilise the funds as per their priority and urgency.

Education is in the Concurrent List of the Constitution of India, and most schools fall under the jurisdiction of State and UT Governments. Under the Right of Children to Free and Compulsory Education Act, 2009, States and UTs are the appropriate Governments responsible for providing classrooms in schools as per the norms and standards specified in the Schedule to the Act and the respective State RTE Rules. As per UDISE+ 2024–25, there are 10,13,322 Government schools in the country. The total number of classrooms in these Government schools is 49,39,953. The State-wise details are provided in **Statement-I**.

As per PRABANDH, a total of 42,351 additional classrooms have been approved for Government schools across the country including Maharashtra during the last five years (2021–22 to 2025–26), for which a total amount of ₹4,94,624.51 lakh has been sanctioned. The detailed information is provided in **Statement-II**.

STATEMENT-I

Classroom in Government School including Maharashtra

State/UTs Name	Total Number of Government Schools	Number of Classroom in Government Schools 2024- 25
Andaman & Nicobar Islands	335	2655

Andhra Pradesh	44886	171754
Arunachal Pradesh	2558	14313
Assam	44741	170631
Bihar	76320	452816
Chandigarh	118	3613
Chhattisgarh	48827	178944
D & N Haveli and Daman & Diu	361	2560
Delhi	2681	62883
Goa	780	2618
Gujarat	34638	201561
Haryana	14338	85186
Himachal Pradesh	14725	62254
Jammu & Kashmir	18785	82174
Jharkhand	35788	182303
Karnataka	48844	253051
Kerala	4808	65498
Ladakh	812	3907
Lakshadweep	36	528
Madhya Pradesh	92250	385925
Maharashtra	64884	271903
Manipur	2952	14873
Meghalaya	7789	23508
Mizoram	2617	10660
Nagaland	1936	13667

Odisha	48625	194491
Puducherry	419	3571
Punjab	19243	103604
Rajasthan	70155	361548
Sikkim	857	7531
Tamilnadu	37626	218403
Telangana	30057	130223
Tripura	4187	25037
Uttar Pradesh	137172	658590
Uttarakhand	16018	53485
West Bengal	82154	463685
Grand	1013322	4939953

Source: UDISE+ 2024-25

STATEMENT-II

**Additional Classroom in Government School including Maharashtra
during 2021–22 to 2025–26**

SI No	State/UTs	Physical Approval	Approved Amount (Rs. in Lakh)
1	Andhra Pradesh	281	3765.17
2	Arunachal Pradesh	248	3696.46
3	Assam	3601	45911.37
4	Bihar	8319	108471.77
5	Chhattisgarh	1865	15397.51
6	Dadra and Nagar Haveli	1	10.88

7	Delhi	36	742.84
8	Gujarat	832	14548.59
9	Haryana	2293	25595.73
10	Himachal Pradesh	222	2638.25
11	Jammu and Kashmir	3418	42655.04
12	Jharkhand	1243	11434.10
13	Karnataka	37	651.20
14	Kerala	71	785.50
15	Ladakh	132	1272.56
16	Madhya Pradesh	998	16083.26
17	Maharashtra	146	1963.35
18	Manipur	307	6372.42
19	Meghalaya	18	243.78
20	Mizoram	20	423.05
21	Nagaland	82	1738.99
22	Odisha	2363	37291.06
23	Puducherry	4	69.44
24	Punjab	2196	18897.12
25	Rajasthan	1556	18327.12
26	Sikkim	6	114.60
27	Tamil Nadu	231	4320.90
28	Telangana	209	3329.00
29	Tripura	408	9336.46
30	Uttar Pradesh	8577	66066.34
31	Uttarakhand	481	7046.84

32	West Bengal	2150	25423.80
Grand Total		42351	494624.51

Source: PRABANDH

CONSERVATION OF SHIVNERI FORT

3869. DR. AMOL RAMSING KOLHE:

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

- (a) the details of the Integrated Management Plan (IMP) submitted to the UNESCO World Heritage Centre for the permanent conservation of Shivneri Fort following its inscription in July 2025;
- (b) the details of the specific central budget allocated/being allocated for the year 2026-27 to upgrade tourist infrastructure and interpretation centres at Shivneri to meet international standards as required by the 47th World Heritage Committee session;
- (c) whether the Government has formulated a policy to ensure that the "Buffer Zone" regulations do not adversely affect the traditional livelihoods and housing rights of the local residents of Junnar; and
- (d) the status of the appointment of a dedicated Site Manager and a professional conservation team as mandated by UNESCO for serial nominations?

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

(a): The Government has prepared and submitted Site Management Plans for all twelve forts, including Shivneri Fort, to the World Heritage Centre, UNESCO, during the nomination process for the 'Maratha Military Landscapes of India' inscription on the UNESCO World Heritage List in July 2025.

Details of major deliverables are as follows:

Short Term (6 months - 2 years)	Mid Term (2-5 years)	Long Term (5-10 years)
Administrative structure, Site Infrastructure, Interpretation and Visitor Management	Excavation, Conservation, Site Infrastructure, Mobility Plan, Interpretation and Visitor Management, Disaster and Risk Management, Community Outreach	Conservation, Community Outreach

There is no separate budget allocated for any sites. Although, budget is allocated to all the field offices of ASI, which is, then utilized as per the requirement at the sites under the jurisdiction of these field offices.

(b): Expenditure incurred at Shivneri Fort during the last three years is as follows:

Year	2023-24	2024-25	2025-26 (As on 12.03.2026)
Shivneri Fort	2.13 Cr.	2.82 Cr.	1.65 Cr.

(c): The proposed buffer area for Shivneri is already protected by the Forest Department, Government of Maharashtra. It will not adversely affect the traditional livelihoods and housing rights of the local residents of Junnar.

(d): UNESCO has not mandated the appointment of a dedicated site manager for serial nominations.

Out of 11 forts in the state of Maharashtra under the 'Maratha Military Landscapes of India', seven forts, including Shivneri Fort, are managed by the Mumbai Circle of the ASI, which is responsible for the Conservation and Management of the Property, whereas remaining four forts are managed under the jurisdiction of the Directorate of Archaeology and Museums, Government of Maharashtra.

PM SHRI IN ANAKAPALLI, ANDHRA PRADESH

3870. DR. C M RAMESH:

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

- (a) whether it is a fact that forty schools in Anakapalli district of Andhra Pradesh have been selected as PM-SHRI schools;
- (b) if so, the details thereof along with the funds allocated, released and utilized, school-wise;

- (c) the details of PM SHRI schools that are equipped with science labs, ICT-enabled smart classrooms, library, furniture and playground, smart boards;
- (d) whether all schools have LED lighting, composting facilities and medicinal gardens to create eco-friendly green schools; and
- (e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Yes, a total of 40 schools have been selected as PM SHRI from the district of Anakapalli in Andhra Pradesh out of which 30 schools are secondary and 10 schools are senior secondary. The details of these PM SHRI schools may be accessed on the website of PM SHRI scheme at the link: <https://pms shri .education.gov.in/state>. Further, as informed by the State of Andhra Pradesh, the school-wise details of funds allocated, released and utilized in FY 2023-24, FY 2024-25 and FY 2025-26 for these schools are attached as **Statement**.

(c) to (e): In alignment with the National Education Policy, 2020, PM SHRI scheme has a provision to saturate these PM SHRI schools with 21 NEP components such as computer lab/ICT lab/smart classrooms, library with good furniture, internet facility, vocational skill education, guidance and career counselling, fully equipped integrated science lab/physics lab/chemistry lab/biology lab, playground with well-equipped sports facilities, school

innovation council, youth and eco club for mission life, Building as Learning Aid (BaLa) features and jaadui pitara for primary school children, 10 bagless days for students, child tracking software for tracking the children attendance, fully functioning handwashing facility and toilets, green school features etc. These PM SHRI schools are to showcase all the initiatives of National Education Policy (NEP) 2020, be the exemplar schools, and also offer benchmarking leadership to other schools in the neighbourhood.

As informed by the State of Andhra Pradesh, all the 40 PM SHRI schools in Anakapalli district are equipped with science labs, ICT-enabled smart classrooms, library, furniture, playgrounds, and smart boards. Further, all the 40 PM SHRI schools in Anakapalli district have LED lighting, composting facilities and medicinal gardens as part of the green school initiatives to create environmentally sustainable practices and experiential learning among students.

STATEMENT

The school-wise details of funds allocated, released and utilized in PM SHRI schools of Anakapalli district in Andhra Pradesh in FY 2023-24, FY 2024-25 and FY 2025-26, as informed by the State

(Rs. in lakhs)

Sl. No	UDISE Code	Name of the PM SHRI school	Funds allocated	Funds released	Funds utilized
1	28130700404	GOVT HS Devarapalli	170.91	103.69	103.69

2	28130800106	APSWRS KONAM	178.99	106.74	106.74
3	28130904102	ZPHS KINTHALI	166.82	98.36	98.36
4	28131502301	ZPHS CHEEDIGUMMALA	144.47	73.69	73.69
5	28131600508	ZPHS D. Yerravaram	206.10	120.22	120.22
6	28131701213	PBM ZPHS VEMULAPUDI	226.31	129.69	129.69
7	28131802405	ZPHS Rolugunta	176.48	106.68	106.68
8	28131901302	ZPHS CHINAPACHILA	164.18	82.79	82.79
9	28132002503	ZPHS SEETHAYYAPETA	178.65	99.54	99.54
10	28132100202	ZPHS LAXMIPURAM	199.89	118.66	118.66
11	28132201706	ZPHS Alamanda Koduru	182.70	108.37	108.37
12	28132301308	GOVTHS SABBAVARAM	148.83	77.95	77.95
13	28133201807	ZPHS (G) PARAVADA	181.67	105.36	105.36
14	28133302113	ZPHS Thummapala	196.82	105.22	105.22
15	28133402202	ZPHS GANAPARTHI	151.03	84.50	84.50
16	28133500809	ZPHS (G) KASIMKOTA	169.83	97.69	97.69
17	28133601302	ZPHS GIDUTHURU	155.13	69.10	69.10
18	28133701509	GOVTHS KOTAURATLA	157.23	97.75	97.75
19	28133800115	GOVTHS P.R.PETA	162.67	89.99	89.99
20	28133902106	ZPHS VEMPADU	175.15	94.08	94.08
21	28134000307	ZPHS DARLAPUDI	197.17	111.67	111.67
22	28134101302	ZPHS ETI KOPPAKA	160.66	90.74	90.74
23	28134202809	ZPHS RAMBILLI	179.96	101.96	101.96
24	28134302408	A.P.RESIDENTIAL SCHOOL(G)	169.19	101.91	101.91
25	28131500403	ZPHS AGENCY	171.71	128.27	128.27

		LAXMIPURAM			
26	28134302807	ZPHS ATCHUTHAPURAM	150.76	96.55	96.55
27	28133902307	ZPHS NAKKAPALLI	142.85	92.15	92.15
28	28134100910	ZPHS KOTHAPETA	178.51	95.14	95.14
29	28133601606	ZPHS MAKAVARAPALEM	148.95	93.00	93.00
30	28133300603	ZPHS Mamidipalem	144.63	95.71	95.71
31	28133500808	ZPHS KASIMKOTA	176.29	124.73	124.73
32	28131701215	AP MODEL SCHOOLVEMULAPUDI	132.36	78.89	78.89
33	28132203104	ZPHS Chowduvada	139.93	91.16	91.16
34	28131601205	ZPHS Nathavaram	144.74	95.08	95.08
35	28131700710	ZPHS (G) NRPM	167.75	117.48	117.48
36	28133201305	MJPAPBCWR SCHOOL THANAM	128.65	28.48	28.48
37	28131902106	AP MODEL SCHOOL MARUPAKA	54.89	21.18	21.18
38	28134100819	ZPHS (GIRLS) YLM	169.54	28.05	28.05
39	28133400704	AP MODEL SCHOOLPATIPALLE	107.01	20.19	20.19
40	28131700717	APSWLT BC. HS NRPM	91.62	26.18	26.18
		Total	6451.06	3608.58	3608.58

नदियों पर औद्योगिक प्रदूषण का प्रभाव

3871. श्री हरेन्द्र सिंह मलिक:

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

- (क) क्या मुजफ्फरनगर और शामली में काली और हिंडन नदियों का पानी वहां स्थित कागज और इस्पात मिलों से निकलने वाले कचरे के इनमें निस्तारण के कारण अत्यधिक जहरीला और काला हो गया है;
- (ख) क्या सरकार ने पिछले दो वर्षों के दौरान इन नदियों के जहरीले पानी के कारण होने वाली कैंसर और त्वचा संबंधी बीमारियों को रोकने के लिए प्रदूषण फैलाने वाले उद्योगों पर कोई भारी जुर्माना लगाया है अथवा उन्हें बंद करने का आदेश दिया है;
- (ग) क्या प्रदूषण नियंत्रण बोर्ड ने इन मिलों में ऑनलाइन सतत उत्सर्जन निगरानी प्रणाली (ओसीईएमएस) जैसी मशीनें लगाई हैं जो यह बता सकती हैं कि नदियों में चौबीसों घंटे कितना अपशिष्ट बहाया जा रहा है; और
- (घ) क्या बजट 2026 में नमामि गंगे की तर्ज पर इन नदियों की सफाई के लिए किसी विशेष पैकेज की घोषणा की गई है ताकि उनके किनारे बसे गांवों को स्वच्छ पेयजल उपलब्ध कराया जा सके?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (घ): जल (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1974, वायु (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1981 और पर्यावरण (संरक्षण) अधिनियम, 1986 के अधिनियम के माध्यम से पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय वायु और जल की गुणवत्ता को नियंत्रित करता है तथा वायु एवं जल निकायों के संरक्षण एवं विकास के लिए विभिन्न योजनाओं को लागू करने हेतु उक्त अधिनियमों के आधार पर विभिन्न नियम एवं विनियम अधिसूचित करता है। राज्य प्रदूषण नियंत्रण बोर्ड/प्रदूषण नियंत्रण समितियाँ (एसपीसीबी/पीसीसी), जल अधिनियम, 1974 और वायु अधिनियम, 1981 के अंतर्गत सहमति तंत्र के माध्यम से, प्रदूषण नियंत्रण उपायों को निर्धारित करके और पर्यावरणीय मानकों के अनुपालन की निगरानी करके उद्योगों की स्थापना और संचालन तथा प्रदूषणकारी गतिविधियों की निगरानी करती हैं।

राष्ट्रीय जल गुणवत्ता निगरानी कार्यक्रम (एनडब्ल्यूएमपी) के अंतर्गत जल गुणवत्ता डेटा का उपयोग जैव रासायनिक ऑक्सीजन मांग (बीओडी) सांद्रता के संदर्भ में मापे गए कार्बनिक पदार्थ के स्तर के आधार पर प्रदूषित नदी क्षेत्रों (पीआरएस) की पहचान के लिए किया जाता है। नदियों के वे स्थान/क्षेत्र जो जैव रासायनिक ऑक्सीजन मांग (बीओडी) के संदर्भ में मापे गए बाहरी स्नान के लिए प्राथमिक जल गुणवत्ता मानदंड को पूरा नहीं करते हैं, उन्हें इस प्रकार चिह्नित किया जाता है। सबसे अधिक प्रदूषित होने के कारण, पीआरएस को प्राथमिकता वर्ग I से प्राथमिकता वर्ग V के अंतर्गत वर्गीकृत किया गया है। प्राथमिकता वर्ग I में 30 मिलीग्राम/लीटर से अधिक बीओडी मान वाले प्रदूषित क्षेत्र शामिल हैं, जबकि प्राथमिकता वर्ग V में 30 मिलीग्राम/लीटर से कम बीओडी मान वाले प्रदूषित क्षेत्र शामिल हैं, जिनका बीओडी मान 3-6 मिलीग्राम/लीटर के बीच होता है।

केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) वर्तमान में राज्य प्रदूषण नियंत्रण बोर्डों (एसपीसीबी)/प्रदूषण नियंत्रण समितियों (पीसीसी) के सहयोग से देश में जलीय स्रोतों के जल की गुणवत्ता की निगरानी करता है। यह निगरानी 4922 स्थानों पर की जाती है, जिनमें नदियों पर स्थित 2265 स्थान शामिल हैं। जल गुणवत्ता डेटा सीपीसीबी की वेबसाइट <https://cpcb.nic.in/nwmp-data/> पर अपलोड किया जाता है। इनमें से, काली नदी की निगरानी मुजफ्फरनगर जिले में 2 स्थानों पर की जाती है, जबकि हिंडन नदी की निगरानी के लिए वर्तमान में मुजफ्फरनगर और शामली जिलों में कोई स्थान नहीं है। वर्ष 2024 के दौरान मुजफ्फरनगर में एनडब्ल्यूएमपी के तहत काली नदी की जल गुणवत्ता की निगरानी का डेटा **विवरण** के रूप में संलग्न है और सभी स्थानों पर यह मानकों के अनुरूप नहीं पाया गया।

उत्तर प्रदेश में साल 2018 और 2025 के दौरान काली नदी पर पहचाने गए पीआरएस हैं:

राज्य का नाम	नदी का नाम	प्रदूषित नदी का हिस्सा/स्थान	प्राथमिकता वर्ग
2018			
उत्तर प्रदेश	काली	मुजफ्फरनगर से गुलौथी टाउन	I

2025			
उत्तर प्रदेश	काली	काली नदी यू/एस ऑफ मुजफ्फरनगर से गुमटिया गांव, कन्नौज तक	I

उत्तर प्रदेश में साल 2018 और 2025 के दौरान हिंडन नदी पर पहचाने गए पीआरएस हैं:

राज्य का नाम	नदी का नाम	प्रदूषित नदी का हिस्सा/स्थान	प्राथमिकता वर्ग
2018			
उत्तर प्रदेश	हिंडन	सहारनपुर से गाजियाबाद	I
2025			
उत्तर प्रदेश	हिंडन	हिंडन नदी सहारनपुर डी/एस से नोएडा डी/एस तक	I

वर्ष 2017 से, गंगा नदी और उसकी सहायक नदियों में प्रदूषण फैलाने की क्षमता रखने वाले गंगा मुख्य धारा राज्यों में संचालित होने वाले अत्यधिक प्रदूषणकारी उद्योगों (जीपीआई) का तृतीय-पक्ष तकनीकी संस्थानों और एसपीसीबी/पीसीसी के अधिकारियों द्वारा वार्षिक निरीक्षण किया जाता है। वर्ष 2020 से यमुना मुख्य धारा राज्यों में संचालित होने वाले अत्यधिक प्रदूषणकारी उद्योगों को भी वार्षिक निरीक्षण में शामिल किया गया था। इसमें काली नदी (पूर्व और पश्चिम) और मुजफ्फरनगर शामिल हैं। हिंडन नदी में गिरने वाले अत्यधिक प्रदूषणकारी उद्योग भी शामिल हैं।

सीपीसीबी ने सभी अत्यधिक प्रदूषणकारी उद्योगों (जीपीआई) को स्व-निगरानी के लिए सीपीसीबी/एसपीसीबी से रियल टाइम डेटा कनेक्टिविटी के साथ ऑनलाइन सतत अपशिष्ट निगरानी प्रणाली (ओसीईएमएस) स्थापित करने के निर्देश जारी किए हैं। सीपीसीबी ने दिनांक 11.03.2021 को जल (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1974 की धारा 18(1)(ख) के

तहत यूपीपीसीबी, डीपीसीसी और एचएसपीसीबी को जीपीआई द्वारा ओसीईएमएस की स्थापना और कनेक्टिविटी के लिए निर्देश जारी किए। गंगा और यमुना की मुख्य धाराओं में स्थित 7 राज्यों में कुल 3726 जीपीआई हैं। इनमें से 1779 जीपीआई ओसीईएमएस से जुड़ चुके हैं, जबकि 1947 जीपीआई ने ओसीईएमएस स्थापित नहीं किया है। सीपीसीबी ने जल (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1974 की धारा 18(1)(बी) के तहत दिनांक 24.12.2025 को उत्तर प्रदेश (764 जीपीआई), दिल्ली (121 जीपीआई), हरियाणा (974) और बिहार (29) सहित 7 एसपीसीबी/पीसीसी के 1947 जीपीआई में और 06.01.2026 को झारखंड (22), पश्चिम बंगाल (6) और उत्तराखंड (31) में ओसीईएमएस की स्थापना और कनेक्टिविटी के लिए निर्देश जारी किए।

पर्यावरण निगरानी को मजबूत करने और पर्यावरण मानदंडों के निरंतर अनुपालन को सुनिश्चित करने के लिए, सीपीसीबी ने 17 श्रेणियों के उद्योगों और सामान्य अपशिष्ट प्रबंधन/उपचार सुविधाओं में ऑनलाइन सतत अपशिष्ट/उत्सर्जन निगरानी प्रणाली (ओसीईएमएस) की स्थापना अनिवार्य कर दी है। सीपीसीबी इन उद्योगों में स्थापित ओसीईएमएस के माध्यम से उत्पन्न एसएमएस अलर्ट के आधार पर यादृच्छिक रूप से चयनित 17 श्रेणियों के उद्योगों और सामान्य अपशिष्ट उपचार सुविधाओं का औचक निरीक्षण-सह-निगरानी भी करता है। अनुपालन न करने की स्थिति में, पर्यावरण कानूनों के प्रावधानों के अनुसार कार्रवाई की जाती है, जिसमें कारण बताओ नोटिस जारी करना, बंद करने के निर्देश देना, पर्यावरण क्षतिपूर्ति लगाना, सुधारात्मक उपाय करने के निर्देश देना आदि शामिल हैं। इसके अलावा, सीपीसीबी के पर्यावरण क्षतिपूर्ति संबंधी दिशानिर्देशों के अनुसार, बार-बार उल्लंघन करने वालों पर निवारक पर्यावरण क्षतिपूर्ति लगाने सहित कठोर कार्रवाई की जाती है।

राष्ट्रीय स्वच्छ गंगा मिशन (एनएमसीजी), जल शक्ति मंत्रालय द्वारा दी गई जानकारी के अनुसार, इन नदियों के लिए कोई विशेष पैकेज नहीं है।

विवरण

वर्ष 2024 के दौरान एनडब्ल्यूएमपी के तहत काली नदी के पानी की गुणवत्ता की
निगरानी गई

निगरानी स्थान	घुली हुई O ₂ (मिलीग्राम/लीटर)		पीएच		बीओडी (मिलीग्राम/लीटर)		फेकल कोलीफॉर्म (एमपीएन/100 एमएल)		मल स्ट्रेप्टोकोकी (एमपीएन/100 एमएल)		अनुपाल न स्थिति
	मि न	अधिकत म	मि न	अधिकत म	मि न	अधिकत म	मि न	अधिकत म	मि न	अधिकत म	
आउटडोर स्नान के लिए प्राथमिक जल गुणवत्ता मानदंड	> 5मिग्रा/लीटर		6.5-8.5		< 3 मिग्रा/लीटर		< 2500 एमपीएन/100 एमएल		< 500 एमपीएन/100 एमएल		
मुजफ्फरनगर, यूपी में काली नदी	3.2	3.5	7.2	7.7	12	18	-	-	-	-	गैर अनुपाल न
मुजफ्फरनगर, यूपी के डी/एस पर काली नदी	0.3	0.3	6.9	7.3	32	38	-	-	-	-	गैर अनुपाल न

UNDERUTILIZATION OF FUNDS

3872. SHRI SURESH KUMAR SHETKAR:

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

- (a) whether the funds allocated for urban afforestation under Central schemes remain underutilised, if so, the details of funds utilised and the reasons for under utilisation of said funds;
- (b) whether monitoring mechanisms exist to verify survival of planted saplings beyond plantation announcements, if so, the details thereof;
- (c) whether encroachment and illegal land-use change have reduced green zones in the National Capital Region, if so, the enforcement action taken in this regard;
- (d) whether climate resilience and heat mitigation strategies include mandatory urban forest creation, if so, the details thereof;
- (e) whether pollution-control measures focusing only on emergency restrictions have failed without long-term ecological planning and if so, the Government's response thereto; and
- (f) whether similar green cover crises exist in other metropolitan cities, if so, the details of assessment conducted city-wise?

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

(a) and (b): The Nagar Van Yojana (NVY) was launched for afforestation in urban and peri-urban areas through the creation of Nagar Vans and Nagar Vatikas in cities having Municipal Corporations, Municipal Councils, Municipalities or other Urban Local Bodies (ULBs), with the objective of enhancing green cover and biodiversity, and providing recreational spaces to urban residents. The scheme is implemented by the State Forest Departments with financial assistance from the National Compensatory Afforestation Fund Management and Planning Authority (National CAMPA). Details of funds released under the scheme are given in **Statement**.

Monitoring of plantations is undertaken through field inspections and inter-circle verification by State/UT officials, submission of physical and financial progress reports, geo-tagged photographs and .kml files, and third-party audits. Corrective maintenance, where required, is undertaken by the concerned State/UT authorities based on survival assessments. Forest resources and tree cover in the country are also assessed periodically by the Forest Survey of India (FSI), using satellite data and field-based information. The results are published biennially in the India State of Forest Report (ISFR). In addition to these, several States/UTs have also developed online monitoring systems.

(c): Protection of land, including prevention of encroachment on green zones and forest land, falls within the jurisdiction of the respective State Governments and Union Territory Administrations. Detection and removal of encroachments, across the country is a continuous process undertaken by the concerned

authorities in accordance with applicable laws, including the Forest (Conservation) Act, 1980, the Indian Forest Act, 1927, and other relevant statutes. The Central Government issues guidelines and advisories from time to time for protection and conservation of forest and green areas.

(d) and (e): Climate resilience and heat mitigation are addressed through various policies and programmes promoting urban green spaces and tree plantation, including initiatives such as the Nagar Van Yojana and other urban greening efforts undertaken by States/UTs and Urban Local Bodies. The Government adopts a multi-pronged approach for prevention, control and abatement of pollution through regulatory, technological and ecosystem-based measures. Emergency measures are implemented during severe pollution episodes and complement long-term policy interventions.

(f): Forest and tree cover in the country, including urban and peri-urban areas, is assessed periodically by the Forest Survey of India (FSI) through the India State of Forest Report (ISFR) using satellite imagery and field verification. As per ISFR 2023, the overall forest and tree cover in the country shows an increasing trend. The Ministry does not maintain separate city-wise assessment of green cover for metropolitan cities. Enhancement of urban green spaces is promoted through initiatives such as the Nagar Van Yojana and other afforestation and urban greening efforts undertaken by States/UTs and Urban Local Bodies.

STATEMENT

Financial Year	Total area approved (Ha)	Total cost approved (Rs. in lakhs)	No. of Projects for which 1 st instalment released	1 st instalment funds released (Rs. in lakhs)	No. of Projects for which 2 nd instalment released	2 nd instalment funds released (Rs. in lakhs)	Total funds released (Rs. in lakhs)
2020-21	325	1333.80	10	933.66	0	0	933.66
2021-22	3816.85	15237.35	150	10693.86	1	61.59	10755.45
2022-23	3522.48	12639.10	165	8847.43	0	0	8847.43
2023-24	3119.52	12038.27	94	8426.80	28	880.101	9306.90
2024-25	4852.38	15551.63	127	10886.14	79	3054.43	13940.57
2025-26	2882.081	9815.32	81	6895.22	73	2058.196	8953.41

पारंपरिक कलाकारों, लोक कलाकारों और सांस्कृतिक संस्थानों को वित्तीय सहायता

3873. श्रीमती गनीबेन नागाजी ठाकोर :

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार पारंपरिक कलाकारों, लोक कलाकारों और सांस्कृतिक संस्थाओं को वित्तीय

सहायता प्रदान कर रही है;

(ख) यदि हां, तो विगत तीन वर्षों के दौरान प्रदान की गई सहायता का ब्यौरा क्या है;

(ग) क्या युवा कलाकारों को प्रोत्साहित करने के लिए कोई विशेष योजना लाई जा रही है; और

(घ) इन योजनाओं की प्रभावकारिता को बढ़ाने के लिए सरकार द्वारा क्या कदम उठाए गए हैं?

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

(क) और (ख): संस्कृति मंत्रालय द्वारा कला संस्कृति विकास योजना (केएसवीवाई) नामक केन्द्रीय क्षेत्र की स्कीम संचालित की जाती है, जिसमें देश भर के पारंपरिक और लोक कलाओं सहित मंच कला के विभिन्न रूपों में लगे संगठनों और कलाकारों को वित्तीय सहायता प्रदान करने के लिए विभिन्न घटक शामिल हैं। इन स्कीमों का संक्षिप्त ब्योरा **विवरण** में दिया गया है। विगत तीन वित्तीय वर्षों के दौरान केएसवीवाई स्कीम के तहत प्रदान की गई वित्तीय सहायता की राशि का विवरण निम्नानुसार है:

वित्तीय वर्ष	संवितरित राशि (करोड़ रुपए में)
2022-23	213.76
2023-24	218.36
2024-25	201.67

(ग): संस्कृति मंत्रालय विभिन्न सांस्कृतिक क्षेत्रों के युवा कलाकारों को छात्रवृत्तियां प्रदान करता है। इस स्कीम के अंतर्गत, 18 से 25 वर्ष के आयु वर्ग के उत्कृष्ट युवा कलाकारों को भारतीय शास्त्रीय संगीत, भारतीय शास्त्रीय नृत्य, रंगमंच, मूक अभिनय, दृश्य कला, लोक, पारंपरिक और स्वदेशी कलाओं तथा सुगम शास्त्रीय संगीत आदि के क्षेत्र में भारत में उन्नत प्रशिक्षण प्राप्त करने के लिए 2 वर्ष की अवधि के लिए 5000/- रुपए प्रति माह की दर से वित्तीय सहायता प्रदान की जाती है।

(घ): प्रभावशीलता और पहुंच बढ़ाने के लिए, स्कीम के दिशानिर्देश और आवेदन पत्र मंत्रालय की आधिकारिक वेबसाइट पर उपलब्ध कराए गए हैं। इसके अतिरिक्त, समाचार पत्रों में विज्ञापनों, मंत्रालय की आधिकारिक वेबसाइट, सोशल मीडिया प्लेटफॉर्म और संबंधित नोडल एजेंसियों के माध्यम से इसका व्यापक प्रचार-प्रसार किया जाता है। साथ ही, क्षेत्रीय सांस्कृतिक केंद्र (जेडसीसी) और संगीत नाटक अकादमी (एसएनए) भी देश में नियमित आधार पर विभिन्न सांस्कृतिक

कार्यकलाप और कार्यक्रम आयोजित करते हैं, जिनमें वे पूरे भारत से लोक/जनजातीय और पारंपरिक कलाकारों को अपनी प्रतिभा प्रदर्शित करने के लिए शामिल करते हैं।

विवरण

1. गुरु-शिष्य परंपरा (रेपर्टरी अनुदान) के संवर्धन के लिए वित्तीय सहायता

इस स्कीम घटक का उद्देश्य नाट्य समूहों, रंगमंच समूहों, संगीत मंडलियों, बाल रंगमंच आदि जैसे मंचकला कार्यकलापों की सभी शैलियों तथा गुरु-शिष्य परंपरा के अनुरूप नियमित आधार पर कलाकारों को उनके संबंधित गुरु द्वारा प्रशिक्षण देने के लिए वित्तीय सहायता प्रदान करना है। इस स्कीम के अनुसार, रंगमंच, संगीत और नृत्य आदि के क्षेत्र में 1 गुरु और अधिकतम 18 शिष्यों को सहायता प्रदान की जाती है। गुरु के लिए सहायता की राशि 15000/- रु. प्रति माह है और शिष्य के लिए कलाकार की आयु के आधार पर यह राशि 2000-10000/- रुपये प्रति माह है।

2. कला और संस्कृति के संवर्धन के लिए वित्तीय सहायता: इस स्कीम के निम्नलिखित उप घटक हैं :

i. राष्ट्रीय महत्व के सांस्कृतिक संगठनों को वित्तीय सहायता

इस स्कीम घटक का उद्देश्य पूरे देश में कला और संस्कृति के संवर्धन हेतु कार्यरत राष्ट्रीय महत्व के प्रतिष्ठित सांस्कृतिक संगठनों को बढ़ावा देना और सहायता प्रदान करना है। यह अनुदान उन संगठनों को दिया जाता है जिनका एक सुगठित प्रबंधन निकाय हो, भारत में पंजीकृत हो, जो अखिल भारतीय स्तर पर प्रचालन करते हुए राष्ट्रीय महत्व के हों; जिनके पास पर्याप्त कार्यबल हो और जिन्होंने विगत पांच वर्षों में से 3 वर्षों के दौरान सांस्कृतिक कार्यकलापों के लिए 1 करोड़ रुपए या उससे अधिक का व्यय किया हो। इस स्कीम के अंतर्गत सहायता की राशि 1 करोड़ रुपए तक है जिसे विशेष मामलों में 5 करोड़ रुपए तक बढ़ाया जा सकता है।

ii. सांस्कृतिक समारोह और निर्माण अनुदान (सीएफपीजी)

इस स्कीम घटक का उद्देश्य गैर-सरकारी संगठनों/सोसाइटियों/न्यासों/विश्वविद्यालयों आदि को संगोष्ठियां, सम्मेलन, शोध कार्य, कार्यशालाएं, महोत्सव, प्रदर्शनियां, विचार-गोष्ठियां, नृत्य नाटक-

रंगमंच, संगीत सृजन आदि के लिए वित्तीय सहायता प्रदान करना है। इस स्कीम के अंतर्गत किसी संगठन के लिए अनुदान की राशि 5 लाख रुपए है जिसे विशेष मामलों में 20.00 लाख रुपए तक बढ़ाया जा सकता है।

iii. हिमालय की सांस्कृतिक विरासत के परिरक्षण एवं विकास के लिए वित्तीय सहायता

इस स्कीम घटक का उद्देश्य दृश्य-श्रव्य कार्यक्रमों के माध्यम से शोध, प्रशिक्षण तथा प्रचार-प्रसार द्वारा हिमालय की सांस्कृतिक विरासत को बढ़ावा देना एवं परिरक्षित करना है। हिमालयी क्षेत्र के अंतर्गत आने वाले राज्यों अर्थात् जम्मू और कश्मीर, हिमाचल प्रदेश, उत्तराखंड, सिक्किम और अरुणाचल प्रदेश के संगठनों को वित्तीय सहायता प्रदान की जाती है। किसी संगठन के लिए अनुदान की राशि प्रति वर्ष 10.00 लाख रुपए है जिसे विशेष मामलों में 30.00 लाख रुपए तक बढ़ाया जा सकता है।

iv. बौद्ध/तिब्बती संगठनों के परिरक्षण एवं विकास के लिए वित्तीय सहायता

इस स्कीम घटक के अंतर्गत बौद्ध/तिब्बती संस्कृति एवं परंपरा के प्रसार और वैज्ञानिक विकास तथा संबंधित क्षेत्रों में शोध में लगे बौद्ध मठों सहित स्वैच्छिक बौद्ध/तिब्बती संगठनों को वित्तीय सहायता प्रदान की जाती है। इस स्कीम घटक के अंतर्गत किसी संगठन को प्रति वर्ष 30.00 लाख की धनराशि प्रदान की जाती है जिसे विशेष मामलों में 1.00 करोड़ रुपए तक बढ़ाया जा सकता है।

v. स्टूडियो थियेटर सहित निर्माण अनुदान हेतु वित्तीय सहायता

इस स्कीम घटक का उद्देश्य गैर सरकारी संगठनों, न्यासों, सोसाइटियों, सरकार द्वारा प्रायोजित निकायों, विश्वविद्यालयों, महाविद्यालयों आदि को सांस्कृतिक अवसंरचना संबंधी निर्माण (अर्थात् स्टूडियो थियेटर, सभागार, अभ्यास कक्ष, क्लासरूम आदि) और वैद्युत, वातानुकूलन, ध्वनिकी, प्रकाश एवं ध्वनि प्रणालियों आदि जैसी सुविधाओं के प्रावधान हेतु वित्तीय सहायता प्रदान करना है। इस स्कीम घटक के अंतर्गत महानगरों में 50 लाख रुपए तक की अधिकतम अनुदान राशि और अन्य शहरों में 25 लाख रुपए तक की अधिकतम अनुदान राशि प्रदान की जाती है।

vi. स्थानीय महोत्सव और मेले

इस स्कीम का उद्देश्य संस्कृति मंत्रालय द्वारा आयोजित 'राष्ट्रीय संस्कृति महोत्सवों' के आयोजन के लिए सहायता प्रदान करना है। राष्ट्रीय संस्कृति महोत्सवों (आरएसएम) का आयोजन क्षेत्रीय सांस्कृतिक केन्द्रों (जेडसीसी) के माध्यम से किया जाता है जहां पूरे देश से बड़ी संख्या में कलाकारों को उनकी प्रतिभाएं प्रदर्शित करने के लिए शामिल किया जाता है। नवम्बर, 2015 से, संस्कृति मंत्रालय द्वारा देश में चौदह (14) आरएसएम आयोजित किए गए हैं।

3. टैगोर सांस्कृतिक परिसरों (टीसीसी) के निर्माण के लिए वित्तीय सहायता

इस स्कीम घटक का उद्देश्य मंच प्रस्तुतियों (नृत्य, नाटक और संगीत), प्रदर्शनियों, संगोष्ठियों, साहित्यिक कार्यकलापों, ग्रीन रूम आदि के लिए सुविधाओं और अवसंरचना युक्त सभागार जैसे नए बड़े सांस्कृतिक स्थानों के सृजन के लिए गैर-सरकारी संगठनों, न्यासों, सोसाइटियों, सरकार द्वारा प्रायोजित निकायों, राज्य/संघ राज्य क्षेत्र के सरकारी विश्वविद्यालयों, केन्द्रीय / राज्य सरकार की एजेंसियों / निकायों, नगर निगमों, लाभ न कमाने वाले ख्यातिप्राप्त संगठनों आदि को वित्तीय सहायता प्रदान करना है। यह स्कीम घटक मौजूदा सांस्कृतिक सुविधाओं (रबीन्द्र भवन, रंगशालाएं) आदि के जीर्णोद्धार, नवीकरण, विस्तार कार्य, परिवर्धन, स्तरोन्नयन, आधुनिकीकरण के लिए भी सहायता प्रदान करता है। इस स्कीम घटक के अंतर्गत किसी परियोजना के लिए आमतौर पर अधिकतम 15 करोड़ रुपये तक की सहायता प्रदान की जाएगी। केन्द्रीय वित्तीय सहायता, कुल अनुमोदित परियोजना लागत का 90 प्रतिशत होगी और कुल अनुमोदित परियोजना लागत का शेष 10 प्रतिशत प्राप्तकर्ता राज्य सरकार/एनजीओ द्वारा या पूर्वोत्तर क्षेत्र परियोजनाओं हेतु संबंधित संगठन द्वारा वहन किया जाएगा और पूर्वोत्तर क्षेत्र को छोड़कर, केन्द्रीय सहायता और राज्य की हिस्सेदारी (समतुल्य हिस्सेदारी) का अनुपात 60:40 है।

4. कला और संस्कृति के संवर्धन के लिए छात्रवृत्ति एवं अध्येतावृत्ति की स्कीम : इस स्कीम में निम्नलिखित तीन घटक हैं:

i. संस्कृति के क्षेत्र में उत्कृष्ट व्यक्तियों को अध्येतावृत्ति प्रदान करने की स्कीम

विभिन्न सांस्कृतिक क्षेत्रों में 25 से 40 वर्ष के आयु वर्ग (कनिष्ठ) और 40 वर्ष से अधिक आयु के उत्कृष्ट व्यक्तियों (वरिष्ठ) को प्रत्येक बैच वर्ष में सांस्कृतिक शोध के लिए 2 वर्ष की अवधि के लिए 10,000/- रुपए प्रतिमाह और 20,000/- रुपए प्रतिमाह की दर से 400 तक अध्येतावृत्तियां (200 कनिष्ठ और 200 वरिष्ठ) प्रदान की जाती हैं। यह अध्येतावृत्ति चार बराबर छमाही किस्तों में जारी की जाती है।

ii विभिन्न सांस्कृतिक क्षेत्रों में युवा कलाकारों हेतु छात्रवृत्ति की स्कीम

प्रत्येक बैच वर्ष में 400 तक छात्रवृत्तियां प्रदान की जाती हैं। इस स्कीम के अंतर्गत 18 से 25 वर्ष के आयु वर्ग के उत्कृष्ट प्रतिभावान युवा कलाकारों को भारतीय शास्त्रीय संगीत, भारतीय शास्त्रीय नृत्य, रंगमंच, मूक अभिनय, दृश्य कला, लोक, पारंपरिक और स्वदेशी कलाओं तथा सुगम शास्त्रीय संगीत आदि के क्षेत्र में भारत में उन्नत प्रशिक्षण के लिए 2 वर्षों के लिए प्रतिमाह 5000/- रुपए की दर से वित्तीय सहायता प्रदान की जाती है। यह छात्रवृत्ति चार बराबर छमाही किस्तों में जारी की जाती है।

iii. सांस्कृतिक शोध के लिए टैगोर राष्ट्रीय अध्येतावृत्ति

इस स्कीम घटक का उद्देश्य विद्वानों/शिक्षाविदों को इन संस्थाओं के साथ आपसी हित की परियोजनाओं पर कार्य करने हेतु संस्कृति मंत्रालय के अंतर्गत विभिन्न संस्थाओं और देश में अन्य चिन्हित सांस्कृतिक संस्थाओं के साथ स्वयं को संबद्ध करने हेतु प्रोत्साहित करते हुए संस्थाओं को सुदृढ़ और सशक्त बनाना है। इसके अंतर्गत अधिकतम दो वर्षों की अवधि के लिए 15 अध्येतावृत्तियां तक (80,000/-रुपए प्रतिमाह + आकस्मिक भत्ता) और 25 छात्रवृत्तियां तक (50,000/-रु. प्रतिमाह + आकस्मिक भत्ता) प्रदान की जाती हैं। यह अध्येतावृत्ति 04 बराबर छमाही किस्तों में जारी की जाती है।

5. वयोवृद्ध कलाकारों हेतु वित्तीय सहायता

इस स्कीम का उद्देश्य 60 वर्ष और उससे अधिक आयु के उन वयोवृद्ध कलाकारों को 6000/- रुपए प्रति माह की वित्तीय सहायता प्रदान करना है जिनकी वार्षिक आय 72,000/- रुपए प्रति वर्ष से कम है और जिन्होंने कला, साहित्य आदि के उनके विशिष्ट क्षेत्रों में महत्वपूर्ण योगदान दिया हो। लाभार्थी की मृत्यु हो जाने पर, यह वित्तीय सहायता उनके पति/पत्नी को अंतरित की जाती है।

GUIDELINES FOR EDUCATION LOANS

3874. SHRI C N ANNADURAI

SHRI G SELVAM:

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

- (a) whether the Government has undertaken a State-specific review of the adoption and onground implementation of the Model Education Loan Scheme (MELS), 2022 by Scheduled Commercial Banks in Tamil Nadu, if so, the details thereof;
- (b) whether uniform guidelines are being enforced across bank branches, if so, the details thereof;
- (c) whether a large number of eligible Scheduled Caste and Scheduled Tribe students in the State continue to face loan denials, delays and informal collateral or guarantor demands, leading to deferment or discontinuation of higher education and if so, the corrective steps taken thereon;
- (d) the number of SC beneficiaries assisted through education loans by the National Scheduled Castes Finance and Development Corporation in

Tamil Nadu and the funds released and utilised during the last three years; and

- (e) whether Government proposes mandatory monitoring, grievance-redressal mechanisms and targeted awareness drives to address regional disparities and ensure equitable access to education finance for SC/ST students in Tamil Nadu, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c): No such state-specific review has been conducted. However, overall performance of Public Sector Banks (PSBs) with respect to education loans is being reviewed periodically by this Department. Further, all Scheduled Commercial Banks (SCBs) have been advised by Reserve Bank of India (RBI) *vide* circular RPCD.PLNFS.BC.NO.83/06.12.05/2000-01 dated April 28, 2001 to adopt Model Education Loan Scheme (MELS), formulated by Indian Banks' Association (IBA), 2022 (last amended on 23.6.2025). This scheme is available for all sections of the society including SC/ST students. The main features of the scheme are as under:

- The scheme provides need-based education loan.
- No collateral security or third-party guarantee is required for loans amount up to ₹ 7.50 lakhs, provided they are eligible for Central Sector Interest Subsidy Scheme (CSIS)/ Credit Guarantee Fund Scheme for Education loan (CGFSEL).

- No Margin for loans up to ₹ 4 lakhs.
- Moratorium period is allowed upto study period plus one year in all cases.
- Repayment period (after moratorium) is available upto 15 years for all loans.

Further, RBI *vide* circular RPCD.SME&NFS.BC.No. 69/06.12.05 /2009-10 dated April 12, 2010, on Collateral Free Loans - Educational Loan Scheme, has advised that banks must not, mandatorily, obtain collateral security in the case of educational loans upto ₹ 4 lakh.

Moreover, RBI *vide* the Master Directions FIDD.CO.PSD.BC.13/04.09.001/2024-25 dated March 24,2025 has prescribed Priority Sector Lending for all Commercial Banks including Regional Rural Banks (RRBs), Small Finance Banks, Local Area Banks and Primary (Urban) Co-operative Banks (UCBs) other than Salary Earners' Banks. Within the overall target for priority sector lending, a sub-target of 12 % (15% for RRBs) has been fixed for weaker sections, which includes Scheduled Tribes (STs).

In addition to the above, banks have established internal monitoring systems and grievance redressal mechanisms to address issues related to processing of loan applications in order to ensure timely decision on loan applications.

(d) As informed by National Scheduled Castes Finance and Development Corporation (NSFDC), education loans amounting to ₹ 6.36 crores have been

disbursed to 284 SC beneficiaries by NSFDC in Tamil Nadu during the last three years.

(e) RBI's Master Circular on Credit facilities to the SCs/STs dated April 01, 2025, inter alia, includes the following provisions:

- i. Banks must assist SC/ ST borrowers with applications and conduct regular awareness campaigns on schemes to improve credit access and financial inclusion.
- ii. Rejection of SC/ STs' loan applications under government programmes should be done at the next higher level instead of at the branch level and reasons of rejection should be clearly indicated to ensure transparency and accountability.
- iii. Banks must establish a dedicated monitoring cell at the head office to oversee SC/ ST lending, conduct quarterly reviews, and report major variation, if any to the Board.

Further, as informed by State Level Bankers' Committee (SLBC), Tamil Nadu, education loan related issues, including sanctions are periodically reviewed in SLBC meetings. Moreover, Lead District Managers organize multiple educational loan campaigns in the respective district at various colleges or at a designated venue to create greater awareness among students.

**PROMOTION OF ARTIFICIAL INTELLIGENCE-ENABLE IN SCHOOL
LEARNING**

3875. SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL:

SHRIMATI SUPRIYA SULE:

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

- (a) whether the Government is aware that during the last decade, several national digital platforms, policy initiatives and capacity-building programmes have been introduced to promote artificial intelligence-enabled learning at the school level, if so, the details thereof;
- (b) the details of Government and aided schools in Maharashtra that have been covered under such AI-enabled education initiatives, district-wise;
- (c) whether the Government has assessed disparities in access to digital infrastructure, AI-based learning tools and trained teachers between urban schools and rural, tribal and aspirational districts in Maharashtra and if so, the details thereof;
- (d) whether adequate funds, teacher training programmes and language-appropriate digital content have been provided to State-run schools to effectively integrate AI-enabled learning; and
- (e) the details of corrective steps proposed to ensure equitable, outcome-driven and inclusive implementation of AI-enabled school education across Maharashtra, rather than its concentration in select urban or pilot schools?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): Education is part of the Concurrent List of the Constitution and most of the Government schools are under the administration of the State Government and its bodies. The National Education Policy (NEP) 2020 emphasises digital learning, coding, AI awareness and emerging technologies in school education. The Ministry of Education has undertaken several initiatives to promote Artificial Intelligence (AI) and Computational Thinking (CT) in school education over the years. The initiatives aim to enhance the quality of education by integrating technology into teaching and learning processes. NCERT textbooks such as Computer Science (Class XI, Chapter 3) and Informatics Practices (Class XI, Chapter 2) include concepts related to AI, IoT and other emerging technologies. The States/UTs are also working on bringing emerging technologies including AI in their academic framework. Additionally, Artificial Intelligence and Coding have been introduced as skill subjects at the secondary and senior secondary levels in collaboration with the Central Board of Secondary Education. Digital learning is further supported through national platforms such as DIKSHA, SWAYAM and PM eVidya, along with capacity-building programmes, teacher training and development of digital content and AI awareness modules to enhance innovation and problem-solving skills among students.

Digital Infrastructure for Knowledge Sharing (DIKSHA) is the Nation's One Nation, One Digital platform for providing quality e-content for school education in States/UTs, including AI-related courses and digital learning. Initiatives such as DIKSHA and PM e-Vidya are accessible to schools across the country, including tribal and aspirational districts of Maharashtra. Under the PM eVidya 200 DTH TV Channels initiative, the State of Maharashtra has been allotted five dedicated channels (MH PM eVIDYA 113–117), managed by SCERT Maharashtra. The State has contributed 6,000+ video content, 278 Digital Textbooks and 13,282 e-contents. Details of the digital infrastructure covering urban, rural and aspirational districts of Maharashtra has been made available as **Statement**.

DIKSHA also offers several AI-enabled features to enhance learning and accessibility. The Ask DIKSHA (Chat with Books) assistant answers textbook-aligned queries with source references (book name and page number) and supports voice input and read-aloud in 12 languages (Assamese, Bengali, English, Gujarati, Hindi, Kannada, Malayalam, Marathi, Odia, Punjabi, Tamil and Telugu). The Video Keyword Search feature helps users locate key learning concepts within videos, even with misspelt search phrases or language variations. The Read Aloud function converts on-screen text into natural speech in Hindi and English with adjustable speed and voice options, integrated with Bhashini AI model. Additionally, AI-based Translation enables the DIKSHA app and portal interface and learning resources to be translated into 22 scheduled Indian languages using BHASHINI, improving accessibility

across States/UTs. The platform also includes e-Jaadui Pitara, a digital initiative for parents, teachers and children aged 3-8, offering play-based learning resources and AI-powered assistance through three bots Katha Sakhi, Teacher Tara and Parent Tara.

The Ministry of Education (MoE) is implementing a National Mission to improve learning outcomes at the School Education level through an integrated teacher training programme called 'National Initiative for School Heads' and Teachers' Holistic Advancement' (NISHTHA). This includes training programmes that focus on foundational AI concepts, AI ethics, data literacy and the practical use of AI tools for lesson planning and assessments. Over 46,000 teachers have participated in AI awareness workshops and training through DIKSHA.

To ensure equitable and inclusive implementation of AI-enabled education across the country, the Ministry has undertaken several key initiatives such as developing national digital platforms and open educational resources accessible to all schools, promoting teacher training and capacity-building programmes on emerging technologies including AI, integrating AI, coding and computational thinking into school curricula and encouraging innovation, research and project-based learning for the responsible use of AI in education, thereby ensuring that the benefits of AI-enabled learning reach students across urban, rural, tribal and aspirational districts.

Additionally, the Government of India, in the Budget 2025, has announced provision of broadband connectivity to all Government Secondary

schools in rural areas, including 303 schools from Maharashtra in phase 1, under the 'BharatNet' project to enhance digital infrastructure in remote areas by BSNL in a phased manner.

STATEMENT

Digital Infra-in Aspirational District (2025-26)

District	Smart Classroom	ICT Lab	Digital Library
Dharashiv	74	36	70
Washim	48	16	33
Gadchiroli	85	52	51
Nandurbar	95	53	37

Digital Infra-in Rural/Urban (2025-26)

District	Smart Classroom	ICT Lab	Digital Library
Maharashtra	3372	1589	2189
Rural	2420	891	1981
Urban	912	697	208

Digital Infra-in Tribal District (2025-26)

District	Smart Classroom	ICT Lab	Digital Library
Chandrapur	88	26	63
Gadchiroli	85	52	51
Bhandara	57	32	32
Gondia	78	36	61

Nagpur	68	30	26
Amravati	90	44	70
Yavatmal	127	65	97
Dhule	32	15	11
Nandurbar	95	53	37
Jalgaon	87	28	48
Nashik	248	90	124
Palghar	173	76	102
Thane	112	93	49

DIFFERENTIAL ENTRY FEE STRUCTURE FOR FOREIGN TOURISTS

3876. DR. RANI SRIKUMAR:

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

- (a) whether it is a fact that presently foreign tourists, except those from SAARC nations, are charged significantly higher entry fees at major heritage monuments and tourist sites in the country;
- (b) whether the Government is aware that despite low inflow of foreign tourists, high entry fees discourage the tourists belong to economically weaker and underdeveloped nations visiting India;
- (c) whether the Government proposes to review the existing system and introduce a differentiated fee structure based on the economic status of the countries, wherein tourists from developed nations are charged

relatively higher fees than those from developing and underdeveloped countries; and

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

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

(a): Archaeological Survey of India (ASI) follows two-tiered ticket charges based on the scheduled category of the protected monuments and sites for foreign nationals and Indian nationals along with citizens from SAARC and BIMSTEC group of countries.

(b): The practice of charging a differential entry fee at protected monuments of Archaeological Survey of India (ASI) from foreign nationals is in consonance with the global practices followed worldwide.

(c) and (d): At present, no such proposal is under consideration.

श्रमिकों को सामाजिक सुरक्षा लाभ

3877. श्री रमाशंकर बिद्यार्थी राजभर:

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

(क) उत्तर प्रदेश में ई-श्रम पोर्टल पर पंजीकृत कामगारों की संख्या का जिला और व्यवसाय-वार ब्यौरा क्या है और इनमें से कितने कामगारों को विभिन्न सामाजिक सुरक्षा योजनाओं के अंतर्गत लाभ प्रदान किया गया है;

(ख) विगत तीन वर्षों के दौरान सरकार द्वारा लाभ वितरण में विलंब के कारण ई-श्रम पोर्टल पर पंजीकृत ऐसे कामगारों की कुल प्रतिशतता का ब्यौरा क्या है जिन्हें सामाजिक सुरक्षा योजना का लाभ नहीं मिला है;

- (ग) उत्तर प्रदेश में विद्युत करघा उद्योग से जुड़े और ई-श्रम पोर्टल पर पंजीकृत कामगारों का जिला-वार ब्यौरा क्या है; और
- (घ) ई-श्रम पोर्टल पर वस्त्र, हथकरघा और विद्युत करघा क्षेत्रों में कामगारों के पंजीकरण में वृद्धि करने और उन्हें सामाजिक सुरक्षा योजनाओं के अंतर्गत व्यापक कवरेज प्रदान करने के लिए सरकार द्वारा उठाए गए/उठाए जा रहे कदमों का ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारानन्दलाजे):

(क) से (घ): श्रम और रोजगार मंत्रालय ने प्लेटफॉर्म कामगारों, प्रवासी कामगारों आदि सहित असंगठित कामगारों का एक व्यापक राष्ट्रीय डेटाबेस (एनडीयूडब्ल्यू) बनाने के लिए दिनांक 26 अगस्त, 2021 को ई-श्रम पोर्टल (eshram.gov.in) का शुभारंभ किया। ई-श्रम पोर्टल गिग और प्लेटफॉर्म कामगारों सहित असंगठित कामगारों को पंजीकृत करता है और उन्हें स्व-घोषणा के आधार पर एक सार्वभौमिक खाता संख्या (यूएन) प्रदान करता है।

दिनांक 9 मार्च 2026 तक, ई-श्रम पोर्टल पर उत्तर प्रदेश में 8.43 करोड़ असंगठित कामगारों सहित 31.55 करोड़ से अधिक असंगठित कामगारों का पंजीकरण किया जा चुका है।

उत्तर प्रदेश में ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की जिला-वार और व्यावसायिक क्षेत्र-वार संख्या क्रमशः **विवरण-I** और **विवरण-II** में दी गई है।

उत्तर प्रदेश में विभिन्न समाज कल्याण योजनाओं के तहत नामांकित ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों का ब्यौरा **विवरण-III** में दिया गया है।

उत्तर प्रदेश में ई-श्रम पोर्टल पर पंजीकृत पावरलूम उद्योग के असंगठित कामगारों की जिला-वार संख्या **विवरण-IV** में दी गई है।

असंगठित कामगारों के लिए विभिन्न सामाजिक सुरक्षा योजनाओं तक पहुंच सुनिश्चित करने हेतु ई-श्रम को 'वन-स्टॉप-सॉल्यूशन' के रूप में विकसित करने संबंधी बजट घोषणा वर्ष 2024-25 के विज़न के अनुरूप, श्रम और रोजगार मंत्रालय ने दिनांक 21 अक्टूबर 2024 को ई-

श्रम—“वन-स्टॉप-सॉल्यूशन” का शुभारंभ किया। ई-श्रम—“वन-स्टॉप-सॉल्यूशन” के अंतर्गत विभिन्न सामाजिक सुरक्षा/कल्याणकारी योजनाओं का एक ही पोर्टल अर्थात् ई-श्रम पर एकीकरण किया गया है। यह ई-श्रम पर पंजीकृत असंगठित कामगारों को सामाजिक सुरक्षा योजनाओं तक पहुंचने और ई-श्रम के माध्यम से अब तक उनके द्वारा प्राप्त किए गए लाभों को देखने में सक्षम बनाता है।

अब तक, विभिन्न केंद्रीय मंत्रालयों/विभागों की चौदह (14) योजनाओं को ई-श्रम के साथ एकीकृत/मैप किया जा चुका है, ताकि ई-श्रम कार्डधारकों को सामाजिक सुरक्षा, बीमा या कौशल विकास कार्यक्रमों का लाभ और पहुंच प्रदान की जा सके, जिनमें प्रधानमंत्री स्ट्रीट वेंडर्स आत्मनिर्भर निधि (पीएम-स्वनिधि), प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई), प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेबीवाई), विकसित भारत-गारंटी फॉर रोजगार एण्ड आजीविका मिशन (ग्रामीण) (वीबी-जी आरएएम जी), प्रधानमंत्री आवास योजना- ग्रामीण (पीएमएवाई-जी), आयुष्मान भारत-प्रधानमंत्री जन आरोग्य योजना (एबी-पीएमजेवाई), प्रधानमंत्री आवास योजना-शहरी (पीएमएवाई-यू), प्रधानमंत्री मत्स्य संपदा योजना (पीएमएमएसवाई), प्रधानमंत्री किसान सम्मान निधि (पीएम-किसान), वन नेशन वन राशन कार्ड (ओएनओआरसी) और प्रधानमंत्री मातृ वंदना योजना (पीएमएमवीवाई) आदि शामिल हैं।

उपर्युक्त के अतिरिक्त, ई-श्रम रोजगार के अवसरों के लिए राष्ट्रीय करियर सेवा (एनसीएस), कौशल विकास के लिए स्किल इंडिया डिजिटल हब (एसआईडीएच), पेंशन के लिए प्रधानमंत्री श्रम योगी मान-धन (पीएम-एसवाईएम) और आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) के कन्वर्जेंस पोर्टल के साथ जुड़ा हुआ है।

ई-श्रम पहल के तहत पंजीकरण बढ़ाने और असंगठित कामगारों का व्यापक कवरेज सुनिश्चित करने के लिए, सरकार ने एक व्यापक कार्यनीति अपनाई है। वेब पोर्टल और मोबाइल एप्लिकेशन के माध्यम से स्व-पंजीकरण को सक्षम करने के अतिरिक्त, कामगारों के लिए आसान पहुंच सुनिश्चित करने हेतु सामान्य सेवा केंद्रों (सीएससी), राज्य सेवा केंद्रों (एसएसके) और उमंग

प्लेटफॉर्म के माध्यम से सहायता सुविधा युक्त पंजीकरण मोड शुरू किए गए हैं। श्रम और रोजगार मंत्रालय पंजीकरण अभियान, सामुदायिक आउटरीच कार्यक्रम और स्थानीय स्तर पर तैयार संचार प्रयासों सहित लक्षित जागरूकता अभियान चला रहा है। आउटरीच को और मजबूत करने के लिए, मंत्रालय वीडियो, ट्यूटोरियल और अन्य सूचनात्मक सामग्री प्रसारित करने हेतु सोशल मीडिया चैनलों का उपयोग कर रहा है, जिससे इस पहल को अधिक सुलभ और आकर्षक बनाया जा सके।

विवरण-I

दिनांक 09.03.2026 तक उत्तर प्रदेश में ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की जिलेवार संख्या।

क्र.सं.	जिले	पंजीकरण गणना
1	आगरा	17,70,565
2	अलीगढ़	14,57,276
3	अंबेडकरनगर	11,30,824
4	अमेठी	8,43,904
5	अमरोहा	7,53,414
6	औरैया	6,03,556
7	अयोध्या	11,29,308
8	आजमगढ़	19,43,395
9	बागपत	4,15,225
10	बहराईच	15,42,597
11	बलिया	14,22,731
12	बलरामपुर	8,21,914
13	बाँदा	7,10,103
14	बाराबंकी	14,58,416
15	बरेली	19,59,059

16	बस्ती	10,61,436
17	भदोही	7,46,041
18	बिजनौर	15,19,884
19	शाहजहांपुर	14,14,145
20	बुलन्दशहर	13,99,860
21	चंदौली	8,41,716
22	चित्रकूट	4,31,242
23	देवरिया	13,88,261
24	एटा	7,76,063
25	इटावा	6,99,336
26	फर्रुखाबाद	8,32,683
27	फतेहपुर	10,83,189
28	फिरोजाबाद	10,96,780
29	गौतमबुद्धनगर	5,80,321
30	गाजियाबाद	9,56,608
31	गाजीपुर	14,96,341
32	गोंडा	15,04,423
33	गोरखपुर	19,38,165
34	हमीरपुर	4,79,132
35	हापुड	4,98,131
36	हरदोई	18,00,838
37	हाथरस	6,96,438
38	जालौन	6,66,881
39	जौनपुर	21,56,678
40	झांसी	7,94,907

41	कन्नौज	7,67,735
42	कानपुर देहात	8,03,864
43	कानपुर नगर	15,40,619
44	कासगंज	6,39,539
45	कौशांबी	6,72,045
46	खीरी	18,85,401
47	कुशीनगर	16,37,512
48	ललितपुर	5,96,594
49	लखनऊ	15,50,927
50	महोबा	3,67,767
51	महराजगंज	12,99,920
52	मैनपुरी	8,18,067
53	मथुरा	9,70,817
54	मऊ	9,44,624
55	मेरठ	11,79,510
56	मिर्जापुर	10,75,793
57	मुरादाबाद	13,16,180
58	मुजफ्फरनगर	9,83,468
59	पीलीभीत	10,10,416
60	प्रतापगढ़	15,08,056
61	प्रयागराज	23,10,706
62	रायबरेली	12,83,832
63	रामपुर	9,77,249
64	सहारनपुर	13,72,760
65	संभल	9,12,391

66	संतकबीर नगर	7,44,351
67	शाहजहांपुर	14,11,632
68	शामली	5,20,188
69	श्रावस्ती	4,85,529
70	सिद्धार्थ नगर	10,63,855
71	सीतापुर	20,77,317
72	सोनभद्र	7,90,027
73	सुल्तानपुर	11,73,827
74	उन्नाव	13,23,385
75	वाराणसी	14,81,742
	कुल पंजीकरण	8,43,19,431

विवरण-II

दिनांक 09.03.2026 तक उत्तर प्रदेश में ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों की व्यवसाय-क्षेत्रवार संख्या।

क्र. सं.	व्यवसाय क्षेत्र	पंजीकरण संख्या
1	कृषि	4,07,56,504
2	परिधान	53,77,203
3	ऑटोमोबाइल और परिवहन	16,78,979
4	बैंकिंग, वित्तीय सेवाएँ और बीमा	10,493
5	सौंदर्य और वेलनेस	6,52,110
6	पूँजीगत वस्तुएँ और विनिर्माण	19,61,958
7	निर्माण	59,94,402
8	घरेलू और गृह-कार्यकर्ता	1,32,23,050
9	शिक्षा	18,24,851

10	इलेक्ट्रॉनिक्स और हार्डवेयर	17,92,057
11	खाद्य उद्योग	3,57,664
12	रत्न और आभूषण	2,41,705
13	कांच और सिरेमिक	1,95,491
14	हस्तशिल्प और कालीन	5,47,695
15	स्वास्थ्य सेवाएँ	7,91,846
16	चमड़ा उद्योग कार्य	19,37,487
17	खनन	1,45,701
18	विविध	36,54,645
19	वाद्य यंत्र	28,367
20	कार्यालय प्रशासन और सुविधा प्रबंधन	5,83,231
21	संगठित खुदरा	17,565
22	मुद्रण	1,06,656
23	निजी सुरक्षा	90,932
24	पेशेवर	2,01,474
25	खुदरा	5,01,696
26	सेवा	74,575
27	वस्त्र और हथकरघा	26,732
28	तंबाकू उद्योग	1,84,502
29	पर्यटन और आतिथ्य	13,19,050
30	लकड़ी और बड़ईगीरी	40,810
	कुल पंजीकरण	8,43,19,431

विवरण-III

दिनांक 09.03.2026 तक उत्तर प्रदेश में विभिन्न सामाजिक कल्याण योजनाओं के तहत नामांकित ई-श्रम पोर्टल पर पंजीकृत असंगठित कामगारों का ब्यौरा।

क्र.सं.	योजनाएं	नामांकन
1	वन नेशन वन राशन कार्ड (ओएनओआरसी)	6,78,99,093
2	आयुष्मान भारत - प्रधानमंत्री जन आरोग्य योजना (एबी-पीएमजेवाई)	3,24,06,138
3	प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई)	1,87,39,222
4	रोजगार और आजीविका मिशन (ग्रामीण) के लिए विकसित भारत-गारंटी (वीबी-जी आरएएम जी)	92,74,658
5	प्रधानमंत्री किसान सम्मान निधि (पीएम-किसान)	1,20,59,142
6	प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेजेबीवाई)	44,08,136
7	प्रधानमंत्री आवास योजना - ग्रामीण (पीएमवाई-जी)	17,68,223
8	प्रधानमंत्री स्ट्रीट वेंडर्स आत्मनिर्भर निधि (पीएमएसवीनिधि)	9,54,895
9	प्रधानमंत्री मातृ वंदना योजना (पीएमएमवीवाई)	2,44,414
10	प्रधानमंत्री आवास योजना - शहरी (पीएमवाई-यू)	10,90,303
11	इंदिरा गांधी राष्ट्रीय विधवा पेंशन योजना (आईजीएनडब्ल्यूपीएस)	44,404
12	इंदिरा गांधी राष्ट्रीय विकलांगता पेंशन योजना (आईजीएनडीपीएस)	4,576
13	प्रधानमंत्री मत्स्य संपदा योजना (पीएमएमएसवाई)	1,623

विवरण-IV

दिनांक 11.03.2026 तक उत्तर प्रदेश में ई-श्रम पोर्टल पर पंजीकृत पावरलूम उद्योग में असंगठित कामगारों की जिलेवार संख्या।

क्रम संख्या	जिले	पंजीकरण गणना
1	आगरा	2,311
2	अलीगढ़	622
3	अंबेडकरनगर	12,006
4	अमेठी	469
5	अमरोहा	1,497
6	औरैया	307
7	अयोध्या	762
8	आजमगढ़	19,699
9	बागपत	859
10	बहराईच	506
11	बलिया	2,145
12	बलरामपुर	623
13	बाँदा	402
14	बाराबंकी	11,287
15	बरेली	3,703
16	बस्ती	815
17	भदोही	12,951
18	बिजनौर	5,321
19	शाहजहांपुर	3,196
20	बुलन्दशहर	1,032
21	चंदौली	5,006

22	चित्रकूट	188
23	देवरिया	1,426
24	एटा	721
25	इटावा	3,483
26	फर्रुखाबाद	1,591
27	फतेहपुर	801
28	फिरोजाबाद	743
29	गौतमबुद्धनगर	559
30	गाजियाबाद	1,778
31	गाजीपुर	4,736
32	गोंडा	1,288
33	गोरखपुर	2,613
34	हमीरपुर	212
35	हापुड	1,386
36	हरदोई	3,380
37	हाथरस	665
38	जालौन	539
39	जौनपुर	3,091
40	झांसी	1,336
41	कन्नौज	478
42	कानपुर देहात	579
43	कानपुर नगर	1,003
44	कासगंज	1,181
45	कौशांबी	531
46	खीरी	1,163

47	कुशीनगर	2,301
48	ललितपुर	184
49	लखनऊ	1,507
50	महोबा	151
51	महराजगंज	1,544
52	मैनपुरी	407
53	मथुरा	1,039
54	मऊ	50,955
55	मेरठ	5,428
56	मिर्जापुर	3,394
57	मुरादाबाद	14,818
58	मुजफ्फरनगर	1,131
59	पीलीभीत	2,279
60	प्रतापगढ़	1,214
61	प्रयागराज	2,431
62	रायबरेली	728
63	रामपुर	8,460
64	सहारनपुर	3,300
65	संभल	2,461
66	संतकबीर नगर	2,382
67	शाहजहांपुर	3,572
68	शामली	2,362
69	श्रावस्ती	460
70	सिद्धार्थ नगर	865
71	सीतापुर	10,656

72	सोनभद्र	267
73	सुल्तानपुर	809
74	उन्नाव	788
75	वाराणसी	44,129
	कुल पंजीकरण	2,91,012

पशु चिकित्सा सुविधाओं की कमी

3878. श्री मनसुखभाई धनजीभाई वसावा :

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

- (क) क्या देश में वन्य जीवों और संकटग्रस्त प्रजातियों के उपचार के लिए पशु चिकित्सा सुविधाओं, प्रशिक्षित और कुशल चिकित्सा कर्मियों की कमी है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) सरकार द्वारा इस संबंध में क्या कार्रवाई की गई है अथवा किए जाने का विचार है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (ग) : वन्य जीवों का संरक्षण और देख-रेख मुख्यतः संबंधित राज्य सरकारों और संघ राज्य क्षेत्र प्रशासकों का दायित्व है।

मंत्रालय, वन्यजीवों के संरक्षण और देख-रेख के लिए राज्यों और संघ राज्य क्षेत्रों को वार्षिक संचालन योजना के अनुसार 'वन्यजीवों का एकीकृत विकास' की केंद्र प्रायोजित योजना के अंतर्गत प्राप्त वित्तीय सहायता प्रदान करता है। इस योजना के अंतर्गत सहायताप्राप्त कार्यकलापों में वन्यजीवों की पशु चिकित्सा देखभाल को सुदृढ़ करना, खुर पका-मुँह पका रोग, बिसहरिया आदि रोगों पर नियंत्रण, मवेशियों का टीकाकरण, बाह्य संरक्षण कार्यक्रम, वन्यजीवों के लिए बचाव शिविर,

स्थानांतरण और पुनर्वास, निदान सुविधाएं, उपकरण और दवाओं की खरीद, पशु चिकित्सा और अनुसंधान अधिकारियों की नियुक्ति आदि शामिल हैं।

राष्ट्रीय चिड़ियाघर नीति, 1998 में यह प्रावधान भी है कि चिड़ियाघरों को अपने संग्रह में मौजूद सभी जानवरों के लिए उत्तम पशु चिकित्सा देखभाल की उपलब्धता सुनिश्चित करनी होगी।

कौशल विकास केंद्रों की स्थिति

3879. श्री अजय भट्ट:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में उत्तराखंड सहित राज्य/संघ राज्यक्षेत्र-वार कितने कौशल विकास केन्द्र (एसडीसी) स्थापित किए गए हैं;
- (ख) उक्त केन्द्रों की स्थापना से लेकर अब तक राज्य/संघ राज्यक्षेत्र-वार कितने व्यक्तियों ने ऐसा प्रशिक्षण प्राप्त किया है;
- (ग) क्या इन कौशल विकास केन्द्रों में प्रशिक्षित व्यक्तियों ने रोजगार बाजार में उपयुक्त रोजगार प्राप्त किया है;
- (घ) यदि हां, तो तत्संबंधी राज्य/संघ राज्यक्षेत्र-वार ब्यौरा क्या है; और
- (ङ) यदि नहीं, तो इसके क्या कारण हैं और उक्त केन्द्रों में प्रशिक्षण मॉडल में मौजूदा कमियों को दूर करने के लिए क्या कार्य योजना बनाई गई है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): भारत सरकार के स्किल इंडिया मिशन (सिम) के अंतर्गत, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) विभिन्न योजनाओं, जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षता संवर्धन योजना (एनएपीएस) जैसी प्रमुख योजनाओं के तहत कौशल विकास केंद्रों के व्यापक नेटवर्क के माध्यम से और

औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) द्वारा शिल्पकार प्रशिक्षण योजना (सीटीएस) के जरिए उत्तराखंड सहित देश भर के समाज के सभी वर्गों को कौशल, पुनर्कौशल और कौशलोन्ययन प्रशिक्षण प्रदान करता है। सिम का उद्देश्य भारत के युवाओं को उद्योग से संबंधित कौशलों से सुसज्जित करके भविष्य के लिए तैयार करना है।

उत्तराखंड सहित इन कार्यक्रमों के अंतर्गत कौशल प्रशिक्षण प्रदान करने वाले देश भर के स्किल इंडिया केंद्रों (एसआईसी) की राज्य/संघ राज्य क्षेत्रवार संख्या **विवरण I** में दी गई है।

उक्त केंद्रों की स्थापना से लेकर आज तक राज्य/संघ राज्य क्षेत्रवार ऐसे प्रशिक्षण प्राप्त करने वाले व्यक्तियों की संख्या **विवरण II** में दी गई है।

(ग) से (ङ): एमएसडीई की योजनाओं में से वर्ष 2015-16 से 2021-22 तक लागू पीएमवीवाई जिसके प्रथम तीन चरणों (पीएमकेवीवाई 1.0, पीएमकेवीवाई 2.0 और पीएमकेवीवाई 3.0) के पीएमकेवीवाई के अल्पकालिक प्रशिक्षण घटक के अंतर्गत रोजगार पर नज़र रखी गई। पीएमकेवीवाई 4.0 के तहत, प्रशिक्षित उम्मीदवारों को उनके विविध करियर अवसर चुनने के लिए सशक्त बनाने पर ध्यान केंद्रित किया गया है और उन्हें इसके लिए उपयुक्त रूप से अभिविन्यस्त किया जाता है। स्किल इंडिया डिजिटल हब (सिद्ध) कौशल प्रशिक्षण के लिए पाठ्यक्रमों की एक विस्तृत श्रृंखला प्रदान करता है और सिद्ध पोर्टल पर उपलब्ध प्रशिक्षित उम्मीदवारों के लिए नौकरियों और शिक्षता के अवसरों तक पहुंच को सुगम बनाता है। इसके अलावा, प्रमाणित उम्मीदवारों को रोजगार के अवसर प्रदान करने के लिए कौशल मेले और पीएम राष्ट्रीय शिक्षता मेले (पीएमएनएएम) आयोजित किए गए हैं।

रोजगार सहित कौशल विकास योजनाओं के प्रभाव का आकलन तृतीय-पक्ष स्वतंत्र मूल्यांकन के माध्यम से किया जाता है। मूल्यांकन रिपोर्टों में विभिन्न योजनाओं के तहत प्रशिक्षित उम्मीदवारों के रोजगार या आजीविका में सुधार के संदर्भ में सफलता का उल्लेख किया गया है। इसका संक्षिप्त ब्यौरा नीचे दिया गया है:

पीएमकेवीवाई: नीति आयोग द्वारा एमएसडीई की प्रमुख योजना पीएमकेवीवाई का मूल्यांकन अक्टूबर 2020 में किया गया था। अध्ययन के अनुसार, सर्वेक्षण किए गए लगभग 94 प्रतिशत नियोक्ताओं ने बताया कि वे पीएमकेवीवाई के तहत प्रशिक्षित उम्मीदवारों को अधिक संख्या में नियुक्त करेंगे। इसके अलावा, आरपीएल घटक के तहत पूर्णकालिक/अंशकालिक रोजगार प्राप्त करने वाले और अभिविन्यस्त उम्मीदवारों में से 52 प्रतिशत को अप्रमाणित समकक्षों की तुलना में अधिक वेतन मिला या उन्हें लगा कि उन्हें अधिक वेतन मिलेगा।

जेएसएस: वर्ष 2020 में किए गए जेएसएस योजना के मूल्यांकन अध्ययन में पाया गया कि इस योजना से उन लाभार्थियों की पारिवारिक आय के लगभग दोगुनी होने में सहायता की है जिन्हें जेएसएस प्रशिक्षण के बाद रोजगार मिला या जिन्होंने स्वरोजगार शुरू किया। रिपोर्ट में यह भी कहा गया है कि योजना की उपयोगिता इस तथ्य से और भी स्पष्ट होती है कि 77.05% लाभार्थी प्रशिक्षुओं ने अपना व्यवसाय बदला है। अध्ययन में यह भी पुष्टि की गई है कि योजना में कौशलीकरण पर जोर स्वरोजगार को बढ़ावा देता है।

एनएपीएस: 2021 में किए गए एनएपीएस के तृतीय-पक्ष मूल्यांकन अध्ययन में पाया गया कि इस योजना ने संरचित ऑन-द-जॉब प्रशिक्षण प्रदान करके युवाओं की रोजगार क्षमता को सफलतापूर्वक बढ़ाया है, जिससे विभिन्न उद्योगों में शिक्षुओं की भागीदारी में उल्लेखनीय वृद्धि हुई है। योजना के नए चरण में, डीबीटी पद्धति को अपनाया गया है ताकि सरकार का हिस्सा सीधे शिक्षुओं के बैंक खातों में अंतरित किया जा सके, क्योंकि रिपोर्ट में सरलीकृत प्रतिपूर्ति प्रक्रिया की सिफारिश की गई थी।

विवरण-I**कौशल भारत केंद्रों की संख्या (एसआईसी)****(दिनांक 31.12.2025 तक)**

राज्य/संघ राज्य क्षेत्र	पीएमकेवीवाई 4.0 (एसटीटी+एसपी) केंद्र	जेएसएस केंद्र	एनएपीएस संस्थापनाएं	सीटीएस केंद्र/आईटीआई
अंडमान एवं निकोबार द्वीप समूह	5	1	25	4
आंध्र प्रदेश	371	6	1,216	521
अरुणाचल प्रदेश	82	-	30	10
असम	798	6	942	47
बिहार	537	21	720	1356
चंडीगढ़	10	1	176	3
छत्तीसगढ़	177	14	319	227
दिल्ली	144	3	1,846	46
गोवा	6	1	513	13
गुजरात	266	9	10,399	493
हरियाणा	530	2	5,970	380
हिमाचल प्रदेश	180	11	778	268
जम्मू और कश्मीर	543	2	618	56
झारखंड	206	13	474	354
कर्नाटक	398	12	2,806	1468
केरल	132	9	1,972	442
लद्दाख	11	2	16	3

लक्षद्वीप	1	1	2	1
मध्य प्रदेश	1,351	29	1,214	953
महाराष्ट्र	571	21	9,652	1046
मणिपुर	163	4	31	11
मेघालय	93	1	45	8
मिजोरम	106	1	23	3
नागालैंड	85	2	24	9
ओडिशा	241	29	755	500
पुदुचेरी	22	-	262	15
पंजाब	572	2	1,071	329
राजस्थान	1,454	9	1,088	1543
सिक्किम	37	-	82	4
तमिलनाडु	490	9	3,138	457
तेलंगाना	119	6	1,406	301
दादरा और नगर हवेली तथा दमन और दीव	9	2	139	4
त्रिपुरा	117	2	83	22
उत्तर प्रदेश	2,581	47	7,196	3304
उत्तराखंड	196	8	835	170
पश्चिम बंगाल	252	8	1,407	317
कुल योग	12,856	294	57,273	14,688

*प्रशिक्षण भागीदारों द्वारा केंद्रों को चालू करने के इरादे के आधार पर पीएमकेके को कार्यात्मक माना जा रहा है, जिसे एमएसडीई के निर्देशों के अनुसार जनवरी 2026 में प्रस्तुत किया गया था।

विवरण-II

राज्य/संघ राज्य क्षेत्र वार प्रशिक्षण प्राप्त करने वाले व्यक्तियों की संख्या

राज्य/संघ राज्य क्षेत्र	पीएमकेवीवाई (स्थापना से दिनांक 31.12.2025 तक)	जेएसएस वर्ष 2018-19 से दिनांक 31.12.2025 तक)	एनएपीएस* (वर्ष 2018-19 से दिनांक 31.12.2025 तक)	सीटीएस / आईटीआई (वर्ष 2018-19 से दिनांक 31.12.2025 तक)
अंडमान एवं निकोबार समूह	5,501	7,360	420	4,574
आंध्र प्रदेश	5,28,234	80,248	1,03,521	416,695
अरुणाचल प्रदेश	98,157	726	341	5,059
असम	8,39,672	68,386	50,120	31,356
बिहार	7,60,662	2,29,447	31,314	884,949
चंडीगढ़	28,035	12,120	6,523	7,679
छत्तीसगढ़	2,04,543	1,46,565	30,498	176,809
दिल्ली	5,27,730	40,609	1,18,244	80,267
गोवा	10,484	12,547	45,002	16,408
गुजरात	4,71,954	1,23,173	5,15,340	680,947
हरियाणा	7,63,070	53,750	3,54,661	430,045
हिमाचल प्रदेश	1,76,674	86,411	44,092	163,850
जम्मू और कश्मीर	4,29,954	13,236	5,429	57,682

झारखंड	3,14,165	1,02,540	54,049	283,095
कर्नाटक	6,05,744	1,43,999	3,92,353	564,167
केरल	2,74,836	1,18,023	70,625	269,251
लद्दाख	4,076	912	186	2,005
लक्षद्वीप	390	4,733	46	2,356
मध्य प्रदेश	12,16,005	3,66,982	1,29,859	582,081
महाराष्ट्र	13,32,519	2,75,214	12,15,498	945,222
मणिपुर	1,15,021	49,070	522	3,482
मेघालय	58,967	5,980	1,139	5,661
मिजोरम	44,147	6,591	432	2,533
नागालैंड	54,055	12,322	117	2,014
ओडिशा	6,02,452	3,11,556	56,476	443,484
पुदुचेरी	35,597	-	14,775	6,040
पंजाब	5,63,757	22,653	83,788	337,863
राजस्थान	14,08,412	95,209	1,00,199	846,973
सिक्किम	19,479	-	1,943	2,569
तमिलनाडु	8,89,722	1,00,901	4,72,590	284,559
तेलंगाना	4,64,884	79,622	2,02,443	255,735
दादरा और नगर हवेली तथा दमन और दीव	11,842	15,412	12,790	4,640
त्रिपुरा	1,60,367	20,096	2,465	17,811

उत्तर प्रदेश	25,09,363	6,18,416	3,60,627	2,550,273
उत्तराखंड	2,52,138	94,994	1,00,744	83,686
पश्चिम बंगाल	6,51,602	94,378	1,38,619	290,331
कुल	1,64,34,210	34,14,181	47,17,790	10,742,151

*2133 शिक्षकों के लिए राज्य/संघ राज्य क्षेत्र परिभाषित नहीं है

पीएम श्री योजना के अंतर्गत सरकारी स्कूलों को शामिल करना

3880. श्री दिनेश चंद्र यादव:

श्री गिरिधारी यादव:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) बिहार में अब तक पीएम श्री (प्राइम मिनिस्टर स्कूल्स फॉर राइजिंग इंडिया) योजना के अंतर्गत कितने सरकारी विद्यालयों को शामिल किया गया है; और

(ख) सरकार द्वारा उक्त विद्यालयों को प्रदान की जा रही सहायता का ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): पीएम श्री योजना के अंतर्गत, बिहार राज्य से कुल 836 पीएम श्री स्कूलों का चयन किया गया है। इन पीएम श्री स्कूलों का ब्यौरा पीएम श्री योजना की वेबसाइट पर इस लिंक:

<https://pms shri.education.gov.in/state> पर देखा जा सकता है।

राष्ट्रीय शिक्षा नीति, 2020 के अनुरूप, पीएम श्री योजना में इन पीएम श्री स्कूलों को 21 एनईपी घटकों जैसे कि कंप्यूटर प्रयोगशाला/आईसीटी प्रयोगशाला/स्मार्ट कक्षाओं, अच्छे फर्नीचर के साथ पुस्तकालय, इंटरनेट सुविधा, व्यावसायिक कौशल शिक्षा, मार्गदर्शन और करियर परामर्श, पूरी तरह से सुसज्जित एकीकृत विज्ञान प्रयोगशाला/भौतिकी प्रयोगशाला/रसायन विज्ञान प्रयोगशाला/जीव विज्ञान प्रयोगशाला, अच्छी तरह से सुसज्जित खेल सुविधाओं के साथ खेल का

मैदान, स्कूल इनोवेशन काउंसिल, मिशन लाइफ के लिए युवा और इको क्लब, बिल्डिंग एज लर्निंग एड (बाला) विशेषताएं और प्राथमिक विद्यालय के बच्चों के लिए जादूई पिटारा, छात्रों के लिए 10 बैगलेस डे, बच्चों की उपस्थिति पर नज़र रखने के लिए चाइल्ड ट्रेकिंग सॉफ्टवेयर, पूरी तरह से काम करने वाली हैंडवाशिंग सुविधा और शौचालय, ग्रीन स्कूल सुविधाएँ आदि से संतृप्त करने का प्रावधान है। ये पीएम श्री स्कूल राष्ट्रीय शिक्षा नीति (एनईपी) 2020 की सभी पहलों को प्रदर्शित करेंगे, आदर्श स्कूल होंगे और पड़ोस के अन्य स्कूलों को बेंचमार्किंग नेतृत्व भी प्रदान करेंगे।

पीएम श्री योजना के तहत, राज्य स्कूल स्तर पर कमियों की पहचान करके प्रस्ताव प्रस्तुत करते हैं। राज्यों द्वारा प्रस्तुत घटकवार प्रस्तावों का मूल्यांकन किया जाता है और वित्तीय और कार्यक्रम मानदंडों और उपलब्ध प्रावधानों के अनुसार राज्य के परामर्श से परियोजना अनुमोदन बोर्ड (पीएबी) द्वारा स्वीकृत किया जाता है। वित्त वर्ष 2025-26 के दौरान बिहार राज्य को पीएम श्री योजना के तहत आवंटित धनराशि का ब्यौरा इस प्रकार है:

(रु. करोड़ में)

वित्तीय वर्ष	स्वीकृत पीएबी परिव्यय	स्वीकृत पीएबी परिव्यय का केंद्रीय हिस्सा
2025-26	1000.75	600.45

CBDD AND THEMATIC CIRCUIT UNDER SDS

3881. SHRI RAJIV PRATAP RUDY:

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

- (a) whether it is a fact that the Government has identified 'Saran District (Sonepur Fair)' and 'Bhagalpur' under Culture and Heritage Destinations category in Bihar under 'Challenge Based Destination Development' (CBDD), a sub-scheme under Swadesh Darshan 2.0;

- (b) if so, the details of the fund sanctioned and work done till now along with timeline so far;
- (c) the details of the identified Thematic Circuits of Swadesh Darshan scheme, State-wise;
- (d) whether the Government proposes to include a larger number of destinations under the aforementioned scheme and if so, the details thereof; and
- (e) the details of the funds sanctioned and work done so far regarding the identified Thematic Circuits of Swadesh Darshan scheme in Bihar, Uttar Pradesh and Madhya Pradesh?

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

(a) to (e): The Ministry of Tourism launched its Swadesh Darshan (SD) scheme in 2014-15 and sanctioned 76 projects in the country under thematic circuits for an amount of Rs.5290.33 Crore. The Ministry further revamped this scheme as Swadesh Darshan 2.0 (SD2.0) with the focus to develop sustainable and responsible tourism destinations and sanctioned 53 projects for Rs.2208.31 Crore. In addition, the Ministry under its 'Challenge Based Destination Development (CBDD)', an initiative under Swadesh Darshan scheme has sanctioned 38 projects in the country for Rs.697.94 Crore. Under CBDD initiative, Bhagalpur and Sonapur were identified as destinations in Bihar under Culture and Heritage Category and a project 'Development of Tourist Facilities at Sonapur Mela Ground, Saran' was sanctioned in 2024-25

for Rs.24.29 Crore and its implementation is the responsibility of the concerned State Government, which has approached the Ministry for deviation in the scope of the said project. Swadesh Darshan scheme is approved till March, 2026.

The Ministry of Tourism under its infrastructure related schemes such as SD, SD2.0, CBDD etc. considers sanctioning a range of components which may enhance tourism facilitation at the destinations, as per project requirement including those related to tourism core products, tourism activities, safety, sanitation, last mile connectivity, parking, general site development, soft interventions etc.

The details of the projects sanctioned under SD, SD2.0 and CBDD schemes in the country including in Bihar, Uttar Pradesh and Madhya Pradesh is enclosed as **Statement**.

STATEMENT

Details of the projects sanctioned under SD, SD2.0 and CBDD scheme in the country:

Details of the projects sanctioned under Swadesh Darshan scheme:

S . No	State/UT	Circuit / Sanction Year	Name of the Project	Amount Sanctioned (in ₹ Crore)
	Andaman &	Coastal	Development of Long Island-Ross	27.57

	Nicobar Islands	Circuit 2016-17	Smith Island- Neil Island- Havelock Island- Baratang Island-Port Blair	
	Andhra Pradesh	Coastal Circuit 2014-15	Development of Kakinada - Hope Island - Coringa Wildlife Sanctuary - Passarlapudi - Aduru - S Yanam – Kotipally	67.83
	Andhra Pradesh	Coastal Circuit 2015-16	Development of Nellore - Pulikat Lake - Ubbilamadugu Water Falls – Nelapattu- Kothakoduru- Mypadu - Ramateertham – Iskapalli	49.55
	Andhra Pradesh	Buddhist Circuit 2017-18	Development of Buddhist Circuit: Shalihundam- Bavikonda- Bojjanakonda -Amravati- Anupu	35.24
	Arunachal Pradesh	North-East Circuit 2014-15	Development of Bhalukpong- Bomdila and Tawang	49.77
	Arunachal Pradesh	North-East Circuit 2015-16	Development of Nafra- Seppa- Pappu, Pasa, Pakke Valleys- Sangdupota- New Sagalee- Ziro- Yomcha	96.72
	Assam	Wildlife Circuit 2015-16	Development of Manas– Probitora– Nameri– Kaziranga– Dibru– Saikhowa	94.68
	Assam	Heritage Circuit 2016-17	Development of Tezpur – Majuli – Sibsagar	90.98

	Bihar	Tirthankar Circuit 2016-17	Development of Vaishali- Arrah- Masad- Patna- Rajgir- Pawapuri- Champapuri	33.96
	Bihar	Spiritual Circuit 2016-17	Development of Kanwaria Route: Sultanganj – Dharmshala- Deoghar	44.76
	Bihar	Buddhist Circuit 2016-17	Development of Buddhist circuit- Construction of Convention Centre at Bodhgaya	95.18
	Bihar	Rural Circuit 2017-18	Development of Bhitiharwa- Chandrahia- Turkaulia	44.27
	Bihar	Spiritual Circuit 2017-18	Development of Mandar Hill & Ang Pradesh	44.55
	Chhattisgarh	Tribal Circuit 2015-16	Development of Jashpur- Kunkuri- Mainpat- Kamleshpur - Maheshpur - Kurdar - Sarodhadadar- Gangrel- Kondagaon– Nathiyanawagaon- Jagdalpur- Chitrakoot- Tirthgarh	96.10
	Goa	Coastal Circuit 2016-17	Development of Sinquerim-Baga, Anjuna-Vagator, Morjim-Keri, Aguada Fort and Aguada Jail	97.65
	Goa	Coastal Circuit 2017-18	Development of Coastal Circuit II: Rua De Orum Creek - Dona Paula -Colva - Benaulim	99.35

	Gujarat	Heritage Circuit 2016-17	Development of Ahmedabad- Rajkot- Porbandar –Bardoli- Dandi	59.17
	Gujarat	Heritage Circuit 2016-17	Development of Vadnagar- Modhera	91.12
	Gujarat	Buddhist Circuit 2017-18	Development of Junagadh- Gir Somnath- Bharuch-Kutch- Bhavnagar- Rajkot- Mehsana	26.68
	Haryana	Krishna Circuit 2016-17	Development of Tourism Infrastructures at places related to Mahabharata in Kurukshetra	77.39
	Himachal Pradesh	Himalayan Circuit 2016-17	Development of Himalayan Circuit: Kiarighat, Shimla, Hatkoti, Manali, Kangra, Dharamshala, Bir, Palampur, Chamba	68.34
	Jammu & Kashmir	Himalayan Circuit 2016-17	Development of Jammu-Srinagar- Pahalgam-Bhagwati Nagar-Anantnag- Salamabad Uri-Kargil-Leh	77.33
	Jammu & Kashmir	Himalayan Circuit 2016-17	Development of Tourist Facilities at Jammu-Rajouri-Shopian-Pulwama.	81.60
	Jammu & Kashmir	Himalayan Circuit 2016-17	Development of Tourist Facilities - Construction of Assets in lieu of those Destroyed in Floods in 2014 under PM	90.43

			Development Package	
	Jammu & Kashmir	Himalayan Circuit 2016-17	Development of Tourist facilities at Mantalai and Sudhmahadev	91.99
	Jammu & Kashmir	Himalayan Circuit 2016-17	Development of Tourist facilities at Anantnag-Pulwama-Kishtwar-Pahalgam-Zaskar Padum - Daksum - Ranjit Sagar Dam	86.39
	Jammu & Kashmir	Himalayan Circuit 2016-17	Development of Tourist Facilities at Gulmarg-Baramulla- Kupwara- Kargil - Leh	91.84
	Jharkhand	Eco Circuit 2018-19	Development of Eco Tourism circuit: Dalma- Betla National park- Mirchaiya- Netarhat	30.44
	Kerala	Eco Circuit 2015-16	Development of Pathanamthitta- Gavi-Vagamon- Thekkady	64.08
	Kerala	Spiritual Circuit 2016-17	Development of Sabarimala - Erumeli-Pampa-Sannidhanam	46.54
	Kerala	Spiritual Circuit 2016-17	Development of Sree Padmanabha Arnamula	78.08
	Kerala	Rural Circuit 2018-19	Development of Malanad Malabar Cruise Tourism Project	57.35
	Kerala	Spiritual	Development Sivagiri Sree Narayana	66.42

		Circuit 2018-19	Guru Ashram- Arruvipuram- Kunnumpara Sree Subrahmania- Chembazhanthi Sree Narayana Gurukulam	
	Madhya Pradesh	Wildlife Circuit 2015-16	Development of Wildlife Circuit at Panna- Mukundpur- Sanjay- Dubri- Bandhavgarh- Kanha- Mukki- Pench	92.10
	Madhya Pradesh	Buddhist Circuit 2016-17	Development of Sanchi-Satna-Rewa- Mandsaur-Dhar	74.02
	Madhya Pradesh	Heritage Circuit 2016-17	Development of Gwalior – Orchha – Khajuraho – Chanderi – Bhimbetka – Mandu	89.82
	Madhya Pradesh	Eco Circuit 2017-18	Development of Gandhisagar Dam- Mandleshwar Dam- Omkareshwar Dam- Indira Sagar Dam- Tawa Dam- Bargi Dam- Bheda Ghat- Bansagar Dam- Ken River	93.76
	Maharashtra	Coastal Circuit 2015-16	Development of Sindhudurg Coastal Circuit - Sagareshwar, Tarkarli, Vijaydurg (Beach & Creek), Mitbhav	19.06
	Maharashtra	Spiritual Circuit 2018-19	Development of Waki- Adasa- Dhapewada- Paradsingha- Telankhandi- Girad	45.47
	Manipur	North-East	Development of Tourist Circuit in	72.23

		Circuit 2015-16	Manipur: Imphal- Khongjom	
	Manipur	Spiritual Circuit 2016-17	Development of Shri Govindajee Temple, Shri Bijoy Govindajee Temple – Shri Gopinath Temple – Shri Bungshibodon Temple – Shri Kaina Temple	45.34
	Meghalaya	North-East Circuit 2016-17	Development of Umium (Lake View), U Lum Sohpetbneng-Mawdiangdiang – Orchid Lake Resort	99.13
	Meghalaya	North-East Circuit 2018-19	Development of West Khasi Hills (Nongkhlaw- KremTiroi – Khudoi & Kohmang Falls – Khri River- Mawthadraishan, Shillong), Jaintia Hills (Krang Suri Falls- Shyrmang-looksi), Garo Hills (Nokrek Reserve, Katta Beel, Siju Caves)	84.97
	Mizoram	North-East Circuit 2015-16	Development of Thenzawl & South Zote, District Serchhip and Reiek.	92.26
	Mizoram	Eco Circuit 2016-17	Development of Eco-Adventure Circuit Aizawl -Rawpuichhip – Khawhphawp – Lengpui – Chatlang- Sakawrhmutuaitlang - Muthee – Beratlawnng -Tuirial Airfield – Hmuifang	66.37

	Nagaland	Tribal Circuit 2015-16	Development of Tribal Circuit Peren- Kohima- Wokha	97.36
	Nagaland	Tribal Circuit 2016-17	Development of Mokokchung- Tuensang-Mon	98.14
	Odisha	Coastal Circuit 2016-17	Development of Gopalpur, Barkul, Satapada and Tampara	70.82
	Puducherry	Coastal Circuit 2015-16	Development of Dubrayapet – Arikamedu – Veerampattinam – Chunnambar - Nallavadu /Narambai - Manapet- Kalapet - Puducherry - Yanam	58.44
	Puducherry	Heritage Circuit 2017-18	Development of Franco- Tamil Village, Karaikal, Mahe and Yanam	49.44
	Puducherry	Spiritual Circuit 2017-18	Development of Spiritual Circuit in Puducherry	34.96
	Punjab	Heritage Circuit 2018-19	Development of Anandpur Sahib - Fatehgarh Sahib - Chamkaur Sahib - Ferozpur - Khatkar Kalan – Kalanour - Patiala	85.32
	Rajasthan	Desert	Development of Sambhar Lake Town	50.01

		Circuit 2015-16	and Other Destinations	
	Rajasthan	Krishna Circuit 2016-17	Development of Govind Dev ji temple (Jaipur), Khatu Shyam Ji (Sikar) and Nathdwara (Rajsamand)	75.80
	Rajasthan	Spiritual Circuit 2016-17	Development of Spiritual Circuit– 'Development of Churu (Salasar Balaji)-Jaipur (Shri Samodke Balaji, Ghatke Balaji, Bandheke Balaji)-Viratnagar (Bijak, Jainnasiya, Ambika Temple)- Bharatpur (Kaman Region)- Dholpur (Muchkund) - Mehndipur Balaji- Chittorgarh (Sanwaliyaji)	87.05
	Rajasthan	Heritage Circuit 2017-18	Development of Heritage Circuit Development of Rajsamand (Kumbhalgarh Fort) - Jaipur (Facade Illumination in Jaipur and Nahargarh Fort) -Jhalawar (Gagron Fort) - Chittorgarh (Chittorgarh Fort) – Jaisalmer (Jaisalmer Fort) - Hanumangarh (Gogamedi) - Udaipur (Pratap Gaurav Kendra) - Dholpur (Bagh-I-Nilofer and Purani Chawani) - Nagaur (Meera Bai Smarak, Merta) - Tonk (Sunehri Kothi)	70.61

	Sikkim	North-East Circuit 2015-16	Development of Tourist Circuit linking Rangpo (entry) – Rorathang- Aritar- Phadamchen- Nathang-Sherathang- Tsongmo- Gangtok-Phodong- Mangan- Lachung-Yumthang- Lachen- Thangu-Gurudongmer- Mangan- Gangtok-TuminLingee- Singtam (exit)	98.05
	Sikkim	North-East Circuit 2016-17	Development of Tourist Circuit Linking Singtam– Maka- Temi-BermoikTokel- Phongia- Namchi –Jorthang- Okharey- Sombaria-Daramdin- Jorethang- Melli (Exit)	95.32
	Tamil Nadu	Coastal Circuit 2016-17	Development of (Chennai- Mamamallapuram – Rameshwaram – Manpadu – Kanyakumari)	73.13
	Telangana	Eco Circuit 2015-16	Development of Eco Tourism Circuit in Mahaboobnagar district	91.62
	Telangana	Tribal Circuit 2016-17	Development of Mulugu-Laknavaram- Medavaram- Tadvai- Damaravi- Mallur- Bogatha Waterfalls	79.87
	Telangana	Heritage Circuit 2017-18	Development of Qutub Shahi Heritage Park- Paigah Tombs- Hayat Bakshi Mosque- Raymond's Tomb	96.90
	Tripura	North-East	Development of Agartala - Sipahijala -	82.85

		Circuit 2015-16	Melaghar - Udaipur - Amarpur- Tirthamukh- Mandirghat- Dumboor- NarikelKunja- Gandachara- Ambassa	
	Tripura	North-East Circuit 2018-19	Development of Surma Cherra- Unakoti- Jampui Hills- Gunabati - Bhunaneshwari- Neermahal- Boxanagar- Chottakhola- Pilak- Avangchaarra	44.83
	Uttar Pradesh	Buddhist Circuit 2016-17	Development of Srawasti, Kushinagar, & Kapilwastu	87.89
	Uttar Pradesh	Ramayana Circuit 2016-17	Development of Chitrakoot and Shringverpur	69.45
	Uttar Pradesh	Spiritual Circuit 2016-17	Development of Ahar-Aligarh- Kasganj-Sarosi (Unnao)-Pratapgarh- Kausambi-Mirzapur-Gorakhpur- Domariyaganj-Basti-Barabanki- Azamgarh-Kairana- Baghpat- Shahjahanpur	71.91
	Uttar Pradesh	Spiritual Circuit 2016-17	Development of Bijnor- Meerut- Kanpur- Kanpur Dehat- Banda- Ghazipur- Salempur- Ghosi- Balia- Ambedkar Nagar- Aligarh- Fatehpur- Deoria- Mahoba- Sonbhadra-	67.51

			Chandauli- Mishrikh- Bhadohi	
	Uttar Pradesh	Heritage Circuit 2016-17	Development of Kalinjar Fort (Banda)- Maghar Dham (Sant Kabir Nagar)- Chauri Chaura, Shaheed Sthal (Fatehpur)- Mahuar shaheed Sthal (Ghosi)- Shaheed Smarak (Meerut)	36.65
	Uttar Pradesh	Ramayana Circuit 2017-18	Development of Ayodhya	127.21
	Uttar Pradesh	Spiritual Circuit 2018-19	Development of Jewar-Dadri- Sikandrabad-Noida-Khurja-Banda	12.03
	Uttar Pradesh	Spiritual Circuit 2018-19	Development of Gorakhnath Temple (Gorakhpur), Devipattan Temple (Balrampur) and Vatvashni Temple (Domariyagunj)	18.30
	Uttarakhand	Eco Circuit 2015-16	Integrated Development of Eco- Tourism, Adventure Sports, and Associated Tourism Related Infrastructure for Development of Tehri Lake & Surroundings as New Destination-District Tehri	69.17
	Uttarakhand	Heritage Circuit 2016-17	Integrated Development of Heritage Circuit in Kumaon Region - Katarmal - Jogeshwar-Baijnath-Devidhura	76.32

	West Bengal	Coastal Circuit 2015-16	Development of Beach Circuit: Udaipur- Digha- Shankarpur- Tajpur- Mandarmani- Fraserganj-Bakhlai- Henry Island	67.99
	-	Wayside Amenities 2018-19	Development of Wayside Amenities in Uttar Pradesh and Bihar at Varanasi- Gaya; Kushinagar-Gaya- Kushinagar in collaboration with MoRTH	17.50
Total				5290.33

Details of the projects sanctioned under Swadesh Darshan 2.0:

S. No	State/UT	Destination	Name of the Experience	Sanctioned Year	Sanctioned Cost (in ₹ Crore)
1	Andhra Pradesh	Bapatala	Development of Suryalanka Beach Experience	2024-25	97.52
2	Andhra Pradesh	Araku-Lambasingi	Borra Cave Experience at Araku	2023-24	29.88
3	Arunachal Pradesh	Mechuka	Mechuka Cultural Haat	2023-24	18.48
4	Arunachal Pradesh	Mechuka	Mechuka Adventure Park	2023-24	12.75
5	Arunachal Pradesh	Nacho	Unlock Nacho Expedition	2023-24	14.02

6	Assam	Kokrajhar	Kokrajhar Wetland Experience	2023-24	26.68
7	Assam	Jorhat	Reimagining Cinnamara Tea Estate	2023- 24	23.88
8	Bihar	Bodh Gaya	Development of the Buddhist Meditation & Experience Centre, Bodh Gaya	2024-25	165.44
9	Chhattisgarh	Kawardha	Bhoramdeo Corridor Development, Kawardha	2024-25	145.99
10	DNHDD	Daman	Daman Convention Centre	2024-25	147.13
11	Goa	Porvorim	Porvorim Creek Experience	2024-25	24.07
12	Goa	Colva	Colva Beach Experience	2024-25	19.89
13	Haryana	Panchkula	Development of Adventure Tourism Hub at Tikkar Taal and Adventure Park	2024-25	26.68
14	Haryana	Panchkula	Rejuvenation of Yadavindra Garden	2024-25	65.82
15	Himachal Pradesh	Chintpurni	Development of Maa Chintpurni Devi	2025-26	56.26

			Temple, Una		
16	Karnataka	Mysuru	Ecological Experience Zone	2023-24	18.48
17	Karnataka	Mysuru	Tonga ride Heritage experience zone	2023-24	2.72
18	Karnataka	Hampi	Setting up of 'Traveller nooks'	2023-24	25.64
19	Kerala	Alappuzha	Alappuzha: A Global Water Wonderland	2024-25	93.18
20	Kerala	Malampuzha	Enhancement of Tourist Experience at Malampuzha Garden and Leisure Park	2024-25	75.87
21	Kerala	Kumarakom	Kumarakom Bird Sanctuary Experience	2023-24	13.81
22	Ladakh	Leh	Julley Leh Biodiversity Park	2023-24	23.17
23	Ladakh	Kargil	Exploring LOC & Hundarman village Exp	2023-24	11.91
24	Lakshadweep	Bangaram	Development of Eco-Retreat, Adventure, Beach and Mice Experience at Bangaram	2024-25	81.18
25	Madhya	Chitrakoot	Spiritual experience at	2023-24	27.22

	Pradesh		Chitrakoot		
26	Madhya Pradesh	Gwalior	Phoolbagh Experience Zone	2023-24	16.74
27	Madhya Pradesh	Datia	Development of Pitambara Peeth Datia	2025-26	44.24
28	Maharashtra	Pune	Shivshruthi Theme Park	2024-25	76.22
29	Meghalaya	Sohra	Waterfall Trails Experience	2023-24	27.61
30	Meghalaya	Sohra	Meghalayan Age Cave Experience	2023-24	32.45
31	Mizoram	Champhai	Eco Resort Experience at Keilungliah, Zote, Ngur & Mualbuhvum, Champhai	2024-25	38.85
32	Mizoram	Champhai	Heritage and Cultural Centre, Champhai	2024-25	33.87
33	Mizoram	Aizawl	Construction of Conference Centre	2025-26	99.71
34	Nagaland	Chumoukedima	Adventure Tourism Experience at Jacob Village, Chumoukediema	2024-25	32.54
35	Nagaland	Chumoukedima	Eco-Tourism Exp at Chumoukedima	2024-25	7.87

			viewpoint		
36	Nagaland	Chumoukedim a	Tribal Cultural Experience at Midway Retreat	2023-24	21.57
37	Puducherry	Karaikal	Karaikal beach and waterfront experience	2023-24	20.30
38	Punjab	Amritsar	Border Tourism Experience at Attari	2024-25	25.91
39	Punjab	Kapurthala	Eco Tourism experience at Kanjli wetland	2023-24	20.06
40	Rajasthan	Sikar	Development works at Shri Khatu Shyam Ji Temple (Sikar)	2024-25	87.87
41	Rajasthan	Bundi	Spiritual Experience, Keshavraipatan	2023-24	21.65
42	Rajasthan	Bikaner dist.	Development Works at Shri Karni mata mandir, Bikaner	2025-26	22.58
43	Rajasthan	Malaseri Dungari (District Bhilwara)	Development of Malaseri Dungri, Bhilwara District	2025-26	48.73
44	Sikkim	Gyalshing	Eco-Wellness Experience at Yuksom	2023-24	15.41

			Cluster		
45	Sikkim	Gangtok	Gangtok Cultural Village	2023-24	22.60
46	Tamil Nadu	Mamallapuram	Immersive experience at Shore Temple	2023-24	30.02
47	Telangana	Ananathagiri	Eco tourism zone at Ananathgiri forest	2023-24	38.00
48	Telangana	Bhongir	Bhongir Fort Experiential Zone	2023-24	56.82
49	Tripura	Agartala	Tripura Heritage Village & Sangeet Experience at Agartala (Phase-1 &2)	2024-25	48.95
50	Uttar Pradesh	Naimisaranya	Vedic- wellness Experience	2023-24	17.80
51	Uttar Pradesh	Prayagraj	Azad Park and Dekho Prayagraj Trail Experince	2023-24	14.52
52	Uttarakhand	Champawat	Tea Garden Experience	2023-24	19.89
53	Uttarakhand	Pithoragarh	Rural Tourism Cluster Experience at Gunji	2023-24	17.86
Total					2208.31

Details of projects sanctioned under Challenge Based Destination Development (CBDD):

S. No.	State/UT	Destination/ Category	Name of the Experience	Sanctioned Year	Sanctioned Cost (in ₹ Crore)
1	Andhra Pradesh	Nagarjuna Sagar (Culture & Heritage)	Enriching Buddhist Heritage and Cultural Experiences at Nagarjuna Sagar	2024-25	25.00
2	Andhra Pradesh	Ahobilam Temple (Spiritual Tourism)	Development of Ahobilam as a Spiritual Odyssey	2024-25	24.99
3	Arunachal Pradesh	Kibitho (Vibrant Village Programme)	Kibhito Frontier Tourism - Gateway to Serenity	2024-25	4.96
4	Arunachal Pradesh	Bichom Dam Site (Ecotourism and Amrit Dharohar Sites)	Bichom Dam Adventure & Eco-Tourism Project	2024-25	9.90
5	Assam	Sivasagar (Ecotourism and Amrit	Panidhing Bird Sanctuary	2024-25	9.99

		Dharohar Sites)			
6	Bihar	Saran Dist. (Sonepur Fair) (Culture & Heritage)	Development of Sonepur Fair Site	2024-25	24.29
7	Chhattisgarh	Mayali Bagicha (Ecotourism and Amrit Dharohar Sites)	Development of Mayali Bagicha as Eco Tourism Destination	2024-25	9.97
8	Goa	Mayem Village (Ecotourism and Amrit Dharohar Sites)	Beautification and Development of Harvalem Waterfall	2024-25	9.81
9	Gujarat	Vadnagar (Culture & Heritage)	Transformation of Sharmishtha Lake: Light & Culture	2024-25	17.29
10	Gujarat	Thol Village (Ecotourism and Amrit Dharohar Sites)	THOL: Transformative Tourism, Harmonious Sustainability, Optimized Skilling, Leading Technology	2024-25	9.96
11	Gujarat	Porbandar (Spiritual	The Sacred Ocean Retreat at Harsiddhi	2024-25	24.66

		Tourism)	Shore		
12	Himachal Pradesh	Kaza (Culture & Heritage)	Kaza under Culture & Heritage	2024-25	24.82
13	Himachal Pradesh	Rakchham (Vibrant Village Programme)	Tourism Infrastructure Development at Rakchham - Vibrant Village	2024-25	4.96
14	Jharkhand	Ramrekha Dham (Spiritual Tourism)	Tourism Infrastructure Development at Ramrekha Dham	2024-25	18.87
15	Karnataka	Bidar (Culture & Heritage)	Development of Bidar as a Heritage Tourism Destination	2025-26	25.00
16	Kerala	Varkala (Culture & Heritage)	Varkala-Dakshin Kashi	2024-25	25.00
17	Kerala	Thalassery (Spiritual Tourism)	Thalassery: The Spritiual Nexus	2024-25	25.00
18	Ladakh	Mushkoo Village (Ecotourism)	Advancing Mushkoo as a Sustainable Tourism Hub:	2024-25	9.78

		and Amrit Dharohar Sites)	Integrating Wildlife Sightings and Community Progress		
19	Madhya Pradesh	Orchha (Spiritual Tourism)	Orchha A Medieval Splendour 2.0	2024-25	25.00
20	Madhya Pradesh	Mandu (Culture & Heritage)	Mandu-A Medieval & Wonder	2025-26	24.88
21	Maharashtra	Ahmednagar (Culture & Heritage)	Development of Ahmednagar Fort	2024-25	25.00
22	Manipur	Langthabal Konug , Imphal (Culture & Heritage)	Development of Ancient Capital of Manipur, Langthabal Konug	2024-25	24.69
23	Meghalaya	Nartiang Village (Spiritual Tourism)	Nartiang Spiritual & Cultural Centre	2024-25	24.87
24	Meghalaya	Mawphlang Village (Culture & Heritage)	Mawphlang Cultural & Heritage Centre	2024-25	24.87
25	Nagaland	Impur Village	Soulful Trails: The	2024-25	24.94

		(Spiritual Tourism)	Impur Heritage Experience		
26	Nagaland	Doyang Reservoir (Ecotourism and Amrit Dharohar Sites)	Wings Over Doyang: An Eco- Tourism Haven	2024-25	9.99
27	Puducherry	White Town (Culture & Heritage)	Development of White Town	2024-25	22.19
28	Punjab	Rupnagar (Anandpur Sahib) (Spiritual Tourism)	Heritage Street -A Symbol of Peace and Harmony at Sri Anandpur Sahib	2024-25	24.90
29	Punjab	Ferozpur (Hussainiwala Border) (Culture & Heritage)	Cultural and Heritage Strech at Hussainiwala & Border	2024-25	25.00
30	Sikkim	Kabi (Spiritual Tourism)	Kabi Chronicles: A journey through Unity and Heritage	2024-25	24.96
31	Sikkim	Gnathang Village	Echoes of Valor: The Gnathang	2024-25	5.00

		(Vibrant Village Programme)	Valley Experience		
32	Tamil Nadu	Rameswaram Island (Spiritual Tourism)	Iconic transformation of Rameswaram	2024-25	20.01
33	Telangana	Nalgonda (Culture & Heritage)	Development of digital experience centre at Bhuddhavanam	2024-25	24.85
34	Telangana	Kamareddy (Kalki Cheruvu) (Ecotourism and Amrit Dharohar Sites)	Development of Eco-Tourism Project at Nizam Sagar	2024-25	9.98
35	Uttar Pradesh	Mahoba (Culture & Heritage)	Development of Cultural Landscape at Mahoba	2024-25	24.98
36	Uttarakhand	Jadung (Vibrant Village Programme)	Development of Jadung Festive Ground, Jadung	2024-25	4.99
37	Uttarakhand	Kainchidham (Spiritual Tourism)	Development of Kainchi Dham Campus	2024-25	17.60
38	Uttarakhand	Mana Village	Mana Haat	2024-25	4.99

		(Vibrant Village Programme)			
Total					697.94

बीड में राष्ट्रीयकृत बैंकों की नई शाखाएं

3882. श्री बजरंग मनोहर सोनवणे:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को इस बात की जानकारी है कि महाराष्ट्र में बीड लोक सभा संसदीय क्षेत्र के अंतर्गत आने वाले जिलों के ग्रामीण और दूर-दराज के क्षेत्रों में बैंकिंग सेवाएं पर्याप्त नहीं हैं;
- (ख) यदि हां, तो क्या सरकार के पास उक्त निर्वाचन क्षेत्र के अंतर्गत आने वाले जिलों में कोई नई राष्ट्रीयकृत बैंक शाखाएं स्थापित करने की कोई नीति है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;
- (ग) बीड जिले में वर्तमान में चल रही राष्ट्रीयकृत बैंक शाखाओं की तहसील-वार संख्या कितनी है; और
- (घ) सरकार द्वारा वित्तीय समावेशन को सुदृढ़ करने और देश के ग्रामीण क्षेत्रों में किसानों, स्व-सहायता समूहों और छोटे व्यापारियों को आसान बैंकिंग पहुंच प्रदान करने के लिए क्या विशेष कदम उठाए जा रहे हैं?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

- (क) से (ग): ग्रामीण और दूरस्थ क्षेत्रों में बैंकिंग सेवाओं की पहुंच सुनिश्चित करने के लिए सरकार का प्रयास है कि देश के सभी बसे हुए गांवों के 5 किलोमीटर के दायरे में एक बैंकिंग आउटलेट (बैंक शाखा/व्यवसाय प्रतिनिधि/इंडिया पोस्ट पेमेंट्स बैंक) उपलब्ध कराया जाए। बैंकिंग आउटलेट्स की

उपलब्धता की निगरानी भौगोलिक सूचना प्रणाली (जीआईएस) आधारित एप्लिकेशन जन धन दर्शक (जेडीडी) नामक ऐप द्वारा की जाती है।

जेडीडी ऐप पर बैंकों द्वारा अपलोड किए गए आंकड़ों के आधार पर बीड जिले के सभी बसे हुए गांवों के 05 किलोमीटर के दायरे में बैंक शाखा/व्यवसाय प्रतिनिधि(बीसी)/आईपीपीबी द्वारा कवर किया जाता है। दिनांक 31.01.2026 की स्थिति के अनुसार बीड, महाराष्ट्र में बैंकिंग अवसंरचना का ब्यौरा निम्नलिखित है:-

जिला/राज्य	शाखाएं	व्यवसाय प्रतिनिधि(बीसी)	एटीएम	आईपीपीबी
बीड	234	5,482	215	353
महाराष्ट्र	18,331	1,51,421	21,834	13,761

स्रोत: जेडीडी ऐप

भारतीय रिज़र्व बैंक (आरबीआई) के मौजूदा दिशानिर्देशों के अनुसरण में-

- भारतीय रिज़र्व बैंक ने वाणिज्यिक बैंकों, लघु वित्त बैंकों, भुगतान बैंकों, स्थानीय क्षेत्र के बैंकों और क्षेत्रीय ग्रामीण बैंकों को पूर्वानुमोदन के बिना भारत में कहीं भी बैंक शाखाएं खोलने की अनुमति दी है, बशर्ते कि 25% शाखाएं बैंक रहित ग्रामीण क्षेत्रों में हों;
- कवर न किए गए क्षेत्रों में बैंकिंग आउटलेट को शुरू करना एक सतत् प्रक्रिया है जिसकी देख-रेख राज्य स्तरीय बैंकर्स समितियों (एसएलबीसी)/संघ राज्य क्षेत्र स्तरीय बैंकर्स समितियों (यूटीएलबीसी) द्वारा संबंधित राज्य/संघ राज्य क्षेत्र सरकारों, सदस्य बैंकों और अन्य स्टैकहोल्डरों के परामर्श से की जाती है।

इसके अलावा, बैंक, अन्य बातों के साथ-साथ, आरबीआई के निर्देशों, अपनी व्यावसायिक योजनाओं और व्यावसायिक व्यवहार्यता के परिप्रेक्ष्य में बैंकिंग आउटलेट खोलने के प्रस्तावों पर

विचार करते हैं। बैंकिंग आउटलेट खोलने की व्यवहार्यता का और अधिक आकलन करने के लिए, बैंक आवश्यकतानुसार सर्वेक्षण करते हैं।

(घ): वित्तीय समावेशन योजनाओं को सुदृढ़ करने के लिए सरकार द्वारा विभिन्न कदम उठाए जा रहे हैं, जिनमें से कुछ निम्नलिखित हैं:-

- देश भर में विशेष अभियान चलाए गए हैं। इन अभियानों का उद्देश्य वित्तीय समावेशन योजनाओं के अंतर्गत व्यक्तियों को नामांकित करना और इस तरह इन योजनाओं की पैठ को और बढ़ाना है;
- वित्तीय साक्षरता केंद्र (सीएफएल) परियोजना 2017 से रिज़र्व बैंक द्वारा शुरू की गई है, जिसका उद्देश्य वित्तीय साक्षरता के लिए समुदाय के नेतृत्व वाले अभिनव और सहभागी दृष्टिकोण को अपनाना है। 31 जनवरी, 2026 की स्थिति के अनुसार, देश भर में कुल 2,421 सीएफएल स्थापित किए गए हैं, जिनमें से एक सीएफएल औसतन तीन ब्लॉकों को कवर करता है;
- इन योजनाओं को बढ़ावा देने के लिए बैंक मूल स्तर पर नियमित जागरूकता शिविर आयोजित कर रहे हैं। इसके अतिरिक्त, बैंकों और अन्य हितधारकों के साथ इन योजनाओं के कार्यान्वयन और प्रभावशीलता की नियमित रूप से निगरानी करने के लिए एक समीक्षा तंत्र मौजूद है।
- बैंक अपने ग्रामीण स्वरोजगार प्रशिक्षण संस्थानों (आरएसईटीआई) के माध्यम से व्यावसायिक प्रशिक्षण और उद्यमिता विकास पहलों सहित विभिन्न कौशल विकास कार्यक्रमों का आयोजन करते हैं। बैंक विभिन्न योजनाओं के बारे में जागरूकता का सृजन करने हेतु क्रेडिट आउटरीच कैंप आदि भी आयोजित करते हैं।

PROMOTION OF TAMIL AS A CLASSICAL LANGUAGE

3883. THIRU DAYANIDHI MARAN:

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

- (a) the total funds allocated and utilised during the last five years for promoting the growth, research and global dissemination of Tamil as a Classical Language along with similar details for other languages as well, year-wise and scheme-wise;
- (b) the details of grants released to the Central Institute of Classical Tamil (CICT) and other institutions for research, digitisation of manuscripts, translation projects, fellowships and organisation of international conferences on Tamil studies;
- (c) whether the Union Government has commissioned any impact assessment to evaluate the manner in which these funds have strengthened academic research, publications, global outreach and higher education in Classical Tamil;
- (d) the steps taken by the Government to promote Tamil language chairs abroad, digital archives and collaborations with universities to expand Tamil scholarship internationally; and
- (e) whether the Government proposes to enhance financial support and institutional autonomy to ensure sustained growth and preservation of Tamil's classical heritage?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) to (e): The Government has undertaken several initiatives for the preservation, promotion and development of Classical Tamil and other Indian languages through dedicated institutions and academic programmes. In this regard, the Central Institute of Classical Tamil (CICT), Chennai, an autonomous organisation under the Ministry of Education, undertakes activities relating to research, preservation and dissemination of Classical Tamil. Further, the Central Institute of Indian Languages (CIIL), Mysuru, a subordinate office under the Ministry of Education, undertakes research, documentation, propagation and teaching of Indian languages, including the classical languages. These initiatives are aligned with the objectives of the National Education Policy (NEP) 2020, which emphasizes multilingualism and the promotion of Indian languages.

The funds allocated for classical languages are utilised for various initiatives such as organisation of seminars and workshops, training programmes, Junior Research Fellowships, Post-Doctoral Fellowships, translation projects and publication-related activities. The year-wise details of funds allocated for Tamil, Kannada, Odia, Malayalam and Telugu are as under:

Year	Funds allocated (Rs. in lakhs)				
	Tamil	Kannada	Odia	Malayalam	Telugu
2021-22	1200.00	106.50	58.38	63.97	103.15
2022-23	1200.00	171.75	176.75	186.75	171.75

2023- 24	1525.00	154.50	138.50	112.50	154.50
2024- 25	1430.00	86.00	86.00	86.00	86.00
2025- 26	1697.00	106.50	106.50	106.50	106.50

The Central Institute of Classical Tamil (CICT) has developed a rich repository of rare classical resources and possesses over 47,500 collections of Classical Tamil texts, 96,215 palm-leaf manuscripts and 39,061 paper manuscripts. 2,800 manuscripts have already been digitised, including palm-leaf manuscript collections of *Tolkappiyam*, which dates back to around the third century BCE. Further, 41 ancient Classical Tamil texts have been translated into Hindi and released during the Kashi Tamil Sangamam 3.0. In addition, the Institute has translated major classical works such as *Tirukkural*, *Tolkappiyam*, *Silappatikaram* and *Manimekalai* into various Indian and foreign languages. The Institute has also established collaborations with international institutions including the University of Malaya, Eastern University of Sri Lanka and Frankfurt Tamil Sangam for the global promotion of the Tamil language.

To review the outcomes of initiatives undertaken for the promotion of Classical Tamil, an assessment mechanism has been devised. The assessment is based on parameters such as academic and research activities undertaken, translation projects, number of publications, national and international outreach

through seminars, conferences and workshops, and the number of Doctoral and Post-Doctoral Fellowships awarded.

NATIONAL R&D EXPENDITURE AND INTELLECTUAL PROPERTY REFORMS

3884. SHRI E T MOHAMMED BASHEER:

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

- (a) the Government's medium-term roadmap to enhance national Research and Development (R&D) expenditure from 0.65 per cent of GDP closer to the global average; and
- (b) whether the Government is considering intellectual property enforcement reforms to incentivise greater private sector participation in R&D, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHAUDHARY):

(a) and (b): To enhance India's Gross Expenditure on Research and Development (GERD) from the current level of around 0.65% of GDP towards the global average, the Government has adopted a medium-term strategy aimed at strengthening the national research and innovation ecosystem. The approach focuses on improving research infrastructure, promoting industry-academia collaboration, and increasing private sector participation in research and innovation. In this context, the Government launched the Research, Development and Innovation (RDI) Scheme on 3 November 2025, with a total

outlay of ₹1 lakh crore over six years, to incentivise greater private sector investment in R&D. Further, the Government has approved the Anusandhan National Research Foundation (ANRF) as a Central Sector Scheme to strengthen India's research and innovation ecosystem. The foundation aims to promote industry-academia collaboration, support translational research, and mobilise additional resources from industry, public sector enterprises, philanthropic organisations, and other stakeholders. In addition, several intellectual property (IP) reforms have been undertaken to encourage innovation. These include simplifying compliance procedures, reducing timelines for IP filing and disposal, and providing fee rebates for startups, MSMEs, and educational institutions, thereby incentivising greater private participation in research and development.

शेल कंपनियों के खिलाफ कार्रवाई

3885. श्री हरीश चंद्र मीना:

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

- (क) विगत पांच वर्षों के दौरान देश में संदिग्ध वित्तीय लेन-देन में संलिप्त पाई गई शेल कंपनियों, नकली कंपनियों या अन्य पंजीकृत कंपनियों की संख्या कितनी है और तत्संबंधी राज्य-वार ब्यौरा क्या है;
- (ख) विगत पांच वर्षों के दौरान राजस्थान राज्य में ऐसी कितनी पंजीकृत कंपनियों की पहचान मुखौटा कंपनियों, नकली कंपनियों या अन्य कंपनियों के रूप में की गई है जिन्हें संदिग्ध वित्तीय लेन-देन में संलिप्त पाया गया है और ऐसी कंपनियों के विरुद्ध सरकार द्वारा की गई-कार्रवाई की प्रकृति का ब्यौरा क्या है; और

(ग) क्या सरकार ने ऐसी कंपनियों द्वारा किए जा रहे अवैध धन शोधन, भूमि लेन-देन और कर अपवंचन से संबंधित मामलों की जांच करने का कार्य किसी केन्द्रीय जांच एजेंसी को सौंपा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) और (ख): कंपनी अधिनियम, 2013 (अधिनियम) में 'नकली कंपनी' या 'मुखौटा कंपनी' शब्द को परिभाषित नहीं किया गया है। तथापि, यह मंत्रालय कंपनी अधिनियम, 2013 के विभिन्न प्रावधानों का अनुपालन न करने सहित संदिग्ध वित्तीय लेनदेनों/धोखाधड़ी में कथित रूप से संलिप्त कंपनियों के विरुद्ध जांच, निरीक्षण और अन्वेषण (3आईएस) के रूप में अधिनियम की धारा 206/210/212 के तहत प्रवर्तन कार्रवाई करता है।

कंपनी रजिस्ट्रार, प्रादेशिक निदेशकों और गंभीर कपट अन्वेषण कार्यालय (एसएफआईओ) की रिपोर्टों के आधार पर मंत्रालय आवश्यक दंडात्मक कार्रवाई करने के लिए अनुदेश जारी करता है। दंडित कंपनियों का राज्य-वार ब्यौरा **विवरण-I** में दिया गया है।

इसके अतिरिक्त, मंत्रालय ऐसी कंपनियों को बंद करने के लिए उक्त अधिनियम की धारा 248(1) के तहत नाम हटाने का अभियान भी चलाता है जो तत्काल पूर्ववर्ती दो वित्तीय वर्षों की अवधि के लिए कोई व्यवसाय या प्रचालन नहीं कर रही हैं और अधिनियम की धारा 455 के तहत निष्क्रिय कंपनी का दर्जा प्राप्त करने के लिए ऐसी अवधि के भीतर कोई आवेदन नहीं किया है या कोई कंपनी निगमन के एक वर्ष के भीतर अपना व्यवसाय शुरू करने में विफल रही है या इसके निगमन या ज्ञापन के अभिदाताओं ने उस सदस्यता शुल्क का भुगतान नहीं किया है जो उन्होंने कंपनी के निगमन के समय भुगतान करने का वचन दिया था और अधिनियम की धारा 10क(1) के तहत इसके निगमन के एक सौ अस्सी दिनों के भीतर इस आशय की घोषणा दाखिल नहीं की गई है या उक्त अधिनियम की धारा 12(9) के तहत किए गए भौतिक सत्यापन के बाद पता चला कि

कंपनी कोई व्यवसाय या संचालन नहीं कर रही है। उक्त अधिनियम की धारा 248(1) के अंतर्गत की गई कार्रवाई का ब्यौरा **विवरण-II** में दिया गया है।

(ग): चूंकि कंपनी अधिनियम, 2013 के अंतर्गत नकली कंपनी या मुखौटा कंपनी शब्द को परिभाषित नहीं किया गया है, इसलिए अपेक्षित सूचना नहीं रखी जाती है। तथापि, संदिग्ध/संभावित कपटपूर्ण लेन-देन में संलिप्त पाई गई कंपनियों के विवरण वित्तीय आसूचना इकाई (एफआईयू) की रिपोर्टों, सीईआईबी (केन्द्रीय आर्थिक आसूचना ब्यूरो) के संदर्भों, एसएलसीसी (राज्य स्तरीय समन्वय समिति) द्वारा मंत्रालय के साथ साझा किए जाते हैं जो कंपनी अधिनियम 2013, की धारा क्रमशः 206(4), 206(5) और 210 के तहत 3आईएस को आरम्भ करने में महत्वपूर्ण जानकारी के रूप में कार्य करती है।

इसके अतिरिक्त, गंभीर कपट के मामले में, कंपनी अधिनियम, 2013 की धारा 212 के तहत जांच एसएफआईओ को सौंपी गई है।

जांच/निरीक्षण/अन्वेषण रिपोर्टों के निष्कर्षों को प्रवर्तन निदेशालय (ईडी), आयकर (आईटी) विभाग और जीएसटी प्राधिकरणों, जैसा भी मामला हो, जैसी प्रवर्तन एजेंसियों के साथ साझा किया जाता है, ताकि ऐसी कंपनियों और उनसे जुड़े व्यक्तियों के विरुद्ध आगे की कार्रवाई को सक्षम बनाया जा सके।

विवरण-I

अनुपालन न करने के लिए दंडित कंपनियों की कुल संख्या

क्र.सं.	राज्य/केंद्र शासित प्रदेश का नाम	2020-21	2021-22	2022-23	2023-24	2024-25
1.	आंध्र प्रदेश	0	8	136	21	7
2.	अरुणाचल प्रदेश	0	0	0	0	0
3.	असम	2	4	4	4	9
4.	बिहार	3	14	55	31	19

5.	चंडीगढ़	3	6	2	3	10
6.	छत्तीसगढ़	0	19	7	68	34
7.	दादर और नगर हवेली दमन और दीव	0	0	01	03	01
8.	गोवा	0	0	5	0	9
9.	गुजरात	5	47	152	169	57
10.	हरियाणा	2	5	29	37	19
11.	हिमाचल प्रदेश	0	0	0	2	2
12.	झारखंड	0	0	0	0	1
13.	कर्नाटक	89	98	66	93	202
14.	केरल	89	24	98	11	20
15.	मध्य प्रदेश	14	29	17	68	16
16.	महाराष्ट्र	10	15	36	144	211
17.	मणिपुर	0	0	0	0	0
18.	मेघालय	0	0	0	1	0
19.	मिजोरम	0	0	0	0	0
20.	नागालैंड	0	0	0	0	0
21.	राष्ट्रीय राजधानी क्षेत्र दिल्ली	52	31	110	141	135
22.	ओडिशा	4	10	12	7	3
23.	पुडुचेरी	6	1	10	10	9
24.	पंजाब	5	15	3	11	23
25.	राजस्थान	3	3	21	23	3
26.	तमिलनाडु	20	26	89	56	139
27.	तेलंगाना	6	22	8	7	18

28.	त्रिपुरा	0	0	0	0	0
29.	जम्मू और कश्मीर केंद्र शासित प्रदेश	0	0	2	2	0
30.	केंद्र शासित प्रदेश लद्दाख	0	0	0	0	0
क्र.सं.	राज्य/केंद्र शासित प्रदेश का नाम	2020-21	2021-22	2022-23	2023-24	2024-25
31.	उत्तर प्रदेश	0	22	3	18	80
32.	उत्तराखंड	0	0	1	3	2
33.	पश्चिम बंगाल	5	5	34	47	37
34.	केंद्र शासित प्रदेश अंडमान और निकोबार	0	0	0	0	0
35.	लक्षद्वीप केंद्र शासित प्रदेश	0	0	0	0	0
	कुल	318	404	901	980	1066

विवरण-III

कंपनी अधिनियम, 2013 की धारा 248(1) के तहत की गई कार्रवाई

वर्ष	संपूर्ण भारत	राजस्थान
2020-21	217	0
2021-22	28,305	1,210
2022-23	68,893	1,453
2023-24	0	0
2024-25	0	0
कुल	97,415	2,631

POST-PANDEMIC RECOVERY IN TOURIST ARRIVALS

3886. DR. D RAVI KUMAR:

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

- (a) whether the Government is aware that Domestic Tourist Visits (DTV) exceeded 1.65 billion in 2023, reflecting strong post-pandemic recovery, while Foreign Tourist Arrivals (FTAs) crossed 9.5 million in 2024 with further growth reported in 2025;
- (b) the details of tourism infrastructure projects sanctioned and funded under Swadesh Darshan 2.0 and PRASHAD schemes during the years 2023–25, including outlay and completion status, State/UT-wise;
- (c) whether any impact assessment has been undertaken on employment generation in tourism, which supports over 8 crore direct and indirect jobs and contributes about 7.5 percent of country's GDP; and
- (d) the details of the steps taken by the Government to enhance tourist safety, digital ticketing and unified portals, last-mile connectivity and adoption of sustainable and responsible tourism practices at major destinations?

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

- (a): Domestic Tourist Visits (DTV) reached 2.51 billion in 2023, marking a robust post-pandemic recovery. Foreign Tourist Arrivals (FTAs) in 2024 touched 9.95 million.
- (b): The details are enclosed as **Statement**.
- (c): As per the estimates of the Periodic Labour Force Survey (PLFS), the total

number of tourism jobs (direct and indirect) during 2023–24 was 84.63 million (8.46 Crore). The total share of tourism in the country's Gross Domestic Product (GDP) for 2023-24 (Provisional) is estimated at 5.22%.

(d): Safety and Security of tourists is essentially a State subject. However, the Ministry of Tourism has been continuously taking up the matter with all the State Governments and Union Territory (UT) Administrations for setting up of dedicated Tourism Police to strengthen on-ground safety mechanism for tourists. With the efforts of Ministry of Tourism, the State Governments/UT's viz Telangana, Andhra Pradesh, Delhi, Goa, Karnataka, Kerala, Maharashtra, Himachal Pradesh, Jammu and Kashmir, Madhya Pradesh, Odisha, Punjab, Rajasthan, Sikkim and Uttar Pradesh have deployed tourist police.

Ministry of Tourism has been periodically requesting all State Governments and Union Territories for availing the benefits of the 'Safe Tourism Destination for Women' under Nirbhaya fund which can be utilized for projects specifically designed to improve the safety and security of women tourists.

The Ministry of Tourism along with all stakeholders, including the Tourism Departments of all States and UTs, have adopted the 'Code of Conduct for Safe & Honourable Tourism' which is a set of guidelines to encourage tourism activities to be undertaken with respect to basic rights like dignity, safety and freedom from exploitation of both tourists and local residents, in particular, women and children.

Further, The Ministry of Tourism, in association with the Adventure Tour

Operators Association of India has formulated Model Adventure Safety Guidelines with an aim to establish a comprehensive and standardized framework to ensure safety in the Adventure Tourism sector across India. These guidelines have been circulated to all States and Union Territories for adoption and formulation / updation of safety protocols.

Effective and adequate connectivity is one of the important aspects for developing a tourist destination. Ministry of Tourism is working closely with Ministry of Civil Aviation for improving the air connectivity to important tourist destination and to lesser known/new destinations with high potential. It has coordinated with Ministry of Civil Aviation under their Regional Connectivity Scheme- Ude Desh Ka Aam Naagrik (RCS-UDAN) and is sharing the Viability Gap Funding (VGF) amount for 53 tourism routes identified for this purpose.

With a view to bring in more transparency, accountability and improved service delivery, the Ministry of Tourism introduced an online system of receiving, processing and granting approvals for classification of Accommodation Units and recognition of Tourism Service Providers. Applications can be filed at the portal of National Integrated Database of Hospitality Industry (NIDHI+), i.e. nidhi.tourism.gov.in. This online process has also been integrated with a payment gateway.

The Ministry of Tourism has launched a Comprehensive Sustainable Tourism Criteria for India (STCI) for three major segments of tourism industry, namely Tour Operators, Accommodation, and Beaches, Backwaters, Lakes and Rivers sectors. The criterion has been adopted by the stakeholders.

STATEMENT**List of sanctioned projects under Swadesh Darshan 2.0 as on 15.01.2026**

S. No.	State	Destination	Name of the Experience	Sanction Year	Sanctioned Cost (in ₹ Crore)	Amount Authorised (in ₹ Crore)
1	Andhra Pradesh	Bapatla	Development of Suryalanka Beach Experience	2024-25	97.52	9.75
2	Andhra Pradesh	Araku-Lambasingi	Borra Cave Experience at Araku	2023-24	29.88	2.99
3	Arunachal Pradesh	Mechuka	Mechuka Cultural Haat	2023-24	18.48	1.85
4	Arunachal Pradesh	Mechuka	Mechuka Adventure Park	2023-24	12.75	1.28
5	Arunachal Pradesh	Nacho	Unlock Nacho Expedition	2023-24	14.02	1.40
6	Assam	Kokrajhar	Kokrajhar Wetland Experience	2023-24 (Rev March 2025)	26.68	2.67
7	Assam	Jorhat	Reimagining Cinnamara Tea Estate	2023- 24 (Rev March 2025)	23.88	2.39

8	Bihar	Bodh Gaya	Development of the Buddhist Meditation & Experience Centre, Bodh Gaya	2024-25	165.44	16.54
9	Chhattisgarh	Kawardha	Bhoramdeo Corridor Development, Kawardha	2024-25	145.99	14.60
10	DNHDD	Daman	Daman Convention Centre	2024-25	147.13	---
11	Goa	Porvorim	Porvorim Creek Experience	2024-25	24.07	2.41
12	Goa	Colva	Colva Beach Experience	2024-25	19.89	1.99
13	Haryana	Panchkula	Development of Adventure Tourism Hub at Tikkar Taal and Adventure Park	2024-25	26.68	2.67
14	Haryana	Panchkula	Rejuvenation of Yadavindra Garden	2024-25	65.82	6.58
15	Himachal Pradesh	Chintpurni	Development of Maa Chintpurni Devi Temple, Una	2025-26	56.26	5.63

16	Karnataka	Mysuru	Ecological Experience Zone	2023-24	18.48	1.85
17	Karnataka	Mysuru	Tonga ride Heritage experience zone	2023-24 (Rev Jan 2025)	2.72	0.27
18	Karnataka	Hampi	Setting up of 'Traveller nooks'	2023-24 (Rev Jan 2025)	25.64	2.56
19	Kerala	Alappuzha	Alappuzha: A Global Water Wonderland	2024-25 (Rev Jan 2025)	93.18	9.32
20	Kerala	Malampuzha	Enhancement of Tourist Experience at Malampuzha Garden and Leisure Park	2024-25	75.87	7.59
21	Kerala	Kumarakom	Kumarakom Bird Sanctuary Experience	2023-24	13.81	1.38
22	Ladakh	Leh	Julley Leh Biodiversity Park	2023-24 (Rev May 2025)	23.17	2.32
23	Ladakh	Kargil	Exploring LOC & Hundarman village Exp	2023-24 (Rev May 2025)	11.91	1.19

24	Lakshadweep	Bangaram	Development of Eco-Retreat, Adventure, Beach and Mice Experience at Bangaram	2024-25	81.18	8.12
25	Madhya Pradesh	Chitrakoot	Spiritual experience at Chitrakoot	2023-24	27.22	2.72
26	Madhya Pradesh	Gwalior	Phoolbagh Experience Zone	2023-24	16.74	1.67
27	Madhya Pradesh	Datia	Development of Pitambara Peeth Datia	2025-26	44.24	4.42
28	Maharashtra	Pune	Shivshruthi Theme Park	2024-25	76.22	7.62
29	Meghalaya	Sohra	Waterfall Trails Experience	2023-24 (Rev Sep 2025)	27.61	2.76
30	Meghalaya	Sohra	Meghalayan Age Cave Experience	2023-24	32.45	3.25
31	Mizoram	Champhai	Eco Resort Experience at Keilungliah, Zote, Ngur&Mualbuhvum , Champhai	2024-25	38.85	3.89

32	Mizoram	Champhai	Heritage and Cultural Centre, Champhai	2024-25	33.87	3.39
33	Mizoram	Aizawl	Construction of Conference Centre	2025-26	99.71	9.96
34	Nagaland	Chumoukedima	Adventure Tourism Experience at Jacob Village, Chumoukediema	2024-25	32.54	3.25
35	Nagaland	Chumoukedima	Eco-Tourism Exp at Chumoukedima viewpoint	2024-25	7.87	0.79
36	Nagaland	Chumoukedima	Tribal Cultural Experience at Midway Retreat	2023-24	21.57	2.16
37	Puducherry	Karaikal	Karaikal beach and waterfront experience	2023-24	20.30	---
38	Punjab	Amritsar	Border Tourism Experience at Attari	2024-25	25.91	2.59
39	Punjab	Kapurthala	Eco Tourism experience at Kanjli wetland	2023-24	20.06	---
40	Rajasthan	Sikar	Development works at Shri Khatu	2024-25	87.87	8.79

			Shyam Ji Temple (Sikar)			
41	Rajasthan	Bundi	Spiritual Experience, Keshavraipatan	2023-24	21.65	2.17
42	Rajasthan	Bikaner dist.	Development Works at Shri Karni mata mandir, Bikaner	2025-26	22.58	2.26
43	Rajasthan	MalaseriDungari (District Bhilwara)	Development of MalaseriDungri, Bhilwara District	2025-26	48.73	4.87
44	Sikkim	Gyalshing	Eco-Wellness Experience at Yuksom Cluster	2023-24	15.41	1.54
45	Sikkim	Gangtok	Gangtok Cultural Village	2023-24	22.60	11.30
46	Tamil Nadu	Mamallapuram	Immersive experience at Shore Temple	2023-24 (Rev May 2025)	30.02	---
47	Telangana	Ananathagiri	Eco tourism zone at Ananathgiri forest	2023-24	38.00	3.80
48	Telangana	Bhongir	Bhongir Fort Experiential Zone	2023-24	56.82	5.68

49	Tripura	Agartala	Tripura Heritage Village & Sangeet Experience at Agartala (Phase-1 &2)	2024-25	48.95	4.89
50	Uttar Pradesh	Naimisaranya	Vedic- wellness Experience	2023-24 (Rev March 2025)	17.80	---
51	Uttar Pradesh	Prayagraj	Azad Park and Dekho Prayagraj Trail Experince	2023-24 (Rev March 2025)	14.52	1.45
52	Uttarakhand	Champawat	Tea Garden Experience	2023-24 (Rev March 2025)	19.89	1.99
53	Uttarakhand	Pithoragarh	Rural Tourism Cluster Experience at Gunji	2023-24 (Rev March 2025)	17.86	1.79
Total					2208.31	206.35

Projects sanctioned under PRASHAD Scheme during 2023-25

S. No.	State	Project Name	Sanction Year	Sanction Amount (in ₹ Crore)	Amount Released (in ₹ Crore)
1	Andhra Pradesh	Development of Pilgrimage Tourism Infrastructure in Annaram Temple Town	2024-25	25.33	6.74
2	Bihar	Development of Ambika Bhawani Temple, Saran	2024-25	13.29	0
3	Goa	Development of Bom Jesus Basilica	2024-25	16.46	4.68
4	Karnataka	Development of Pilgrimage Amenities at Sri Chamundeshwari Devi Temple, Mysuru	2023-24	45.38	13.33
5	Karnataka	Development of Renuka Yallama Devi temple	2024-25	18.37	0
6	Karnataka	Development of Basic Amenities at Papnash Temple, Bidar dist.	2024-25	22.25	6.3
7	Mizoram	Development of Basic Amenities under PRASHAD scheme in Vangchhia, Champhai District	2024-25	5.47	1.56
8	Puducherry	Development of Pilgrim Facilities & Tourist attractions for Sri Dharbaranyeswara Temple	2024-25	25.94	0

9	Tamil Nadu	Development of 8 Navagraha Temples	2024-25	40.94	0
10	Telangana	Development of Basic Amenities at goddess Renuka Yellama Devasthanam	2024-25	4.22	0

List of sanctioned projects under Swadesh Darshan 2.0 as on 15.01.2026

S. No.	State	Destination	Name of the Experience	Sanction Year	Sanctioned Cost (in ₹ Crore)	Amount Authorised (in ₹ Crore)
1	Andhra Pradesh	Bapatla	Development of Suryalanka Beach Experience	2024-25	97.52	9.75
2	Andhra Pradesh	Araku-Lambasingi	Borra Cave Experience at Araku	2023-24	29.88	2.99
3	Arunachal Pradesh	Mechuka	Mechuka Cultural Haat	2023-24	18.48	1.85
4	Arunachal Pradesh	Mechuka	Mechuka Adventure Park	2023-24	12.75	1.28
5	Arunachal	Nacho	Unlock Nacho	2023-24	14.02	1.40

	Pradesh		Expedition			
6	Assam	Kokrajhar	Kokrajhar Wetland Experience	2023-24 (Rev March 2025)	26.68	2.67
7	Assam	Jorhat	Reimagining Cinnamara Tea Estate	2023- 24 (Rev March 2025)	23.88	2.39
8	Bihar	Bodh Gaya	Development of the Buddhist Meditation & Experience Centre, Bodh Gaya	2024-25	165.44	16.54
9	Chhattisgarh	Kawardha	Bhoramdeo Corridor Development, Kawardha	2024-25	145.99	14.60
10	DNHDD	Daman	Daman Convention Centre	2024-25	147.13	---

11	Goa	Porvorim	Porvorim Creek Experience	2024-25	24.07	2.41
12	Goa	Colva	Colva Beach Experience	2024-25	19.89	1.99
13	Haryana	Panchkula	Development of Adventure Tourism Hub at Tikkar Taal and Adventure Park	2024-25	26.68	2.67
14	Haryana	Panchkula	Rejuvenation of Yadavindra Garden	2024-25	65.82	6.58
15	Himachal Pradesh	Chintpurni	Development of Maa Chintpurni Devi Temple, Una	2025-26	56.26	5.63
16	Karnataka	Mysuru	Ecological Experience Zone	2023-24	18.48	1.85
17	Karnataka	Mysuru	Tonga ride Heritage experience zone	2023-24 (Rev Jan 2025)	2.72	0.27
18	Karnataka	Hampi	Setting up of	2023-24	25.64	2.56

			'Traveller nooks'	(Rev Jan 2025)		
19	Kerala	Alappuzha	Alappuzha: A Global Water Wonderland	2024-25 (Rev Jan 2025)	93.18	9.32
20	Kerala	Malampuzha	Enhancement of Tourist Experience at Malampuzha Garden and Leisure Park	2024-25	75.87	7.59
21	Kerala	Kumarakom	Kumarakom Bird Sanctuary Experience	2023-24	13.81	1.38
22	Ladakh	Leh	Julley Leh Biodiversity Park	2023-24 (Rev May 2025)	23.17	2.32
23	Ladakh	Kargil	Exploring LOC & Hundarman village Exp	2023-24 (Rev May 2025)	11.91	1.19

24	Lakshadweep	Bangaram	Development of Eco-Retreat, Adventure, Beach and Mice Experience at Bangaram	2024-25	81.18	8.12
25	Madhya Pradesh	Chitrakoot	Spiritual experience at Chitrakoot	2023-24	27.22	2.72
26	Madhya Pradesh	Gwalior	Phoolbagh Experience Zone	2023-24	16.74	1.67
27	Madhya Pradesh	Datia	Development of Pitambara Peeth Datia	2025-26	44.24	4.42
28	Maharashtra	Pune	Shivshruthi Theme Park	2024-25	76.22	7.62
29	Meghalaya	Sohra	Waterfall Trails Experience	2023-24 (Rev Sep 2025)	27.61	2.76
30	Meghalaya	Sohra	Meghalayan Age Cave Experience	2023-24	32.45	3.25
31	Mizoram	Champhai	Eco Resort	2024-25	38.85	3.89

			Experience at Keilungliah, Zote, Ngur&Mualbuhvu m, Champhai			
32	Mizoram	Champhai	Heritage and Cultural Centre, Champhai	2024-25	33.87	3.39
33	Mizoram	Aizawl	Construction of Conference Centre	2025-26	99.71	9.96
34	Nagaland	Chumoukedim a	Adventure Tourism Experience at Jacob Village, Chumoukediema	2024-25	32.54	3.25
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43	Rajasthan	MalaseriDungari (District	Development of MalaseriDungri,	2025-26	48.73	4.87

		Bhilwara)	Bhilwara District			
44	Sikkim	Gyalshing	Eco-Wellness Experience at Yuksom Cluster	2023-24	15.41	1.54
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	Pradesh		Experience	(Rev March 2025)		
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		Vangchhia, Champhai District			
8	Puducherry	Development of Pilgrim Facilities & Tourist attractions for Sri Dharbaranyeswara Temple	2024-25	25.94	0
9	Tamil Nadu	Development of 8 Navagraha Temples	2024-25	40.94	0
10	Telangana	Development of Basic Amenities at goddess Renuka Yellama Devasthanam	2024-25	4.22	0

ग्वालियर में औद्योगिक प्रदूषण

3887 श्री भारत सिंह कुशवाह :

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

- (क) क्या ग्वालियर के निकट स्थित मालनपुर औद्योगिक क्षेत्र से छोड़े जाने वाले हानिकारक रसायनों से मानव स्वास्थ्य, कृषि भूमि और भू-जल पर प्रतिकूल प्रभाव पड़ रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या उक्त प्रदूषण के प्रभाव का मूल्यांकन करने के लिए कोई वैज्ञानिक मूल्यांकन/सर्वेक्षण किया गया है, यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस प्रभाव का आकलन कितने किलोमीटर में किया गया है;
- (ग) विगत पांच वर्षों के दौरान संबंधित उद्योगों द्वारा प्रदूषण नियंत्रण, वनीकरण और पर्यावरण संरक्षण पर कितनी धनराशि खर्च की गई है; और

(घ) ग्वालियर क्षेत्र में लोक कल्याण और कापोरेट सामाजिक उत्तरदायित्व योजना के अंतर्गत उक्त उद्योगों द्वारा खर्च की गई कुल राशि का उद्योग और वर्ष-वार ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (घ) : मध्य प्रदेश प्रदूषण नियंत्रण बोर्ड (एमपीपीसीबी) द्वारा दी गई जानकारी के अनुसार, मालनपुर औद्योगिक क्षेत्र से किसी भी प्रकार के हानिकारक रसायनों का निस्सरण नहीं हो रहा है। राज्य विभागों द्वारा दी गई जानकारी के अनुसार, एमपीपीसीबी ने बताया है कि मानव स्वास्थ्य, कृषि और भूजल पर कोई प्रतिकूल प्रभाव नहीं पाया गया है।

इसके अलावा, केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) द्वारा 'व्यापक पर्यावरणीय प्रदूषण सूचकांक' (सीईपीआई) तैयार किया गया है। यह एक तर्कसंगत संख्या (0 से 100 के बीच) है, जिसका उपयोग किसी भी औद्योगिक क्षेत्र में पर्यावरण की गुणवत्ता को दर्शाने के लिए किया जाता है; यह सूचकांक प्रदूषण के स्रोत, मार्ग और ग्राही (रिसेप्टर) से संबंधित एल्गोरिदम पर आधारित है। जिन औद्योगिक क्षेत्रों का कुल सीईपीआई स्कोर 70 या उससे अधिक है, उन्हें गंभीर रूप से प्रदूषित क्षेत्र (सीपीए) माना जाता है, जबकि सीईपीआई स्कोर ≥ 60 और < 70 वाले क्षेत्रों को अत्यधिक प्रदूषित क्षेत्र (एसपीए) माना जाता है और सीईपीआई स्कोर 60 से कम वाले क्षेत्रों को अन्य प्रदूषित क्षेत्र (ओपीए) माना जाता है।

वर्ष 2018 के दौरान, सीपीसीबी ने 21 राज्यों/संघ राज्य क्षेत्रों में अब स्थित 100 औद्योगिक क्षेत्रों का सीईपीआई मूल्यांकन किया और 38 सीपीए, 31 एसपीए और 31 ओपीए की पहचान की, जिसमें ग्वालियर भी शामिल है, जिसका सीईपीआई स्कोर 51.67 है और इसे अन्य प्रदूषित क्षेत्र (ओपीए) के रूप में वर्गीकृत किया गया है।

इसके अतिरिक्त, सीपीसीबी ने सभी एसपीसीबी/पीसीसी को सभी संबंधित सीपीए और एसपीएस में पर्यावरण की गुणवत्ता को बहाल करने और सुधारने के लिए कार्य योजना तैयार करने और लागू करने का निर्देश दिया। तदनुसार, सभी संबंधित एसपीसीबी/पीसीसी ने इसके लिए कार्य योजना

तैयार कर 2018 के दौरान सीपीसीबी को प्रस्तुत कर दी है, जो कार्यान्वयन के विभिन्न चरणों में हैं। सीपीसीबी ने संबंधित एसपीसीबी/पीसीसी द्वारा कार्य योजना के कार्यान्वयन की समीक्षा के लिए "सीईपीआई कार्य योजना समीक्षा पोर्टल" विकसित किया है।

उद्योग स्थापित करने के लिए एसपीसीबी से पूर्व अनुमति (स्थापना और संचालन की सहमति) और/या पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय/राज्य पर्यावरण प्रभाव आकलन प्राधिकरण (एसईआईए) से पर्यावरण मंजूरी अपेक्षित है। ये अनुमतियाँ कुछ विशिष्ट शर्तों के अधीन हैं, जिनमें पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा अधिसूचित उत्सर्जन मानदंडों का अनुपालन, पर्याप्त प्रदूषण नियंत्रण उपकरणों की स्थापना, पर्यावरण संरक्षण के लिए हरित क्षेत्रों का विकास और रखरखाव, और कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) योजना में योगदान शामिल हैं।

BUDGET ALLOCATION FOR SCHOOLS AND HIGHER EDUCATION

3888. SHRI SUKANTA KUMAR PANIGRAHI:

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

- (a) the details of budget allocation and expenditure during the last three years under Samagra Shiksha, PM SHRI Schools, PM e-VIDYA, SWAYAM, National Digital University and Higher Education Financing Agency (HEFA) and the manner in which these initiatives have strengthened access, quality and digital infrastructure in school and higher education;
- (b) the details of progress achieved in implementation of National Education Policy (NEP) 2020 reforms in Odisha, including curriculum transformation, skill integration, teacher training and institutional development;

- (c) the details of measurable improvements in Gross Enrolment Ratio, reduction in dropout rates and expansion of digital access, particularly in tribal and aspirational districts; and
- (d) the details of steps taken to expand higher education and research capacity in eastern part of the country, including proposals for new institutions or expansion of existing ones?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The details of central allocation and expenditure (central share released) during the last three years under Samagra Shiksha and PM SHRI School is as under:

(Rs. in Crore)

Name of Scheme	2022-23		2023-24		2024-25	
	Central Allocation	Central Share Released	Central Allocation	Central Share Released	Central Allocation	Central Share Released
Samagra Shiksha	44493.94	32151.94	45647.55	32382.79	47475.67	34458.21
PM-SHRI	-	-	2520.34	1216.68	5808.72	3571.08

Source: PAB Minutes / PFMS / PRABANDH Portal

As per UDISE+ 2024-25 data, 5,93,615 Government Schools are equipped with internet connection. Additionally, the Government of India, in the

Budget 2025, has announced provision of broadband connectivity to all Government Secondary schools in rural areas, under the 'BharatNet' project to enhance digital infrastructure in remote areas by BSNL in a phased manner.

A comprehensive initiative called PM eVidya was initiated as part of 'Atmanirbhar Bharat Abhiyaan' on 17th May, 2020, which unifies all efforts related to digital/online/on-air education to enable multi-mode access to education across the country under the aegis of National Education Policy (NEP) 2020. States/UTs collaborate with NCERT to utilise, monitor and evaluate the effectiveness of these initiatives as per their requirements in mother tongue/local/regional languages. PM eVidya includes 200 DTH TV Channels allotted to States/UTs/Autonomous Bodies (ABs)/Other Ministries in Government of India and 400 Radio channels to enable them to provide supplementary education as per their requirement in various Indian languages for classes 1-12.

Digital Infrastructure for Knowledge Sharing (DIKSHA) is the Nation's One Nation, One Digital platform for providing quality e-content for school education in States/UTs along with QR coded Energised Textbooks (ETBs) for all grades. As a participant in DIKSHA, States/UTs/ABs have generated and contributed over 3.7 lakh content in mother tongue/ local/regional languages enabling multilingualism. Overall, 565.28 crore learning sessions have been completed on DIKSHA by students, teachers and other stakeholders. The stakeholders have access to more than 450 Virtual Labs and 100 Virtual skill labs (50 each in Hindi and English) on DIKSHA.

Under Samagra Shiksha, teacher capacity building for digital education is being supported through the DIKSHA platform. The Department has also implemented NISHTHA (National Initiative for School Heads' and Teachers' Holistic Advancement) as an integrated teacher training programme on DIKSHA, covering modules on digital pedagogy, use of ICT tools and technology-enabled learning. Further, NCERT, SCERTs, DIETs, BRCs and CRCs undertake development of resource material, digital content, training programmes and workshops to strengthen teachers' preparedness for digital education.

Under Samagra Shiksha, financial assistance is provided to States and UTs for undertaking various activities for reducing dropout rate, including opening/strengthening of new schools upto senior secondary level, construction of school buildings & additional classrooms, setting up, upgradation and running of Kasturba Gandhi Balika Vidyalayas, setting up of Netaji Subhash Chandra Bose Avasiya Vidyalayas, construction of hostels for PVTGs under PM-JANMAN, construction of hostels under Dharti Aaba Janjatiya Gram Utkarsh Abhiyan for unsaturated ST population, free uniforms, free text books, transport allowance and undertaking enrolment & retention drives. Further, special training for age appropriate admission of out of school children and residential as well as non-residential training for older children, seasonal hostels / residential camps, special training centres at worksites, transport/ escort facility are also supported to bring out of school children to the formal schooling system.

Further, under the student-oriented component for the children with special needs, financial assistance is provided for identification and assessment of children with special needs, aids and appliances, braille kits and books, appropriate teaching learning material and stipend to girl students with disability etc.

Department of Higher Education is implementing the National Mission on Education through Information and Communication Technology (NMEICT) in alignment with the vision of NEP 2020. The scheme aims to leverage the potential of ICT, in all processes of education. Under the NMEICT scheme Study Webs of Active Learning for Young Aspiring Minds (SWAYAM) platform hosts content curated by premier institutions and is available free of cost with the approach of “Anyone, Anywhere, Anytime” Learning. As on date, more than 4400 unique courses have been offered through SWAYAM. These courses have witnessed cumulative enrolments of more than 6 Crores. The details of funds released under the NMEICT Scheme, which includes SWAYAM component, during the last three financial years is as follows:

(Amount Rs. in crores)

2022-23	2023-24	2024-25
395.02	395.82	625.58

Further, Ministry of Education, in collaboration with IIT Madras, has launched the SWAYAM Plus platform in February 2024. The platform offers high-quality industry relevant courses in collaboration with industry partners to

learners, helping them reskill, upskill, and become employment-ready. As on date, Swayam Plus has signed more than 89 MoUs with the leading industry partners. more than 504 Courses in 15 different sectors are available on the platform, and more than 4.84 lakh learners have enrolled for their Skill augmentation.

National Institute of Electronics & Information Technology (NIELIT) an Autonomous Scientific Society under the Ministry of Electronics & Information Technology (MeitY), has launched “NIELIT Digital University (NDU) Platform” in October 2025. “NIELIT Digital University Platform” is a digital learning platform to deliver online and blended skill-based courses in emerging technology sectors such as Artificial Intelligence, Cybersecurity, Cloud Computing etc. The platform also has Built-in Virtual labs for real-time experimentation in Semiconductor Design, Cyber Security, Cyber Forensics, Industry 4.0 and other emerging domains. The courses on this digital platform are aligned to National Skill Qualification Framework (NSQF) with credits to be transferred in the Academic Bank of Credits (ABC) after successful completion.

As on date, more than 100 courses available on NDU Platform. The current set of offerings includes short-term, modular, and specialization courses, delivered through NIELIT’s existing network of 56 centres across the nation.

The budget allocation for the Higher Education Financing Agency (HEFA) Scheme in the last three years is Rs. 1 Lakh. The budget allocation to HEFA scheme was for Capital contribution. HEFA is a non- profit company

under Section-8 of Companies Act 2013 and registered as Non-Banking Finance company (NBFC) with RBI. Being a financial institution, HEFA provides loans for creation of physical infrastructures, research laboratories and equipments etc. to all the Centrally Funded Institutions (CFIs) in order to ensure the top-quality learning environment, improved research and infrastructure facilities for all the students.

(b): The details of progress achieved in implementation of National Education Policy (NEP) 2020 in Odisha is as under:

Sl. No.	Milestones	Status
1.	Age of admission in Grade 1 as 6+	Implemented (from academic year 2025-26)
2.	Vidya Pravesh- 3 months School Preparation Module	Implemented. 4,41,222 students from 44,897 govt. schools participated in FY2025-26.
3.	Setting up of Balvatikas	‘Shishu Vatika’ introduced: Pre-school class for 5–6-year-olds in 44,875 primary & upper primary schools. An estimated 3.10 Lakh students have enrolled for the 2025-26 academic year
4.	Implementation of Jaadui Pitara	Contextualized version of Jaadui Pitara, Jaadui Pedi is being implemented

5.	Gross Enrolment Ratio	Preparatory level (Grades 3 to 5): 94.6% Middle level (Grades 6 to 8): 95.5% Secondary level (Grades 9 to 12): 72.3%
6.	Reducing dropouts in schools	Child Tracking Survey has been initiated in the state from 30 th April to 5 th May, 2025 to identify and mainstreaming of out of school children.
7.	Out of School Children	State has constituted a rescue team under Samagra Shiksha for the education and rehabilitation of the children from SEDGs. The process of mapping of SEDGs in each cluster is under process. One round of planning meeting has been conducted at State level.
8.	State Curriculum Framework- Foundational Stage	Adopted NCF-FS with local contextualization
9.	State Curriculum Framework- School Education	Adopted NCF-SE with local contextualization
10.	Recognition of Teachers	Odisha has a State level policy for

		recognition of teachers/principals- Mukhyamantri Shiksha Puruskar (MSP).
11.	Teacher Training	Prarambha Module focusing on use of FLN materials in classroom transactions and implementation of Vidya Pravesh Prayoga Module focusing on Jaadui Pitara, Classroom transaction in multi grade, multilevel situations in both Literacy and Numeracy. The Khadi Chhuan programme for Sishu Vatika and Pravesh Utsav was conducted in all schools of the state from 2 nd to 5 th April 2025.
12.	Vidya Samiksha Kendra (VSK)	VSK established and connected to National VSK through API
13.	DIKSHA	5.90+ lakh registered users as of 9 th March 2026, 24.29+ Crores learning sessions and 271.16+ Crores learning minutes has been completed.
14.	Student APAAR ID	52+ lakh generated (64%)
15.	Skill Education	95,479 students enrolled in the 803 Implemented schools under Skill Education

		covering 12 out of the 25 sectors and 22 job roles out of the 138 job roles available.

(c): As per UDISE report, GER has shown an increase across the country including tribal and aspirational districts from 76.9% in 2018-19 to 78.7% in 2024-25 for Secondary while for higher secondary GER has increased from 50.1% in 2018-19 to 58.4% in 2024-25.

In higher education, GER rose to 29.5% in 2022–23 (provisional) as per All India Survey on Higher Education (AISHE), up from 26.3% in 2018–19, Number of Higher Education Institutions (HEIs) have increased from 51,649 in 2018-19 to 58,643 in 2022-23 (provisional). Number of HEIs offering online education has gone up from 7 in 2020 to 123 in 2025. Further, steps to improve the GER in India include expanding infrastructure by building new institutions and upgrading the existing ones, increasing financial supports through scholarship and funding and leveraging technologies by promoting online platforms like Swayam (Study Webs of Active-Learning for Young Aspiring Minds) and NPTEL (National Programme on Technology Enhanced Learning).

As per UDISE+ 2024-25 there has been a steady decline in dropout rates. School dropout rates have steadily declined in recent years, standing at 0.3% at the primary level, 3.5% at the upper primary level, and 11.5% at the secondary level. While improving the dropout rates India has made significant

strides in digital infrastructure in education. In schools, the percentage with computers rose from 38.5% in 2019–20 to 64.7% in 2024–25, and those with internet access increased from 22.3% to 63.5%.

Unlike school education, in the Higher Education sector, students have multiple options and they choose and migrate from one course or programme to another, as such there is no concept of Drop Out in Higher education. However, to increase access in Higher Education, the Government has taken various steps like financial assistance and scholarships like Pradhan Mantri Uchchatar Shiksha Protsahan (PMUSP) Scheme, fee waiver/reduction of disadvantaged groups, promote study loans like PM-Vidyalakshmi scheme, establishment of more institutes, student support system like establishment of Counselling Cells, strengthening of Grievance Redressal Mechanism, providing Remedial Coaching, initiatives under online and digital learning (ODL) like SWAYAM, National Digital Library (NDL) and e-PG Pathshala. Further, in light of NEP 2020, a slew of initiatives for academic reforms have been undertaken like Multiple Entry and Exit Options, Academic Bank of Credits (ABC), Choice Based Credit System (CBCS) etc, ensuring digital tools strengthen both access and quality of learning.

(d): In alignment with National Education Policy (NEP) 2020, the Government has launched the third phase of Rashtriya Uchchatar Shiksha Abhiyan (RUSA) in June 2023 in the form of Pradhan Mantri Uchchatar Shiksha Abhiyan (PM-USHA) for the period 2023-24 to 2025-26 with an outlay of Rs. 12926.10 crore, including the committed liabilities of earlier phases of

RUSA, to cater to the needs of educationally unserved/ under served. Under the Multi-Disciplinary Education and Research Universities (MERU) component of PM-USHA, 35 Universities have been approved for a total amount of Rs. 100 crore each.

Under MERU component, the Universities in respective States/ UTs are expected to undertake various mandatory activities such as (i) implementation of National Credit Framework (NCrF) and Choice Based Credit System (CBCS) and implementation of elective course system; (ii) adoption of Academic Bank of Credits; (iii) using Online Distance Learning (ODL) and Online Programmes such as SWAYAM/MOOCs; (iv) courses in Indian Languages; (v) embedding Indian knowledge System (IKS) in the Curriculum; (vi) bridge courses for socially and economically disadvantaged students; (vii) Vocational courses for 21st century skills, Internships/Training, etc. towards achieving higher levels of access, equity, and excellence and promoting holistic and multi-disciplinary education.

Ministry of Education is implementing Rashtriya Uchchatar Shiksha Abhiyan (RUSA) which is a Centrally Sponsored Scheme aimed at funding specific State government universities and colleges, so as to improve their quality by ensuring their conformity to prescribed norms and standards.

In alignment with National Education Policy (NEP) 2020, the Government has launched the third phase of Rashtriya Uchchatar Shiksha Abhiyan (RUSA) in June 2023 in the form of Pradhan Mantri Uchchatar Shiksha Abhiyan (PM-USHA) for the period 2023-24 to 2025-26 with an outlay

of Rs. 12926.10 crore, to cater to the needs of educationally unserved/ underserved areas. The scheme has been further extended till 31st March, 2028, for completion of PM-USHA projects and for an additional 6 months (i.e., 30th September, 2026) for completion of ongoing RUSA projects.

Under PM-USHA, priority is given to Focus Districts. The focus districts are identified by the concerned States/ UTs based on various criteria including low Gross Enrolment Ratio, Gender Parity, population proportion and enrolment proportion for females, transgenders, Scheduled Castes, Scheduled Tribes, and Other Backward Classes, Aspirational/ Border Area/ Left Wing Extremism prone district, etc. Under the scheme, in the Eastern part of the country, 626 projects amounting to Rs. 4111.82 crore have been approved for the States/ UT of Bihar, Jharkhand, Odisha, West Bengal and Andaman & Nicobar Islands.

KSVY IN MAHARASHTRA

3889. ADV GOWAAL KAGADA PADA VI :

Will the **MINISTER OF CULTURE** be pleased to state:

- (a) whether the Government has approved fresh funds under the Kala Sanskriti Vikas Yojana (KSVY) during the year 2025 for the development of regional art forms and cultural centres in rural districts of Maharashtra;
- (b) the details of the total number of districts in Maharashtra covered under KSVY in 2024-25 and the proposed number for 2025-26;

- (c) whether the Nandurbar Lok Sabha Constituency has been identified or is likely to be identified for a KSVY supported cultural/sports facility or artist residency centre;
- (d) the details of the criteria and process used by the Government to select backward, tribal-dominated or border districts grant allocation under KSVY; and
- (e) the details of the funds sanctioned so far under KSVY in Maharashtra in 2025 along with average disbursement per district?

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

(a): KSVY is a Central Sector Scheme administered by the Ministry of Culture under which financial assistance is provided directly to eligible artists, cultural groups and organizations across the country, including those in rural areas. The scheme does not provide district-wise or State Government grants for development of cultural centres. Being KSVY is a Central Sector Scheme, there is no provision for allocation of funds State/District wise. During the financial year 2025-26, ₹37500 lakhs has been allocated.

(b): Being a Central Sector Scheme, no district-wise allocation or coverage is maintained under KSVY. Thus, there is no specific number of districts to be covered under KSVY during 2025-26. However, the details of financial assistance released during the year 2024-2025 in the State of Maharashtra is at **Statement-I**.

(c): No, Sir. The Nandurbar Lok Sabha constituency has not been specifically identified for establishment of any cultural/sports facility or artist residency centre under KSVY.

(d): Under KSVY, financial assistance is provided to individual artists, art groups, and cultural organizations based on eligibility criteria prescribed under the respective components of the scheme. The assistance is generally sanctioned based on: -

- Submission of complete applications in the prescribed format;
- Fulfilment of eligibility conditions specified under the relevant component of KSVY; and
- Recommendation by Expert Committees constituted by the Ministry of Culture.

The scheme does not follow district-based selection criteria for grant allocation. However, artists and organizations from backward, tribal and rural areas, including those in Maharashtra, are eligible to apply and receive assistance subject to fulfilling the scheme guidelines.

(e): Since KSVY is a Central Sector Scheme and financial assistance is not allocated State-wise or district-wise, details of funds sanctioned district-wise in Maharashtra during 2025 and average disbursement per district are not maintained by the Ministry of Culture. Financial assistance under various components of KSVY is released directly to eligible beneficiaries across the country, including those from Maharashtra, in accordance with the scheme

guidelines. However, the details of financial assistance released during the year 2025-26 (till 12.03.2026) in the State of Maharashtra is at **Statement-II**.

STATEMENT-I

**Number of beneficiaries and amount released during the financial year
2024-25 in the state of Maharashtra**

Sl. No.	Name of the Scheme	No. of Beneficiaries	Amount (₹. In lakh)
1.	Financial Assistance for Promotion of Guru Shishya Parampara (Repertory Grant)	59	333.05
2.	Financial Assistance to Cultural Organizations with National Presence	1	18.75
3.	Cultural Function and Production Grant	44	97.31
4.	Financial Assistance for the Development of Buddhist/ Tibetan Culture & Art	14	57.45
5.	Scheme For the Award of Fellowship to Outstanding Persons in The Field of Culture	52	78.60
6.	Scheme for Scholarships to Young Artistes in Different Cultural Fields	81	24.30
7.	Tagore National Fellowship for Cultural Research	10	67.11
8.	Financial Assistance for Veteran Artists	1392	541.19

9.	Financial Assistance for Building Grants including Studio Theatres	02	25.00

STATEMENT-II

**Number of beneficiaries and amount released during the financial year
2025-26 (till 12.03.2026) in the state of Maharashtra**

Sl. No.	Name of the Scheme	No. of Beneficiaries	Amount (₹. In lakh)
1.	Financial Assistance for Promotion of Guru Shishya Parampara (Repertory Grant)	65	525.76
2.	Cultural Function and Production Grant	21	54.39
3.	Financial Assistance for the Development of Buddhist/ Tibetan Culture & Art	09	29.04
4.	Financial Assistance for Building Grants including Studio Theatres	01	14.06
5.	Allied Cultural Activities	01	49.50
6.	Scheme For the Award of Fellowship to Outstanding Persons in The Field of Culture	72	74.40
7.	Scheme for Scholarships to Young Artistes in Different Cultural Fields	138	42.00
8.	Tagore National Fellowship for Cultural Research	03	18.00
9.	Financial Assistance for Veteran Artists	1354	509.14

लॉयड्स मेटल्स एंड एनर्जी लिमिटेड को पर्यावरण मंजूरी

3890. श्री संजय उत्तमराव देशमुख:

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

- (क) क्या सरकार को लॉयड्स मेटल्स एंड एनर्जी लिमिटेड, सूरजागढ़, महाराष्ट्र के संदर्भ में पर्यावरणीय मानकों के अनुपालन के संबंध में कोई प्रस्ताव प्राप्त हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) सरकार द्वारा उक्त प्रस्ताव और पत्र में उठाए गए पर्यावरणीय मुद्दों के विरुद्ध अब तक क्या कार्रवाई की गई है;
- (ग) कंपनी की परियोजनाओं के लिए जारी की गई पर्यावरणीय स्वीकृति की वर्तमान स्थिति क्या है और इसके निबंधन और शर्तें क्या हैं;
- (घ) वायु, जल और भूमि प्रदूषण को नियंत्रित करने के लिए कंपनी पर क्या अनिवार्य शर्तें लगाई गई हैं और इन शर्तों के अनुपालन की निगरानी किस प्रकार की जा रही है;
- (ङ) क्या सरकार ने स्थानीय नागरिकों, जल स्रोतों और कृषि भूमि के स्वास्थ्य पर पड़ने वाले संभावित प्रभाव का आकलन करने के लिए कोई स्वतंत्र अध्ययन कराया है; और
- (च) क्या किन्हीं पर्यावरणीय मानकों का उल्लंघन किया गया है और यदि हां, तो सरकार द्वारा कंपनी के विरुद्ध अब तक क्या दंडात्मक अथवा सुधारात्मक कार्रवाई की गई है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) और (ख): पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय को लॉयड्स मेटल्स एंड एनर्जी एंड लिमिटेड, सूरजागढ़, महाराष्ट्र के संदर्भ में पर्यावरणीय मानदंडों के अनुपालन के संबंध में प्रस्ताव प्राप्त हुआ है। तदनुसार, मंत्रालय के नागपुर स्थित क्षेत्रीय कार्यालय (आरओ) द्वारा दिनांक 05.12.2024 को उक्त परियोजना की जांच की गई और दिनांक 10.02.2025 को उक्त परियोजना के लिए प्रमाणित अनुपालन रिपोर्ट (सीसीआर) जारी की गई।

(ग) से (च): पर्यावरण प्रभाव आकलन (ईआईए) अधिसूचना, 1994 के प्रावधानों के तहत मेसर्स लॉयड्स मेटल्स एंड एनर्जी लिमिटेड को 29.05.2006 को पर्यावरणीय स्वीकृति (ईसी) प्रदान की गई थी, जो 5 वर्ष की अवधि के लिए वैध थी। तथापि, परियोजना प्रस्तावक (पीपी) ने ईआईए अधिसूचना, 2006 के प्रावधानों के तहत पूर्व ईसी प्राप्त किए बिना 2011 के बाद भी खनन कार्य जारी रखा, जिसके परिणामस्वरूप उक्त अधिसूचना का उल्लंघन हुआ।

तत्पश्चात, परियोजना प्रस्तावक ने मंत्रालय द्वारा दिनांक 07.07.2021 को जारी मानक संचालन प्रक्रिया (एसओपी) के अनुसार उल्लंघन श्रेणी के अंतर्गत विस्तार के लिए एक प्रस्ताव प्रस्तुत किया। इस प्रस्ताव का मूल्यांकन, विशेषज्ञ मूल्यांकन समिति (ईएसी) द्वारा किया गया, जिसने उल्लंघन श्रेणी के तहत विचारार्थ विषयों की सिफारिश की। ईएसी की सिफारिशों के आधार पर, मंत्रालय ने दिनांक 18.07.2022 को पर्यावरण विभाग, महाराष्ट्र सरकार के सचिव को पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 19 के प्रावधानों के तहत परियोजना प्रस्तावक के विरुद्ध कार्रवाई शुरू करने के निदेश जारी किए। उल्लंघन श्रेणी के तहत विचारार्थ विषयों भी दिनांक 18.07.2022 को जारी किया गया था।

पर्यावरणीय स्वीकृति प्रदान करने हेतु प्रस्ताव प्रस्तुत करने पर, उचित प्रक्रिया के अनुसार ईएसी द्वारा इसका मूल्यांकन किया गया और ईएसी ने 26.64 करोड़ रुपए की बैंक गारंटी (पिछले उल्लंघनों की समस्याओं का समाधान करने के लिए सुधार योजना और प्राकृतिक और सामुदायिक संसाधन संवर्धन योजना के कार्यान्वयन के लिए) और 5.48 करोड़ रुपये के दंड के अधीन ईसी के अनुदान के लिए प्रस्ताव की सिफारिश की। परियोजना प्रस्तावक द्वारा 5.48 करोड़ रुपए की दंड राशि और 26.64 करोड़ रुपए की बैंक गारंटी जमा करने पर, मंत्रालय ने 24.02.2023 को पर्यावरणीय स्वीकृति प्रदान की। इसके बाद, परियोजना प्रस्तावक ने अपनी परियोजना के विस्तार के लिए आवेदन किया जिसका विधिवत मूल्यांकन किया गया और दिनांक 25.06.2025 को विस्तार के लिए पर्यावरणीय स्वीकृति प्रदान की गई।

ईआईए अधिसूचना, 2006 के प्रावधानों के अनुसार, ईआईए रिपोर्ट और परियोजना के लिए तैयार की गई संबंधित पर्यावरणीय प्रबंधन योजना (ईएमपी) के व्यापक मूल्यांकन के बाद ही पर्यावरणीय स्वीकृति दी जाती है। यह स्वीकृति सांविधिक अनुपालन; वायु, जल और ध्वनि की गुणवत्ता की निगरानी और संरक्षण; ऊर्जा संरक्षण उपाय; अपशिष्ट प्रबंधन; हरित पट्टी का विकास और अनुरक्षण; परिवहन प्रबंधन; मानव स्वास्थ्य और पर्यावरण के लिए सुरक्षोपाय; स्वदेशी और स्थानीय समुदायों की आजीविका की सुरक्षा; और जोखिम निवारण तथा आपदा प्रबंधन से संबंधित विशिष्ट सुरक्षोपायों के अधीन दी जाती है।

इसके अलावा, परियोजना प्रस्तावक को प्रत्येक कैलेंडर वर्ष के 01 जून और 01 दिसंबर को संबंधित विनियामक प्राधिकरण को सॉफ्ट प्रतियों में पूर्व निर्धारित इसी नियमों और शर्तों के संबंध में अर्धवार्षिक अनुपालन रिपोर्ट प्रस्तुत करना अनिवार्य है। परियोजना प्रस्तावक द्वारा प्रस्तुत ये सभी अनुपालन रिपोर्टें सार्वजनिक दस्तावेज हैं, और उनकी प्रतियां किसी भी व्यक्ति द्वारा संबंधित विनियामक प्राधिकरणों के समक्ष आवेदन करने पर उन्हें प्रदान की जा सकती हैं। राज्य प्रदूषण नियंत्रण बोर्ड/प्रदूषण नियंत्रण समितियों को वायु (प्रदूषण की रोकथाम और नियंत्रण) अधिनियम, 1981 और जल (प्रदूषण की रोकथाम और नियंत्रण) अधिनियम, 1974 के प्रावधानों के अनुसार स्थापित करने की सहमति (सीटीई) और संचालन करने की सहमति (सीटीओ) शर्तों के उल्लंघन के मामलों में सुधारात्मक और दंडात्मक कार्रवाई करने का अधिकार है।

छत्तीसगढ़ में खनन श्रमिकों की सुरक्षा और कल्याण

3891. श्रीमती ज्योत्स्ना चरणदास महंत:

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

- (क) क्या छत्तीसगढ़ की भूमिगत खानों में कार्यरत महिला श्रमिकों के लिए सुरक्षा नियम बनाए गए हैं और क्या उनके प्रभावी कार्यान्वयन की नियमित समीक्षा का कोई प्रावधान मौजूद है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

- (ख) विगत तीन वर्षों और चालू वर्षों के दौरान छत्तीसगढ़ में सरकार द्वारा गैर-कोयला खान श्रम कल्याण निधि से आवंटित और वास्तव में उपयोग की गई निधियों का वर्ष-वार ब्यौरा क्या है;
- (ग) क्या सरकार द्वारा खान क्षेत्रों में काम करने वाले श्रमिकों के लिए कोई अनिवार्य स्वास्थ्य सर्वेक्षण कराया गया है और पिछले दो वर्षों के दौरान छत्तीसगढ़ में कितने सिलिकोसिस रोगियों की पहचान की गई है;
- (घ) विगत तीन वर्षों के दौरान छत्तीसगढ़ की खानों में हुई घातक दुर्घटनाओं और सुरक्षा उल्लंघन के कारण जारी किए गए काम रोको आदेशों का ब्यौरा क्या है; और
- (ङ) क्या सरकार द्वारा दुर्घटना प्रभावित परिवारों को मुआवजे का भुगतान समय पर किया गया है और वर्तमान में छत्तीसगढ़ में खनन दुर्घटनाओं के मामलों में अनुकंपा के आधार पर नियुक्ति के कितने मामले लंबित हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारानन्दलाजे):

(क) से (ङ): केंद्र सरकार ने भूमिगत खदानों में कार्यरत महिला कामगारों सहित पंजीकृत प्रतिष्ठानों में नियोजित व्यक्तियों की व्यावसायिक सुरक्षा, स्वास्थ्य और कार्य दशाओं को विनियमित करने के लिए व्यावसायिक सुरक्षा, स्वास्थ्य और कार्य दशाएं (ओएसएच एण्ड डब्ल्यूसी) संहिता, 2020 अधिनियमित की है। यह संहिता, दिनांक 21.11.2025 को लागू हुई है और यह संहिता 10 या अधिक कामगारों वाले सभी प्रतिष्ठानों में और खतरनाक या जीवन के लिए जोखिम वाले व्यवसायों में एक कर्मचारी वाले प्रतिष्ठानों में व्यावसायिक सुरक्षा, स्वास्थ्य और कल्याण सुविधाओं को सार्वभौमिक रूप से लागू करने, महिलाओं सहित कर्मचारियों के लिए निःशुल्क वार्षिक स्वास्थ्य जांच, नियुक्ति पत्रों के माध्यम से औपचारिकीकरण, काम के घंटों के नियमन तथा महिलाओं को नाइट शिफ्ट (सहमति और सुरक्षा उपायों के साथ) सहित सभी प्रकार के कार्यों में सभी क्षेत्रों में काम करने की अनुमति का उपबंध करती है।

ओ.एस.एच. एंड डब्ल्यू.सी. संहिता, 2020 के तहत, खान उद्योगों में कार्यरत महिलाओं सहित सभी के लिए एक समान स्वास्थ्य और सुरक्षा उपाय सुनिश्चित करने हेतु मानक उपबंध निर्दिष्ट किए गए हैं, साथ ही चिकित्सा जांच और व्यवसाय जन्य रोगों की पहचान के लिए मानदंड भी निर्धारित किए गए हैं।

पिछले दो वर्षों के दौरान खान प्रबंधन द्वारा छत्तीसगढ़ में सिलिकोसिस के किसी भी मामले की सूचना खान सुरक्षा महानिदेशालय (डीजीएमएस) को नहीं दी गई है।

गैर-कोयला खान क्षेत्र विशेष रूप से लौह, मैंगनीज और क्रोम अयस्क खानों और चूना पत्थर तथा डोलोमाइट खानों में नियोजित कामगारों के लिए, श्रम कल्याण महानिदेशालय (डीजीएलडब्ल्यू) द्वारा प्रशासित श्रम कल्याण योजना (एलडब्ल्यूएस) के अंतर्गत कल्याण उपाय प्रदान किए जाते हैं। इस योजना के अंतर्गत, पात्र गैर-कोयला खान कामगारों और उनके परिवारों को स्वास्थ्य देखभाल सेवाएं और उनके बच्चों हेतु शैक्षिक सहायता (छात्रवृत्ति) जैसे कल्याणकारी लाभ प्रदान किए जाते हैं। पिछले तीन वर्षों और चालू वर्ष के दौरान छत्तीसगढ़ में स्वास्थ्य और शिक्षा के अंतर्गत प्रदान किए गए लाभों का वर्ष-वार ब्यौरा इस प्रकार है:

वर्ष	स्वास्थ्य देखभाल – लाभार्थियों की संख्या (गैर- कोयला)/व्यय (₹) *	शिक्षा (छात्रवृत्ति) – लाभार्थियों की संख्या /व्यय (₹) (गैर कोयला)
2022-23	26373 लाभार्थी / 4,19,602 रुपये/-	6 लाभार्थी / 64,000 रुपये/-
2023-24	26522 लाभार्थी / 7,30,254 रुपये/-	30 लाभार्थी / 2,76,500 रुपये/-
2024-25	19703 लाभार्थी / 2,81,413 रुपये/-	164 लाभार्थी / 15,26,500 रुपये/-
2025-26	12649 लाभार्थी /	257 लाभार्थी /

(आज की तारीख तक)	4,40,346 रुपये/-	23,32,000 रुपये/-

* गैर-कोयला लाभार्थियों सहित लाभार्थियों के लिए स्वास्थ्य योजना के अधीन दवा की खरीद पर किया गया कुल व्यय।

खानों में सुरक्षा मानदंडों के उल्लंघन के मामले में, खान सुरक्षा महानिदेशालय द्वारा ओएसएच एंड डब्ल्यूसी कोड, 2020 के अनुसार सुधार नोटिस या/और निषेधाज्ञा आदेश जारी किए जाते हैं। छत्तीसगढ़ में डीजीएमएस द्वारा जारी निषेधाज्ञा की वर्षवार संख्या इस प्रकार है:

वर्ष	निषेधाज्ञा आदेश की संख्या
2023	2
2024	8
2025	6

कर्मचारी प्रतिकर अधिनियम, 1923 कर्मचारियों और उनके आश्रितों को नियोजन के दौरान और उसकी प्रक्रिया के दौरान होने वाली चोट तथा दुर्घटना और इसके परिणामस्वरूप निःशक्तता या मृत्यु के मामले में मुआवजे के भुगतान का प्रावधान करता है। इस अधिनियम का कार्यान्वयन, राज्यों/संघ राज्यक्षेत्रों द्वारा किया जाता है। कर्मचारी प्रतिकर अधिनियम, 1923 को अब सामाजिक सुरक्षा संहिता, 2020 में समाविष्ट कर दिया गया है, जो दिनांक 21.11.2025 को लागू हो गयी है।

SHORTAGE OF CLASSROOMS AND INFRASTRUCTURAL CONSTRAINTS IN SCHOOLS IN LAKSHADWEEP

3892. SHRI HAMDULLAH SAYEED:

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

- (a) whether the Government is aware of the shortage of classrooms and infrastructural constraints in SB School, Kiltan and SB School, Bitra under the Lakshadweep Administration, if so, the details thereof;
- (b) whether the Union Government is aware that the Lakshadweep Administration has prepared any action plan or proposal for the construction of additional classrooms and allied facilities in the said schools and if so, the details thereof;
- (c) the number of additional classrooms proposed to be constructed in SB School, Kiltan and SB School, Bitra along with the estimated cost and timeline for completion of the project; and
- (d) whether necessary financial sanction has been accorded for the said works and if so, the details of funds allocated and released so far?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): As reported by the UT of Lakshadweep, in case of Government Senior Basic School Bitra, the classes from Pre-school to Class 8 are functioning in two buildings. The Pre-School 1, 2, Balvatika and Classes 1, 3, 4, 5 and 6 are functioning in the new Police Station building (Government building). Classes 2, 7 and 8, alongwith other rooms including the kitchen, store, and dining hall, are functioning in the Government Senior Basic School building. In case of Kiltan island there is only one Government Senior

Secondary School and one Government Junior Basic School and there is no Government Senior Basic School. The subject Education is in the Concurrent List of the Constitution and majority of the schools are under the administrative jurisdiction of concerned States/UTs. However, Central Government provides financial assistance to States/UTs including UT of Lakshadweep under the Centrally Sponsored scheme of Samagra Shiksha, for strengthening of existing government schools for creation and augmentation of infrastructure facilities based on Annual Work Plan & Budget (AWP&B) proposal prepared by them and gaps determined from Unified District Information System for Education (UDISE) database. These plans are then appraised and approved by the Project Approval Board (PAB) in the Department of School Education and Literacy in consultation with the State/UT as per the programmatic and financial norms of the scheme, physical and financial progress of works sanctioned earlier and availability of budgetary resources.

**DILAPIDATED CONDITION IN GOVERNMENT SCHOOLS IN
MAHARASHTRA**

3893. SHRI RAJABHAU PARAG PRAKASH WAJE:

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

- (a) whether the Government is aware that numerous Government school buildings in Maharashtra, such as the 79-year-old ZP High School at Sakoli in Bhandara are in dangerously dilapidated condition, risking

students' lives and if so, the details of measures taken by the Government in this regard;

- (b) whether it is a fact that the slabs and parts of structures have recently collapsed at Government ZP School in Shingadgaon, Solapur, although fortunately no major injury occurred, raising serious safety concerns, if so, the details thereof along with the measures taken by the Government in this regard;
- (c) the number of unsafe schools identified in Maharashtra, funds sanctioned for their repair and the time-bound plan for safety audits and urgent reconstruction;
- (d) the details of special scheme or dedicated assistance has been provided by Union Government to State for immediate repair and safety audits; and
- (e) the time by which all unsafe Government school buildings in Maharashtra are likely to be made structurally sound to ensure student safety?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): State of Maharashtra has informed that In ZP High School Sakoli in Bhandara district 16 classrooms are available out of which 2 classrooms are in dilapidated condition. In year 2025–26, District Annual Scheme (Jilha Warshik Yojana) has approved amount of Rs. 25.00 lakh for special repair works of ZP high school at Sakoli in Bhandara. Also, 2 classrooms are approved with financial allocation of Rs.24.00 lakhs from Special Fund.

(b): State of Maharashtra has informed that Zilla Parishad Primary Marathi School, Shingadgaon, Taluka South Solapur is a Primary (Class 1 to 5) school. The enrolment of this school is 148 and 4 teachers are working. 7 Classrooms are available in this school, out of which 5 classrooms are available in good condition. Structural Audit of these classrooms has been conducted, and 2 classrooms were found dilapidated and these classrooms are no longer used. State has intimated that a part of front verandh slab has collapsed after the school hours; no harm occurred due to this. Permission has been granted vide letter dated 29/07/2025 from the office of Chief Executive Officer, Zilla Parishad Solapur for demolishing the dilapidated classrooms.

(c) to (e): The state has informed that as per UDISE (Plus) data 2025-26, a total of 22691 classrooms are found dilapidated in 10568 schools. Guidelines have been issued by the State vide letter dated 29/10/2024 and multiple reminders to the concerned local authorities about school safety and no use of dilapidated school building. Constructions of classrooms and repairs are carried out under Samagra Shiksha and other State Government's Schemes.

The Ministry of Education has issued a latest directive on 26th July 2025 to all States and Union Territories to take urgent steps to ensure the student safety and well-being. It refers to the "Guidelines on School Safety and Security" (2021) and the National Disaster Management Guidelines on School Safety (NDMA, 2016) issued on 27.02.2017. The directives are available on the link: <https://dsel.education.gov.in/sites/default/files/update/ss2607.pdf>

Further, the Ministry of Education on 7th August 2025, has directed all States/UTs to ensure the structural safety of school buildings and urgent identification of unsafe and dilapidated school buildings through safety audits, followed by demolition, if required or repair of structurally unsafe structures, and prohibition of use, unless certified as safe. The directives may be accessed at

<https://dsel.education.gov.in/sites/default/files/update/ss07008.pdf>

Education is in the Concurrent list of the Constitution and majority of the schools are under the administrative control of respective State Government and UT Administration. Guidelines issued from time to time by Ministry of Education and States/UTs are expected to implement them, they may incorporate additions or modify them, according to their specific requirements.

Samagra Shiksha Scheme supports creation of infrastructure and basic facilities for students in Government Schools. The requirement of infrastructural facilities in schools are worked out every year by the respective State/Union Territory including rural areas depending on their need and priority and reflected in their Annual Work Plan and Budget (AWP&B). These plans are then appraised and approved/estimated by Project Approval Board (PAB) in consultation with the States and Union Territories as per the programmatic and financial norms of the scheme, physical and financial progress of works sanctioned earlier and availability of budgetary resources.

बिहार में उन्नत भारत अभियान का कार्यान्वयन

3894. श्री रामप्रीत मंडल:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या उन्नत भारत अभियान (यूबीए) को देश भर में कार्यान्वित किया गया है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार ने बिहार में उक्त योजना के कार्यान्वयन के बाद कोई समीक्षा की है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) उक्त योजना के अंतर्गत बिहार में किन-किन संस्थानों के लिए निधियां स्वीकृत की गई हैं; और
- (घ) अब तक स्वीकृत और जारी की गई राशि का संस्थान-वार ब्यौरा क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क): उन्नत भारत अभियान (यूबीए) शिक्षा मंत्रालय की एक प्रमुख योजना है जिसे सितंबर 2014 में शुरू किया गया था। यह ग्रामीण समुदायों के सामने आने वाली चुनौतियों की पहचान करने के लिए देश में उच्चतर शिक्षा संस्थानों (एचईआई), जिन्हें प्रतिभागी संस्थान (पीआई) भी कहा जाता है, को गांवों और स्थानीय समुदायों से जोड़ता है। यूबीए का उद्देश्य छात्रों को ग्रामीण समुदायों और अन्य सरकारी संगठनों के करीब लाना है जिसका अंतिम लक्ष्य गांवों की सामाजिक-आर्थिक स्थितियों के बारे में छात्रों को संवेदनशील बनाना है। इसने गांवों में काम करने के लिए हितधारकों जैसे एचईआई, सरकारी संगठनों, युवाओं, गैर सरकारी संगठनों आदि का एक विस्तृत नेटवर्क बनाया है। यह योजना उच्चतर शिक्षा संस्थानों के छात्रों को गांवों के सामने आने वाली समस्याओं के प्रति संवेदनशील बनाने पर ध्यान केंद्रित करती है और उन्हें इन समस्याओं के व्यवहार्य समाधान विकसित करने के लिए गांवों के साथ काम करने के लिए प्रोत्साहित करती है।

यूबीए के तहत, 35 राज्यों/संघ राज्य क्षेत्रों के 22,000 से अधिक गांवों को शामिल करते हुए 4,806 से अधिक पीआई का एक नेटवर्क नामांकित किया गया है। भारतीय प्रौद्योगिकी संस्थान (आईआईटी) दिल्ली इस कार्यक्रम के लिए राष्ट्रीय समन्वय संस्थान (एनसीआई) के रूप में कार्य करता है। प्रभावी कार्यान्वयन के लिए, देश भर में 50 क्षेत्रीय समन्वय संस्थानों (आरसीआई) को नामित किया गया है और डोमेन-विशिष्ट प्रौद्योगिकीय समाधान प्रदान करने के लिए राष्ट्रीय महत्व के संस्थानों द्वारा समन्वित 15 विषय विशेषज्ञ समूहों (एसईजी) का गठन किया गया है।

(ख): सरकार ने स्वतंत्र एजेंसियों द्वारा आवधिक राष्ट्रीय स्तर के मूल्यांकनों के माध्यम से यूबीए की प्रगति और प्रभावकारिता का आकलन किया है। इस योजना का मूल्यांकन सबसे पहले वर्ष 2020-21 में राष्ट्रीय ग्रामीण विकास और पंचायती राज संस्थान द्वारा किया गया था। इसका पुनर्मूल्यांकन भारतीय लोक प्रशासन संस्थान द्वारा वर्ष 2025-26 में किया गया है। इन मूल्यांकनों में बिहार सहित सभी राज्यों को शामिल किया गया और यह निष्कर्ष निकाला गया कि यूबीए एक अत्यधिक प्रासंगिक और प्रभावी कार्यक्रम है, जो जमीनी स्तर के ग्रामीण विकास के साथ शैक्षणिक उद्देश्यों का अनूठा संयोजन करता है। समीक्षा के अनुसार, बिहार में 62 एचआईआई यूबीए के तहत पीआई के रूप में नामांकित हैं और छात्रों और संकाय की सक्रिय भागीदारी के साथ 310 गांवों के साथ काम कर रहे हैं। इन संस्थानों को क्षेत्रीय समन्वय संस्थान, नामतः राष्ट्रीय प्रौद्योगिकी संस्थान (एनआईटी), पटना द्वारा परामर्श दिया जाता है। इस मूल्यांकन ने सतत ग्रामीण विकास में उच्चतर शिक्षण संस्थानों को शामिल करने के लिए एक प्रभावी पहल के रूप में योजना का सकारात्मक मूल्यांकन किया है।

(ग) और (घ): बिहार राज्य में, एक क्षेत्रीय समन्वय संस्थान नामतः राष्ट्रीय प्रौद्योगिकी संस्थान (एनआईटी), पटना के साथ-साथ 62 उच्चतर शिक्षा संस्थाओं को यूबीए के अंतर्गत पीआई के रूप में नामांकित किया गया है। इस योजना के अनुसार, बिहार राज्य में 62 पीआई में से प्रत्येक को ग्राम अध्ययन और संबंधित कार्यकलाप करने के लिए 50,000 रुपये का एकबारगी अनुदान स्वीकृत और जारी किया गया है। बिहार में पीआई की विस्तृत सूची यूबीए पोर्टल पर उपलब्ध है:

https://unnatbharatabhiyan.gov.in/list-participating-institutes?csrf_uba=081fee5b4002253116b78f7b938ce84a&aishe_code=&institute_id=&state_id=5&district_id=&submitSearch=

एनआईटी पटना, आरसीआई के रूप में, बिहार राज्य में पीआई के लिए नोडल केंद्र के रूप में कार्य करता है और योजना के तहत उनके कार्यकलापों को सुविधा, मार्गदर्शन और निगरानी प्रदान करता है। राज्य में इस योजना के अंतर्गत कार्यकलापों के समन्वय और निगरानी के लिए क्षेत्रीय समन्वय संस्थान के रूप में राष्ट्रीय प्रौद्योगिकी संस्थान (एनआईटी), पटना को 19,80,000 रुपए की धनराशि स्वीकृत और जारी की गई है। इसके अतिरिक्त, बिहार में पीआई द्वारा प्रस्तुत प्रौद्योगिकी प्रस्तावों के लिए 5,00,000 रुपये की धनराशि अनुमोदित की गई है।

बांदा लोक सभा निर्वाचन क्षेत्र में मिनी स्टेडियमों की स्थापना

3895. श्रीमती कृष्णा देवी शिवशंकर पटेल:

क्या युवक कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार उत्तर प्रदेश के बांदा चित्रकूट लोक सभा निर्वाचन क्षेत्र के अंतर्गत पबेरू, अतर्रा, मऊ, मानिकपुर, राजापुर, चित्रकूट और कर्वी क्षेत्रों में एक मिनी स्टेडियम का निर्माण करने पर विचार कर रही है;
- (ख) यदि हां, तो इस संबंध में तैयार की गई कार्य-योजना का ब्यौरा क्या है और इसे कब तक स्वीकृति प्रदान किए जाने की संभावना है;
- (ग) यदि नहीं, तो क्या सरकार बढ़ती हुई युवा आबादी और खेल प्रतिभाओं को ध्यान में रखते हुए इन क्षेत्रों में लघु स्टेडियमों के निर्माण के लिए कोई विशेष पैकेज अथवा वित्तीय सहायता प्रदान करने पर विचार कर रही है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (घ): 'खेल' राज्य विषय होने के कारण बढ़ती युवा जनसंख्या एवं खेल प्रतिभा को ध्यान में रखते हुए मिनी स्टेडियम की स्थापना, कार्य योजना तैयार करने, और मिनी स्टेडियमों के निर्माण हेतु विशेष पैकेज या वित्तीय सहायता प्रदान करने सहित खेलों के विकास का उत्तरदायित्व मुख्य रूप से राज्य/संघ राज्य क्षेत्र सरकारों का होता है। केंद्र सरकार केवल महत्वपूर्ण कमियों को दूर करके उनके प्रयासों में सहायता करती है। इस मंत्रालय द्वारा कार्यान्वित खेलो इंडिया स्कीम और राष्ट्रीय खेल विकास निधि (एनएसडीएफ) मांग-आधारित स्कीमें हैं जिसके अंतर्गत खेल अवसंरचना के विकास हेतु वित्तीय सहायता प्रदान की जाती है। राज्य/संघ राज्य क्षेत्र सरकारों और अन्य पात्र संस्थाओं से प्राप्त प्रस्तावों पर उनकी पूर्णता, तकनीकी व्यवहार्यता और स्कीम के अंतर्गत उपलब्ध धनराशि के आधार पर वित्तीय सहयोग हेतु विचार किया जाता है। खेलो इंडिया स्कीम और एनएसडीएफ के अंतर्गत उत्तर प्रदेश राज्य सहित देशभर में स्वीकृत खेल अवसंरचना परियोजनाओं का विवरण मंत्रालय के डैशबोर्ड <https://mdsd.kheloindia.gov.in> और <http://www.nsdf.yas.gov.in/nsdf-glance.html> पर पब्लिक डोमेन में उपलब्ध है।

STRENGTHENING CONSERVATION CAPACITY

3896. SHRIMATI POONAMBEN HEMATBHAI MAADAM:

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

- (a) whether the Government has conducted any assessments of the condition, conservation status and visitor infrastructure of protected monuments and heritage sites across the country;
- (b) if so, the details thereof;
- (c) the details of the steps taken by the Government to strengthen conservation capacity, including the use of modern conservation technology;

- (d) whether the Government has intensified efforts for the identification and repatriation of stolen or illegally exported Indian cultural artefacts from foreign countries;
- (e) if so, the details thereof; and
- (f) the details of the total number of cultural artefacts brought back to India during the last five years along with the present status of their preservation and display?

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

(a) and (b): There are total of 3686 centrally protected monuments under the care and maintenance of Archaeological Survey of India (ASI) across the country. ASI takes up conservation work of these protected monuments/sites including provision of amenities as per the need and availability of resources. All protected monuments are regularly inspected by the ASI official/officers to assess the condition and conservations works.

(c): To strengthen conservation capacity, Training programmes are arranged for Field Officers from time to time for capacity building. Also modern technologies/tools such as LiDAR scanning, GIS based mapping and drone-based surveys etc., are used as per the requirement for proper documentation.

(d) and (e): Government has taken necessary steps to repatriate the antiquities illegally exported abroad. A total of 655 antiquities have been retrieved till 2025.

(f): A total of 613 cultural artefacts have been retrieved in last five years. 11 objects with clear provenance have been handed over to the concerned organizations/institutions. 09 objects have been given on loan to IGNCA for display at New Parliament Building, 01 to National Museum and 14 to Indian Institute of Heritage. Remaining objects are kept with ASI in safe custody.

उज्जैन में केंद्रीय विद्यालय की स्थापना की समय-सीमा

3897. श्री अनिल फिरोजिया:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) उज्जैन में स्वीकृत केंद्रीय विद्यालय की स्थापना के लिए प्रशासनिक और वित्तीय स्वीकृति मिलने की अनुमानित तिथि क्या है;
- (ख) उक्त केंद्रीय विद्यालय के स्थायी भवन के निर्माण की वर्तमान स्थिति क्या है;
- (ग) निर्माण कार्य शुरू होने की अनुमानित तिथि क्या है;
- (घ) क्या केंद्रीय विद्यालय संगठन ने अस्थायी परिसर में कक्षाएं शुरू किए जाने संबंधी कोई निर्णय लिया है;
- (ङ) यदि हां, तो कक्षाएं शुरू होने की अनुमानित तिथि क्या है;
- (च) क्या भूमि हस्तांतरण, विस्तृत परियोजना रिपोर्ट (डीपीआर) की स्वीकृति, बजट आवंटन या निविदा प्रक्रिया में कोई बाधा है;
- (छ) यदि हां, तो सरकार द्वारा इसका समाधान करने के लिए क्या कदम उठाए गए हैं;
- (ज) क्या सरकार का उक्त विद्यालय के शीघ्र संचालन के लिए कोई समय-सीमा नियत करने का विचार है; और
- (झ) यदि हां, तो निर्माण कार्य और कक्षाएं शुरू होने की अनुमानित तिथि क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (झ): केन्द्रीय विद्यालय संगठन (केविसं) से प्राप्त सूचना के अनुसार, वर्तमान में उज्जैन में 01 केवि सहित मध्य प्रदेश राज्य में 119 केन्द्रीय विद्यालय कार्यात्मक हैं। इसके अतिरिक्त, दिसंबर, 2024 में भारत सरकार द्वारा एक नए केवि नागदा, उज्जैन को मंजूरी दी गई थी, लेकिन केविसं मानदंडों के अनुसार प्रायोजक प्राधिकरण अर्थात् मध्य प्रदेश राज्य सरकार द्वारा केविसं के पक्ष में उपयुक्त निःशुल्क भूमि और किराया मुक्त अस्थायी आवास का हस्तांतरण नहीं करने के कारण इसे कार्यात्मक नहीं किया जा सका।

केन्द्रीय विद्यालयों के लिए स्थायी भवनों का निर्माण एक सतत् प्रक्रिया है, जो उपयुक्त भूमि की पहचान करने, प्रायोजक प्राधिकारियों द्वारा केन्द्रीय विद्यालय संगठन के पक्ष में अंतरण/पट्टा औपचारिकताओं को पूरा करने, निर्माण एजेंसी द्वारा नक्शा/प्राक्कलन प्रस्तुत करने, निधियों की उपलब्धता और अपेक्षित अनुमोदन आदि पर निर्भर करती है।

केविसं से प्राप्त सूचना के अनुसार, प्रायोजक प्राधिकरण द्वारा पहचान की गई 5.10 एकड़ भूमि को केन्द्रीय विद्यालय संगठन द्वारा स्वीकार कर लिया गया है और केविसं के पक्ष में उक्त भूमि का हस्तांतरण प्रायोजक प्राधिकरण द्वारा पूरा नहीं किया गया है।

SDS AND PROJECTS IN WEST BENGAL

3898. SHRI KHALILUR RAHAMAN:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the number of skill development schemes/projects launched in West Bengal since 2019;
- (b) the number of youth enrolled in the said schemes during the said period;

- (c) whether the Government has any data to suggest that the number of trained youth getting employed or starting entrepreneurial ventures within West Bengal and if so, the details thereof; and
- (d) the details of total funds allocated and utilized in the said schemes/projects during the said period?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country including the state of West Bengal. The SIM aims at enabling the youth of India to get future-ready, equipped with industry-relevant skills.

The number of candidates enrolled under various schemes of MSDE in the state of West Bengal during the period FY 2018-19 up to Dec 2025 are as follows:

Name of the Scheme	No. of candidates enrolled
PMKVY	4,25,022
JSS	1,00,668

NAPS	1,37,110
CTS	2,56,870

(c): Amongst the schemes of MSDE, placement is tracked under the Short-Term Training component of PMKVY in the first three versions (PMKVY1.0, PMKVY 2.0 and PMKVY 3.0) implemented from 2015-16 to 2021-22. Under PMKVY (1.0, 2.0 and 3.0), 131,330 candidates were reported placed (wage as well as self employment) in the state of West Bengal. Under PMKVY 4.0, the focus is on empowering our trained candidates to choose their varied career path and they are suitably oriented for the same. Skill India Digital Hub (SIDH) provides a wide range of courses for skill training and facilitates access to jobs and apprenticeship opportunities for the trained candidates available on SIDH portal. Further, Kaushal Melas and PM National Apprenticeship Melas (PMNAMs) have been organized to facilitate the placements opportunities to the certified candidates.

(d): The funds under PMKVY and JSS scheme are released to implementing agencies for meeting the training cost as per prescribed norms. Funds are being released under JSS scheme to Non-Governmental Organizations (NGOs) directly. Under NAPS, stipend support up to Rs 1500/- per month is released to apprentices through DBT and not to establishments covered. Day to day administration as well as financial control in respect of ITIs lies with the respective State Government/ UT Administration.

The details of funds released for implementation of the schemes of MSDE in West Bengal during the period FY 2018-19 to 2025-26 (till December 2025) are as under:

Sl. No	Name of Scheme	Fund Released (Rs. in Crores)
1.	PMKVY	238.25
2.	JSS	28.70
3.	NAPS	96.50

PENALTIES FOR MISUSE OF CSR FUNDS

3899. SHRIMATI SAJDA AHMED:

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

- (a) whether the Government is aware of PSUs using CSR funds for activities that are less significant than the larger public good, if so, the details thereof;
- (b) whether CSR funds allocated by PSUs are being effectively used for promoting elementary education and rural livelihood, if so, the details thereof;
- (c) whether any audit or review has been conducted on the use of these funds, if so, the details of findings thereof;
- (d) whether the Government has any plans to strengthen regulations and impose penalties for misuse of CSR funds, if so, the details thereof;

- (e) whether Members of Parliament (MPs) are allowed to recommend schemes or projects for CSR funding by PSUs, if so, the details and extent of such provisions; and
- (f) the steps being taken by the Government to ensure that CSR funds support impactful initiatives?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a): Under the Companies Act, 2013 ('Act'), CSR is a Board driven process and the Board of the company is empowered to plan, decide, execute and monitor CSR activities of the company based on the recommendation of its CSR Committee. This Committee formulates and recommends the CSR policy, which outlines the activities to be undertaken by the company in alignment with the areas or subjects specified in Schedule VII. The Government does not issue any directions to Corporates to spend in any particular area or activity.

(b): There is no provision of allocation of CSR funds in CSR legal framework. However, On the basis of annual filings, filed by the companies in MCA21 registry the development sector-wise details of CSR expenditure incurred by the Public Sector Undertakings (PSUs) in India for the last three financial years (FYs) i.e. 2021-22 to 2023-24 is attached at **Statement**

(c) and (d): As per the provisions of the Companies Act, 2013, the Board of the company is required to disclose the CSR Policy implemented by the company in its Board report and the Board of the company has to satisfy itself that the

funds so disbursed have been utilised for the purposes and in the manner as approved by it, and the Chief Financial Officer or the person responsible for financial management shall certify to the effect.

The CSR framework is disclosure based and expenditure on CSR activities is required to be audited by the statutory auditors of the company. The Ministry has notified the Companies (Auditor's Report) Order, 2020, ("CARO, 2020") applicable from FY 2021-22 which requires auditors to state details of any unspent CSR amount. Whenever violation of CSR provisions is reported, action against such non-compliant Companies and officers-in-default is taken as per provisions of the Act after due examination of records and following due process of law.

(e): There is no such provision in the CSR legal framework.

(f): Schedule VII of the Act enumerates the activities that can be undertaken as CSR, which are aligned with national priorities to promote inclusive and sustainable development.

STATEMENT

Development Sector-wise CSR expenditure by PSUs in India from FY

2021-22 to FY 2023-24

(Amount in Rs. Crores)

Sl.No	Development Sector	FY 2021-22	FY 2022-23	FY 2023-24
1	Agro forestry	3.47	0.65	0.70
2	Animal welfare	3.16	2.96	20.05
3	Armed Forces, Veterans, War Widows/ Dependants	9.56	4.98	17.99

4	Art and culture	26.36	69.71	120.11
5	Conservation of natural resources	10.18	21.19	24.82
6	Education	825.93	669.72	884.13
7	Environmental sustainability	275.58	265.67	243.96
8	Gender equality	1.28	3.02	2.91
9	Health care	1,386.65	1,527.74	1,494.16
10	Livelihood enhancement projects	31.81	156.47	524.50
11	Poverty, Eradicating Hunger, Malnutrition	119.69	23.92	63.94
12	Rural development projects	380.66	372.84	442.33
13	Safe drinking water	33.58	39.91	127.53
14	Sanitation	142.77	226.41	105.13
15	Senior Citizens Welfare	7.32	5.40	3.26
16	Setting up homes and hostels for women	1.71	6.10	5.20
17	Setting up orphanage	1.37	2.02	0.92
18	Slum area development	36.23	2.21	4.83
19	Socio-economic equalities	14.40	20.55	9.59
20	Special education	3.99	11.66	12.17
21	Technology incubators	0.61	-	-
22	Training to promote sports	56.91	102.50	129.16
23	Vocational skills	142.33	142.97	169.40
24	Women empowerment	22.21	29.89	43.90
25	Other Central Government Funds	869.43	403.58	319.98
26	NEC/Not mentioned*	-	-	2.52
	Total	4,407.17	4,112.08	4,773.17

(Data upto 31.03.2025) (Source: Corporate Data Management Cell)

* Companies either did not specify the names of sectors or indicated more than one sectors where projects were undertaken.

REDEFINING GOVERNMENT COMPANY FOR LISTED CPSES

3900. SHRI SELVARAJ V:

SHRI SUBBARAYAN K:

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

- (a) whether it is a fact that the Economic Survey 2025-26 has proposed redefining a Government company for listed Central Public Sector Enterprises (CPSEs) to 26 per cent ownership from 51 per cent now to preserve control while enabling monetization;
- (b) if so, the details thereof and Government's decision thereon;
- (c) whether the Government has decided dilution of Government stake in the Public Sector Undertakings (PSUs) accordingly; and
- (d) if so, the details thereof and the revenue expected to be generated thereby?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): The Economic Survey 2025-26 has, as part of its analytical discussion, noted that presently the definition of a 'government company' under the Companies Act, 2013 warrants at least 51 per cent of its stake to be held by the central or state government. Since effective control requires only about a 26 per cent stake, the Survey observed that the Government could consider amending the definition of 'Government Company', limited to listed entities, to allow them to remain as government companies with a minimum of 26 per cent ownership, thereby retaining special resolution rights, while enabling the government to monetise its stake. Alternatively, it was indicated that if the objective is eventual privatisation, the Government could continue

phased market sales below 51 per cent and even towards full exit, without changing the legal definition of “government company”.

However, this is an analytical observation made in the Survey to stimulate policy discourse. No policy decision has been taken by the Government to amend the definition of ‘government company’ or to dilute its stake in Public Sector Undertakings (PSUs) on this basis. The Government’s disinvestment and asset monetisation programme is pursued on a case-by-case basis, taking into account strategic considerations, market conditions, and the public interest. The revenue generated through any such measures depends on prevailing market conditions at that time. As no policy decision has been taken in this regard, no specific revenue projection is available at this stage.

FISCAL FEDERALISM AND SHARE OF STATES IN DIVISIBLE TAX POOL

3901. SHRI. RAJMOHAN UNNITHAN :

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

- (a) whether the Government has examined the recommendations of the 16th Finance Commission and the repeated demand from States like Kerala to increase the States' share in the divisible pool of Central taxes from the present 41 per cent to at least 50 per cent in order to strengthen cooperative federalism;

- (b) whether it is a fact that continued dependence on cesses and surcharges retained by the Centre has significantly reduced fiscal space for States, if so, the details thereof;
- (c) whether the Government has held any consultation with the State Governments on revising fiscal devolution norms, if so, the details thereof; and
- (d) the steps taken or proposed to be taken by the Government to ensure equitable revenue sharing and financial stability of States?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The Government of India has examined the report of the Sixteenth Finance Commission and the Explanatory Memorandum as to the action taken by the Government of India on the Recommendations made by 16th FC is presented in the Parliament and also available at <https://www.indiabudget.gov.in/doc/16fc.pdf>. The 16th FC report mentions that due consultations have been held with various stakeholders, including State Governments. Based on examination of views of all stakeholders and its own analysis, the 16th FC has recommended to retain the States' share in the divisible pool at its current level of 41 per cent.

(b): Does not arise. Fiscal space of States has increased from ₹8.98 lakh crore in FY2021-22 to ₹13.93 lakh crore in FY2025-26(RE) just on account of tax devolution to the States.

(c): As per Article 280 (3) (a) of the Constitution, it is the duty of the Finance Commission to make recommendations on the distribution between the Union and the States of the net proceeds of taxes known as tax devolution. The Finance Commission holds consultations with State Governments before finalising and presentation of its report. Views of State Governments on vertical devolution have been covered under Para 7.36 to 7.41 of Chapter 7 of Volume I of the 16th FC Report and the details of consultations with the States may be seen at statement 1.7 of Volume II of the 16th FC Report.

(d): In line with the recommendations of the 16th FC, the share of States in the divisible pool of Central taxes has been kept at 41 per cent for the award period FY 2026–27 to FY 2030-31. In addition to tax devolution, States are supported through Finance Commission grants, Centrally Sponsored Schemes, and Other Transfers.

TRIBAL EDUCATION AND WELFARE SCHEMES IN HINGOLI

3902. SHRI NAGESH BAPURAO AASHTIKAR PATIL:

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

- (a) whether the Government is aware that in the tribal-dominated areas of Hingoli Lok Sabha Constituency in Maharashtra, benefits of education-related welfare schemes such as scholarships, hostels, Ashram schools, digital education initiatives and infrastructure schemes are not reaching students in a timely and effective manner, if so, the details thereof;

- (b) whether it is a fact that tribal students are facing problems such as delay in scholarship disbursement, poor basic facilities in Ashram schools and hostels, shortage of teachers, lack of digital connectivity and inadequate learning resources in remote villages, if so, the details thereof;
- (c) the steps taken by the Government to address these issues and to improve access to quality education in tribal areas of Hingoli; and
- (d) whether any special monitoring mechanism, inspection teams or targeted educational action plan has been proposed for the said constituency, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): Education being a subject in the Concurrent List of the Constitution, an overwhelming majority of the schools in the country come under the administrative control of States/UTs. The Department of School Education and Literacy is implementing centrally sponsored schemes for School education- Samagra Shiksha. Samagra Shiksha considers school education holistically, without segmentation from pre-primary to class XII and is aligned with the recommendations of the National Education Policy (NEP) 2020. It aims to ensure that all children have access to quality education with an equitable and inclusive classroom environment which should take care of their diverse background, multilingual needs, different academic abilities and make them active participants in the learning process.

Under the Samagra Shiksha Scheme, financial support is provided to the State/ UTs including Maharashtra for creation of infrastructure and basic facilities for the components like, construction of additional classrooms, toilets for Girls and Boys with running water facilities as well as CwSN toilets, boundary walls, Science Labs, Computers Labs, Library Room, Ramps, Major Repairs, Supply of Furniture etc. In this regard, the States and UTs prepare their Annual Work Plan and Budget (AWP&B) based on their requirements and priorities and submit to the Ministry of Education prior to the beginning of every financial year. The same is considered and appraised/approved by Project Approval Board (PAB) in consultation with the States and UTs as per the schematic/ programmatic and financial norms of the Scheme and physical and financial progress of the State for the interventions approved earlier. Thereafter, the Central releases its share in instalments to State/UTs and intervention-wise releases are not made. The State further releases the fund to the District, Block and Government Schools on the approvals for implementation of the interventions provided under Samagra Shiksha.

The Ministry of Education, under Samagra Shiksha, provides financial assistance to the states and UTs, including the State of Maharashtra, for opening and running of Residential Schools and Hostels (Netaji Subhash Chandra Bose Avasiva Vidyalayas) in hilly terrain, small and sparsely populated areas for children who are in need of shelter and care, in addition to the provision of regular schools. The objective is to ensure universal enrolment and provide schooling facilities in areas which are sparsely populated (mostly

tribal areas) where opening of schools may not be viable and for children in urban areas who are in need of care and protection. The residential facilities are also provided to child labour rescued, migrant children who belong to poor landless families, children without adult protection, separated from their families, internally displaced persons, and children from the areas of social and armed conflict and natural calamities. Preference is given to EBBs, LWE affected districts, SFDs and the Aspirational districts identified by NITI Aayog.

Under Samagra Shiksha, there is also a provision of KGBVs. KGBVs are residential schools for girls belonging to Socio-Economically Disadvantaged Groups (SEDGs) such as Schedule Tribe, Schedule Caste, Other Backward Class and others in Educationally Backward Blocks (EBBs). The objective of the scheme is to ensure access to quality education for girls from SEDGs and reduce the gender gap at the elementary to senior secondary level (class VI-XII) by setting up residential schools with boarding facilities.

Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM- JANMAN) targets development of 75 Particularly Vulnerable Tribal Groups (PVTGs) residing in 18 states and UT of Andaman and Nicobar Islands. The Abhiyan envisages saturation of basic facilities, including Education, in these villages by adopting the whole of Government approach in convergence with line ministries. M/o Tribal Affairs (MoTA) is the nodal ministry for implementation of PM JANMAN. The Ministry of Education is one of the participating Ministries in the Abhiyan and PM-JANMAN is being implemented in convergence with

Samagra Shiksha Scheme of this Department. The scheme targets construction of 500 hostels during the period from 2023-24 to 2025-26.

The Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DA-JGUA) aims at saturation of more than 63,000 tribal majority villages and tribal villages in Aspirational Districts with specified interventions. Ministry of Education is one of the participating Ministries in the Abhiyan and that DAJGUA is being implemented in convergence with Samagra Shiksha Scheme of this Department. DAJGUA scheme has a run over period from 2024-25 to 2028-29, targeting construction 1000 hostels under Samagra Shiksha during the period.

The Central Sector “National Means-cum-Merit Scholarship Scheme (NMMS)” is open to the students irrespective of categories/gender. However, reservation is provided under the scheme as per the State Government norms. Under NMMS scheme, funds are not released to States/UTs and scholarship amount is directly credited to the students’ bank accounts through DBT. Applications of the students received on National Scholarship Portal (NSP) from all States/UTs are considered for sanction of scholarship amount.

The Ministry of Education implements ICT and Digital initiatives under Samagra Shiksha to enhance digital learning in Government schools across the country, including rural areas of Maharashtra. The initiatives aim to enhance the quality of education by integrating technology into teaching and learning processes. Under the initiatives, funds are provided for setting up ICT Labs and Smart Classrooms according to the requirements of the State

submitted in the Annual Work Plan & Budget (AWP&B). The ICT scheme offers two options:

1. Option I: Schools without prior ICT facilities can choose ICT labs or smart classrooms. Schools with over 700 students may get an additional ICT lab. States/UTs can procure hardware, software, tablets, laptops, and training resources, supporting digital boards, virtual classrooms, and DTH channels.
2. Option II: Schools with existing ICT facilities can access smart classrooms or tablets under the scheme norms.

A comprehensive initiative called PM eVidya was initiated as part of Atma Nirbhar Bharat Abhiyaan on 17th May, 2020, which unifies all efforts related to digital/online/on-air education to enable multi-mode access to education across the country. States/UTs collaborate with NCERT to utilise, monitor and evaluate the effectiveness of these initiatives as per their requirements. NCERT also provides regular guidance/ feedback to States/UTs on the quality of these initiatives. The key components of PM eVidya are also aligned towards enhancing digital literacy and include 200 DTH TV channels. These channels were launched on 9th March 2024 by Hon'ble Education Minister. As per the Union Budget announcement for Financial Year 2022-23, 12 DTH channels have been expanded to 200 PM eVidya DTH TV channels and 400 Radio channels to enable all States/UTs to provide supplementary education in various Indian languages for classes 1-12. The State of Maharashtra has been allotted five channels (MH PM eVIDYA 113 to MH PM

eVIDYA 117) under the 'PM eVidya' initiative of the Ministry of Education. Digital Infrastructure for Knowledge Sharing (DIKSHA) is the Nation's digital infrastructure for providing quality e-content for school education in States/UTs and QR coded Energised Textbooks (ETBs) for all grades (One Nation, One Digital platform). To promote crucial critical thinking skills and to give space for creativity, more than 614 Virtual Labs have been created and made available on the DIKSHA platform. Additionally, the Government of India, in the Budget 2025, has announced provision of broadband connectivity to all Government Secondary schools in rural areas, including 303 schools from Maharashtra in phase 1, under the 'BharatNet' project to enhance digital infrastructure in remote areas by BSNL in a phased manner.

State of Maharashtra has reported that as per UDISE 2025-26 out of the 1,789 Government schools in this constituency, all schools (100%) are equipped with buildings and access to drinking water, ensuring a strong basic infrastructure foundation. In addition, 95% of schools have boys' toilets, 97% have girls' toilets, 92% are electrified, and 86% are secured with boundary walls, reflecting substantial progress in providing safe and supportive learning environments for students. As per the UDISE 2025-26 data – 549 schools have smart classrooms. Samagra Shiksha Scheme has operationalized one Kasturba Gandhi Balika Vidyalaya (KGBV) in the district to support girls from disadvantaged backgrounds, with continuous monitoring of attendance, academic progress, and socio-emotional well-being. In Hingoli Lok Sabha Constituency there are 8 hostels sanctioned under PM-DAJGUA and 1 hostel

sanctioned under PM-JANMAN Scheme. As per the Project Approval Board of Samagra Shiksha for the year 2025-26: Smart Classrooms in 68 Schools, ICT Labs in 60 Schools, Digital Library in 113 schools and Internet provision through BSNL in 75 secondary schools are approved.

Also, use of the District Planning Committee funds and CSR funds has been mandated for school infrastructure. Special monitoring mechanisms have also been instituted by the State which includes VSK-enabled real-time monitoring, Social Audit processes to strengthen community oversight and transparency in school functioning.

(d): The Department of School Education and Literacy, from time to time, through review meetings and advisories, requests the State Governments and UT administrations to fill up teacher vacancies and infrastructure gaps. Also, the Ministry of Education has issued guidelines and directives to all States and Union Territories to take urgent steps to ensure student safety and well-being. Further, this Department has launched a comprehensive online monitoring system called PRABANDH (Project Appraisal, Budgeting Achievements and Data Handling). The system enables Ministry of Education and States & UTs to monitor the releases, expenditure, intervention wise progress and other scheme related information.

POWER USAGE EFFECTIVENESS STANDARDS

3903. SHRI RAO RAJENDRA SINGH:

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

- (a) whether mandatory Power Usage Effectiveness (PUE) standards have been established for data centres, if so, the details thereof;
- (b) whether Green Building certifications (Leadership in Energy and Environmental Design, Indian Green Building Council) are being mandated or incentivised for new data centre construction and if so, the details thereof;
- (c) the details of water efficiency standards being applied to prevent over-consumption in water-stressed regions; and
- (d) whether environmental impact bonds or performance-linked carbon offset programmes are available for data centre operators and if so, the details thereof?

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

(a) to (c): The Government of India is continuously encouraging data centre providers to adopt sustainable technologies resulting in betterment of Power Usage Efficiency (PUE). The Bureau of Energy Efficiency (BEE), Ministry of Power, has established norms and standards for efficient electricity consumption in data centres mentioned in Energy Conservation Building Code (ECBC 2017), published under the Energy Conservation Act, 2001. ECBC

addresses requirements for energy utilization in chillers Heating, Ventilation, Air Conditioning (HVAC), Air Handling Units (AHU) Fans etc.

The Indian Green Building Council (IGBC) certification of data centres is governed by professionally administered certification frameworks, and the decision to obtain such certification rest with the data centre developers.

The water requirement depends on the type of cooling mechanism data centre deploys. The data centre industry is adopting advanced cooling technologies such as direct-to-chip liquid cooling, adiabatic cooling, immersion cooling etc.

Industry is also deploying high density racks to efficiently support high-performance computing & AI workloads for further reduction of power and water consumption.

(d): The activities of the Building Construction Projects and Township and Area Development Projects are covered under the Environment Impact Assessment (EIA) Notification, 2006 as amended. The applicable projects are required to obtain Environmental Clearance (EC). The ECs are granted based on the Technical Expert Appraisal Committee (EAC) recommendations. Various specific and standard conditions are required to be complied with by the Project Proponents including the concept of passive solar design that minimize energy consumption in buildings by using design elements, such as building orientation, landscaping, efficient building envelope, appropriate fenestration, increased day lighting design and thermal mass etc.

POOR CONDITIONS OF SPORTS GROUNDS IN HARYANA**3904. KUMARI SELJA:**

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government is aware that 235 out of 1,015 sports grounds in Haryana have been found unfit for playing as per the State Sports Department's report;
- (b) if so, the reasons for such poor condition and lack of basic facilities in these grounds; and
- (c) the steps being taken by the Government to help State Government of Haryana to repair and upgrade these sports grounds to ensure safe and proper facilities for players?

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

(a) to (c): 'Sports' being a State subject, the responsibility of development of sports, including maintenance of sports grounds, provision of basic facilities, and repair and upgradation of sports infrastructure to ensure safe and proper facilities for players, rests primarily with the State/Union Territory Governments. The Union Government supplements their efforts by bridging critical gaps. The Khelo India Scheme and National Sports Development Fund (NSDF), implemented by this Ministry, under which financial assistance for development of sports infrastructure is provided are demand-driven schemes. The proposals received from the State/ UT Government and other eligible entities, including for strengthening sports facilities and or upgradation of

sports infrastructure in the State, are considered for financial support, subject to their completeness, technical feasibility and availability of funds under the scheme. The details of various sports infrastructure across the country, which are under the jurisdiction of respective State/Union Territory Governments, are not maintained in this Ministry.

BUSINESS RESPONSIBILITY AND SUSTAINABILITY REPORTING (BRSR)

CORE FRAMEWORK QUESTION

3905. SHRI YADUVEER WADIYAR:

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

- (a) the specific qualitative and quantitative outcomes of the Business Responsibility and Sustainability Reporting (BRSR) Core framework, which has positioned India as one of the few global jurisdictions with a mandatory “Reasonable Assurance” regime for environmental, social and governance (ESG) disclosures;
- (b) the ways through which the inclusion of the top 1000 listed entities under this framework has enhanced India’s Global ESG Standing, particularly in attracting foreign “Green Capital” and sustainable investment funds into our emerging industrial sectors; and
- (c) the details of the nine key ESG attributes (including Greenhouse Gas emissions and water management) under the BRSR Core that are now subject to mandatory third-party audit, ensuring that “Greenwashing” is eliminated from the Indian corporate ecosystem?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a) and (b): In 2021, SEBI mandated the top 1000 listed companies (by market capitalization) to make ESG disclosures as per the Business Responsibility and Sustainability Reporting (BRSR) from FY 2021-22 on a voluntary basis and mandatorily from FY 2022 - 23. BRSR requires disclosures on various qualitative and quantitative parameters, such as greenhouse gas emissions, energy consumption, job creation, grievance redressal etc. The above is expected to encourage capital and investment in Indian industrial sector.

(c): To mitigate the risks of greenwashing, SEBI introduced BRSR Core in which companies require third party assessment or assurance. The BRSR Core covers ESG disclosures across the following nine attributes:

- (i) Green-house gas (GHG) footprint
- (ii) Water footprint
- (iii) Energy footprint
- (iv) Embracing circularity - details related to waste management by the entity
- (v) Enhancing Employee Wellbeing and Safety
- (vi) Enabling Gender Diversity in Business
- (vii) Enabling Inclusive Development
- (viii) Fairness in Engaging with Customers and Suppliers
- (ix) Open-ness of business

Further vide SEBI's circular dated 28.03.2025, it is specified that assessment or assurance refers to third-party assessment undertaken as per the standards developed by the Industry Standards Forum (ISF) in consultation with SEBI.

DEMANDS OF TRADE UNIONS

3906. SHRI T R BAALU:

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

- (a) whether the Government has not considered any of the demands of the various Trade Unions as a result of which 25 crores of workers undertook the Bharat Bandh on 9th July, 2025;
- (b) if so, the reasons for rejecting the genuine demands of the working class in the country despite a nationwide strike; and
- (c) the details of the talks conducted by the Government with the Trade Unions in this regard and the reasons for failure of the talks along with estimated loss to the economy due to the Bharat Bandh?

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

(a) to (c): The nationwide strike/bandh call on 9th July, 2025 was given by certain Central Trade Unions. The demands contained in the demand charter were not confined only to labour reforms or labour welfare issues, but also

extended to broader policy matters. No related proposal in this regard is currently pending with this Ministry.

The Ministry of Labour & Employment, through the Central Industrial Relations Machinery (CIRM), accords high priority to the welfare and protection of workers and maintains regular engagement with Central Trade Unions and other stakeholders on labour-related issues through conciliation proceedings as well as bipartite and tripartite meetings.

With regard to the nationwide strike/bandh call on 09.07.2025, the CIRM took cognizance of strike notices across the country, initiated conciliation proceedings, and took timely action in accordance with the provisions of the Industrial Disputes Act, 1947. As a result of these conciliatory efforts, absenteeism remained minimal at 9.22%.

STATUS OF EMPLOYMENT IN THE COUNTRY

3907. SHRI BENNY BEHANAN:

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

- (a) whether the Government admits that unemployment among youth has risen in recent years despite the claims of economic growth and if so, the reasons therefor;
- (b) whether the Government has discontinued or modified certain employment surveys leading to the concerns over transparency of job data in the country and if so, the reasons therefor;

- (c) the details of the unemployment rate in the country during the last five years and the current year, year and State/UT-wise, particularly in Kerala;
- (d) the details of the steps taken by the Government to generate quality employment jointly with State Governments;
- (e) the details of the total number of vacancies in Central Government departments and PSUs at present;
- (f) whether the Government admits that delay in recruitment has worsened unemployment among educated youth and if so, the reasons therefor;
- (g) whether it is a fact that States have sought permission or support to fill vacancies but faced financial constraints and if so, the details thereof; and
- (h) the details of the time-bound plan to fill all sanctioned posts in the country?

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

(a) to (h): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS), which is conducted by Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18.

As per the latest Annual PLFS reports, the estimated Unemployment Rate (UR) on usual status for youth of age 15-29 years in the country has decreased 17.8% in 2017-18 to 10.2% in 2023-24.

Also, the estimated Unemployment Rate (UR) on usual status for persons of age 15 years and above in the country was 6.0% in 2017-18, 5.8% in 2018-19,

4.8% in 2019-20, 4.2% in 2020-21, 4.1% in 2021-22 and 3.2% in 2022-23 and 2023-24 and 11.4%, 9.0%, 10.0%, 10.1%, 9.6%, 7.0% and 7.2% in the State of Kerala during the same period. State/UT-wise information is available in the PLFS reports which may be seen at the website of MoSPI at <https://www.mospi.gov.in/publications-reports> .

Employment generation coupled with improving employability is a priority of the Government. Accordingly, Government is implementing various employment generation schemes/ programmes in the country (including Kerala). The details of various employment generation schemes/ programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes.

Government is also implementing Skill India Mission (SIM) to deliver skill, re-skill and up-skill training through an extensive network of skill development centres/ schools/ colleges /institutes etc. under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsmen Training Scheme (CTS) through Industrial Training Institutes (ITIs) in the country. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills.

Ministry of Electronics and Information Technology (MeitY) has initiated 'FutureSkills PRIME' a programme for Re-skilling/Up-skilling of IT Manpower for Employability in 10 new/emerging technologies including Artificial Intelligence.

Government is implementing Employment Linked Incentive (ELI) Scheme named as the Pradhan Mantri Viksit Bharat Rozgar Yojana to support employment generation, enhance employability and social security across all sectors, with special focus on the manufacturing sector. The scheme with an outlay of Rs 99,446 Crore aims to incentivize the creation of more than 3.5 Crore jobs in the country, over a period of 2 years.

Further, Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online & offline job fairs, job search & matching, career counselling, vocational guidance, information on skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

Occurrence and filling up of vacant posts in various Ministries/Departments (including PSUs), is a continuous process. Ministries/Departments of the Central Government have been directed, from time to time, to fill up vacant posts in a time bound manner. The details of vacancies and recruitments are maintained by the respective Ministry/ Department/PSU etc. under Central Government. Vacant posts are being filled up in mission mode by various Ministries/ Departments, their attached organisations and CPSUs etc. Since October 2022, lakhs of appointment letters have been distributed through the Rozgar Melas organised at Central level in several cities across various States/ Union Territories.

केन्द्रीय विद्यालय और जवाहर नवोदय विद्यालय में शिक्षकों के रिक्त पद

3908. डॉ. राजेश मिश्रा:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में केंद्रीय विद्यालयों और जवाहर नवोदय विद्यालयों में शिक्षकों के रिक्त पदों की कुल संख्या कितनी है;
- (ख) क्या सरकार इन रिक्तियों को भरने के लिए कोई "मिशन मोड" भर्ती अभियान चला रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) मध्य प्रदेश के सीधी लोक सभा निर्वाचन क्षेत्र में प्राथमिक और माध्यमिक स्तर पर शिक्षकों की कमी को दूर करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं; और
- (घ) सीधी मुख्यालय में स्थित केंद्रीय विद्यालयों को आवश्यक संसाधन उपलब्ध कराने के लिए चालू वित्तीय वर्ष 2025-26 में कितनी बजटीय राशि आवंटित की गई है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): केंद्रीय विद्यालय संगठन (केविसं) और नवोदय विद्यालय समिति (नविस) से प्राप्त जानकारी के अनुसार, केविसं और नविस में क्रमशः कुल 8618 (दिनांक 01.01.2026 तक) और 5083 (दिनांक 31.12.2025 तक) शिक्षण पद रिक्त हैं।

(ख) और (ग): नए केन्द्रीय विद्यालय (केवि) और नवोदय विद्यालय (नवि) खोलने, सेवानिवृत्ति, त्यागपत्र, कर्मचारियों की पदोन्नति, स्थानांतरण, कर्मचारियों के दूसरे विभाग में ग्रहणाधिकार पर जाने और स्कूलों के उन्नयन के कारण रिक्तियां उत्पन्न होती रहती हैं। रिक्तियों को भरा जाना एक सतत् प्रक्रिया है और केविसं और नविस के संगत भर्ती नियमों के प्रावधानों के अनुसार रिक्तियों को भरने के प्रयास किए जाते हैं।

केविसं और नविस द्वारा बाधारहित शिक्षण-अधिगम प्रक्रिया सुनिश्चित करने के लिए अस्थायी अवधि के लिए शिक्षकों को संविदात्मक आधार पर भी नियुक्त किया जाता है। नियमित

शिक्षकों की जल्द से जल्द भर्ती करने का प्रयास किया जाता है ताकि छात्रों का हित प्रभावित न हो। पिछले कुछ वर्षों में केन्द्रीय विद्यालयों और नवोदय विद्यालयों द्वारा प्राप्त किए गए लगातार उच्च प्रतिशत परिणाम स्पष्ट रूप से दर्शाते हैं कि शैक्षणिक मानकों और छात्रों के प्रदर्शन को विधिवत बनाए रखा जाता है और उनसे समझौता नहीं किया जाता है।

केविसं और नविस से प्राप्त जानकारी के अनुसार, सीधी भर्ती के लिए नवंबर, 2025 के महीने में केविसं और नविस द्वारा क्रमशः कुल 8714 और 5045 शिक्षण रिक्तियों को अधिसूचित किया गया है।

(घ): केवि खोलने और चलाने के लिए केविसं को हर साल तीन अलग-अलग लेखा शीर्षों, अर्थात् वेतन, सामान्य और पूंजीगत परिसंपत्तियों के सृजन, के अंतर्गत अनुदान सहायता के रूप में बजटीय सहायता प्रदान की जाती है। केविसं को राज्य/संघ राज्य क्षेत्र/ज़िला-वार धनराशि आवंटित नहीं की जाती है। केविसं को राज्य/संघ राज्य क्षेत्र/ज़िला/केन्द्रीय विद्यालय-वार निधियां आवंटित नहीं की जाती हैं। वित्तीय वर्ष 2025-26 के दौरान केविसं को आवंटित धनराशि 9503.84 करोड़ रुपये है।

NOTIFICATION OF DESIGNATED NATIONAL AUTHORITY

3909. SHRI G KUMAR NAIK:

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

- (a) whether a Designated National Authority (DNA) has been notified for implementation of carbon market mechanisms under Article 6 of the Paris Agreement and if so, the mandate and scope of activities approved so far;
- (b) whether rules and guidelines governing the issuance of Letters of Authorisation, application of corresponding adjustments and legal and

regulatory oversight for Article 6 carbon trading have been finalised, if so, the details thereof and if not, the timeline proposed therefor;

- (c) the average time taken for registration and approval of voluntary carbon market projects in the country during the last five years, category-wise, including Agriculture, Forestry and Other Land Use (AFOLU) projects and the comparison with other Asian countries; and
- (d) the steps being taken by the Government to reduce procedural delays and provide regulatory certainty to encourage credible carbon market participation in the country?

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

(a) and (b): The Government has notified the National Designated Authority for the Implementation of Article 6 of the Paris Agreement (NDAIAPA), vide S.O.2504 (E), dated 30th May 2022 and subsequent amendment vide G.S.R. 569 (E) dated 22nd Aug 2025, to ensure effective operationalization of Article 6 mechanisms of the Paris Agreement.

The National Designated Authority's functions include issuing directions with respect to the matters relating to Article 6 of the Paris Agreement; recommend to the Central Government the list of activities that can be considered for the trading of emission reduction units from projects under Article 6.2 and Article 6.4 of the Paris Agreement; receive projects or activities for evaluation, approval and authorization by the host Party at various stages

of the project cycle under Article 6.2 and Article 6.4 mechanisms among others.

The Authority has updated and finalized the list of 13 activities under Green House Gas (GHG) mitigation, alternate materials, and removal activities, which are eligible for trading of international carbon credits under bilateral/ cooperative approaches, under Article 6.2 and Article 6.4 of the Paris Agreement.

Government of India has signed a Memorandum of Cooperation (MoC) with Government of Japan on Joint Crediting Mechanism (JCM) under Article 6.2 of the Paris Agreement of the United Nations Framework Convention on Climate Change (UNFCCC).

(c) and (d): The voluntary carbon market projects, such as those registered under Verra and Gold Standard, are developed, managed, and governed by private sector entities. The Ministry of Environment, Forest and Climate Change does not maintain records of these projects.

Government has also notified the 'National Framework for Indian Carbon Market (ICM) i.e. Carbon Credit Trading Scheme (CCTS) in 2023. The primary objective of CCTS is to create India's domestic carbon market, thereby supporting the nation's goals of combating climate change and promoting low-carbon development.

In order to reduce procedural delays and provide regulatory certainty for credible participation under the CCTS, the Government has taken various steps. For both the mechanisms under CCTS i.e. Compliance Mechanism and

Offset Mechanism, the Bureau of Energy Efficiency (BEE) has issued the Detailed Procedure for Compliance Mechanism under Carbon Credit Trading Scheme (CCTS), establishing a comprehensive Measurement, Reporting and Verification (MRV) framework to ensure accurate and transparent compliance. BEE has also released the Accreditation Procedure and Eligibility Criteria for Accredited Carbon Verification Agencies and the Detailed Procedure for Offset Mechanism under CCTS.

प्रतापगढ़ में एसडीएस के अंतर्गत जनजातीय सर्किट

3910. श्री चन्द्र प्रकाश जोशी:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) राजस्थान के प्रतापगढ़ जिले में स्वदेश दर्शन योजना (एसडीएस) के जनजातीय परिपथ के अंतर्गत संस्वीकृत प्रस्तावों का ब्यौरा क्या है;
- (ख) इस परिपथ के अंतर्गत विशिष्ट स्थलों का ब्यौरा क्या है और प्रतापगढ़ और अन्य जिलों में किए जा रहे विकास कार्यों की प्रकृति क्या है; और
- (ग) राजस्थान राज्य में जनजातीय परिपथ के अंतर्गत चल रहे कार्यों का स्थान-वार ब्यौरा क्या है?

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

(क) से (ग): देश में विभिन्न पर्यटन स्थलों और पर्यटन उत्पादों का विकास मुख्य रूप से संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है। हालाँकि, पर्यटन मंत्रालय अपनी विभिन्न योजनाओं के माध्यम से योजना दिशानिर्देशों, सरकारी निर्देशों के अनुरूप उनसे परियोजना प्रस्तावों की प्राप्ति पर तथा निधि की उपलब्धता, पारस्परिक प्राथमिकता आदि के अध्यधीन उन्हें वित्तीय सहायता प्रदान करके इन प्रयासों को संपूरित करता है। मंत्रालय ने 2014-

15 में स्वदेश दर्शन नामक अपनी योजना शुरू की और जनजातीय परिपथ सहित विभिन्न विषयगत परिपथों के तहत 76 परियोजनाओं को मंजूरी दी। इसके अलावा, स्थायी और उत्तरदायी पर्यटन स्थलों का विकास करने के उद्देश्य से इस योजना को स्वदेश दर्शन 2.0 (एसडी2.0) के नाम से नया रूप दिया गया और इसमें देश में 2,208.31 करोड़ रुपये की 53 परियोजनाओं को मंजूरी दी गई है। पर्यटन मंत्रालय ने अपनी तीर्थस्थल कायाकल्प एवं आध्यात्मिक विरासत संवर्धन अभियान (प्रशाद) नामक योजना के तहत पर्यटन सुविधाओं के विकास के लिए भी देश में परियोजनाओं को मंजूरी दी है।

राजस्थान राज्य में एसडी, एसडी2.0 और प्रशाद के तहत स्वीकृत परियोजनाओं का ब्यौरा **विवरण** में दिया गया है।

विवरण

राजस्थान राज्य में एसडी, एसडी 2.0 और प्रशाद योजनाओं के तहत स्वीकृत परियोजनाओं की सूची:

योजना	परिपथ/स्वीकृति वर्ष	परियोजना का नाम	स्वीकृत राशि (करोड़ रु में)	भौतिक स्थिति
स्वदेश दर्शन	मरुस्थल परिपथ 2015-16	सांभर लेक टाउन और अन्य स्थलों का विकास	50.01	पूर्ण
	कृष्ण परिपथ 2016-17	गोविंद देव जी मंदिर (जयपुर), खाटूश्याम जी (सीकर) और नाथद्वारा (राजसमंद) का विकास	75.80	पूर्ण
	आध्यात्मिक परिपथ 2016-17	आध्यात्मिक परिपथ - चुरू (सालासर बालाजी) -जयपुर (श्री समोदके बालाजी, घाटके बालाजी, बंधेके बालाजी) - विराटनगर (बीजक, जैनसिया, अंबिका मंदिर) - भरतपुर (कमान क्षेत्र) - धौलपुर (मुचकुंड) - मेहंदीपुर बालाजी - चित्तौड़गढ़ (सांवलियाजी) का विकास	87.05	पूर्ण
	विरासत परिपथ 2017-18	विरासत परिपथ राजसमंद (कुंभलगढ़ किला) - जयपुर	70.61	पूर्ण

		(जयपुर और नाहरगढ़ किले के अग्रभाग में प्रकाश व्यवस्था) – झालावाड़ (गागरोन किला) - चित्तौड़गढ़ (चित्तौड़गढ़ किला) – जैसलमेर (जैसलमेर किला) - हनुमानगढ़ (गोगामेड़ी) - उदयपुर (प्रताप गौरव केंद्र) - धौलपुर (बाग-ए-निलोफर और पुरानी छावनी) – नागौर (मीरा बाई स्मारक, मेड़ता) - टोंक (सुनहरी कोठी) का विकास		
एसडी 2.0	2024-25	श्री खाटू श्याम जी मंदिर (सीकर) में विकास कार्य	87.87	कार्यान्वयन के चरण में है
	2023-24	केशोरायपाटन, बूंदी में आध्यात्मिक अनुभव	21.65	कार्यान्वयन के चरण में है
	2025-26	श्री करणी माता मंदिर, बीकानेर में विकास कार्य	22.58	कार्यान्वयन के चरण में है
	2025-26	मालासेरी डूंगरी, भीलवाड़ा जिले का विकास	48.73	कार्यान्वयन के चरण में है
प्रशाद	2015-16	पुष्कर/अजमेर का एकीकृत विकास	32.64	पूर्ण

माननीय अध्यक्ष : माननीय सदस्यगण, मुझे निम्नलिखित माननीय सदस्यों – श्री राजेश रंजन, कुमारी सुधा आर., श्री कोडिकुन्नील सुरेश, श्री वीरेन्द्र सिंह, एडवोकेट चन्द्र शेखर, श्री के. सी. वेणुगोपाल, श्री मनीश तिवारी और प्रो. सौगत राय द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। मैंने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

... (व्यवधान)

श्री मनीश तिवारी (चंडीगढ़) : अध्यक्ष जी, पश्चिमी एशिया में परिस्थितियां गंभीर और संवेदनशील होती जा रही हैं। आप सदन में उसके ऊपर चर्चा कराइए, इसलिए हमने स्थगन प्रस्ताव का नोटिस दिया है। वहां पर लड़ाई का यह तीसरा हफ्ता है। भारत की सामरिक सुरक्षा और ऊर्जा सुरक्षा पर उसका असर पड़ रहा है। इस सदन को उस पर चर्चा करनी चाहिए। ... (व्यवधान)

SHRI K. C. VENUGOPAL (ALAPPUZHA): Sir, last Friday also, we raised the same issue. Our eight Members are suspended. They are sitting outside. ... (Interruptions) This House has witnessed so many agitations. At least a decision should be taken to revoke their suspension. ... (Interruptions)

माननीय अध्यक्ष : वेणुगोपाल जी, आप वरिष्ठ सदस्य हैं। मैं व्यवस्था दे रहा हूं।

... (व्यवधान)

माननीय अध्यक्ष : माननीय सदस्य, सदन के निर्णयों पर कभी सदन में चर्चा नहीं होती है। मैं आज यह व्यवस्था दे रहा हूं। चूंकि आप वरिष्ठ सदस्य हैं, भविष्य में आप इस बात का ध्यान रखिएगा।

... (व्यवधान)

श्री धर्मेन्द्र यादव (आज़मगढ़) : माननीय अध्यक्ष जी, वेणुगोपाल जी जो कह रहे हैं, मैं और मेरी पार्टी उसका समर्थन करती है। ... (व्यवधान)

डॉ. मोहम्मद जावेद (किशनगंज) : महोदय, उनको डेढ़ महीने हो गए हैं। ... (व्यवधान)

12.03 hrs

PAPERS LAID ON THE TABLE

माननीय अध्यक्ष : अब पत्र सभा पटल पर रखे जाएंगे।

श्री गजेन्द्र सिंह शेखावत जी।

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ :-

- (1) (एक) बुद्धिस्ट कल्चरल स्टडीज़ सेंटर, तवांग के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) बुद्धिस्ट कल्चरल स्टडीज़ सेंटर, तवांग के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6522/18/26]

- (2) (एक) तिब्बती कार्य और अभिलेखागार पुस्तकालय, धर्मशाला के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) तिब्बती कार्य और अभिलेखागार पुस्तकालय, धर्मशाला के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6523/18/26]

- (3) (एक) एशियाटिक सोसाइटी, कोलकाता के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) एशियाटिक सोसाइटी, कोलकाता के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

- (4) उपर्युक्त (3) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6524/18/26]

12.04 hrs

(Shri Krishna Prasad Tenneti *in the Chair*)

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी) : सभापति महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ :-

- (1) (एक) समग्र शिक्षा (हिमाचल प्रदेश स्कूल शिक्षा सोसाइटी), शिमला के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (दो) समग्र शिक्षा (हिमाचल प्रदेश स्कूल शिक्षा सोसाइटी), शिमला के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (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. LT6525/18/26]

- (3) (एक) स्टार्स – मध्य प्रदेश (राज्य शिक्षा केंद्र, स्कूल शिक्षा विभाग, मध्य प्रदेश), भोपाल के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (दो) स्टार्स – मध्य प्रदेश (राज्य शिक्षा केंद्र, स्कूल शिक्षा विभाग, मध्य प्रदेश), भोपाल के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (4) उपर्युक्त (3) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने

वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6526/18/26]

- (5) (एक) स्टार्स, राजस्थान, जयपुर के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (दो) स्टार्स, राजस्थान, जयपुर के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (6) उपर्युक्त (5) 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. LT6527/18/26]

- (7) (एक) स्टार्स – महाराष्ट्र (महाराष्ट्र प्राथमिक शिक्षण परिषद), मुंबई के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (दो) स्टार्स – महाराष्ट्र (महाराष्ट्र प्राथमिक शिक्षण परिषद), मुंबई के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (8) उपर्युक्त (7) 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. LT6528/18/26]

- (9) (एक) राष्ट्रीय बाल भवन, नई दिल्ली के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) राष्ट्रीय बाल भवन, नई दिल्ली के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (10) उपर्युक्त (9) 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. LT6529/18/26]

(11) (एक) स्टार्स, हिमाचल प्रदेश, शिमला के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(दो) स्टार्स, हिमाचल प्रदेश, शिमला के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा के बारे में विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

(12) उपर्युक्त (11) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6530/18/26]

(13) (एक) समग्र शिक्षा असम, गुवाहाटी के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(दो) समग्र शिक्षा असम, गुवाहाटी के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(14) उपर्युक्त (13) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6531/18/26]

(15) (एक) समग्र शिक्षा, त्रिपुरा, के वर्ष 2022-2023 और 2023-2024 के वार्षिक प्रतिवेदन की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(दो) समग्र शिक्षा, त्रिपुरा, के वर्ष 2022-2023 और 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

(16) उपर्युक्त (15) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाले दो विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6532/18/26]

- (17) (एक) समग्र शिक्षा मणिपुर, इम्फाल के वर्ष 2024-2025 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (दो) समग्र शिक्षा मणिपुर, इम्फाल के वर्ष 2024-2025 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।
- (18) उपर्युक्त (17) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT6533/18/26]

**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 Shri Pankaj Chaudhary, I rise to lay on the Table:-

- (1) A copy each of the following Notifications (Hindi and English versions) under Section 31 of the Securities and Exchange Board of India Act, 1992:-
- (i) The Securities and Exchange Board of India (Substitution of Registered Post with Speed Post) (Amendment) Regulations, 2025 published in Notification No. F.No.SEBI/LAD-NRO/GN/2025/281 in Gazette of India dated 3rd December, 2025.
 - (ii) The Securities and Exchange Board of India (Merchant Bankers) (Amendment) Regulations, 2025 published in Notification No. F.No.SEBI/LAD-NRO/GN/2025/282 in Gazette of India dated 3rd December, 2025.
 - (iii) The Securities and Exchange Board of India (Substantial

Acquisition of Shares and Takeovers) (Amendment) Regulations, 2025 published in Notification No. F.No.SEBI/LAD-NRO/GN/2025/283 in Gazette of India dated 3rd December, 2025.

- (iv) The Securities and Exchange Board of India (Infrastructural Investment Trusts) (Fourth Amendment) Regulations, 2025 published in Notification No. SEBI/LAD-NRO/GN/2025/286 in Gazette of India dated 9th December, 2025.
- (v) The Securities and Exchange Board of India (Real Estate Investment Trusts) (Third Amendment) Regulations, 2025 published in Notification No. SEBI/LAD-NRO/GN/2025/287 in Gazette of India dated 9th December, 2025.
- (vi) The Securities and Exchange Board of India (Registrars to an Issue and Share Transfer Agents) Regulations, 2025 published in Notification No. SEBI/LAD-NRO/GN/2025/288 in Gazette of India dated 15th December, 2025 together with a Corrigendum thereto published in Notification No. SEBI/LAD-NRO/GN/2026/290 dated 6th January, 2026.
- (vii) The Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) (Sixth Amendment) Regulations, 2025 published in Notification No. SEBI/LAD-NRO/GN/2025/289 in Gazette of India dated 15th December, 2025.

[Placed in Library, See No. LT6534/18/26]

- (viii) The Securities and Exchange Board of India (Credit Rating

Agencies) (Amendment) Regulations, 2026 published in Notification No. F.No. SEBI/LAD-NRO/GN/2026/293 in Gazette of India dated 13th January, 2026.

- (ix) The Securities and Exchange Board of India (Mutual Funds) Regulations, 2026 published in Notification No. F.No. SEBI/LAD-NRO/GN/2026/294 in Gazette of India dated 14th January, 2026.
- (x) The Securities and Exchange Board of India (Issue and Listing of Non-Convertible Securities) (Amendment) Regulations, 2026 published in Notification No. SEBI/LAD-NRO/GN/2026/296 in Gazette of India dated 20th January, 2026.

[Placed in Library, See No. LT6535/18/26]

(2) A copy each of the following Notifications (Hindi and English versions) under Section 29 of the International Financial Services Centres Authority Act, 2019:-

- (i) The International Financial Services Centres Authority (Fund Management) (Amendment) Regulations, 2025 published in Notification No. IFSCA/GN/2025/007 in Gazette of India dated 30th July, 2025.
- (ii) The International Financial Services Centres Authority (Procedure for making regulations and subsidiary instructions) Regulations, 2025 published in Notification No. IFSCA/GN/2025/006 in Gazette of India dated 23rd July, 2025.
- (iii) The International Financial Services Centres Authority (TechFin

and Ancillary Services) Regulations, 2025 published in Notification No. IFSCA/GN/2025/005 in Gazette of India dated 10th July, 2025.

- (iv) Notification No. F.No.IFSCA-PMTS/9/2023-Precious Metals published in Gazette of India dated 4th December, 2025, granting renewal of recognition to it as a Bullion Exchange and a Bullion Clearing Corporation for three years, commencing on the 9th day of December, 2025 and ending on 8th day of December 2028 in respect of bullion contracts, subject to the conditions stated therein or as may be prescribed or imposed thereafter.
- (v) The International Financial Services Centres Authority (Global In-House Centres) Regulations, 2025 published in Notification No. F.No. IFSCA/GN/2025/012 in Gazette of India dated 29th December, 2025.
- (vi) Notification No. F.No.IFSCA/India ICC/Renewal/2025-26 published in Gazette of India dated 29th December, 2025, regarding renewal of recognition to the India International Clearing Corporation (IFSC) Limited for a period of three years, commencing on the 29th day of December, 2025 and ending on the 28th day of December, 2028 in respect of contracts in securities subject to the conditions.
- (vii) Notification No. F.No.IFSCA/India INX/Renewal/2025-26 published in Gazette of India dated 29th December, 2025,

regarding renewal of recognition to the India International Exchange (IFSC) Limited for a period of three years, commencing on the 29th day of December, 2025 and ending on the 28th day of December, 2028 in respect of contracts in securities subject to the conditions mentioned therein.

- (viii) Notification No. F.No.IFSCA/GN/2026/001 published in Gazette of India dated 8th January, 2026, specifying operating lease, including any hybrid of operating and financial lease, in respect of “oilfield equipment” as a financial product.
- (ix) The International Financial Services Centres Authority (Book-keeping, Accounting, Taxation and Financial Crime Compliance Services) (Amendment) Regulations, 2026 published in Notification No. F.No.IFSCA/GN/2026/002 in Gazette of India dated 8th January, 2026.
- (x) The International Financial Services Centres Authority (Registration of Insurance Business) (Amendment) Regulations, 2026 published in Notification No. F.No.IFSCA/GN/2026/003 in Gazette of India dated 8th January, 2026.
- (xi) The International Financial Services Centres Authority (Performance Review Committee) (Amendment) Regulations, 2026 published in Notification No. F.No. IFSCA/GN/2026/004 in Gazette of India dated 8th January, 2026.
- (xii) The International Financial Services Centres Authority (Capital

Market Intermediaries) (Amendment) Regulations, 2026 published in Notification No. IFSCA/GN/2026/005 in Gazette of India dated 12th January, 2026.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item Nos. (i) to (iv) of (2) above.

[Placed in Library, See No. LT6536/18/26]

- (4) A copy of the Annual Accounts (Hindi and English versions) of the International Financial Services Centres Authority, Gandhinagar, for the year 2024-2025, together with Audit Report thereon.

[Placed in Library, See No. LT6537/18/26]

- (5) (i) A copy of the Report (Hindi and English versions) on the Trends and Progress of Housing in India, 2025, under Section 42 of the National Housing Bank Act, 1987.
- (ii) A copy of the Brief on the above Report (Hindi and English versions).

[Placed in Library, See No. LT6538/18/26]

- (6) A copy each of the following Notifications (Hindi and English versions) under Section 36 of the Health Security se National Security Cess Act, 2025:-

- (i) S.O.6153(E) published in Gazette of India dated 31st December, 2025, appointing the 1st day of February, 2026 as the date on which the provisions of the Health Security se National Security Cess Act, 2025, shall come into force.

- (ii) The Health Security se National Security Cess Rules, 2026 published in Notification No. G.S.R.02(E) in Gazette of India dated 1st January, 2026, together with an explanatory Memorandum.
- (iii) The Health Security se National Security Cess (First Amendment) Rules, 2026 published in Notification No. G.S.R.78(E) in Gazette of India dated 30th January, 2026.

[Placed in Library, See No. LT6539/18/26]

- (7) A copy of the Notification No. S.O.859(E) (Hindi and English versions) published in Gazette of India dated 17th February, 2026, together with an explanatory memorandum specifying M/s. Afcom Holdings Limited (Afcom) having its registered office at No. 2, LIC Colony, Dr. Radhakrishnan Nagar, Thiruvannamiyur, Chennai-600041, India as “designated Indian carrier” for the purposes of sub-section (5) of Section 5 of the Central Sales Tax Act, 1956, issued under Section 13 of the said Act.
- (8) A copy of the Foreign Exchange Management (Borrowing and Lending) (First Amendment) Regulations, 2026 (Hindi and English versions) published in Notification No. FEMA 3(R)(5)/2026-RB in Gazette of India dated 10th February, 2026 under Section 48 of the Foreign Exchange Management Act, 1999.

[Placed in Library, See No. LT6540/18/26]

**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 Shri Kirti Vardhan Singh, I rise to lay on the Table:-

- (1) A copy of the Management Authority (Conditions of Service of Officers) Recruitment Rules, 2026 (Hindi and English versions) published in Notification No. G.S.R. 55(E) in Gazette of India dated 22nd January, 2026 under sub-section (2) of Section 63 of the Wild Life (Protection) Act, 1972.

[Placed in Library, See No. LT6541/18/26]

- (2) (i) A copy each of the Annual Report (Hindi and English versions) of the Indian Institute of Forest Management, Bhopal, for the years 2022-2023 and 2023-2024, alongwith Audited Accounts.
(ii) A copy each of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Forest Management, Bhopal, for the years 2022-2023 and 2023-2024.
- (3) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT6542/18/26]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI): Sir, I rise to lay on the Table a copy of the Petroleum and Natural Gas Rules, 2025 (Hindi and English versions) published in Notification No. G.S.R.888(E) in Gazette of India dated 9th December, 2025 under Section 10 of the Oilfields (Regulation and

Development) Act, 1948.

[Placed in Library, See No. LT6544/18/26]

THE MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRIMATI RAKSHA NIKHIL KHADSE): Sir, I rise to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Lakshmibai National Institute of Physical Education, Gwalior, for the year 2023-2024, alongwith Audited Accounts.
 - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lakshmibai National Institute of Physical Education, Gwalior, for the year 2023-2024.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT6545/18/26]

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 on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Patna, Patna, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of

Technology Patna, Patna, for the year 2024-2025.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT6546/18/26]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Science Education and Research, Thiruvananthapuram, for the year 2024-2025, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Science Education and Research, Thiruvananthapuram, for the year 2024-2025.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT6547/18/26]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Science Education and Research, Kolkata, for the year 2024-2025.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Science Education and Research, Kolkata, for the year 2024-2025, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Science

Education and Research, Kolkata, for the year 2024-2025.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT6548/18/26]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Goa, Ponda, for the year 2024-2025.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Goa, Ponda, for the year 2024-2025, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Goa, Ponda, for the year 2024-2025.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT6549/18/26]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Science Education and Research Tirupati, Tirupati, for the year 2024-2025.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Science Education and Research Tirupati, Tirupati, for the year 2024-2025, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Science Education and Research Tirupati, Tirupati, for the year 2024-2025.

- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, See No. LT6550/18/26]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Patna, Patna, for the year 2024-2025.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Space Indian Institute of Technology Patna, Patna, for the year 2024-2025, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Patna, Patna, for the year 2024-2025.

- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library, See No. LT6551/18/26]

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology (Indian School of Mines) Dhanbad, Dhanbad, for the year 2024-2025, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the

Government of the working of the Indian Institute of Technology
(Indian School of Mines) Dhanbad, Dhanbad, for the year 2024-
2025.

- (14) Statement (Hindi and English versions) showing reasons for delay in
laying the papers mentioned at (13) above.

[Placed in Library, See No. LT6552/18/26]

- (15) (i) A copy of the Annual Report (Hindi and English versions) of the
Indian Institute of Technology Bombay, Bombay, for the year
2024-2025.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of
the Indian Institute of Technology Bombay, Bombay, for the year
2024-2025, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the
Government of the working of the Indian Institute of Technology
Bombay, Bombay, for the year 2024-2025.

- (16) Statement (Hindi and English versions) showing reasons for delay in
laying the papers mentioned at (15) above.

[Placed in Library, See No. LT6553/18/26]

- (17) (i) A copy of the Annual Report (Hindi and English versions) of the
Indian Institute of Technology Roorkee, Roorkee, for the year
2024-2025.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of
the Indian Institute of Technology Roorkee, Roorkee, for the year

2024-2025, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the Indian Institute of Technology Roorkee, Roorkee, for the year 2024-2025.

(18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

[Placed in Library, See No. LT6554/18/26]

- (19) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Gandhinagar, Gandhinagar, for the year 2024-2025.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Gandhinagar, Gandhinagar, for the year 2024-2025, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the Indian Institute of Technology Gandhinagar, Gandhinagar, for the year 2024-2025.

(20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.

[Placed in Library, See No. LT6555/18/26]

- (21) (i) A copy of the Annual Report (Hindi and English versions) of the Dr. B R Ambedkar National Institute of Technology Jalandhar, Jalandhar, for the year 2024-2025, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the

Government of the working of the Dr. B R Ambedkar National Institute of Technology Jalandhar, Jalandhar, for the year 2024-2025.

- (22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

[Placed in Library, See No. LT6556/18/26]

- (23) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad National Institute of Technology, Bhopal, for the year 2024-2025, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maulana Azad National Institute of Technology, Bhopal, for the year 2024-2025.

- (24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.

[Placed in Library, See No. LT6557/18/26]

- (25) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Hamirpur, Hamirpur, for the year 2024-2025, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Hamirpur, Hamirpur, for the year 2024-2025.

- (26) Statement (Hindi and English versions) showing reasons for delay in

laying the papers mentioned at (25) above.

[Placed in Library, See No. LT6558/18/26]

- (27) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Srinagar, Srinagar, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Srinagar, Srinagar, for the year 2024-2025.
- (28) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (27) above.

[Placed in Library, See No. LT6559/18/26]

- (29) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Uttarakhand, Pauri, for the year 2024-2025, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Uttarakhand, Pauri, for the year 2024-2025.
- (30) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (29) above.

[Placed in Library, See No. LT6560/18/26]

- (31) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology Sri City, Chittoor, for the year 2024-2025.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Information Technology Sri City, Chittoor, for the year 2024-2025, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology Sri City, Chittoor, for the year 2024-2025.
- (32) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (31) above.

[Placed in Library, See No. LT6561/18/26]

- (33) (i) A copy of the Annual Report (Hindi and English versions) of the Atal Bihari Vajpayee-Indian Institute of Information Technology Management, Gwalior, for the year 2024-2025.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Atal Bihari Vajpayee-Indian Institute of Information Technology Management, Gwalior, for the year 2024-2025, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Atal Bihari Vajpayee Indian Institute of Information Technology and Management, Gwalior, for the year 2024-2025.
- (34) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (33) above.

[Placed in Library, See No. LT6562/18/26]

- (35) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Design and Manufacturing, Kurnool, for the year 2024-2025.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Information Technology, Design and Manufacturing, Kurnool, for the year 2024-2025, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology, Design and Manufacturing, Kurnool, for the year 2024-2025.
- (36) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (35) above.

[Placed in Library, See No. LT6563/18/26]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI): Sir, on behalf of my colleague Shri Harsh Malhotra, I rise to lay on the table a copy each of the following Notifications (Hindi and English versions) under Section 241 of the Insolvency and Bankruptcy Code, 2016:-

- (1) The Insolvency and Bankruptcy Board of India (Liquidation Process) (Second Amendment) Regulations, 2025 published in Notification No.F.No.IBBI/2025-26/GN/REG129 in Gazette of India dated 14th

October, 2025.

- (2) The Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Corporate Persons) (Sixth Amendment) Regulations, 2025 published in Notification No. F.No.IBBI/2025-26/GN/REG130 in Gazette of India dated 14th October, 2025.
- (3) The Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Personal Guarantors to Corporate Debtors) (Second Amendment) Regulations, 2025 published in Notification No. F.No.IBBI/2025-26/GN/REG131 in Gazette of India dated 21st November, 2025.
- (4) The Insolvency and Bankruptcy Board of India (Insolvency Professionals) (Second Amendment) Regulations, 2025 published in Notification No. F.No.IBBI/2025-26/GN/REG132 in Gazette of India dated 21st November, 2025.

[Placed in Library, See No. LT6564/18/26]

12.04½ hrs

BUSINESS ADVISORY COMMITTEE

15th Report

**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, I rise to present the Fifteenth
Report of the Business Advisory Committee.

12.05 hrs

**STANDING COMMITTEE ON COMMUNICATIONS AND
INFORMATION TECHNOLOGY**

23rd and 24th Reports

श्री अनिल बलूनी (गढ़वाल) : सभापति महोदय, मैं संचार और सूचना प्रौद्योगिकी संबंधी स्थायी समिति (2025-26) के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ :-

- (1) संचार मंत्रालय (दूरसंचार विभाग) से संबंधित 'अनुदानों की मांगें (2026-27)' के बारे में तेईसवां प्रतिवेदन।
 - (2) इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय से संबंधित 'अनुदानों की मांगें (2026-27)' के बारे में चौबीसवां प्रतिवेदन।
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12.05½ hrs**STANDING COMMITTEE ON CONSUMER AFFAIRS, FOOD AND
PUBLIC DISTRIBUTION**13th and 14th Reports

डॉ. इन्द्रा हांग सुब्बा (सिक्किम) : सभापति महोदय, मैं उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ:-

- (1) उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय (उपभोक्ता मामले विभाग) की अनुदानों की मांगों (2026-27) के बारे में तेरहवां प्रतिवेदन।
- (2) उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय (खाद्य और सार्वजनिक वितरण विभाग) की अनुदानों की मांगों (2026-27) के बारे में चौदहवां प्रतिवेदन।

12.06 hrs**STANDING COMMITTEE ON PERSONNEL, PUBLIC
GRIEVANCES, LAW AND JUSTICE**160th to 164th Reports

डॉ. फगन सिंह कुलस्ते (मंडला) : सभापति महोदय, मैं कार्मिक, लोक शिकायत, विधि और न्याय संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ:-

- (1) कार्मिक और प्रशिक्षण विभाग की अनुदानों की मांगों (2026-27) के बारे में 160वां प्रतिवेदन।
- (2) प्रशासनिक सुधार और लोक शिकायत, तथा पेंशन और पेंशनभोगी कल्याण विभागों की अनुदानों की मांगों (2026-27) के बारे में 161वां प्रतिवेदन।
- (3) न्याय विभाग की अनुदानों की मांगों (2026-27) के बारे में 162वां प्रतिवेदन।

- (4) विधायी विभाग की अनुदानों की मांगों (2026-27) के बारे में 163वां प्रतिवेदन।
- (5) विधि कार्य विभाग की अनुदानों की मांगों (2026-27) के बारे में 164वां प्रतिवेदन।

12.06½ hrs

**STANDING COMMITTEE ON AGRICULTURE, ANIMAL HUSBANDRY
AND FOOD PROCESSING**

27th to 32nd 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 (2025-26):

- i. Twenty-Seventh Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Agriculture and Farmers Welfare (Department of Agriculture & Farmers Welfare);
- ii. Twenty-Eighth Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Agriculture and Farmers Welfare (Department of Agriculture & Farmers Welfare);
- iii. Twenty-Ninth Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Fisheries, Animal Husbandry and Dairying (Department of Fisheries);
- iv. Thirtieth Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Fisheries, Animal Husbandry and Dairying (Department of Animal Husbandry and Dairying);
- v. Thirty-First Report on 'Demands for Grants (2026-27)' pertaining to the

Ministry of Food Processing and Industries: and

- vi. Thirty-Second Report on 'Demands for Grants (2026-27)' pertaining to the Ministry of Cooperation.

12.07 hrs

STATEMENT BY MINISTER

Action taken on the recommendations/observations contained in the 357th Report of the Standing Committee on Transport, Tourism and Culture on 'Development of Niche Tourism (including Spiritual Tourism) Theme-based Tourist Circuits and Potential Tourist Spots' pertaining to the Ministry of Tourism*

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI): Sir, I rise to lay a statement regarding the action taken on the recommendations/observations contained in the 357th Report of the Standing Committee on Transport, Tourism and Culture on 'Development of Niche Tourism (including Spiritual Tourism) Theme-based Tourist Circuits and Potential Tourist Spots' pertaining to the Ministry of Tourism.

* Laid on the Table and also placed in Library, See No. LT6543/18/26.

12.08 hrs**MATTERS UNDER RULE 377***

माननीय सभापति : माननीय सदस्यगण, आज जिन सदस्यों को नियम 377 के अधीन मामलों को उठाने की अनुमति दी गई है, वे 20 मिनट के भीतर मामले के अनुमोदित पाठ को व्यक्तिगत रूप से सभा पटल पर प्रस्तुत कर दें।

(i) Regarding Railway related issues of Durg Parliamentary Constituency, Chhattisgarh

श्री विजय बघेल (दुर्ग) : मेरे लोकसभा क्षेत्र दुर्ग (छत्तीसगढ़) अंतर्गत अमृत भारत स्टेशन योजना अंतर्गत निर्माण कार्यों की प्रगति के संबंध में अद्यतन जानकारी साथ ही मरोदा रेलवे स्टेशन में चल रहे निर्माण कार्य में अत्यन्त मंद गति व स्टेशन से रेलवे फाटक तक स्ट्रीट लाईट चालू कराने जाने संबंधितों को निर्देशित किया जाना, दुर्ग के रिसामा रेलवे डी.डी. 19 के पास आर.ओ.बी. निर्माण की अत्यन्त आवश्यकता है, यह मार्ग राजधानी के अलावा राज्य के प्रमुख शहरों को जोड़ता है, वर्तमान में आर.यू.बी. निर्माणाधीन है, इसके अतिरिक्त रेलवे ओवर ब्रिज (आर.ओ.बी.) की नितांत आवश्यकता है, दुर्ग से रावघाट तक दोहरी रेलवे लाईन का निर्माण किया जाना आवश्यक है, जिससे इस रूट की पैसेंजर व मालवाहक ट्रेनों पर दबाव कम होगा, पैसेंजर गाड़ी संख्या 78826 (दल्लीराजहरा-दुर्ग) एवं 78827 (दुर्ग-दल्लीराजहरा) का प्रतिदिन परिचालन किया जाना नितांत आवश्यक है साथ इस रूट पर यात्रियों की दिन प्रतिदिन अत्यधिक भीड़ को ध्यान में रखते हुए पैसेंजर ट्रेन को 12 कोच के साथ चलाया जाने की आवश्यकता है। कृपया मेरे लोकसभा क्षेत्र अंतर्गत क्षेत्र विकास के दृष्टिकोण से उक्त मांगों को अविलम्ब स्वीकृति प्रदान करें।

* Treated as laid on the Table.

(ii) Need to convert Nimbaheda to Banswara Road in Rajasthan into four lane road

श्री चन्द्र प्रकाश जोशी (चित्तौड़गढ़) : संसदीय क्षेत्र चित्तौड़गढ़ के प्रतापगढ़ जिले के लिये महत्वपूर्ण सड़क निम्बाहेड़ा (चित्तौड़गढ़) से छोटीसादड़ी - प्रतापगढ़- घाटोल -बांसवाड़ा- दाहोद राष्ट्रीय राजमार्ग संख्या-113 वर्तमान में केवल 2 लेन हैं। यह जनजातीय क्षेत्र प्रतापगढ़ एवं बांसवाड़ा के लिये सबसे महत्वपूर्ण एवं मुख्य मार्ग हैं। समय के साथ साथ इस राजमार्ग पर यातायात बढ़ रहा है जिससे स्थानीय निवासियों के साथ साथ मार्ग पर आवागमन कर रहे यात्रियों को भी काफी जोखिम रहता है। विगत समय में सड़क परिवहन व् राजमार्ग मंत्रालय क द्वारा दाहोद से पहाड़ी कला बांसवाड़ा तक के मार्ग को 4 लेन में बदलने के लिये डी.पी.आर. जारी करवाने के आदेश जारी किये गए हैं, इस मार्ग के दूसरी तरफ का रास्ता निम्बाहेड़ा से छोटीसादड़ी होते हुये प्रतापगढ़ से बांसवाड़ा तक का मार्ग भी 4 लेन का हो जाता है तो यहाँ के निवासियों को इसका अधिकतम लाभ मिल सकेगा। अतः इस संबंध में मेरा सरकार से अनुरोध है राजमार्ग संख्या-113 निम्बाहेड़ा (चित्तौड़गढ़) से छोटीसादड़ी - प्रतापगढ़- घाटोल -बांसवाड़ा को 2 लेन से 4 लेन में परिवर्तित करवाने की कृपा करावे।

(iii) Need to set up 'Grameen Haat' and 'Khadi Mall' in Benipur and Biraul in Darbhanga Parliamentary Constituency, Bihar

श्री गोपाल जी ठाकुर (दरभंगा) : मेरे दरभंगा संसदीय क्षेत्र अंतर्गत बेनीपुर एवं बिरौल अनुमंडल में ग्रामीण हाट एवं खादी मॉल खोलने से खादी के प्रति स्थानीय स्तर पर रुझान का भाव उत्पन्न होगा, स्थानीय युवाओं खासकर स्थानीय उत्पादों और स्थानीय कलाकृति को बेहतर प्लेटफार्म उपलब्ध हो सकेगा और रोजगार के नए अवसर का भी सृजन होगा। अतः मेरा सरकार से विशेष आग्रह है कि MSME मंत्रालय द्वारा बेनीपुर एवं बिरौल अनुमंडल में ग्रामीण हाट एवं खादी मॉल खोलने हेतु स्वीकृति प्रदान की जाये।

**(iv) Need to set up an AIIMS Hospital in North West Delhi
Parliamentary Constituency**

श्री योगेन्द्र चांदोलिया (उत्तर-पश्चिम दिल्ली) : मैं उत्तर पश्चिम दिल्ली के निवासियों को प्रभावित करने वाला एक महत्वपूर्ण विषय सदन के ध्यान में लाना चाहता हूँ। जैसे-जैसे देश की राजधानी दिल्ली क्षेत्र में जनसंख्या बढ़ रही है, मौजूदा स्वास्थ्य सेवा का बुनियादी ढांचा अत्यधिक तनाव में है। मेरे संसदीय क्षेत्र में अत्याधुनिक चिकित्सा सुविधा की कमी समस्या को बढ़ा रही है, जिससे निवासियों को गुणवत्तापूर्ण स्वास्थ्य देखभाल के लिए लंबी दूरी की यात्रा करने के लिए मजबूर होना पड़ रहा है। मैं सरकार से आग्रह करता हूँ कि वह उत्तर पश्चिम दिल्ली में एक नए AIIMS एम्स के निर्माण करने का यह मेरा प्रस्ताव मंजूर किया जाए, जिससे निवासियों को सस्ती और गुणवत्तापूर्ण स्वास्थ्य सेवा प्रदान हो। यह न केवल मौजूदा सुविधाओं पर बोझ को कम करेगा बल्कि आबादी की बढ़ती स्वास्थ्य देखभाल आवश्यकताओं को भी पूरा करेगा। मैं माननीय मंत्री से अनुरोध करता हूँ कि वे उत्तर पश्चिम दिल्ली में एक नए AIIMS एम्स के निर्माण हेतु मंजूर प्रदान करें। धन्यवाद।

**(v) Need to provide funds to Rajasthan under PM e-Bus Sewa Scheme for
introduction of Double-decker buses in Jaipur**

श्रीमती मंजू शर्मा (जयपुर) : राजस्थान की राजधानी जयपुर सहित प्रदेश के अन्य जिले भी पर्यटन की दृष्टि से महत्वपूर्ण हैं। केंद्र सरकार की पीएम ई.बस सेवा के तहत डबल डेकर बसों के संचालन में आर्थिक सहायता प्रदान करने से इस प्रोजेक्ट को काफ़ी मजबूती मिल सकेगी। जयपुर के कॉम्प्रिहेंसिव मोबिलिटी प्लान के तहत भी शहर में डबल डेकर बसों का संचालन प्रस्तावित है लेकिन अभी तक बसों का संचालन शुरू नहीं हुआ है। डबल डेकर बसों के संचालन से जयपुर जोधपुर उदयपुर अजमेर कोटा जैसे शहरों में पर्यटन को बढ़ोतरी मिलेगी जिससे निवासियों के जीवन स्तर में सुधार आएगा। जयपुर शहर के प्रमुख पर्यटन स्थलों जैसे आमेर किला, नाहरगढ़ सिटी पैलेस को एयरपोर्ट रेलवे स्टेशन और मुख्य बस स्टैंडों के बीच सीधा संपर्क स्थापित करने

से जयपुर की क्षेत्रीय जनता को भी इसका लाभ मिल सकेगा। राजस्थान के शहरी परिवहन और पर्यटन क्षेत्र में एक बड़ा बदलाव देखने को मिलेगा। अतः मेरा सरकार से निवेदन है कि इस विषय में केंद्र सरकार की तरफ से राज्य सरकार को ई.बस सेवा के तहत डबल डेकर बसों के संचालन में आर्थिक सहायता प्रदान करने के साथ इस प्रोजेक्ट को अमल में लाना चाहिए जिससे जयपुर सहित राजस्थान के अन्य शहरों में पर्यटन को बढ़ावा मिल सकें।

(vi) Need for a comprehensive National Action Plan to address human-animal conflict across the country

SHRI ANURAG SINGH THAKUR (HAMIRPUR): Monkey menace has become a national crisis, devastating fields, endangering lives, causing distress across India, yet there is no comprehensive national action plan to address it. In Himachal alone, reports say farmers have abandoned cultivation on over 70000 hectares of arable land. Annual crop losses exceed Rs 500 crore. A study found out Between 2017 and 2024; the state lost estimated Rs 2,200 crore worth of agricultural produce to monkey raids. Children, women, and the elderly face daily attacks. Data shows that over last year, only in one district of Himachal, nearly 10 people were being bitten every single day. The root causes are national in nature: the 1978 export ban that triggered unchecked population growth, rampant deforestation, declining predator populations, complete absence of a coordinated central policy. States are left to fight this alone, with fragmented, underfunded measures. I urge the Government to formulate a National Action Plan on Simian-Human Conflict, covering large-scale sterilisation, immunocontraception programmes to humanely control population growth, habitat restoration, community-based crop protection

support, and a standardised farmer compensation framework in association with Monkey-dense states. There is urgent need to earmark dedicated funds and direct state governments to implement scientifically validated, humane simian control measures.

(vii) Need to fill up vacant posts in Regional Rural Banks in the country

श्री जगदम्बिका पाल (डुमरियागंज) : मैं सरकार का ध्यान देश के विभिन्न क्षेत्रीय ग्रामीण बैंकों (Regional Rural Banks) में कर्मचारियों की कमी तथा बड़ी संख्या में संविदा/आउटसोर्स कर्मचारियों पर निर्भरता की ओर आकृष्ट कराना चाहता हूँ। उपलब्ध जानकारी के अनुसार देश में कार्यरत 28 क्षेत्रीय ग्रामीण बैंकों में अधीनस्थ वर्ग के कर्मचारियों की संख्या सीमित है, जबकि अनेक शाखाएँ बढ़ते कार्यभार के बावजूद पर्याप्त स्थायी स्टाफ के अभाव में कार्य कर रही हैं। पिछले वर्षों में बड़ी संख्या में कर्मचारी सेवानिवृत्त हुए हैं, परंतु उसी अनुपात में नई भर्तियाँ नहीं हो पाई हैं, जिसके कारण कई शाखाओं में दैनिक बैंकिंग सेवाओं के संचालन में कठिनाइयाँ उत्पन्न हो रही हैं। कई स्थानों पर कम व्यवसाय वाली शाखाओं में संविदा या आउटसोर्स कर्मचारियों के माध्यम से कार्य चलाया जा रहा है। साथ ही न्यायालयों द्वारा अस्थायी और संविदा श्रमिकों के संबंध में न्यूनतम वेतन एवं सेवा शर्तों के पालन पर बल दिया गया है। अतः मेरा सरकार से आग्रह है कि क्षेत्रीय ग्रामीण बैंकों में रिक्त पदों पर शीघ्र नियमित भर्ती, संविदा कर्मचारियों की सेवा शर्तों की समीक्षा तथा आवश्यकतानुसार नियमितीकरण के लिए समुचित नीति बनाने पर विचार किया जाए, ताकि ग्रामीण क्षेत्रों में बैंकिंग सेवाएँ अधिक प्रभावी ढंग से उपलब्ध हो सकें।

(viii) Regarding census in Naxal affected Bijapur and Sukma districts in Chhattisgarh

श्री महेश कश्यप (बस्तर) : मैं केंद्र सरकार का ध्यान छत्तीसगढ़ के आदिवासी एवं नक्सल प्रभावित क्षेत्र बस्तर संभाग के अंतर्गत आने वाले बीजापुर जिला तथा सुकमा जिला के सीमावर्ती ग्रामों की एक महत्वपूर्ण समस्या की ओर आकृष्ट करना चाहता हूँ। इन दुर्गम एवं वनांचल क्षेत्रों में

वर्ष 2001 तथा 2011 की जनगणना नक्सल प्रभाव, सुरक्षा संबंधी परिस्थितियों तथा कठिन भौगोलिक स्थिति के कारण पूर्णतः एवं सही ढंग से संपन्न नहीं हो सकी थी। परिणामस्वरूप इन ग्रामों की वास्तविक जनसंख्या एवं सामाजिक-आर्थिक आंकड़े सरकारी अभिलेखों में समुचित रूप से दर्ज नहीं हो पाए हैं। इस स्थिति के कारण इन क्षेत्रों के अनेक ग्राम वर्तमान में विकासात्मक योजनाओं के अपेक्षित लाभ से वंचित रह गए हैं। इससे स्थानीय आदिवासी समुदाय को शिक्षा, स्वास्थ्य, पेयजल, सड़क एवं आधारभूत सुविधाओं के विकास में कठिनाइयों का सामना करना पड़ रहा है। अतः मेरा केंद्र सरकार से विनम्र अनुरोध है कि इन प्रभावित ग्रामों में विशेष सर्वेक्षण अथवा पुनः सत्यापन की व्यवस्था कर वास्तविक स्थिति का आकलन कराया जाए तथा जब तक यह प्रक्रिया पूर्ण न हो, तब तक इन ग्रामों को विकास योजनाओं का लाभ प्रदान करने हेतु विशेष प्रावधान किए जाएँ, जिससे क्षेत्र के समग्र विकास को गति मिल सके।

(ix) Regarding development of National Waterway 48

श्री लुम्बाराम चौधरी (जालौर) : भारतीय अंतर्देशीय जलमार्ग प्राधिकरण गुजरात के कांडला पोर्ट से सांचोर तक 262 किलोमीटर के जलमार्ग के निर्माण की एक परियोजना पर कार्य कर रहा है जिसके अंतर्गत कच्छ की खाड़ी से जवाई-लूनी-रन ऑफ कच्छ नदी प्रणाली को जलमार्ग -48 के रूप में विकसित किया जाएगा। इस परियोजना से सांचोर के भवातडा नेहड क्षेत्र की 56 हजार बीघा सरकारी दलदली व बेकार जमीन का 500 मीटर चौड़ी व 20 मीटर गहरी नहर के रूप में विकसित कर देश का पहला इनलैंड पोर्ट के रूप में विकसित होगा। लूनी-जवाई बेसिन और जालोर-बाड़मेर पहले से ही बड़े व्यापारिक औद्योगिक क्षेत्र हैं। जहां जालोर, सिरौही, बाड़मेर, सांचोर बेसिन में गैस व तेल की अत्यधिक संभावनाएं हैं, वहीं यहां उत्पादित होने वाला ग्रेनाइट तथा यहां बड़ी मात्रा में पैदा होने वाले जीरा, ग्वार, बाजरा, वह इसबगोल आदि का निर्यात करने के लिए यह बंदरगाह महत्वपूर्ण भूमिका निभा सकता है। यही नहीं समुद्री कनेक्टिविटी होने से माल ढुलाई की लागत में भारी कमी आएगी व पोर्ट बनने से प्रत्यक्ष व अप्रत्यक्ष रूप से करीब 50 हजार से ज्यादा रोजगार के अवसर मिलेंगे तथा विदेशी निवेश में बड़े पैमाने पर बढ़ोत्तरी होगी।

(x) Need to set up a Navodaya Vidyalaya and Kendriya Vidyalaya in Malda district, West Bengal

श्री खगेन मुर्मु (माल्दहा उत्तर) : मैं सरकार का ध्यान पश्चिम बंगाल के मालदा जिले की ओर आकर्षित करना चाहता हूँ, जहाँ 3 लाख से अधिक आदिवासी (ST) समुदाय के लोग निवास करते हैं, जो जिले की कुल जनसंख्या का लगभग 7.87 प्रतिशत है। इसके अतिरिक्त लगभग 21 प्रतिशत जनसंख्या अनुसूचित जाति (SC) समुदाय से संबंधित है। इन समुदायों के अधिकांश परिवार ग्रामीण एवं दूरदराज क्षेत्रों में रहते हैं, जहाँ गुणवत्तापूर्ण शिक्षा की सुविधाएँ अभी भी सीमित हैं। इस स्थिति को ध्यान में रखते हुए मैं मालदा जिले में आदिवासी एवं अनुसूचित जाति समुदाय के बच्चों को बेहतर और गुणवत्तापूर्ण शिक्षा उपलब्ध कराने के उद्देश्य से नवोदय विद्यालय की स्थापना का प्रस्ताव करता हूँ। इसके लिए जिले के हबीबपुर, गाजोल, पुराना मालदा, बामनगोला तथा चांचल-II ब्लॉकों को उपयुक्त स्थान के रूप में विचार किया जा सकता है। इन क्षेत्रों में नवोदय विद्यालय की स्थापना से विशेष रूप से ग्रामीण एवं आदिवासी क्षेत्रों के मेधावी विद्यार्थियों को निःशुल्क आवासीय शिक्षा का अवसर प्राप्त होगा। इसके अतिरिक्त मालदा जिले के समसी क्षेत्र में एक केंद्रीय विद्यालय की स्थापना भी अत्यंत आवश्यक है। इससे इस क्षेत्र के विद्यार्थियों को उच्च गुणवत्ता वाली आधुनिक शिक्षा उपलब्ध होगी और जिले के शिक्षा स्तर में समग्र सुधार होगा।

(xi) Need to consider the transfer of land and ownership rights to 'Dikkus' in Jharkhand

DR. NISHIKANT DUBEY (GODDA): I wish to bring to Government's attention an extract of the Report of the Office of The Santhal Parganas Inquiry Committee, Patna, submitted by its Chairman Mr. R.E. Russel to the then Governor of Bihar Sir Thomas Alexander Stewart on the 10th of September, 1938. Please see the relevant extract on page 47, Chapter XII, para 124. This extract clearly shows how the committee in its report considered the question

of whether any relaxation can and should be made with respect to relaxations in the matter of transfer of land. "Relaxations in the matter of transfer have always been followed by a rapid growth of alienation and of exploitation and the fact that it has from time to time necessary tighten up, rather than relax the law", the report states. However, the report then goes on to further state: "Of course the present total prohibition on transfer cannot be maintained forever, but the time has not yet come when that valuable means of preserving the cultivator on his land can be dispensed with". It further states "We think that some relaxation may now be made in the case of Dikkus, but none in the case of aboriginals." Request for considering.

(xii) Need to expedite setting up of Automated Testing Centres for vehicle fitness testing in all the districts in the country

श्री अरुण गोविल (मेरठ) : भारत सरकार द्वारा सड़क परिवहन एवं राजमार्ग मंत्रालय के माध्यम से वाहनों की फिटनेस जांच को अधिक पारदर्शी, वैज्ञानिक और तकनीक-आधारित बनाने के उद्देश्य से ATS प्रणाली लागू की गई है। यह पहल वाहन परीक्षण में मानवीय हस्तक्षेप को कम कर पारदर्शिता बढ़ाने तथा सड़क सुरक्षा को सुदृढ़ करने की दिशा में एक महत्वपूर्ण कदम है। केंद्रीय मोटर वाहन नियमों में संशोधन कर वाहनों की फिटनेस जांच को चरणबद्ध रूप से ATS के माध्यम से अनिवार्य करने की प्रक्रिया शुरू की गई है, जिससे पुराने और अनुपयुक्त वाहनों की पहचान कर उन्हें सड़कों से हटाने तथा प्रदूषण को कम करने में सहायता मिलेगी। कई क्षेत्रों में ATS केंद्रों की संख्या अभी सीमित है, जिसके कारण वाहन मालिकों को दूरस्थ स्थानों तक जाना पड़ता है। विशेषकर मेरे लोकसभा क्षेत्र मेरठ (उत्तर प्रदेश) के परिवहन संगठनों का कहना है कि कई बार एक जिले या तहसील से दूसरे स्थान तक लंबी दूरी तय करनी पड़ती है। साथ ही यह भी अपेक्षा है कि ATS केंद्रों पर निर्धारित शुल्क प्रणाली का सख्ती से पालन सुनिश्चित किया जाए ताकि पारदर्शिता

और सुविधा बनी रहे। मेरा निवेदन है कि देश के विभिन्न जिलों में अधिक संख्या में ATS केंद्र स्थापित करने की प्रक्रिया को और गति दी जाए।

(xiii) Need to promote public awareness campaigns to encourage use of affordable generic medicines under PM Jan Aushadhi Pariyojana

SHRI MUKESHKUMAR CHANDRAKAANT DALAL (SURAT): Today more and more Indians are leaning towards generic medicines ditching costly medicines. This is reflected from following facts. The number of Jan Aushadhi outlets has expanded from 80 in 2014-15 to more than 1600 in 2024-25. Further, the sales of medicines have increased significantly from about Rs. 75 Crores in 2014-15 to more than Rs. 2000 crores in recent years. The product basket of the PM Jan Aushadhi Pariyojana has expanded from 400 (2014-15) to 2425 in 2024-25. The number of warehouses under the scheme has increased from 1 to 5. Above facts speak that once dismissed as unreliable, Government supplied generic medicines are gaining momentum, thanks to soaring medicine prices, expanding Jan Aushadhi stores and a slow but steady shift in public trust. Generic medicines are 50 to 90 per cent cheaper than branded drugs. Peoples' outlook towards them is changing speedily. But yet they are not becoming so popular as they ought to be. The first and foremost reason being that stakeholders associated with medical industry are averse to it because of professional reasons. Medical practitioners don't prescribe them and tell patients that generic medicines are not effective and that is why they are cheaper. Medical stores also follow the same practice. Also, senior and decade back doctors are not aware of them. So, the Government needs to

educate them. Thirdly there is lack of systematic well-designed campaign for them which the Government should do.

(xiv) Regarding shifting of Manawala (Nijjarpura) Toll Plaza on N.H.-3 in Punjab

श्री सुखजिंदर सिंह रंधावा (गुरदासपुर) : मैं सरकार का ध्यान राष्ट्रीय राजमार्ग-3 पर स्थित मनावाला (निज्जरपुरा) टोल प्लाज़ा की ओर आकर्षित करना चाहता हूँ। यह टोल प्लाज़ा अमृतसर शहर की सीमा के अत्यंत निकट और विश्व प्रसिद्ध श्री हरमंदिर साहिब से लगभग 20 किलोमीटर की परिधि में स्थित है। अमृतसर केवल पंजाब का एक शहर नहीं, बल्कि पूरे देश और दुनिया के करोड़ों लोगों की आस्था का केंद्र है। हर वर्ष देश-विदेश से लाखों श्रद्धालु यहां मत्था टेकने आते हैं। ऐसी स्थिति में पवित्र शहर में प्रवेश के ठीक पहले टोल प्लाज़ा का होना श्रद्धालुओं और स्थानीय नागरिकों दोनों के लिए असुविधा और अतिरिक्त आर्थिक बोझ का कारण बनता है। देश के अन्य प्रमुख धार्मिक स्थलों—जैसे अयोध्या—के आसपास श्रद्धालुओं की सुविधा को ध्यान में रखते हुए टोल बाधाएँ काफी दूरी पर रखी गई हैं। अतः मैं सरकार से विनम्र निवेदन करता हूँ कि जनभावनाओं और श्रद्धालुओं की सुविधा को ध्यान में रखते हुए मनावाला टोल प्लाज़ा को तत्काल प्रभाव से वर्तमान स्थान से हटाकर अमृतसर से कम से कम लगभग 50 किलोमीटर की दूरी पर स्थानांतरित किया जाए, ताकि श्रद्धालुओं को सहज और सम्मानजनक प्रवेश मिल सके।

(xv) Regarding incidents of cyber frauds during transfer of money under Pradhan Mantri Fasal Bima Scheme in Barmer and Jaisalmer districts, Rajasthan

श्री उम्मेदा राम बेनीवाल (बाड़मेर) : मैं सरकार का ध्यान राजस्थान के बाड़मेर और जैसलमेर क्षेत्रों के किसानों से जुड़ी एक गंभीर समस्या की ओर आकर्षित करना चाहता हूँ। इन सीमावर्ती जिलों के अनेक किसानों को प्रधानमंत्री फसल बीमा योजना के अंतर्गत मिलने वाली बीमा राशि समय पर उनके बैंक खातों तक नहीं पहुँच रही है। स्थानीय स्तर पर प्राप्त जानकारी के अनुसार

कई मामलों में साइबर धोखाधड़ी और बैंकिंग प्रणाली में तकनीकी गड़बड़ियों के कारण किसानों के खातों में राशि स्थानांतरित नहीं हो पा रही है या बीच में ही ग़लत खातों में चली जा रही है। इस समस्या के कारण किसानों को आर्थिक कठिनाइयों का सामना करना पड़ रहा है, विशेषकर तब जब वे प्राकृतिक आपदाओं और फसल नुकसान से पहले ही प्रभावित होते हैं। अतः मैं सरकार से आग्रह करता हूँ कि इस विषय की गंभीरता से जाँच कराई जाए, साइबर धोखाधड़ी पर सख्त कार्रवाई की जाए तथा प्रभावित किसानों को शीघ्र उनकी बीमा राशि उपलब्ध कराने के लिए आवश्यक कदम उठाए जाएँ।

(xvi) Regarding restoration of cancelled posts of special police officers to strengthen security support in Naxal affected Gadchiroli-Chinnur Parliamentary Constituency, Maharashtra

DR. NAMDEO KIRSAN (GADCHIROLI-CHIMUR): Naxalism is highly prevalent in Gadchiroli district and subsequently it has been highlighted as part of the Red Corridor, the area is plagued by LWE activities. The Government has inducted 1200 Naxal affected people as special police officers to assist the security forces. These special police officers who were inducted by the Government to assist the security forces risked their lives as they went against Naxalites and few of them even lost their lives in order to safeguard the villagers. The people those who have been given the job were directly affected by Naxals either by losing their kin or facing bullet by themselves. The Government has now reduced the number of special police officers to 600 and these people working as SPO are now unemployed. Naxalism has reduced in the district but even though the Naxalism has reduced, these people as SPOs were directly affected in activities of LWE, they are already sufferers of the

wounds that they have received in the past. I, therefore, request to restore the cancelled posts of special police officers in order to assist the security forces & simultaneously provide employment to the Naxal affected people in Gadchiroli-Chinnur Parliamentary Constituency, Maharashtra.

(xvii) Need to reconsider the proposed construction of a dam on river Kushavati in Goa

CAPTAIN VIRIATO FERNANDES (SOUTH GOA): There is a Bhandara proposed to be constructed on river Kushavati. The proposal is being pushed through in an arbitrary manner with no proper study leading to over 500 houses that will submerge, including temples in Mirabag and nearby areas, disregarding environment, agriculture, livelihood, etc. I strongly demand that the project be scrapped as the actual utilisation of water is suspected to benefit crony capitalists and destroy villages.

(xviii) Need to address the issues of nurses working in Government and private hospitals in Kerala and other parts of country

ADV. ADOOR PRAKASH (ATTINGAL): The ongoing strike of nurses in Kerala have severely affected the essential services. Despite being the backbone of the healthcare system, they are often underpaid for their hectic duty and long working hours. Current wages in many regions remain below Rs. 20,000 only. The demand for implementation of minimum basic monthly salary of Rs. 40,000 for all staff nurses should be considered. As directed by the hon'ble Supreme Court of India in 2016, Union Government had constituted an expert committee under Dr. Jagadish Prasad to study the issues of nurses

employed in private sector. Following this report, Union Government directed every State and Union Territory to implement the recommendations for ensuring better working conditions and higher pay. But it is unfortunate that even after 10 years, no state or union territory has implemented this directive. In addition to the issues related to the service conditions, nurses working in private sector are also facing difficulties for their registration with the respective state councils. Large number of applicants have not received National Unique Identity Number (NUID) and their registration is still pending. This system should be streamlined and applicants should be updated. I request the Government to take immediate measures.

(xix) Need to expedite approval to the proposed mini-Fishing Harbour Project at Kanhangad in Kasaragod district, Kerala

SHRI RAJMOHAN UNNITHAN (KASARAGOD): I wish to raise a matter of urgent concern regarding the long-pending proposal for the Ajanur Mini Harbour at Kanhangad in Kasaragod district of Kerala. This project was announced more than a decade ago, yet it remains unimplemented despite repeated appeals from the coastal residents and fishermen. The State Government has already prepared the project report and feasibility study, with an estimated cost of around ₹200 crore, and the proposal is now awaiting approval from the Central Government. The delay is causing serious hardship to the people of the Ajanur coast. Every monsoon seasons the region faces severe coastal erosion and flooding. In 2025, heavy monsoon floods caused extensive damage when the Chitthari River changed its course, leading to the

collapse of a large portion of the sea wall and washing away roads, leaving many families vulnerable. Experts have pointed out that constructing the harbour at the mouth of the Chitthari estuary would help regulate coastal currents and reduce recurring damage. At present, fishermen depend on distant harbours for their livelihood. I urge the Hon'ble Minister and the Union Government to expeditiously approve this project and extend necessary support to protect the coastal community.

(xx) Regarding grant of Scheduled Tribe status to people belonging to various castes in Uttar Pradesh

श्री छोटेलाल (राबर्ट्सगंज) : उत्तर प्रदेश में मांझी, गोंड, खरवार को कमकर कहार कहकर, गोंड को भुजा भुजी कह कर, मांझी के खतौनी पर मांझी कह कर सभी जातियों को परेशान किया जा रहा है, जाति प्रमाण पत्र नहीं बनाया जा रहा है, जब कि हर तहसील में 1951 नागरिक रजिस्टर में खुद हर जाति का नियमानुसार उल्लेखित (वर्णन) है। सरकार को उपरोक्त सभी जातियों को फिर से सर्वे करा कर जनजाति में डाल देना चाहिए। साथ ही साथ बिन, खरवार, मांझी, कमकर, कहार, निषाद, पाल, भुंजा, कोहार, वाल्मीकि, नाई, धोबी, कोरी, माली, धागर, चौरसिया, चौहान, विश्वकर्मा, बीयार, मुसहर, कोल, जातियों का गणना कराकर व आर्थिक गणना कराकर सभी जातियों को पूरे उत्तर प्रदेश में जनजाति का दर्जा दे दिया जाए।

(xxi) Regarding development of Reoti Bahora Railway Station in Aonla Parliamentary Constituency, Uttar Pradesh

श्री नीरज मौर्य (आंवला) : मैं सरकार से माँग करता हूँ कि मेरे निर्वाचन क्षेत्र आंवला बरेली के अंतर्गत आने वाले रेलवे स्टेशन रेवती बहोड़ा को पुनः बहाल करते हुए विकसित कराया जाय और इस स्टेशन का नामकरण रामनगर आंवला स्थित जैच मन्दिर के नाम भी किया जाये।

(xxii) Need to put in place a single Statutory National Authority to regulate Adventure Sports and Amusement Ride activities in the country

SHRIMATI JUNE MALIAH (MEDINIPUR): There is an urgent need to oversee unsafe and unregulated adventure sports and amusement activities in India. There is no uniform licensing, equipment checks, guide training, or mandatory incident reporting across States. In Goa, a tourist and an instructor died in a paragliding crash in January 2025, with reports of an operator functioning illegally. In Uttarakhand, rafting mishaps and drownings around Rishikesh continue to be reported, including one in April 2025. Safety failures are also visible at local fairs. On 7 February 2026, an electric swing at the Surajkund International Crafts Mela in Haryana collapsed, killing a police inspector and injuring several others. Similar risks exist in ziplines, bungee platforms, scuba boats and ATV trails, where permissions are ad hoc and inspections are sporadic.

The Indian Adventure Tourism Guidelines 2018 list of Ministry of Tourism prescribes minimum standards, but they are not a statutory enforcement mechanism. Thus, I request the Union Government to create a single statutory National Authority for Adventure Sports and Amusement Rides Safety to set baseline standards, maintain a national operator registry. Mandate third-party safety audits and insurance, and run a compulsory incident-reporting database with annual public reporting. This will ensure minimum safety protection across states.

(xxiii) Need to review the decision to remove income tax exemptions on disability pensions for in-service injured Armed Forces personnel but continuing in duty until retirement

SUSHRI MAHUA MOITRA (KRISHNANAGAR): Income tax exemption on the disability pension of armed forces personnel has existed since 1922. It is a small gesture of respect and gratitude to our soldiers who have suffered disabilities in the service of the nation. A tax exemption is no compensation for the personal, professional, physical and mental sacrifices they make. Yet it is a reminder that the nation stands firmly by them. It is extremely concerning that Government seeks to take away even this shred of dignity from our soldiers. By restricting the tax exemption only to personnel who have been invalidated out of service, it penalises those brave hearts who continue serving despite their injuries. These soldiers already suffer professionally due to medical downgrades; taxation could reduce their net income by as much as 30%, hence it is not wise to punish their resilience and patriotism. Worse, it creates an artificial, arbitrary and discriminatory divide among disabled personnel and shows injustice as well. The fiscal gains from this move will be minimal, but the moral cost will be enormous. And just like the Government's Agnipath scheme, it chips away at our national security. I demand that the Government must take care of our soldiers' dignity and roll back this ill-conceived policy.

(xxiv) Need to sanction Katpadi - Villupuram Railway Doubling Project and also to address other railway related issues in Tamil Nadu

SHRI C. N. ANNADURAI (TIRUVANNAMALAI): Tiruvannamalai is the second

largest district in Tamil Nadu and a major pilgrimage destination in India, known for the Annamalaiyar Temple dedicated to Lord Shiva-one of the Pancha Bootha Sthalams symbolizing Fire- drawing devotees from India and abroad. Despite such significance, the temple town's rail connectivity remains highly inadequate. Even after 14 years since gauge conversion, not a single daily reserved train has been provided from Tiruvannamalai to the state capital Chennai via Tambaram and Villupuram or to other major cities like Coimbatore and Nagercoil, even to the Divisional Headquarters-Trichy. This neglect is striking for a temple town of National importance. Hence, I appeal to Union Government to Sanction the important Katpadi-Villupuram doubling project which not only connects important mainlines of Chennai-Coimbatore & Bengaluru with Chennai-Kanyakumari via Tiruvannamalai but also serves as a gateway for Northern India to Southern India via Villupuram-Tiruvannamalai-Katpadi-Tirupati-Vijayawada Rail line. Also, requesting railways to introduce the 1.18-years long pending Chennai – Tiruvannamalai MEMU Express via Tambaram, Villupuram, 2. Extend 66064/65 Puducherry - Villupuram MEMU to Tiruvannamalai and 3. 17261/62 Guntur - Tirupati Express up to Trichy via Tiruvannamalai to bridge the connectivity gaps and establish daily train services between these significant cities for the very first time.

(xxv) Need to extend Capacity Building Training Programme to all the targeted Anganwadi workers in Andhra Pradesh under mission Saksham Anganwadi and Poshan 2.0

DR. BYREDDY SHABARI (NANDYAL): I wish to draw the attention of the

Government to the implementation of the Poshan Bhi Padhai Bhi programme under Mission Saksham Anganwadi and Poshan 2.0. The Integrated Child Development Services (ICDS), now subsumed under this mission, aims to provide an integrated framework for nutrition, early childhood care, and adolescent girls' development. Under the Poshan Bhi Padhai Bhi initiative, the National Institute of Public Cooperation and Child Development (NIPCCD) has been entrusted with training Anganwadi Workers in curriculum delivery, child-centric pedagogy, and assessment tools to strengthen Early Childhood Care and Education at Anganwadi Centres. However, in Andhra Pradesh, only about 33.8 per cent of the targeted Anganwadi Workers have completed the prescribed training so far. This slow pace of capacity building may adversely affect foundational learning outcomes and compromise the quality of early childhood education, particularly in rural, tribal, aspirational, and remote districts. I urge the Government to expedite the training process in a time-bound manner, ensure full coverage, strengthen monitoring mechanisms, and provide adequate logistical and digital support to achieve the objectives of the programme effectively.

(xxvi) Regarding discharge of effluents by sugar mills into rivers in Valmiki Nagar Parliamentary Constituency, Bihar

श्री सुनील कुमार (वाल्मीकि नगर) : मैं अपने संसदीय क्षेत्र वाल्मीकि नगर की महत्वपूर्ण समस्या की ओर ध्यान आकृष्ट करना चाहता हूँ कि नरकटियागंज, लौरिया, रामनगर और बगहा में, चार चीनी मिल हैं, सभी अपना रसायन युक्त प्रदूषित पानी नदियों में बहा रहे हैं जिससे जलीय जीव जंतुओं के साथ नदी के जनमानस के अस्तित्व पर संकट खड़ा हो गया है। क्रमशः हड़बोडा,

रामरेखा, सिकरहना और हरहा नदी में चीनी मिलों के प्रदूषित जल उत्प्रवाह विषाक्त हो गया है । जिससे सैकड़ों गांवों के जनजीवन पर प्रतिकूल असर पड़ा है । सुप्रीम कोर्ट ने नदियों में दूषित जल के उत्प्रवाह पर रोक लगाई है । लेकिन विभाग के गाइडलाइंस की मिलो द्वारा अवहेलना की जा रही है । खानापूरि के लिए वाटर ट्रीटमेंट प्लांट लगाया हैं, कचरायुक्त विषैला पानी नदियों में बहाने से नदियो का पानी काला हो गया है । वीटीआर क्षेत्र जहाँ बाघों के साथ अन्य जलीय जीव मगरमच्छ आदि रहते है, नदियों के प्रदूषित पानी से वहाँ कई जीव जंतुओं के मरने की खबर है । बाघों की सेहत पर प्रतिकूल असर पड़ने की संभावना बनी हुई है । मेरी माननीय मंत्री जी से मांग है कि इस मामले की एक उच्चस्तरीय जांच कराते हुए मिलों की मनमानीपूर्ण रवैये पर रोक लगवाने का कष्ट करेंगे ।

(xxvii) Need to integrate essential dental treatments with Standard Health Insurance Policies and public health schemes

SHRI RAJABHAU PARAG PRAKASH WAJE (NASHIK): I wish to draw urgent attention of Government to the systemic exclusion of essential dental treatments from standard health insurance policies and public health schemes. Routine procedures such as fillings, root canal therapy, crowns and periodontal care are largely excluded from insurance coverage. Shockingly, many medically necessary dental procedures are classified as “cosmetic”, thereby denying claims. Loss of teeth or severe dental disease cannot be treated as a cosmetic concern; functional tooth loss directly affects nutrition, speech and overall health, and in many cases amounts to a functional disability. Further, most dental treatments do not require hospital admission and are performed on an outpatient basis. Since insurance policies are primarily structured around hospitalization, even flagship schemes such as Ayushman Bharat fail to

provide comprehensive OPD dental coverage. This glaring omission has resulted in dental healthcare being treated as a luxury rather than a basic health necessity. Government should mandate minimum dental coverage in all standard health insurance policies; direct Insurance Regulatory and Development Authority of India to create standalone dental insurance products; integrate dental OPD care under public schemes; include preventive oral screening in primary healthcare; and launch national oral health awareness and subsidy programme for economically weaker sections.

(xxviii) Need for diplomatic intervention to restore peace in West Asia, safe repatriation of stranded Indian nationals and uninterrupted household LPG supply in the country

DR. M. P. ABDUSSAMAD SAMADANI (PONNANI): I wish to draw the urgent attention of the Government to the escalating crisis in West Asia triggered by the US-Israel aggression on Iran and subsequent disruptions in the Strait of Hormuz, conflict has entered a perilous phase. This region is the lifeline of India's energy security and home to nearly one crore Indian expatriates. The safety of our diaspora must be our overriding priority. With millions of our citizens remaining in volatile zones, I urge the Government to leverage India's historic principles of strategic autonomy and non-alignment to intervene as a credible interlocutor to reach a negotiated peace. Furthermore, with over 90 per cent of our LPG imports originating from the Gulf, the current maritime blockade has triggered an acute shortage. To ameliorate this, we must urgently explore emergency spot-purchases from non-Hormuz regions. I also

call upon the Government to invoke emergency powers under the Essential Commodities Act to prioritize household supply over industrial use and to expedite the creation of dedicated Strategic LPG Reserves to insulate us from future shocks. Bertrand Russell famously said "Either man will abolish war, or war will abolish man," and it is now time for India to take the lead in saving mankind from its extinction.

**(xxix) Need to frame law for promotion of Equity in
Educational Institutions**

श्री राजा राम सिंह (काराकाट) : 13.01.2026 को UGC ने इक्विटी रेगुलेशन्स अधिसूचित किए। यह पहल उन याचिकाओं के परिणामस्वरूप सामने आई जिन्हें कथित रूप से जातिगत भेदभाव से पीड़ित छात्रों की माताओं ने दायर किया था। दोनों छात्रों की मृत्यु संस्थागत जाति-आधारित भेदभाव से जुड़ी परिस्थितियों में हुई थी। इन नियमों का उद्देश्य विश्वविद्यालयों में जवाबदेही और संस्थागत तंत्र स्थापित करना था। प्रस्तावित प्रावधानों में कैंपस इक्विटी सेल की स्थापना, बहु-स्तरीय इक्विटी समितियाँ, समयबद्ध शिकायत निवारण प्रणाली, अनिवार्य वार्षिक इक्विटी ऑडिट, अनुपालन न होने पर दंड शामिल थे। हालाँकि 22 जनवरी 2026 को SCI ने इन नियमों के क्रियान्वयन पर रोक लगा दी। अदालत ने संभावित “दुरुपयोग” की आशंका व्यक्त की। किंतु संरक्षणात्मक कानूनों के संदर्भ में यह तर्क नया नहीं है। समस्या कानूनों के दुरुपयोग की नहीं, बल्कि उनके कमजोर क्रियान्वयन की है। UGC के अनुसार 2019 से 2024 के बीच भारतीय विश्वविद्यालयों में जाति-आधारित भेदभाव के मामलों में 118 प्रतिशत वृद्धि दर्ज की गई है। भेदभाव समाप्त करना संविधानिक दायित्व है और सभी शैक्षणिक संस्थानों पर समानता सुनिश्चित करने की जिम्मेदारी है। अतः आवश्यक है कि सरकार इस विषय पर तुरंत कानून बनाए, UGC को न्यायालय में जाकर रोक हटाने का अनुरोध करने का निर्देश दे तथा देशभर के विश्वविद्यालयों में व्यापक इक्विटी ऑडिट सुनिश्चित करे।

(xxx) Need to set up a monitoring system for effective implementation of PESA Act, 1996 in Dadra and Nagar Haveli

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव) : मैं लोकसभा के नियम 377 के अंतर्गत संघ राज्य क्षेत्र दादर एवं नागर हवेली में Panchayats (Extension to Scheduled Areas) Act, 1996 (PESA) के प्रभावी क्रियान्वयन का अत्यंत महत्वपूर्ण विषय इस सदन के समक्ष रखना चाहता हूँ। दादर एवं नागर हवेली संविधान की पाँचवीं अनुसूची के अंतर्गत घोषित अनुसूचित क्षेत्र है, जहाँ बड़ी संख्या में आदिवासी समुदाय निवास करता है। PESA का उद्देश्य केवल पंचायत व्यवस्था स्थापित करना नहीं, बल्कि ग्रामसभा के माध्यम से आदिवासी स्वशासन, जल-जंगल-जमीन पर समुदाय के अधिकार तथा विकास प्रक्रिया में उनकी निर्णायक भागीदारी सुनिश्चित करना है। किन्तु यह अत्यंत चिंता का विषय है कि तेजी से बढ़ते औद्योगिक विस्तार के बीच कई स्थानों पर ग्रामसभाओं की भूमिका और अधिकार केवल कागज़ों तक सीमित दिखाई देते हैं, जिससे आदिवासी समुदाय के संवैधानिक अधिकार प्रभावित होने की आशंका उत्पन्न होती है। अतः मैं केंद्र सरकार से आग्रह करता हूँ कि PESA के प्रावधानों के प्रभावी क्रियान्वयन, ग्रामसभाओं के अधिकारों की सुरक्षा तथा आदिवासी हितों की संस्थागत निगरानी के लिए ठोस और समयबद्ध कदम उठाए जाएँ, ताकि विकास और आदिवासी अधिकारों के बीच संतुलन सुनिश्चित किया जा सके।

12.10 hrs**UNION BUDGET (2024-2025) - DEMANDS FOR GRANTS****Ministry of Railways**

माननीय सभापति : अब सभा में रेल मंत्रालय से संबंधित अनुदान की मांग संख्या 85 को चर्चा तथा मतदान के लिए लिया जाएगा।

सभा में उपस्थित जिन माननीय सदस्यों के रेल मंत्रालय से संबंधित अनुदान की मांगों पर कटौती प्रस्ताव परिचालित किए गए हैं, यदि वे अपने कटौती प्रस्ताव प्रस्तुत करना चाहते हैं, तो 15 मिनट के भीतर सभा पटल पर पर्चियां भेज दें, जिनमें उन कटौती प्रस्तावों की संख्याएं लिखी हों, जिन्हें वे प्रस्तुत करना चाहते हैं।

इस प्रकार प्रस्तुत किए गए कटौती प्रस्तावों की क्रम संख्या को दर्शाने वाली सूची कुछ समय पश्चात सूचना पट्ट पर लगा दी जाएगी। यदि सदस्यों को उस सूची में कोई विसंगति मिले तो वे उसकी सूचना तत्काल सभा पटल पर मौजूद अधिकारी को दे दें।

प्रस्ताव प्रस्तुत हुआ:

“कि अनुदानों की मांगों की सूची के स्तम्भ 2 में रेल मंत्रालय से संबंधित मांग संख्या 85 के सामने दर्शाये गए मांग शीर्षों के संबंध में 31 मार्च, 2027 को समाप्त होने वाले वर्ष में संदाय के दौरान होने वाले खर्चों की अदायगी करने हेतु अनुदानों की मांगों की सूची के स्तम्भ 3 में दर्शायी गई राजस्व लेखा तथा पूँजी लेखा संबंधी राशियों से अनधिक संबंधित राशियां भारत की संचित निधि में से भारत के राष्ट्रपति को दी जाए।”

लोक सभा की स्वीकृति के लिए प्रस्तुत की गई रेल मंत्रालय से संबंधित अनुदानों की मांगें (2026-2027)
Demands for Grants (2026-2027) in respect of Ministry of Railways submitted to the vote of Lok Sabha

No. of the Demand	Name of the Demand	लोक सभा की स्वीकृति के लिए प्रस्तुत की गई अनुदानों की मांगों

		की राशि Amount of Demands for Grants submitted to the Vote of the Lok Sabha	
1	2	3	4
		राजस्व Revenue ₹	पूंजी Capital ₹
85	Ministry of Railways	385,176,83,00,000	498997,64,00,000

माननीय सभापति : माननीय सदस्य, श्री तारिक अनवर जी ।

श्री तारिक अनवर (कटिहार) : सभापति महोदय, मैं आपको इस बात के लिए धन्यवाद देना चाहता हूँ कि वर्ष 2026-27 की अनुदानों की मांगों पर आपने मुझे चर्चा में भाग लेने का मौका दिया ।

आदरणीय सभापति महोदय, इस सदन का सदस्य होने की हैसियत से सरकार के दावों की पड़ताल करना हम सबका फर्ज बनता है, कर्तव्य बनता है । सरकार की तरफ से जो भी दावे किए जाते हैं, उनकी वास्तविकता को जनता के सामने रखना मैं जरूरी समझता हूँ ।

सभापति महोदय, आज जब हम रेल मंत्रालय के लिए वर्ष 2026-27 की अनुदान की मांगों पर चर्चा कर रहे हैं, तो मैं पिछले वित्तीय वर्ष 2025-26 के प्रदर्शन की समीक्षा आवश्यक समझता हूँ ।

महोदय, रेलवे के वित्तीय स्वास्थ्य को लेकर गंभीर प्रश्न उठते हैं । वित्तीय वर्ष 2025-26 के बजट में परिचालन अनुपात अर्थात् ऑपरेटिंग रेश्यो 98.43 प्रतिशत रखा गया था । लेकिन, यह पेंशन फंड और डेप्रिशीएशन को वास्तविक रूप से कम रखकर किया गया था । आधिकारिक आंकड़े बताते हैं कि राजस्व वसूली पूरी तरह से पिछड़ गई है । यात्री खंड अर्थात् पैसेंजर सेगमेंट में 92,800 करोड़ रुपए के बजट के लक्ष्य के मुकाबले केवल 80,000 करोड़ रुपए ही प्राप्त हो सके । जबकि, दो बार किराए में वृद्धि भी की गई है । माल ढुलाई खंड में भी 1,88,000 करोड़ रुपए के लक्ष्य के मुकाबले केवल 1,78,457 करोड़ रुपए ही जुटाए जा सके हैं ।

सभापति महोदय, सबसे चिंताजनक बात यह है कि वर्ष 2026-27 के लिए सरकार ने परिचालन अनुपात का आंकड़ा ही पेश नहीं किया है। यह सीधा संकेत है कि सरकार को अपने ही लक्ष्य पूरे होते नहीं दिख रहे हैं।

सभापति महोदय, सुरक्षा एक बहुत महत्वपूर्ण अंग है। सुरक्षा के नाम पर सरकार केवल घोषणाएं कर रही है। विशेषज्ञों के अनुसार, वित्तीय वर्ष 2025-26 के बजट में सिग्नलिंग और दूरसंचार कार्यों के लिए 6,800 करोड़ रुपये का आवंटन पूरी तरह से अपर्याप्त है।

महोदय, अगर अगले पांच वर्षों में 44,000 रूट किलोमीटर पर कवच लगाने का लक्ष्य है, तो यह नाकाफी है। दिसंबर, 2025 तक के आधिकारिक आंकड़े बताते हैं कि क्षमता वृद्धि के लिए आवंटित 1,09,238 करोड़ रुपये में से केवल 76,048 करोड़ रुपये, यानी 69 प्रतिशत ही खर्च किए जा सके हैं। यह सरकार के रिकॉर्ड खर्च के दावे को झुठलाता है। स्टेशन पुनर्विकास का धरातल पर शून्य प्रभाव है। अमृत भारत स्टेशन योजना सरकार का फ्लैगशिप कार्यक्रम है। इसमें 1,337 स्टेशनों के पुनर्विकास के लक्ष्य के मुकाबले केवल 160 स्टेशनों पर ही कार्य पूरा हो सका है। वार्षिक आवंटन 12,000 करोड़ रुपये से अधिक है, लेकिन परिणाम निराशाजनक है। यह उदासीनता का शिकार है।

उदाहरण के तौर पर लखनऊ में 400 करोड़ रुपये की लागत से बने गोमतीनगर स्टेशन का मुख्य रैम्प और संबद्ध बुनियादी ढांचा अधूरा और अप्रयुक्त पड़ा है। यह सरकार की जो विकास की घोषणा है, उसकी मानसिकता को उजागर करता है। रेलवे में रोजगार की कमी होती जा रही है। यह बहुत ही चिंताजनक है और बढ़ते असंतोष का कारण बना है।

वित्त मंत्रालय द्वारा लगाए गए पद सृजन पर प्रतिबंध (बैन ऑन क्रिएशन ऑफ पोस्ट्स) ने सुरक्षा श्रेणी के पदों पर प्रतिकूल प्रभाव डाला है। नेशनल फेडरेशन ऑफ इंडियन रेलवेमेन ने बजट 2025-26 को निराशाजनक बताया, जिसमें निजीकरण, नई भर्तियों की कमी और कर्मचारियों के कल्याण की उपेक्षा पर चिंता व्यक्त की गई है। वर्ष 2010-11 में रेलवे में 13.28 लाख कर्मचारी थे, जो केंद्र सरकार के कर्मचारियों का 43 प्रतिशत थे। आज यह संख्या घटकर 11.72 लाख रह गई

है। यह 11.75 प्रतिशत से अधिक की कमी है। यह लक्ष्य बनाम उपलब्धि का बड़ा अंतर है।

वित्त वर्ष 2024-25 के प्रदर्शन पर नज़र डालें तो चौंकाने वाले आंकड़े सामने आते हैं। लाइन दोहरीकरण का लक्ष्य 2,900 किलोमीटर था, उपलब्धि केवल 1,134 किलोमीटर है। अमृत भारत स्टेशन योजना के तहत 443 स्टेशनों के अपग्रेड करने का लक्ष्य था, लेकिन उपलब्धि नाकाफी है। मानवरहित फाटकों को हटाने का लक्ष्य 1,100 और उपलब्धि केवल 379 है।

सभापति महोदय, रेलवे का बजट दिखावे और नारों के लिए नहीं, बल्कि स्पष्टता और दिशा के लिए होना चाहिए। सरकार को गम्भीरता से इन प्रश्नों पर ध्यान देना चाहिए, आकलन करना चाहिए। क्या केवल पैमाना ही परिवर्तन ला सकता है? रेलवे का वित्तीय स्वास्थ्य गंभीर स्थिति में है। हमें एक और सुर्खी नहीं, बल्कि एक स्पष्ट दिशा चाहिए। मैं माननीय मंत्री जी से अनुरोध करूंगा कि वे इन तथ्यों पर गंभीरता से विचार करें और इस सदन को स्पष्ट रूप से वस्तुस्थिति बताने की कृपा करें।

सभापति महोदय, मैं रेल मंत्री महोदय का ध्यान यात्रियों को मिलने वाली कुछ महत्वपूर्ण सुविधाओं की ओर दिलाना चाहता हूँ, जिन्हें पिछले कुछ वर्षों में बंद या निलंबित कर दिया गया है। पहला, क्या यह सही है कि कोविड-19 के दौरान वरिष्ठ नागरिकों को मिलने वाली रेल किराया रियायत को निलंबित किया गया था और आज तक उसे पुनः शुरू नहीं किया गया है? यदि हाँ, तो सरकार इसे कब तक बहाल करने का विचार रखती है? हम चाहेंगे कि जब मंत्री जी उत्तर देंगे, तो इस बात को स्पष्ट करें। क्या सरकार ने निजी ट्रेनों में देरी होने पर यात्रियों को मिलने वाली मुआवजा योजना को समाप्त कर दिया है? यदि हाँ, तो यात्रियों के हितों की सुरक्षा के लिए अब क्या व्यवस्था की गई है? क्या यह भी सही है कि अनारक्षित टिकट बुकिंग के लिए उपयोग किया जाने वाला UTS मोबाइल ऐप बंद कर दिया गया है और उसकी सेवाएँ किसी अन्य ऐप में स्थानांतरित की गई हैं? इससे दैनिक यात्रियों को होने वाली असुविधा को दूर करने के लिए क्या कदम उठाए गए हैं?

सभापति महोदय, कई प्रमुख रेलवे स्टेशनों पर भीड़ प्रबंधन के नाम पर प्लेटफॉर्म टिकट की बिक्री पर रोक लगाए जाने की खबरें आई हैं। क्या सरकार इस संबंध में कोई स्थायी नीति बनाने की योजना बना रही है? विभिन्न क्षेत्रों में इंफ्रास्ट्रक्चर कार्यों के कारण लोकल और उपनगरीय ट्रेनों के रद्द होने से दैनिक यात्रियों को भारी परेशानी हो रही है। सरकार इनके शीघ्र पुनः संचालन के लिए क्या कदम उठा रही है? अंत में, मैं रेल मंत्री महोदय से यह जानना चाहता हूँ कि यात्रियों की सुविधाओं को बढ़ाने के बजाय यदि लगातार कुछ सुविधाएँ बंद होती जा रही हैं, तो सरकार आम रेल यात्रियों को राहत देने के लिए क्या ठोस कदम उठाने जा रही है?

सभापति महोदय, हम लोग यही मानकर चलते हैं कि रेल हमारे देश की लाइफलाइन है, जीवन रेखा है। इसलिए हम इसको जितनी ज्यादा से ज्यादा प्रभावशाली बनाएंगे और लोगों को उसकी सुविधा उपलब्ध कराएंगे, तो हम समझते हैं कि इससे हमारे पूरे देश की अर्थव्यवस्था को फायदा तो होगा ही, इसके साथ ही साथ आज इन सबके बावजूद भी हम इस बात को स्वीकार करते हैं कि रेल की यात्रा, खासतौर पर आम आदमी जो सफर करते हैं, वह ज्यादा से ज्यादा रेल के द्वारा करते हैं, क्योंकि आज भी उसका किराया बाकी दूसरे ट्रांसपोर्ट के मुकाबले कम है। इसलिए हम इसको और प्रभावशाली बनाने की कोशिश करें और हमें प्रयास करना है कि ज्यादा से ज्यादा लोगों तक इसकी सेवा पहुंचे। धन्यवाद।

CUT MOTIONS

TOKEN

कि रेल मंत्रालय शीर्ष के अन्तर्गत मांग (पृष्ठ 279) में 100 रुपये 85
कम किए जाएं।

श्री राजेश रंजन (पूर्णिया) : मैं प्रस्ताव करता हूँ :

कोसी-सीमांचल क्षेत्र में पटरियों, सिग्नलिंग और रेल ओवर ब्रिज/अंडरपास की कमी के कारण होने वाली रेल दुर्घटनाओं को रोके जाने की आवश्यकता। (1)

कोसी-सीमांचल क्षेत्र में रेलवे परियोजनाओं को समय पर पूरा किए जाने के लिए "विशेष रेलवे विकास पैकेज" की घोषणा किए जाने की आवश्यकता । (2)

कोसी-सीमांचल क्षेत्र में नई रेलवे लाइन परियोजनाओं में हो रही अत्यधिक देरी की समस्या को दूर किए जाने की आवश्यकता । (3)

कोसी-सीमांचल क्षेत्र से आने-जाने वाली नई रेल सेवाओं की भारी कमी की समस्या को दूर किए जाने की आवश्यकता । (4)

अमृत भारत स्टेशन योजना के तहत कोसी-सीमांचल क्षेत्र के कई महत्वपूर्ण स्टेशनों के विकास में क्षेत्रीय भेदभाव की समस्या को दूर किए जाने की आवश्यकता । (5)

किशनगंज-जलालगढ़ नई रेलवे लाइन के निर्माण के लिए धनराशि आवंटित किए जाने की आवश्यकता । (6)

पूर्णिया रेलवे स्टेशन के पास 'रेल नीर' उत्पादन इकाई स्थापित किए जाने की आवश्यकता । (7)

पूर्णिया रेलवे स्टेशन पर प्लेटफॉर्मों की संख्या बढ़ाने और पूर्णिया रेलवे स्टेशन को एक 'मेगा मॉडल रेलवे स्टेशन' के रूप में विकसित किए जाने की आवश्यकता । (8)

रानीपात्रा रेलवे स्टेशन के पास मटिया रेलवे क्रॉसिंग पर एक 'रेल ओवर ब्रिज' बनाए जाने की आवश्यकता । (9)

पूर्व मध्य रेलवे ज़ोन के अंतर्गत, पूर्णिया कोर्ट रेलवे स्टेशन से बनमनखी-सहरसा होते हुए नई दिल्ली तक 'वंदे भारत'/'अमृत भारत' जैसी नई यात्री रेलगाड़ियाँ चलाए जाने की आवश्यकता । (10)

श्री नीरज मौर्य (आंवला) : मैं प्रस्ताव करता हूँ :

बरेली-बदायूं रेल खंड पर रोड ओवर ब्रिज का निर्माण कर समपार पर भीड़भाड़ कम किए जाने की आवश्यकता । (16)

बरेली से कटरा (जम्मू) के धार्मिक मार्ग के लिए सीधी रेलगाड़ी की लंबे समय से लंबित मांग को शुरू किए जाने की आवश्यकता । (17)

आंवला संसदीय निर्वाचन क्षेत्र में यात्री सुविधाओं के उन्नयन, रेल अवसंरचना के आधुनिकीकरण और क्षेत्रीय कनेक्टिविटी प्रदान किए जाने की आवश्यकता । (18)

अमृत भारत स्टेशन योजना में बरेली जंक्शन रेलवे स्टेशन, बदायूं रेलवे स्टेशन और आंवला रेलवे स्टेशन को शामिल किए जाने की आवश्यकता । (19)

श्री आनंद भदौरिया (धौरहरा) : मैं प्रस्ताव करता हूँ :

गोला गोकर्णनाथ-मोहम्मदी से शाहजहाँपुर रेलवे लाइन का निर्माण किए जाने की आवश्यकता । (20)

उत्तर प्रदेश में झरेखापुर-लहरपुर बरास्ता ईशा नगर से बहराइच तक रेलवे लाइन का निर्माण किए जाने की आवश्यकता । (21)

क्षेत्र के विकास और युवाओं को रोजगार के अवसर प्रदान करने के लिए उत्तर प्रदेश के लखीमपुर खीरी के मैगलगंज में रेल वैगन या इंजन निर्माण कारखाना स्थापित किए जाने की आवश्यकता । (22)

SHRI N. K. PREMACHANDRAN (KOLLAM): I beg to move:

Need to provide funds for digital integration including

cyber security in railway sector. (23)

Need to provide funds for transition from diesel to electric locomotives. (24)

Need to provide funds for operating more train services in Kerala so as to reduce the overcrowding in general and sleeper classes. (25)

Need to provide funds for development of busy rail corridors including Kerala. (26)

Need to provide funds for establishment of exclusive railway zone in Kerala. (27)

Need to provide adequate funds for upgradation of aging tracks, bridges and signalling system and automation of signalling system in Kerala. (28)

Need to provide adequate funds for automatic train protection system. (29)

Need to provide adequate funds for replacing old coaches and rolling stock. (30)

Need to provide funds for establishment of advance signalling and real time monitoring system in Kerala. (31)

Need to provide funds for launching a special project to ensure cleanliness and sanitation challenges in Railways. (32)

SHRI ARUN NEHRU (PERAMBALUR): I beg to move:

Need to sanction a new 160 km railway line for connecting Perambalur district. (34)

Need for a mid-day Shuttle train between Villupuram Junction and Tiruchirapalli Junction. (35)

Need for a Foot over Bridge (Pedestrian overpass) at Lalpet Railway Gate. (36)

Need for re-construction of railway underpass at Lalgudi railway station. (37)

Need to allocate dedicated funds for the expeditious completion of the long-pending Perambalur-Namakkal and Ariyalur-Perambalur railway projects to enhance regional connectivity and economic integration. (38)

Need for implementation of a centralised, transparent and objective mechanism for the allocation of Railway Emergency Quotas (EQ). (39)

Need for shuttle train departing from Tiruchirapalli in the morning to Cuddalore Junction and returning from the Cuddalore Junction back to Tiruchirapalli in the evening. (40)

श्री हनुमान बेनीवाल (नागौर) : मैं प्रस्ताव करता हूँ :

मेड़ता रोड जंक्शन से नागौर के मार्ग से नोखा तक बीकानेर मार्ग

पर डीईएमयू ट्रेनों की दोहरी आवृत्ति संचालित करने के लिए एमईएमयू कोच के आवंटन की आवश्यकता । (41)

मेड़ता रोड से नागौर और नोखा होते हुए बीकानेर तक रेलवे लाइन के दोहरीकरण के लिए बजट स्वीकृत किए जाने की आवश्यकता । (42)

नागौर संसदीय निर्वाचन क्षेत्र के छोटी खाटू, कुचामन सिटी, मकराना, नावां सिटी, लाडनूँ, मारवाड़ मूंडवा और बड़ी खाटू रेलवे स्टेशनों का उनके विकास के लिए अमृत भारत स्टेशन योजना के तहत चयन किए जाने की आवश्यकता । (43)

नागौर संसदीय क्षेत्र में डीडवाना-कुचामन मार्ग पर नई रेलवे लाइन की स्वीकृति के लिए सर्वेक्षण कराए जाने की आवश्यकता । (44)

नागौर-जायल-डीडवाना मार्ग पर नई रेलवे लाइन की स्वीकृति के लिए सर्वेक्षण कराए जाने की आवश्यकता । (45)

पीपाड़-भोपालगढ़-आसोप-संखवास-मुंडवा मार्ग पर रेलवे लाइन के लिए सर्वेक्षण/परियोजना को पुनः प्रारंभ किए जाने की आवश्यकता । (46)

जोधपुर-अहमदाबाद वंदे भारत ट्रेन को मेड़ता-नागौर होते हुए बीकानेर तक बढ़ाए जाने की आवश्यकता । (47)

बीकानेर-नोखा-नागौर-मेड़ता-पाली-अहमदाबाद-मुंबई मार्ग पर वंदे भारत स्लीपर रेलगाड़ियां चलाए जाने की आवश्यकता । (48)

बीकानेर और दिल्ली के बीच नागौर होते हुए दिल्ली सराय

रोहिल्ला रेलगाड़ी संख्या 22463/22464 की नियमित सेवा बहाल किए जाने की आवश्यकता। (49)

राजस्थान में मेड़ता और पुष्कर के साथ-साथ रास और मेड़ता के बीच स्वीकृत नई रेलवे लाइन के लिए अधिग्रहित भूमि के बदले नागौर जिले के किसानों को उचित मुआवजा दिए जाने और उन्हें पुनर्वासित किए जाने की आवश्यकता। (50)

PROF. VARSHA EKNATH GAIKWAD (MUMBAI NORTH-CENTRAL): I beg to move:

Need to rename Dadar railway station as "Chaityabhoomi Railway Station". (52)

Need to construct a bridge over railway track no. 18 in Navpada, Bandra East. (53)

Need to minimise the number of train accidents and near misses, and to initiate a comprehensive review for strengthening of safety measures including signalling systems, track maintenance and staff training. (54)

Need to bring transparency in the functioning of the railways, particularly in project allocations, expenditure and tendering processes and to ensure accountability for delays and cost overruns. (55)

Need to provide improved working conditions,

better pay and benefits and enhanced career development opportunities for railway employees. (56)

Need to improve passenger amenities at railway stations, particularly concerning cleanliness, hygiene and accessibility for the elderly and disabled. (57)

Need for increased allocation of funds for critical safety projects, such as track renewal, signalling upgrades and telecom improvements. (58)

Need to enhance investment in research and development for modernising railway technology, improving safety and promoting innovation in the railway sector. (59)

Need to connect Garib Nagar and Bandra Terminus and construct a Rail over Bridge (ROB). (60)

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN (CHENNAI SOUTH): I beg to move:

Need to increase the proportionate share of investments in Railways to be received by Tamil Nadu. (61)

Need to increase the allocation of railway

infrastructure projects. (62)

Need to expedite the long-pending railway infrastructure projects in Tamil Nadu, including new line proposals, gauge conversions, doubling projects, and suburban rail expansions, many of which have remained incomplete for years due to inadequate or delayed central funding. (63)

Need to expedite the expansion of Chennai's suburban railway network and MRTS integration, which is critical for one of India's largest metropolitan regions but continues to suffer from infrastructure gaps, poor interconnectivity and insufficient rolling stock support. (64)

Need to provide a detailed timeline and funding commitment for modernisation and capacity augmentation of major railway terminals in Tamil Nadu, including Chennai Central, Egmore, Tambaram and other key junctions that handle heavy passenger traffic but face overcrowding and outdated infrastructure. (65)

Need to ensure adequate investment in safety measures such as track renewal, signalling modernisation, and elimination of level crossings

in Southern Railway zones, particularly in Tamil Nadu where dense rail traffic requires continuous safety upgrades. (66)

Need to formulate a mechanism in railway decision-making, where states, priorities for new routes, train services and infrastructure investments are addressed. (67)

Need to provide adequate financial support for coach manufacturing units and railway production facilities located in Tamil Nadu, including the Integral Coach Factory (ICF) in Chennai for investment in technology and capacity expansion. (68)

Need to reduce dependence on freight earnings as the increased dependence on the same often leads to higher logistics costs that affect industrial states like Tamil Nadu with major manufacturing and port-linked industries. (69)

Need to provide adequate railway connectivity to support Tamil Nadu's ports, industrial corridors, and logistics hubs, including connectivity to Chennai, Ennore and Thoothukudi ports, which are essential for export-oriented industries. (70)

SHRI ABDUL RASHID SHEIKH (BARAMULLA): I beg to move:

Need to assess the physical and financial status of ongoing and approved rail projects in J&K. (82)

Need to engage locals in railways project in various capacities in J&K. (83)

Need to provide exclusive goods trains to give swift access to Kashmiri fruits to markets across the country. (84)

Need to assess the sectors of railways which have outsourced industry supplies in rails for passengers. (85)

Need for creation of a separate railway division in Srinagar. (86)

Need to for realignment of proposed Baramulla-Uri railway line to avoid dislocation of residential and business establishments. (87)

एडवोकेट चन्द्र शेखर (नगीना) : मैं प्रस्ताव करता हूँ :

नगीना संसदीय निर्वाचन क्षेत्र में धामपुर, नगीना, स्योहारा, किरतपुर, हल्दौर में अंडरपास और ओवरब्रिज के निर्माण की आवश्यकता। (98)

नगीना संसदीय निर्वाचन क्षेत्र में राजधानी ट्रेनों के ठहराव को सुनिश्चित किए जाने की आवश्यकता। (99)

दिल्ली से मेरठ के बीच वर्तमान में चल रही आरआरटीएस परियोजना को नगीना तक विस्तारित किए जाने की आवश्यकता। (100)

नगीना से मेरठ तक एक रेलवे लाइन के निर्माण की आवश्यकता। (101)

नगीना से दिल्ली तक एक रेल सेवा प्रारंभ किए जाने की आवश्यकता। (102)

नजीबाबाद, नगीना और धामपुर के मार्ग से मुंबई तक एक राजधानी एक्सप्रेस ट्रेन चलाए जाने की आवश्यकता। (103)

श्री अमरा राम (सीकर) : मैं प्रस्ताव करता हूँ :

कोविड के दौरान वरिष्ठ नागरिकों के लिए किराए में बंद की गई छूट को बहाल किए जाने की आवश्यकता। (104)

सीकर से कोलकाता तक और बीकानेर से कोलकाता तक सीकर, जयपुर, जोधपुर के रास्ते ट्रेन सेवाएं शुरू किए जाने की आवश्यकता। (105)

सैनिक एक्सप्रेस का हरिद्वार तक विस्तार किए जाने की आवश्यकता। (106)

फतेहपुर से रतनगढ़ और रतनगढ़ से हनुमानगढ़ तक नई रेल लाइनों को मंजूरी दिए जाने की आवश्यकता। (107)

श्री गणेश सिंह (सतना) : सभापति महोदय, धन्यवाद। वर्ष 2026-27 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांग पर चर्चा के समर्थन में मैं अपनी बात रख रहा हूँ। सबसे पहले तो मैं

माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी को बहुत-बहुत धन्यवाद देना चाहूंगा कि पिछले 10-11 वर्षों में रेल ने जो प्रगति की है, जिसने अपने पूरे देश में नेटवर्क को बढ़ाया है, नई तकनीक को लाने का काम किया है और आज लोगों की जरूरत को पूरा करने की दिशा में रेलवे बहुत तेज गति से आगे बढ़ रहा है। इसके लिए मैं माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी का बहुत-बहुत धन्यवाद करता हूँ।

अब मैं वर्ष 2026-27 के लिए रेल मंत्रालय की अनुदानों की मांगों के बारे में अपनी बातें शुरू कर रहा हूँ। अभी हमारे कांग्रेस के मित्र तारिक जी कह रहे थे कि राजस्व प्राप्ति में कमी आई है। मैं उन्हें बताना चाहता हूँ कि रेलवे की राजस्व प्राप्ति वर्ष 2026-27 में जो प्रस्तावित हैं, वह 3 लाख 2 हजार 500 करोड़ रुपये हैं। यात्री सेवा राजस्व 87,300 रुपये, अन्य कोचिंग (पार्सल, लगेज आदि) 9500 करोड़ रुपये, माल ढुलाई राजस्व 1,88,800 करोड़ रुपये, विविध राजस्व 16000 करोड़ रुपये और अन्य विविध प्राप्ति 800 करोड़ रुपये हैं। कुल मिलाकर 3 लाख 2 हजार 500 करोड़ रुपये की प्राप्ति हैं। राजस्व व्यय का जो अनुमान है, स्टाफ वेतन एवं भत्ते में 1,23,224 करोड़ रुपये खर्च होंगे। कार्यालय व आनुषंगिक व्यय में 2699 करोड़ रुपये, डीजल – ट्रैक्शन हेतु 7904 करोड़ रुपये, विद्युत – ट्रैक्शन हेतु 25183 करोड़ रुपये, मरम्मत व रख-रखाव सामग्री में 11219 करोड़ रुपये, ठेका भुगतान में 15157 करोड़ रुपये, आईआरएफसी को लीज शुल्क में 35130 करोड़ रुपये, पेंशन फंड में विनियोग में 64002 करोड़ रुपये, पेंशन व्यय में 74500 करोड़ रुपये हैं। कुल राजस्व व्यय 2,99,500 करोड़ रुपये हैं। वे किस आधार पर कह रहे हैं कि राजस्व में कमी आई है? मैं समझ नहीं पा रहा हूँ।

वर्ष 2026-27 का जो पूंजीगत व्यय प्रस्तावित है, नई रेल लाइनों में 36722 करोड़ रुपये प्रस्तावित है, गेज परिवर्तन में 4600 करोड़ रुपये प्रस्तावित है, दोहरीकरण में 37750 करोड़ रुपये प्रस्तावित है, रोलिंग स्टॉक में 52109 करोड़ रुपये, सिग्नल एवं दूरसंचार (कवच योजना) के तहत 7500 करोड़ रुपये, ट्रैक नवीनीकरण में 22853 करोड़ रुपये, विद्युतीकरण परियोजनाओं के लिए 5000 करोड़ रुपये, कंप्यूटरीकरण (आईटी) के लिए 493 करोड़ रुपये, यात्री सुविधाओं के लिए

11972 करोड़ रुपये, राष्ट्रीय रेल संरक्षा कोष में 10,000 करोड़ रुपये और रेलवे सुरक्षा निधि में 45000 करोड़ रुपये प्रस्तावित है। कुल पूंजीगत व्यय 2,93,030 करोड़ रुपये है।

वे किस आधार पर कह रहे हैं? मैं उन्हें बताना चाहता हूँ। वर्ष 2013-14 में भारतीय रेल का बजट 63,363 करोड़ रुपये था, जबकि वर्ष 2026 के बजट में भारतीय रेल के लिए 2,78,030 करोड़ रुपये का कुल परिव्यय निर्धारित किया गया है, जो बीते वर्षों में रेलवे क्षेत्र में निवेश में उल्लेखनीय वृद्धि को दर्शाता है।

वर्ष 2026-27 में भारतीय रेल का कुल आंतरिक राजस्व लगभग 3.02 लाख करोड़ रुपये अनुमानित है, जो वर्ष 2025-26 के संशोधित अनुमान की तुलना में लगभग 8.4 प्रतिशत की वृद्धि को दर्शाता है।

ऐतिहासिक बजट और बुनियादी ढाँचे का विस्तार – वर्ष 2026-27 में भारतीय रेलवे के लिए 2,78,030 करोड़ रुपये का पूंजीगत व्यय प्रस्तावित किया गया है, जो भारतीय रेल के इतिहास में अब तक का सबसे बड़ा निवेश है। पिछले दशक में रेलवे के पूंजीगत निवेश में औसतन 17 प्रतिशत वार्षिक वृद्धि हुई है, जो बुनियादी ढाँचे के आधुनिकीकरण के प्रति सरकार की प्रतिबद्धता को दर्शाता है।

नए हाई स्पीड रेल कॉरिडोर – सरकार ने 7 नए हाई स्पीड रेल कॉरिडोर की घोषणा की है, जिनकी कुल लंबाई लगभग 4,000 किलोमीटर होगी और अनुमानित निवेश 16 लाख करोड़ रुपये है। ये कॉरिडोर दिल्ली, मुंबई, चेन्नई, हैदराबाद, बंगलुरु और वाराणसी जैसे प्रमुख आर्थिक केंद्रों को जोड़ेंगे। मुंबई-अहमदाबाद बुलेट ट्रेन परियोजना तेज़ी से निर्माणाधीन है और सूरत-बिलिमोरा खंड वर्ष 2027 तक पूरा होने की संभावना है।

समर्पित माल ढुलाई गलियारे (DFC) में लॉजिस्टिक्स क्रांति हुई है। अक्टूबर, 2025 तक 2,843 किलोमीटर में से 2,741 किलोमीटर यानी 96 प्रतिशत डीएफसी चालू हो चुके हैं। डीएफसी नेटवर्क पर माल यातायात वर्ष 2022-23 में 22,389 मिलियन NTKM से बढ़कर वर्ष 2024-25 में 1,11,898 मिलियन NTKM हो गया, जो लगभग 5 गुना वृद्धि है।

इससे मालगाड़ियों की औसत गति 25 किलोमीटर प्रति घंटा से बढ़कर 38 किलोमीटर प्रति घंटा हो गई है। सरकार ने अब डानकुनी से सूरत तक नए ईस्ट-वेस्ट डीएफसी की घोषणा की है।

पीएम गतिशक्ति के तहत आर्थिक कॉरिडोर- पीएम गतिशक्ति के तहत 434 रेल परियोजनाएं 11.17 लाख करोड़ रुपये के निवेश से चिह्नित की गई हैं। इनका उद्देश्य खनिज एवं ऊर्जा कॉरिडोर, उच्च यातायात घनत्व मार्ग, बंदरगाह संपर्कता है। इनसे भारत की लॉजिस्टिक लागत घटाने और औद्योगिक विकास को बढ़ावा देने में मदद मिलेगी।

नेटवर्क विस्तार और विद्युतीकरण- आज भारतीय रेल का कुल नेटवर्क 69,439 किलोमीटर का है, जिसमें ब्रॉड गेज नेटवर्क का 99.10 विद्युतीकरण पूरा हो चुका है, जो विश्व में सबसे अधिक विद्युतीकृत नेटवर्कों में से एक है। वर्ष 2014 के बाद 34,428 किलोमीटर नई पटरी बिछाई गई, जिसका प्रतिदिन औसत 8.57 किलोमीटर आता है।

ऐतिहासिक परियोजनाएं- उधमपुर श्रीनगर बारामूला रेल लिंक परियोजना के पूर्ण होने से कश्मीर घाटी अब भारत के रेल नेटवर्क से जुड़ चुकी है। इन परियोजनाओं में चिनाब ब्रिज विश्व का सबसे ऊंचा रेलवे आर्च ब्रिज है। अंजी ब्रिज स्टेड रेलवे ब्रिज भारत का पहला केबल स्टेड रेलवे ब्रिज है। भारत की सबसे लंबी सुरंग टी-50 भी इसमें शामिल है।

यात्री सुविधाएं और आधुनिक ट्रेन्स- वर्तमान में देश में 164 वंदे भारत एक्सप्रेस सेवाएं संचालित हो रही हैं। 30 अमृत भारत एक्सप्रेस ट्रेन्स चालू हो चुकी हैं। 1,337 रेलवे स्टेशन अमृत भारत स्टेशन योजना के तहत पुनः विकसित किए जा रहे हैं। यह दुनिया के सबसे बड़े स्टेशन पुनर्विकास कार्यक्रमों में से एक है। 6,117 स्टेशन्स पर मुफ्त वाई-फाई उपलब्ध कराई जा चुकी है।

सुरक्षा में ऐतिहासिक सुधार- वर्ष 2004 से लेकर 2014 तक जहां औसतन 171 रेलवे दुर्घटनाएं प्रतिवर्ष होती थीं, वहीं ये वर्ष 2024-25 में घटकर 31 रह गई हैं। नवंबर 2025 तक केवल 11 दुर्घटनाएं दर्ज हुई हैं। सुरक्षा बजट 39,463 करोड़ रुपये से बढ़कर वर्ष 2013-14 की

तुलना में 1,20,389 करोड़ रुपये हो गया है। कवच स्वचालित ट्रेन संरक्षण प्रणाली का बड़े पैमाने पर विस्तार किया जा रहा है।

माल ढुलाई आर्थिक शक्ति- रेलवे के कुल राजस्व में 62 प्रतिशत हिस्सा माल ढुलाई से आता है। वर्ष 2026-27 में 1,88,800 करोड़ रुपये का माल राजस्व प्रस्तावित है। भारत अब विश्व का दूसरा सबसे बड़ा रेल माल परिवहन नेटवर्क बन गया है। 306 गतिशक्ति कारगो टर्मिनल स्वीकृत किए गए हैं, जिनमें से 118 पर काम चालू हो चुका है।

डिजिटल और हरित रेलवे रेलवन एप के माध्यम से टिकट, ट्रेन ट्रेकिंग, शिकायत और कैटरिंग सेवाएं एक प्लेटफॉर्म पर उपलब्ध हैं। एआई आधारित निगरानी प्रणाली 1,731 स्टेशन्स पर स्थापित की गई है। 2,626 स्टेशन सौर ऊर्जा से संचालित हैं, जिससे रेलवे का कार्बन फुटप्रिंट कम हो रहा है।

कवच योजना 2026-27- बजट में स्वदेशी कवच 4.0 एंटी-कोलिजन प्रणाली के विस्तार से 7,500 करोड़ रुपये के निवेश का प्रावधान किया गया है, जिसका लक्ष्य देश के लगभग 18,000 किलोमीटर उच्च यातायात वाले रेल मार्गों पर इसे लागू करना है। रेल सुरक्षा को सुदृढ़ करने के लिए कुल 1.20 लाख करोड़ रुपये से अधिक का प्रावधान किया गया है, जिसमें ट्रैक नवीनीकरण, आधुनिक सिग्नलिंग प्रणाली और सीसीटीवी निगरानी जैसी प्रमुख पहलें शामिल हैं। कवच संस्करण 4.0 को 472.3 मार्ग किलोमीटर पर तीन रेलखण्डों में सफलतापूर्वक लागू किया गया। रेल दुर्घटनाओं में लगभग 95 प्रतिशत की कमी दर्ज की गई है।

सभापति महोदय, मैं भारतीय रेलवे का एनडीए और यूपीए सरकार का एक तुलनात्मक विश्लेषण आपके माध्यम से यहां रखना चाहता हूं।

पूंजीगत व्यय- यूपीए की उपेक्षा बनाम एनडीए की ऐतिहासिक निवेश: यूपीए शासनकाल में भारतीय रेलवे का बजटीय आवंटन अत्यंत सीमित रखा गया। वर्ष 2013-14 में कुल सकल बजटीय सहायता मात्र 28,174 करोड़ रुपये की थी। कुल मिलाकर यूपीए के 10 वर्षों में भारतीय रेलवे को लगभग 1.56 लाख करोड़ रुपये की केंद्रीय बजटीय सहायता प्राप्त हुई थी, जबकि वर्ष

2014 के बाद भारतीय रेल में पूंजीगत निवेश में अभूतपूर्व वृद्धि देखने को मिली है। वर्ष 2014-15 में बजटीय सहायता बढ़कर 45,980 करोड़ रुपये हो गई। वर्ष 2023-24 में यह बढ़कर 2,43,000 करोड़ रुपये हो गई।

जो वर्ष 2013 की तुलना में लगभग 9 गुना अधिक है। तारिक भाई, आप यह सुन रहे हैं या नहीं। वर्ष 2026-27 में इसे बढ़ाकर 2,93,030 करोड़ रुपये कर दिया गया है, जो अब तक का ऐतिहासिक उच्च स्तर है। कुल मिला कर एनडीए सरकार के पिछले 10 वर्षों में भारतीय रेलवे को लगभग 8.25 लाख करोड़ रुपये दिए गए हैं।

ट्रैक निर्माण और विद्युतीकरण में वर्ष 2004 से वर्ष 2014, यूपीए के कुल शासनकाल में 14,985 किलोमीटर नई रेलवे लाइन बिछाई गई थी। वर्ष 2013-14 तक औसतन लगभग 4 किलोमीटर प्रति दिन ट्रैक निर्माण की गति थी और रेलवे के विद्युतीकरण की दर 1.4 किलोमीटर प्रति दिन रही। वर्ष 2014 से 2024 के बीच 31,000 किलोमीटर से अधिक नई रेलवे पटरी बिछाई गई, जो यूपीए कार्यकाल की तुलना में दोगुना से अधिक है। वर्ष 2014 से वर्ष 2025 के बीच कुल 34,428 किलोमीटर नए ट्रैक्स बिछाए गए, जो औसतन 8.57 किलोमीटर प्रतिदिन के बराबर है। वर्ष 2023-24 में ट्रैक निर्माण की गति बढ़कर 14.5 किलोमीटर प्रतिदिन हो गई, जो यूपीए कार्यकाल की तुलना में लगभग साढ़े तीन गुना अधिक है। वर्ष 2014 का 22,224 किलोमीटर विद्युतीय नेटवर्क बढ़कर वर्ष 2024 में 62,253 किलोमीटर हो गया है। अर्थात् लगभग 180 प्रतिशत की वृद्धि हुई है। अक्टूबर, 2025 तक भारतीय रेलवे के ब्रॉडगेज नेटवर्क का लगभग 99.1 प्रतिशत हिस्सा विद्युतीकृत हो चुका है।

दुर्घटना आंकड़ों की तुलना - भारतीय रेलवे की सुरक्षा स्थिति में पिछले एक दशक में उल्लेखनीय सुधार हुआ है। यूपीए कार्यकाल वर्ष 2004 से वर्ष 2014 के दौरान कुल 1,711 परिणामी ट्रेन दुर्घटनाएं दर्ज हुई थीं, जो औसतन 171 दुर्घटनाएं प्रतिवर्ष थीं। इसके विपरीत एनडीए कार्यकाल, वर्ष 2014 से वर्ष 2024 में कुल 678 दुर्घटनाएं दर्ज हुईं, अर्थात् औसतन 68 दुर्घटनाएं प्रतिवर्ष हुईं। वर्ष 2014-15 में 135 दुर्घटनाएं दर्ज हुई थीं, जो घटकर वर्ष 2023-24 में

40, वर्ष 2024-25 में 31 रह गई, वहीं वर्ष 2025-26 में नवंबर, 2025 तक केवल 11 दुर्घटनाएं दर्ज की गईं।

मैं कोहरा सुरक्षा उपकरणों के बारे में कहना चाहता हूं कि जब ठंड का समय आता है तो कोहरे के कारण ट्रेनों में काफी दिक्कतें होती हैं। वर्ष 2014 में 90 से बढ़कर, वर्ष 2025 में 25,929 इंस्ट्रूमेंट्स हो गए, जो लगभग 288 गुना वृद्धि है। सुरक्षा में बड़ा बदलाव किया गया है।

वर्ष 2018-19 से आईसीएफ में कोचेज के उत्पादन प्रारंभ कर दिए गए हैं। अधिक सुरक्षा एलएचबी कोच को मानक बनाया गया है। जहां यूपीए कार्यकाल में औसतन 372 एलएचबी कोचेज प्रतिदिन बनते थे, वहीं एनडीए कार्यकाल में यह उत्पादन बढ़कर लगभग 3,550 कोचेज प्रति वर्ष हो गए।

लोकोमोटिव और कोच उत्पादन - रेलवे के रोलिंग स्टॉफ उत्पादन में भी पिछले दशक में उल्लेखनीय वृद्धि दर्ज की गई है। यूपीए कार्यकाल वर्ष 2004 से लेकर वर्ष 2014 तक कुल 4,695 लोकोमोटिव्स और कोच इकाइयां निर्मित की गई थीं, जबकि एनडीए कार्यकाल वर्ष 2014 से वर्ष 2024 में यह संख्या बढ़कर 9,168 इकाइयां हो गई, जो लगभग दोगुनी वृद्धि को दर्शाती हैं।

वंदे भारत ट्रेन आत्मनिर्भरता की मिसाल है। वंदे भारत एक्सप्रेस पूरी तरह मेड इन इंडिया ट्रेन है जिसे एनडीए सरकार के दौरान विकसित किया गया है। दिसंबर, 2025 तक देश में 164 वंदे भारत एक्सप्रेस की सेवाएं संचालित हो रही हैं जिनमें 15 नई ट्रेन्स केवल वर्ष 2025 में जोड़ी गई हैं। इनके अतिरिक्त 30 अमृत भारत एक्सप्रेस सेवाएं भी शुरू की जा रही हैं, जो लंबी दूरी की किफायती और आधुनिक यात्रा सुविधा प्रदान करती हैं।

मैं यूपीए कार्यकाल के पूर्वोत्तर भारत के बारे में कहना चाहता हूं। वर्ष 2004 से वर्ष 2014 में पूर्वोत्तर राज्यों को जोड़ने में सीमित प्रगति हुई थी और मेघालय अरुणाचल प्रदेश, मणिपुर, मिजोरम, जैसे राज्यों में रेल संपर्क लगभग नहीं था। आज एनडीए के शासनकाल में पूर्वोत्तर की परियोजनाओं के लिए 62,477 करोड़ रुपये आवंटित किए गए हैं। यह यूपीए के कार्यकाल से लगभग पांच गुना अधिक है। इस क्षेत्र में एक लाख करोड़ रुपये से अधिक की परियोजनाएं प्रगति

पर हैं। वर्ष 2014 से वर्ष 2023 के बीच 893.82 किलोमीटर मीटरगेज को ब्रॉडगेज में बदला गया है।... (व्यवधान)

यह क्षेत्र रणनीतिक रूप से महत्वपूर्ण है। इसी संदर्भ में सिलीगुड़ी कॉरीडोर चिकन नेक के लिए लगभग 40 किलोमीटर लंबी भूमिगत रेलवे सुरंग बनाने की योजना घोषित की गई है, जिससे पूर्वोत्तर राज्यों के लिए सुरक्षित और हर मौसम में यात्रा करने की सुविधा होगी। स्टेशन आधुनिकीकरण और यात्री सुविधाओं के बारे में मैंने पहले भी उल्लेख किया है। 1338 स्टेशन्स का अमृत भारत के माध्यम से नवीनीकरण किया जा रहा है।

माननीय सभापति : आप पिछले 16 मिनट से बोल रहे हैं। कृपया कनक्लूड कीजिए।

श्री गणेश सिंह : सभापति महोदय, विन्ध क्षेत्र में रेलवे अवसंरचना का विस्तार, विन्ध क्षेत्र में रेल संपर्क को सुदृढ़ करने के उद्देश्य से ललितपुर-सिंगरौली रेल लाइन परियोजना का तीव्र गति से काम हो रहा है। 541 किलोमीटर इस लंबी परियोजना में अब तक 1713 करोड़ रुपये खर्च किये जा चुके हैं। इस परियोजना का कुछ हिस्सा पूरा हो गया है।

सतना, नागौर, देवेन्द्रनगर लाइन बनकर तैयार हो गयी है, केवल इसका उद्घाटन करने की जरूरत है। इस लाइन पर कोई न कोई यात्री गाड़ी चलाने की जरूरत है। इस परियोजना के पूर्ण होने से विन्ध क्षेत्र और बुंदेलखंड को एक सीधा रास्ता प्रमुख स्थानों से जोड़ने के लिए मिलेगा। विन्ध क्षेत्र में वंदे भारत की सौगात, रेलवे मंत्रालय द्वारा विन्ध क्षेत्र को आधुनिक रेल सुविधाओं से जोड़ने के लिए कमलापति-भोपाल से जबलपुर-सतना-रीवा तक वंदे भारत ट्रेन बढ़ायी गयी है, उसमें बहुत अच्छी ऑक्यूपेंसी है।

इसके साथ-साथ मैं रेल मंत्री जी से कहना चाहूंगा, विन्ध को बुंदेलखंड से जोड़ते हुए चित्रकुट तक एक लाइन बनायी जाए, जहां भगवान श्री राम ने साढ़े ग्यारह वर्ष का समय बिताया था। वहां साल भर में एक करोड़ से अधिक लोग जाते हैं। मैं चाहता हूं कि सतना-रीवा से मानिकपुर-चित्रकुट होते हुए बांदा-कानपुर होते हुए एक वंदे भारत ट्रेन अवश्य चलायी जाए, जिससे वहां के लोगों को सुविधा मिले सके।

रेल मंत्रालय द्वारा अमृत भारत एक्सप्रेस के माध्यम से बेहतर कनेक्टिविटी और लंबी दूरी की किफायती और आधुनिक रेल सेवाओं के विस्तार के लिए इरोड-जोगबनी अमृत भारत एक्सप्रेस का संचालन प्रारंभ किया गया है।

मैं माननीय रेल मंत्री जी से गाड़ियों के फेरे बढ़ाने के लिए कहना चाहता हूँ, जो मेरे क्षेत्र से गाड़ी चलती है। इसमें 12535/36 गरीब रथ एक्सप्रेस का ठहराव, वर्तमान धार्मिक नगरी मैहर में नहीं रुकती है। वहां माँ शारदा की पीठ में लाखों लोग रोज आते हैं, इसलिए मैं चाहता हूँ कि वहां इसका ठहराव किया जाए। 12535/36 का ठहराव मैहर में जरूरी है, सतना रेलवे स्टेशन पश्चिम से होते हुए एक ट्रेन आती है, जो रीवा से सतना होते हुए आनंद विहार तक आती है। मैं चाहता हूँ कि उसको नई दिल्ली तक बढ़ाया जाए और उसमें नये कोच लगाने की जरूरत है।

कुछ यात्री गाड़ियां हैं, जिनमें 11703 रीवा-इंदौर एक्सप्रेस के फेरे बढ़ाने की जरूरत है। ट्रेन नम्बर 22135, 21187, 12293, 22937 और 20151 गाड़ियों के फेरे बढ़ाने की जरूरत है। कोविड महामारी के समय जो स्टॉपेज बंद हो गए थे, उसमें महाकौशल एक्सप्रेस और अन्य कई गाड़ियां हैं, जिनका स्टॉपेज किया जाए। महाकौशल एक्सप्रेस, गोदिया-बरौनी एक्सप्रेस और रीवा इतवारी और जनता एक्सप्रेस का स्टॉपेज वहां बहुत जरूरी है। हमारे माल गोदाम शहर के बीचों बीच रेलवे स्टेशन है, आए दिन वहां पर नौ एंटी रहती हैं, इसलिए व्यापारियों को बहुत डैमेज भरना पड़ता है।

मैंने कैमा रेलवे स्टेशन के लिए प्रस्ताव किया था, इसकी स्वीकृति भी दे दी गई है, लेकिन इसका काम बहुत ही धीमी गति से चल रहा है, इसको तेज करना बहुत जरूरी है। जो विश्वस्तरीय रेलवे स्टेशन बन रहे हैं, आर एंड डी के माध्यम से दस एकड़ जमीन व्यापारिक काम्पलेक्स बनाना था, इन दोनों के काम बहुत ही धीमी गति से चल रहे हैं। इन परियोजनाओं को समय पर पूरा किया जाए।

मैं माननीय रेल मंत्री जी और माननीय प्रधानमंत्री जी को धन्यवाद दूंगा, रेलवे ने इतनी तेज गति से प्रगति की है, जो पहले असंभव दिख रहा था, वह पूरी तरह से संभव है। नई तकनीक के

साथ रेलवे आगे बढ़ रहा है। मैं बहुत-बहुत बधाई देते हुए डिमांड फॉर ग्रांट्स का समर्थन करता हूँ। धन्यवाद।

श्री नीरज मौर्या (आंवला) : धन्यवाद सभापति जी, आपने रेल मंत्रालय के बजट पर मुझे अपनी बात रखने का अवसर दिया। रेल की जो हालत है, खासकर जो सुपर फास्ट ट्रेनें हैं, उनकी दुर्दशा पर इस सदन में कई बार चर्चा हुई। इस बारे में मैंने कई बार माननीय रेल मंत्री जी को लिखकर भी दिया। एक ट्रेन श्रमजीवी सुपरफास्ट एक्सप्रेस है, जिससे मैं अक्सर बरेली जाता हूँ। उसमें कॉकरोच और चूहे घूमते रहते हैं। बजट में पुरानी ट्रेनों को ठीक करने वाले काम को बढ़ाया जाए। माननीय सदस्य, जो बता रहे हैं, इनको मैं वीडियो भेज दूंगा। लगता है कि ये ट्रेन से नहीं जाते। ये बड़े आदमी हैं, इसलिए फ्लाइट से जाते हैं। ट्रेन आम आदमी की सवारी है और आम आदमी को कैसे सहूलियत मिले, इसके लिए ही समाजवादी पार्टी के लोग यहां बात करते हैं।

मान्यवर, गर्मियां आ रही हैं। मैं चाहता हूँ कि ट्रेनों में बोगियों की संख्या बढ़ाई जाए, क्योंकि स्टेशन पर लोग पड़े रहते हैं, उनको बैठने की जगह नहीं मिलती है। इस संबंध में बात की जानी चाहिए। लखनऊ से दिल्ली वाया शाहजहाँपुर, बरेली लखनऊ मेल आती है। लखनऊ मेल एक अच्छी वीआईपी ट्रेन है, लेकिन आज भी माननीय मंत्री जी उस ट्रेन में झटके लगने से नहीं रोक पाए। उसमें आज भी झटके लगते हैं। माननीय मंत्री जी कपलिंग की बात करते हैं, उसे कैसे और ज्यादा ठीक किया जाए, इस पर काम करने की जरूरत है। लखनऊ से दिल्ली के लिए वन्दे भारत ट्रेनें वाया कानपुर आती हैं। मैं मांग करता हूँ कि लखनऊ से शाहजहाँ, बरेली, आंवला होते हुए दिल्ली तक यदि वन्दे भारत ट्रेन चलाई जाए, तो बहुत उपयोगी होगा। बढ़ातू तो अभी तक दिल्ली से सीधे रेल मार्ग से जुड़ ही नहीं पाया है। इस संबंध में हमने कई बार मांग की है।

मान्यवर, आंवला क्षेत्र में बम्हौरा-आंवला मार्ग पर आए दिन जाम लगा रहता है, इसलिए उस रेलवे क्रॉसिंग पर रेलवे ओवर ब्रिज निर्माण की अत्यधिक आवश्यकता है। वहां पर लोग घंटों जाम में फंसे रहते हैं। इसी तरह से आंवला क्षेत्र में अखा-गैनी मार्ग की रेलवे क्रॉसिंग पर भी फ्लाई ओवर निर्माण की आवश्यकता है। वहां भी यही हाल है। आंवला में एक स्टेशन रेवती बहौड़ा

स्टेशन हुआ करता था, जिसे बंद कर दिया गया है। मैं प्रार्थना करता हूँ कि उसे बहाल किया जाए और राम नगर में जो जैन मंदिर है, उसके तीर्थंकर के नाम से उस स्टेशन का नाम रखा जाए।

मान्यवर, हमारे देश की राजधानी कभी इत्र नगरी कन्नौज हुआ करती थी। कन्नौज वह नगरी है, जहां राजा हर्षवर्धन हुए।

माननीय सभापति : आप कृपया कनक्लूड करें।

श्री नीरज मौर्या : सर, मैं इसी विषय पर कनक्लूड कर रहा हूँ। हर्षवर्धन महा दानी राजा थे। कन्नौज का नेतृत्व समाजवादियों ने भी किया, डॉक्टर राम मनोहर लोहिया ने किया, श्रद्धेय नेता जी ने किया और आज वहां के सांसद पीडीए जननायक माननीय अखिलेश यादव जी हैं। यहां एक स्टेशन बन रहा था, जो बनने से पहले ही भरभराकर गिर गया। वहां की यह हालत है। समाजवादी सरकार में माननीय अखिलेश यादव जी ने विश्वस्तरीय एक्सप्रेस बनवाकर कन्नौज को देश व प्रदेश की राजधानी से जोड़ने का काम किया।

मान्यवर, मैं आपके माध्यम से मांग करता हूँ कि कन्नौज को विश्वस्तरीय रेलवे स्टेशन दिया जाए, जिससे कि उसका खोया हुआ गौरव वापस मिल सके। धन्यवाद।

SHRIMATI JUNE MALIAH (MEDINIPUR): Hon. Chairperson, Sir, thank you for giving me this opportunity to speak on the Demand for Grants under the control of the Ministry of Railways for 2026-27. The Indian Railways is not merely a transport system. It is the lifeline of India, connecting millions of people every single day – farmers travelling to markets, students travelling to colleges, workers travelling to their workplaces, traders carrying goods, athletes travelling to competitions, and *jawans* travelling to serve the nation. Because of this, Railway policy must focus not only on extravagant announcements and statistics, but also on fair allocation of resources, efficient implementation of projects, passenger dignity and reliable services.

Sir, as a representative from West Bengal, I would like to raise certain concerns regarding Railway investment and development in the State. West Bengal has historically played a crucial role in the growth of Indian Railways. Some of the busiest Railway corridors and stations in the country are located in our State, and millions of passengers travel through the railway network of West Bengal every day. However, when we examine the recent Railway allocations and project implementation, there is a feeling that the pace of development in West Bengal is not keeping up with the pace seen in several other States.

Sometimes, it appears that while some States are moving ahead on the express tracks, West Bengal is still being kept on a slow passenger line. The recent data shows that Railway Budget increases across States have been highly uneven. Gujarat witnessed a 29-fold increase in railway allocations. Delhi saw a 28-fold increase; Chhattisgarh and Madhya Pradesh saw a 24-fold increase; Maharashtra received a 20-fold increase; Uttar Pradesh received an 18-fold increase; but West Bengal has seen only a three-fold increase. This disparity definitely raises legitimate concerns about equitable distribution of Railway investments across States.

West Bengal does not ask for special treatment, neither does West Bengal asks for charity, but the State that helped build the Railway network of India certainly deserves fair attention and equitable development. The issue is not just about allocation but also implementation. Under the Railway Station Development Program or the *Amrit Bharat* Scheme, 101 stations were

sanctioned in West Bengal. Work has been completed only in three stations, which is barely three per cent of the total. Similarly, the safety system *kavach*, which is designed to prevent train collisions, has seen only about 16 per cent coverage in West Bengal.

Railway electrification progress has also been limited. In 2024, electrification in West Bengal accounted for only about two per cent of the national progress. Even when the funds are allocated, utilization remains incomplete. West Bengal's Railway zones received Rs. 1,317 crore for customer amenities in 2025. Sadly, only about Rs. 737 crore, roughly 56 per cent had been spent by December, 2025. The gap between allocation and utilisation directly affects passenger services.

There are broader concerns in Railway functioning. Miscellaneous expenditure in the Railway Budget increased by 83 per cent in 2025-26, while the construction of new railway lines has decreased by nearly 29 per cent. At the same time, allocations for customer amenities rate been reduced by nearly Rs. 150 crore compared to last year. These trends raise important questions about priorities in Railway spending.

Sir, safety must remain the top priority. Currently, only about four per cent of the Indian Railways network is covered under *Kavach* anti-collision system. For Railway-line doubling, the target for 2025-26 was 2,600 kilometre, but only 573 kilometre, that is around 22 per cent, had been completed by December 2025, even though financial utilization had reached about 74 per cent.

The Comptroller and Auditor General (CAG) of India has also flagged financial irregularities amounting to Rs. 543 crore in various railway zones.

Hon. Chairperson, Sir, I would now like to highlight several railway issues concerning my constituency, which is Medinipur, in Paschim Medinipur, particularly in Kharagpur and Belda.

Kharagpur is one of the most important railway junctions in eastern India as we all know, and is home to one of the longest platforms in the world. Yet it is unfortunate that many passengers there are still waiting for basic railway facilities and infrastructure improvements. Belda station serves passengers from nearly ten surrounding blocks across Paschim and Purba Medinipur, and thousands of daily commuters depend on it every day. However, several long-standing issues remain unresolved.

First, the level crossing at Gate No. 24 on the Belda-Contai road between Bakhrabad and Belda stations creates severe traffic congestion every day. Students, pregnant mothers, patients, and daily commuters face serious hardships. According to communication from the South Eastern Railway headquarters in Garden Reach, the proposal for a Road Over Bridge at Gate No. 24 has already been processed and soil investigation is underway. I urge the Ministry, through you, to expedite the construction of this Road Over Bridge at the earliest.

Second, passengers are facing inconvenience because the Belda-Howrah local train that used to run before the COVID now terminates at Kharagpur. Restoring the Belda-Howrah local services will provide a great

relief to daily commuters.

Third, there is also a strong demand for additional MEMU or local trains between Belda and Kharagpur, considering the increasing passenger load. Passengers have also requested stoppages of important long-distance trains such as the Purushottam Express at Belda, which would significantly benefit travellers from the region.

Sir, through you, I would like to thank the hon. Minister for providing stoppage of Shalimar-Puri Sri Jagannath Express at Dantan station from 31st January, 2026, after I raised the matter in this august House on 10th December, 2025. Thank you.

Hon. Chairperson, Sir, there are also serious civic issues in the railway areas of Kharagpur that require urgent attention. Nearly 13,000 to 15,000 households, with a population of around 80,000 people, have been living in railway colonies in Kharagpur for more than fifty years. Yet, many residents still struggle to access basic amenities such as water supply, drainage, and electricity. Similarly, in Gole Bazar, several authorized shops that pay rent to the Railways, still do not have proper electricity connections, even after repeated pleas from the shopkeepers.

Improvement of railway colonies is also a criteria. Whenever the State Government or municipal authorities attempt to assist residents by improving civic infrastructure, coordination problems arise because the land falls under the jurisdiction of the Railways. The residents of these colonies deserve basic dignity and essential civic services.

The railway bus stand in Kharagpur, which is used daily by thousands of passengers who come to catch trains, lacks basic facilities such as proper waiting hall and adequate toilet facilities for women passengers. The railway vegetable market near the station is also in extremely poor condition, even though large numbers of people depend on it every day. The condition of many railway quarters is deteriorating, with poor drainage systems and lack of maintenance. Even the railway hospital in Kharagpur faces shortage of doctors, forcing many patients to be referred elsewhere for treatment.

Finally, there are concerns among workers that the historic Kharagpur Railway Workshop, which has long been an important centre of railway employment and technical work, is gradually seeing a reduction in work activity. Railway workshops have historically been the engines of employment and skill development, and they should be strengthened rather than neglected.

HON. CHAIRPERSON: Please conclude.

SHRIMATI JUNE MALIAH: Sir, I will ask you for two more minutes.

Hon. Chairperson, Sir, another important issue concerns the wildlife safety in railway areas passing through forest regions. Parts of my constituency fall within the Jangal Mahal region, which is known to be an important elephant corridor. There have been instances in different parts of eastern India where elephants and other wildlife have been injured or killed due to train movement along forest tracks.

13.00 hrs

Development and environmental responsibility must go hand in hand.

Therefore, through you, I urge the Ministry of Railways to strengthen wildlife protection measures such as speed regulation in elephant corridor zones, installation of early warning systems and sensors, better coordination with forest departments, and the use of technology to alert loco pilots when elephants are near railway tracks. I feel, and many hon. Members in this august House will agree with me, that protecting wildlife is not only an environmental responsibility but also a moral responsibility towards nature.

I would now like to raise a deeply emotional and important issue. Our athletes, who represent India in national and international tournaments, often travel long distances by train. They do not get reserved compartments, have no basic comfort, and are sometimes forced to sleep on floors, sometimes even next to toilets. Is this how a nation treats those who bring us glory? The same indignity is faced by our jawans, paramilitary personnel, and men in uniform who travel for duty, deployment, or leave. They protect our borders, our democracy, and our lives. Yet we cannot even guarantee them a dedicated reserved compartment. Such a shame it is.

Hence, I demand that this Budget should provide for dedicated reserved coaches or compartments for athletes during tournaments and guarantee dignified travel arrangements for jawans and uniformed personnel. This is not charity; this is national respect.

Sir, as I conclude, for many years the Railways provided concessions for certain sections of society. Therefore, I urge this Government to consider restoring concessions for senior citizens, members of the media fraternity,

theatricians, musicians, and cultural artists. These concessions are gestures of respect for individuals who contribute to the social, cultural, and democratic life of our country.

West Bengal has always been one of the pillars of India's railway network. It is only fair that the State which helped build the railways should not be left waiting at the platform of development.

I want to say only this much Sir, that Bengal never steps back and people of Bengal never wait for development. Bengal's rights must be fulfilled.

Railways are not merely tracks and trains. They carry the dreams, livelihoods, and daily struggles of millions of Indians. Development must be fair. Development must reach every State because the railways do not belong to one Government or party. They belong to the people of India.

Bengal's people don't bow down, they fight back. We must earn what we deserve.

Thank you, Sir, for this opportunity.

Jai Hind, Jai Bangla.

****SHRI K. E. PRAKASH (ERODE):** Hon. Chairman Sir, I wish to state that how the Department of Railways has seen deterioration under the present union government. From fund allocation to increase in rail services this government has been showing a step-motherly attitude towards Tamil Nadu.

* * English translation of this part of Speech was originally delivered in Bengali.

** English translation of the speech originally delivered in Tamil.

Hon. Chief Minister of Tamil Nadu has been fighting against this injustice for so long. This year, particularly during the 90-minute Budget speech, hon. Finance Minister has not even used the word 'Railways' at least once. This cannot be considered as something done by oversight. On the contrary, this should be seen as an evidence to show how this government is least bothered about the Department of Railways as hon. Finance Minister has even omitted the word Railways in her Budget Speech. I also want to register an important data in this august House. The cost of construction per kilometer of railway track stood as Rs. 44 crore earlier and which has now increased to Rs. 73 crore. This is an increase of 66 per cent. In this situation, the total fund allocated for Railways is only increased by 8.5 per cent which is complete mismatch.

Out of the amount of Rs. 40,000 crore which will be allocated for the next five years for Railways, and this 13.5 per cent would only be used for repaying the debt. In a shameful manner the Union government has made the Department of Railways as a debtor with a huge loan to be repaid. Since Department of Railways is struggling with such burden, the Union government continue to place hoardings in every Railway station about their achievements. This seems meaningless. Moreover, 60 per cent of the passengers is dependent on sleeper and second-class rail travel. But the coach facilities have been increased by 1.2 per cent during the last ten years. Today we witness rail passengers even travelling by standing near and inside the toilets due to lack of space inside the coaches. Many people are forced to use private

buses by paying exorbitant money as they do not get confirmed tickets for rail journey. Is this the Antyodaya government, the government for the common man? Whom the Union government is trying to betray? This government has set for railways to handle a target of 3000 million tonnes of cargo by the year 2030. But the data shows that railways can get a growth of only 4 per cent. Actually a 16 percent growth is required to achieve this target. Therefore, rail cargo transportation is also facing distress and decline due to the wrong policies of the Union government. As a result, rail cargo transportation has seen a decline as the cargo sent through road has seen an increase.

There are other economic losses due to fuel expenses and wastage of time. There are several issues relating to mismanagement of Railways still we continue to have complaint registers in every railway station as we claim talk about Digital India. Is there any exemption only for writing complaints? Why is there a discrimination in a service being used more by poor and the middle class people? There are also complaints received against the poor quality of food being served in trains. Is there any assessment on this? Whether any action has been taken against such complaints? Most importantly, as Members of Parliament, we forward the complaints relating to Railways provided by general public for redressal, no follow-up action has been taken by the Department. We have to, time and again, remind about such complaints and for early redressal. In this regard the Indian government should setup an MP Grievance Redressal Committee.

I want to place before this august House the long pending railway

demands of my Erode Parliamentary constituency. The demand for a direct rail route between Erode-Namakkal via Kumarapalayam, has been kept in abeyance for long. This is very much required for the industrial development of the Kongu region of Tamil Nadu. Coimbatore-Erode MEMU should be extended up to Salem via Karur-Namakkal. This will benefit students, labourers and office-goers of this area. The long pending demand of my Erode parliamentary constituency relating to direct rail service between Erode and Palani has not been fulfilled. This Union government has started showing love and affection towards the God of Tamil Language, Lord Muruga, in recent times. This is just a publicity stunt and nothing else. This government has not come forward to start a direct rail service between Erode and Palani which is a long pending demand of the devotees of Lord Muruga. Instead of engaging in publicity stunts by organizing Vel Yatra, I urge that they should begin direct train service between Erode and Palani. I also request you to increase the frequency of train services between Erode and Tiruppur.

As regards providing ROB, this Union government has not given permission for the construction of ROB in several places in Erode parliamentary constituency. Even though I had requested for ROB in several places, permission has not been granted. I urge that a solution should be arrived. Generally the department of Railways has co-operate with the department of National Highways. As there is no coordination between these two Departments, there are management-related issues and delays in the execution of several railway projects. For example ROB between Vellakovil

and Sangagiri is pending for several years due to their mismanagement. Similarly, more than 250-300 people travel in the unreserved coaches by not following rules and these coaches can only have 144 passengers. This creates security related issues for the passengers. I urge that tickets should be issued only for the capacity admissible in each coach and not more than that. An officer should be appointed to monitor this. In case of emergency, the Department of Railways should provide necessary assistance to all the rail passengers. Railways is the lifeline of our country and a large Public Sector Undertaking. It not only remains as a public transport but also leads to the development of the states of our country. Mismanagement and partisan approach towards the States will only lead to the deterioration of this important sector.

I, therefore, urge for better and non-partisan management of the Railways for the betterment of our country.

Hon. Chief Minister of Tamil Nadu Shri M.K. Stalin will once again emerge victorious in the forthcoming Assembly elections of 2026 in Tamil Nadu. We will fight for the rights of Tamil Nadu and get it restored and protected. Long live Tamil! Let Tamil Nadu prosper!

Thank you.

SHRI G. M. HARISH BALAYOGI (AMALAPURAM): Hon. Chairperson Sir, thank you for giving me the opportunity to speak on the Demands for Grants under the Ministry of Railways 2026-27.

At the outset, I would like to acknowledge the continued commitment of

the Government under the leadership of hon. Prime Minister Shri Narendra Modi ji towards strengthening India's railways infrastructure. The Union Budget has provided a record capital outlay of nearly Rs. 2.93 lakh crore for the Indian Railways, reflecting the priority being given to modernisation, expansion and capacity creation across the networks.

In the past few years, we have witnessed several important milestones. The Udhampur-Srinagar-Baramulla Rail Link and the commissioning of the new Pamban Bridge stand among the remarkable achievements of the Indian Railways. Today, over 99 per cent of the broad-gauge network has been electrified, which represents a significant step towards efficiency and sustainability.

Sir, on behalf of the people of my State, Andhra Pradesh, I would like to express my gratitude to the hon. Railway Minister Shri Ashwini Vaishnaw ji for the continued support extended to the State, which has been allocated a remarkable Rs. 10,134 crore in this year's Railway Budget. I also welcome the announcement of two high-speed rail corridors passing through the State, which will greatly enhance connectivity and support long-term economic growth. Andhra Pradesh today is witnessing significant economic activities, with investment flowing into sectors such as manufacturing, renewable energy, data infrastructures and logistics. At a time like this, connectivity becomes the most critical enabling factor, and railways play a decisive role in supporting this growth.

Chairperson Sir, this becomes even more important when we look at

Andhra Pradesh's huge coastal advantage. Ports such as Visakhapatnam, Krishnapatnam, Gangavaram, and Kakinada provide the State with a natural gateway for exports. If these ports are effectively connected with industrial clusters and inland districts through efficient railway freight networks, the State can emerge as a major logistics and manufacturing hub. I urge the hon. Minister to consider exploring the same.

I wish to emphasise today that this brings us to the central point – connectivity must reach the last mile. While rail connectivity reaches the last mile, it brings people closer to markets, education, healthcare and new opportunities. We have seen this in Kashmir, when the Chenab Bridge is helping connect Valley with the rest of the country, and in the Northeast, where States like Mizoram, which remained unconnected since Independence, are now being linked with the rest of the country through the railways. The same commitment to last mile connectivity must now extend to other regions, where people are still waiting for railways to reach them.

In several parts of the country, the completion of these promises of connectivity remains pending, including in my State of Andhra Pradesh, where projects such as Vijayawada–Gudur, Kovvur–Bhadrachalam, Kurnool–Nandyal and Guntakal–Guntur, while being sanctioned to address this very challenge, are yet to be completed. In my own constituency, the Kotipalli–Narsapur railway line has been a long-cherished dream of my people, as its completion would help bring Konaseema's untapped beauty, agricultural products, fishing communities and industrial clusters closer to the larger markets across India as

well as the rest of the world.

While I appreciate the continued support and commitment of the Indian Government to complete this long-pending project, I would like the hon. Minister to consider expediting and completion of this long-pending Railway project through stronger monitoring mechanisms. Platforms such as PRAGATI, which has already helped resolve bottlenecks in major infrastructure projects, could also help accelerate their completion.

Chairperson, Sir, at the same time, expanding the railway networks and improving last-mile connectivity requires significant capital investment and resource allocation. The Ministry has set the target of achieving 500 kilometres of new lines with an investment of Rs. 36,721 crore in the Budget Estimate 2026-2027. While this should help in the completion of the project, I would urge the Government to fast-track implementation of certain suggestions that may help in increasing revenue.

Firstly, I would like to take account of the modernisation of the railway stations. Railway stations play an important role in boosting connectivity and economy of the place. They become the centre for trade and commerce, medicine and even tourism. I commend the Government on its initiative under the Amrit Bharat Station Scheme to redevelop, upgrade and modernise railway stations across India. In my state of Andhra Pradesh, around 73 stations including Visakhapatnam, Vijayawada, Rajahmundry, and Kuppam have been marked for upgradation. Despite carrying nearly 40 times the passengers of domestic aviation, Indian Railways has an immense untapped potential to

generate greater non-fare revenue through the modernisation and commercialisation development of the railway stations.

Given the importance of the railway station as an enabler of economic and social growth, I humbly request the hon. Minister to consider carrying out modernisation of railway stations on PPP model, looking at the success of the modernisation of the Rani Kamalapati Railway Station in Madhya Pradesh. Oversight mechanisms should ensure proper oversight so that redevelopment of railway stations happens in a modern and proper manner.

The second point of suggestion is asset monetisation and advertising. With over 7,000 railway stations and more than 2 crore passengers under the network every day, railway stations represent valuable economic spaces. It has earned more than Rs. 3,000 crore from land alone in 2024-2025. This showcases the vast potentiality that Indian Railways carries with it. While efforts have been undertaken *via* innovative schemes such as New and Innovative Non-Fare Revenue Ideas Scheme, Rail Display Networks, Progressive Electrification, there are still more steps to be undertaken. The Government must consider increasing its revenue *via* advertising, seasonal branding and sponsorship deals on rail coaches, at-the-stations and other railway properties.

Lastly, in this age of innovation, we must consider increasing the efficient and proper utilisation of resources *via* emerging technologies such as AI and ML, blockchain-based initiatives and others. I commend the Government on its steps taken in this direction *via* the Machine Vision-

Based Inspection System, Automatic Wheel Profile Measurement System, Passenger Assistant Initiatives. The Government must ensure that these initiatives are only the starting blocks towards a pan-India approach.

Chairperson, Sir, Indian Railways has always been more than a transport network. It has been a powerful instrument of economic development and national integration. A railway track that ends just off a short village, a freight terminal that does not connect to a port, or a line that has been surveyed but never completed reflects the distance between where a community is and where it could be.

As we move forward with a record investment and ambitious reforms, it is important that the benefits of railway expansion reach every region. Strengthening last-mile connectivity, completing long-pending projects and linking the emerging industrial regions to the railway network will ensure that the Indian Railways continues to play a vital role in India's growth.

In conclusion, I want to ask the Ministry to continue prioritising last-mile connectivity and the timely completion of pending railway projects.

श्री कौशलेन्द्र कुमार (नालंदा) : सभापति महोदय, आपने मुझे वर्ष 2026-27 के लिए रेल मंत्रालय के अनुदानों की मांगों पर सदन की चर्चा में भाग लेने का अवसर दिया इसके लिए आपका बहुत-बहुत धन्यवाद ।

सभापति महोदय, माननीय वित्त मंत्री जी द्वारा 1 फरवरी, 2026 को आम बजट के साथ-साथ रेलवे के व्यय के लिए भी प्रस्ताव में करीब तीन लाख 2 हजार करोड़ रुपए का प्रावधान किया गया था, जो वर्ष 2025-26 के बजट से करीब 8.4 प्रतिशत अधिक है । यह रेलवे के लिए अब तक का सबसे बड़ा बजटीय प्रावधान है । इसके लिए मैं माननीय प्रधानमंत्री जी, माननीय वित्त मंत्री जी,

हमारे रेल मंत्री और रेल राज्य मंत्री जी को को बधाई देता हूं। हमारी रेलवे कमिटी के चेयरमैन साहब भी बैठे हैं, मैं उनको भी बधाई और धन्यवाद देता हूं।

सभापति महोदय, रेलवे भारत की लाइफ-लाइन हुआ करती थी, लेकिन कोरोना काल में बंदी के कारण इसकी महत्ता कम हो गई। यात्री किराए में काफी बढ़ोत्तरी हुई है। गाड़ियों की संख्या कम होती चली गयी है, किन्तु अब माननीय रेलमंत्री जी ने इस पर ध्यान दिया है और गाड़ियों को बढ़ाने का काम कर रहे हैं। रेलवे की एक महत्वपूर्ण योजना, जिसमें सीनियर सिटीजन, पत्रकारों, विकलांगों, 55 साल से अधिक उम्र की महिलाओं एवं अन्य लोगों को यात्री किराए में छूट का प्रावधान था, इसे वापस लिए जाने का विचार किया जाना चाहिए।

सभापति महोदय, डेडिकेटेड फ्रेट कॉरीडोर करीब 20 वर्ष पहले शुरू हुआ था, वह अभी तक पूरा नहीं हो पाया है। इसके पूर्ण होने से दोनों फ्रेट कॉरीडोर से रेलवे को अधिक राजस्व की प्राप्ति तो होगी ही, गाड़ियों का संचालन भी तीव्र होगा और यात्रियों को समय से यात्रा पूरी करने का अवसर मिलेगा। मैंने फतुहा-इसलामपुर-नटेश्वर रेल खंड के दोहरीकरण की मांग पूर्व में भी की थी और माननीय मंत्री जी से फिर अनुरोध करता हूं कि इसलामपुर-फतुहा का दोहरीकरण किया जाए।

सभापति महोदय, कोरोना काल के बाद रेल गाड़ियों में थ्री टियर स्लीपर क्लास की बोगियों की संख्या आधी कर दी गई है। इसके कारण आम लोगों के ऊपर अधिक भार पड़ रहा है, जिस पर सरकार पुनः विचार करे और थ्री टियर स्लीपर बोगियों की संख्या को बढ़ाने का काम करे।

सभापति महोदय, वर्ष 2026-27 के बजट में रेलवे को बिहार राज्य में विकास के लिए करीब 10 हजार 379 करोड़ रुपए के आबंटन का प्रस्ताव है। 14 वंदे भारत और 21 अमृत भारत ट्रेनों के संचालन का भी प्रस्ताव है। वाराणसी-पटना-सिलीगुड़ी बुलेट ट्रेन कॉरीडोर का प्रस्ताव है। गया जंक्शन सहित पूर्व मध्य रेलवे के 15 स्टेशनों के पुनर्विकास का प्रस्ताव है। इस प्रकार कुल मिलाकर बिहार राज्य में 98 स्टेशनों का विश्व-स्तरीय सुविधाओं के साथ पुनर्विकास होगा। बिहार में करीब 100 प्रतिशत विद्युतीकरण का कार्य पूरा हो चुका है। बिहार में करीब एक लाख 9 हजार 158 करोड़ रुपए की लागत से रेलवे की आधारभूत परियोजनाओं पर काम चल रहा है। बिहार

राज्य में अब तक 568 रेल ओवर ब्रिज और अंडरपास बनाए जा चुके हैं। इससे बिहार में रेलवे का चहुंमुखी विकास हो रहा है। मैं इसके लिए माननीय रेलमंत्री जी को बधाई और धन्यवाद देता हूँ। मैं माननीय वित्तमंत्री जी और माननीय प्रधानमंत्री जी का आभार व्यक्त करता हूँ कि वे बिहार के लिए इतना अधिक सोचते हैं। उन्होंने बिहार को भी देश के आधुनिक रेल नेटवर्क से जोड़ने का काम किया है। यह बिहार के विकास में मील का पत्थर साबित हो रहा है। वर्ष 2026-27 के बजटीय प्रावधानों से देश में रेलवे को तेजी से विकास की राह पर ले जाने में सहायता मिलेगी। शहरों के बीच कनेक्टिविटी बढ़ेगी और आम नागरिकों की जिन्दगी बेहतर होगी। जम्मू-कश्मीर में चिनाब नदी पर दुनिया का सबसे ऊँचा रेलवे पुल बनाया गया है। हम लोग हमारे कमिटी के चेयरमैन के साथ उसे देखने के लिए गए थे। उसे और डेवलप करके लोगों को दिखाने की जरूरत है। यह काफी आकर्षण का केन्द्र बना है। यह अनोखा कारनामा देखते ही बनता है, जो कि सरकार की उपलब्धि को दर्शाता है। देश जल्द ही माननीय प्रधानमंत्री जी के आत्मनिर्भर और विकसित भारत के संकल्प को पूरा करने में सफल हो। मैं अनुदान मांगों का समर्थन करने के साथ ही अपने संसदीय क्षेत्र नालंदा के लिए कुछ मांग माननीय रेलमंत्री जी के संज्ञान में लाना चाहता हूँ।

अध्यक्ष महोदय, मैं अपने संसदीय क्षेत्र, नालंदा में फतुहा से इसलामपुर-नटेशर रेल खण्ड के दोहरीकरण की माँग करता हूँ, जिस पर माल ढुलाई के कारण यात्री गाड़ियाँ बाधित होती हैं। इसके अतिरिक्त हमारी कुछ और मुख्य माँग हैं-

राजगीर-दनियावाँ-फतुहा रेल खंड पर चलने वाली गाड़ी रामपुर-बमपुर हॉल्ट पर तो रूकती है, परन्तु वहाँ पर टिकट नहीं कटता है, जिसके कारण यात्रियों में टिकट चेकिंग का डर और भय बना रहता है। अतः हॉल्ट के निर्माण के साथ ही टिकट काटने की भी व्यवस्था किया जाए। मैं यह सवाल लगातार आठ साल से उठा रहा हूँ। आपने इसका ऑर्डर भी दे दिया है। लेकिन जीएम साहब पिछले एक साल से इस पर काम नहीं कर रहे हैं। मैंने कई बार उनको फोन भी किया है। इससे सरकार की भी बदनामी होती है।

ओंदा में रेलवे हॉल्ट का निर्माण किया जाए। दनियावाँ-बिहार शरीफ रेल खंड पर

कुकहरिया गाँव के पास पोल संख्या-11/27-29 पर आवागमन की सुविधा के लिए आरओबी/आरयूबी का निर्माण प्राथमिकता पर कराया जाए। नवनिर्मित रेल खंड बिहार शरीफ वाया अस्थावाँ व शेखपुरा के मध्य तिउरी गाँव में रेलवे हॉल्ट का निर्माण कराया जाए। दानापुर मंडल स्थित ग्राम पंचायत-आमावाँ में आमावाँ रेलवे हॉल्ट का निर्माण कराया जाए, जिसके लिए रेलवे प्रशासन द्वारा पहले ही भूमि का अधिग्रहण किया जा चुका है। बिहार शरीफ और नूरसराय के मध्य कैड़ी गाँव में रेलवे हॉल्ट का निर्माण कराया जाए। राजगीर और बिहार शरीफ रेलवे स्टेशन में कोच डिस्प्ले बोर्ड और यहाँ पर नेशनल इंकवायरी सिस्टम को लागू किया जाए। बख्तियारपुर, राजगीर, तिलैया रेलवे लाइन, अभी सिंगल है, उसको डबल किया जाये।

हमारे क्षेत्र के जितने भी रेलवे स्टेशन हैं, वहाँ पर यात्री सुविधा का घोर अभाव है। प्रोपर स्ट्रीट लाइट, प्लेटफार्म पर बैठने की व्यवस्था और साफ-सफाई के साथ-साथ पीने के पानी की व्यवस्था किया जाए। बिहार शरीफ और राजगीर के बीच नालंदा रेलवे स्टेशन है, जहाँ विश्व-धरोहर, नालंदा विश्वविद्यालय खण्डहर है। यहाँ देश-विदेश के पर्यटक आते हैं। इसलिए नालंदा रेलवे स्टेशन को उच्च स्तरीय रेलवे स्टेशन बनाने की नितान्त आवश्यकता है।

हमारे संसदीय क्षेत्र नालंदा में जितने भी लो लेवल रेलवे प्लेटफार्म हैं, उसको ऊँचा किया जाये। इन प्लेटफार्मों पर महिलाओं और बुजुर्गों को चढ़ने में काफी परेशानी होती है, जिससे दुर्घटना होती रहती है। इसलामपुर में अभी सिर्फ एक वाशिंग-पिट की व्यवस्था है, जिसे बढ़ाया जाये, जिससे कि पटना की गाड़ियों को इसलामपुर तक एक्सटेंड किया जा सके। अभी फतुहा रेलवे यार्ड पर काफी लोड है। हिलसा रेलवे स्टेशन पर पर्याप्त जमीन उपलब्ध है, अतः यहाँ पर यार्ड का निर्माण कर लोड को कम किया जा सकता है। साथ ही रेल ओवर ब्रिज का निर्माण कराया जाये, क्योंकि कोर्ट-कचहरी आने वाले लोगों को परेशानी हो रही है। पटना-एर्नाकुलम यात्री गाड़ी को इसलामपुर तक विस्तारित किया जाये। बक्सर-फतुहा सटल को इसलामपुर-नटसर-गया के लिए चलाया जाये, क्योंकि यह ट्रेन फतुहा आने के बाद 6 घंटे खड़ी रहती है, जिससे लाइन और ट्रैक भी अवरुद्ध रहता है। कोविड से पहले गाड़ी संख्या-53043/44 राजगीर-हावड़ा-राजगीर

सुपरफास्ट को फिर से चालू किया जाये, जिसे कोरोना के कारण बंद कर दिया गया था। माननीय मंत्री जी इसको अपने भाषण में जरूर इसकी घोषणा करेंगे। राजगीर-बिहार शरीफ रेल खंड पर बैंगलौर, माता वैष्णों देवी कटरा एवं हैदराबाद के लिए ट्रेन दी है। इसके लिए मैं हृदय से आपका आभार व्यक्त करता हूँ।

नवादा-पटना-नवादा चलने वाली मेमू गाड़ी संख्या-63389/63390 का ठहराव सभी हाल्टों पर किया जाए। सभी लोग चाहते हैं कि यहां गाड़ी रुके। नालंदा से चलने वाली गाड़ी संख्या-03250/03249 पलामू एक्सप्रेस का ठहराव रहुई हाल्ट पर किया जाए।

नालंदा में निर्मित अधिकांश रेलवे अंडरपासेज से बड़ी गाड़ियां कैसे पास हों, उसके लिए भी माननीय मंत्री जी व्यवस्था करें।

महोदय, मेरी एक बिहार से संबंधित मांग है। पटना से सहरसा के बीच संध्या पांच बजे के बाद रात्रि में कोई गाड़ी नहीं है। इससे लोगों को बहुत परेशानी हो रही है। पटना से सहरसा तक रात्रि में 11 बजे यात्री गाड़ी चलाई जाए। ... (व्यवधान)

श्री अरविंद गणपत सावंत (मुम्बई दक्षिण): सभापति महोदय, आज रेल मंत्रालय के नियंत्रणाधीन अनुदान की मांगों पर हो रही चर्चा में आपने मुझे अपने विचार प्रकट करने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। माननीय वित्त मंत्री जी ने इस बजट में 2,81,377.32 करोड़ रुपये का प्रावधान किया है। जिस तरह से हमारे रेल विभाग का काम चल रहा है, उसमें कुछ बातें तो सराहनीय हैं, यह मैं दिल से बोलूंगा। लेकिन, इसमें जो खामियां रहती हैं, उनको बताने पर भी ध्यान नहीं दिया जाता है तो दर्द होता है। आप रेल सेवा का विस्तार कर रहे हैं। जब हम आपसे बात करते हैं तो आप बुलेट ट्रेन, हाई स्पीड ट्रेन और कॉरिडोर की बात करते हैं। उससे हमें खुशी होती है। अगर मैं सिर्फ मुम्बई की बात करूं तो सेंट्रल रेलवे का मुख्यालय मुम्बई में है और वेस्टर्न रेलवे का मुख्यालय भी मुम्बई में है। दोनों रेलवे लाइन बहुत बड़ी हैं। वे रेल लाइनें आपको बड़ी मात्रा में पैसा जमा करके देती हैं। लेकिन, उससे हमें क्या मिलता है? मैं पहले मुम्बई शहर की बात करता हूँ। आप भी चाहते हैं, लेकिन मुझे मालूम है कि आपकी भी कठिनाइयां हैं, क्योंकि वहां

केवल चार लाइनें हैं। जब तक चार लाइन से छः लाइन नहीं बनेंगी, तब तक मुम्बई की लोकल ट्रेन सेवा में सुधार नहीं होगा। आप कितना भी प्रयास कर लीजिए। आपको लंबी ट्रेन उसी ट्रैक पर चलानी है। आप क्या कर सकते हैं? मुझे याद आता है, जब सुरेश प्रभु जी रेल मंत्री थे, उस समय रेल का बजट अलग होता था। उन्होंने एलिवेटेड ट्रेन की बात की थी। आपकी खुद की भी सोसाइटीज हैं। आपकी हाउसिंग सोसाइटीज हैं, रेल के क्वार्टर्स हैं, रेल का वर्कशॉप है। उसको हटाने में आपको मुश्किल हो रही है। छः लाइन कब तब बनेंगी? अभी समय कम है, मैं आपको कहना चाहता हूँ कि आप एलिवेटेड ट्रेन की बात सोचिए। उसमें मैं आपको एक सुझाव देना चाहता हूँ कि जो मुम्बई पोर्ट अथॉरिटी है, उनके पास बहुत काम रहता है। उनके भी ब्रॉडगेज हैं। बीच में मुम्बई रेल कॉर्पोरेशन बना था, आप उनसे बात कीजिए, अगर वे भी उसका इस्तेमाल करें तो नवी मुम्बई की तरफ जाने वाला जो रूट है, उससे हार्बर लाइन थोड़ी मुक्त होगी। उससे आपको और दो लाइन मिल सकती हैं। उसके लिए आप कोशिश कीजिए।

एक बात कोंकण रेलवे की है। मैं कोंकण रेलवे के बारे में कितनी बार बोलूँ? आप खुद भी जानते हैं कि उसके लिए बहुत प्रयास हुए हैं। उसके लिए बहुत कष्ट उठाये गए हैं। उस समय मधु दंडवते जी रेल मंत्री थे। उन्होंने सपना देखा और उस सपने को लेकर आगे बढ़े और वह सैंक्शन हो गया। अभी तक वह एक ही लाइन है। अभी हाल में चाहे वह तेजस हो या वंदे भारत ट्रेन हो, सारी ट्रेनें छः-सात घंटे लेट चलीं, क्योंकि वह सिंगल लाइन है। आप त्यौहार के लिए ज्यादा ट्रेनों की व्यवस्था कर देते हैं, लेकिन वे जाएंगी तो उसी सिंगल लाइन पर। जब तक वह दो लाइन नहीं बनेगी, तब तक वह काम नहीं होगा। सिंधुदुर्ग जिले में राजापुर, कंकावली, कुडाल और सावंतवाड़ी स्टेशन्स हैं। ये मेजर स्टेशन्स हैं। वहां फुटफॉल भी है। कंकावली और सावंतवाड़ी में हाइएस्ट फुटफॉल है। सावंतवाड़ी को दुर्लक्ष किया जा रहा है। गोवा बॉर्डर का पहला स्टेशन सावंतवाड़ी है। एक तो आप कोंकण रेलवे को सेंट्रल रेलवे के साथ मर्ज कीजिए।

दूसरी बात यह है कि फिशरीज, मैंगोज, जैकफ्रूट्स, कैश्यूज आदि के बारे में बजट में जिक्र किया गया है, इनके लिए ट्रांसपोर्ट की सेवा की आवश्यकता है। अगर दो लाइन बनेंगी तो और

अच्छा होगा। उससे ट्रेडिंग भी बढ़ेगी और एम्प्लायमेंट भी ज्यादा जेनरेट होगा। इसके ऊपर आप प्राथमिकता दीजिए। बुलेट ट्रेन की बजाय उधर पैसा जाएगा तो ज्यादा अच्छा होगा। इसके लिए मैं आपसे प्रार्थना करता हूँ। आपके समय में कोंकण रेलवे की दूसरी रेल लाइन बननी चाहिए।

You can do it. You are an IAS Officer. You know how to get it done and you should do it. This is my personal request to you, Sir.

तीसरी बात यह है कि यह सारा टूरिस्ट पॉइंट भी है। Konkan is the most beautiful place for tourists. हाल ही में बुलेट ट्रेन की बात चल रही है। मेरे पास शिकायत आयी है, मैं आपसे प्रार्थना करता हूँ। सफाले, पालघर में बुलेट ट्रेन की टनल के जो ड्रिलिंग चल रही है, जो उसके धमाके उड़ रहे हैं, उसकी वजह से लोगों के घरों का नुकसान हो रहा है, उनके घरों में दरारें हो गई हैं। 100-150 घर हैं। आपका वेंडर वहां पर गया था, उनको थोड़े-बहुत पैसे देकर आया है, लेकिन इससे समाधान नहीं होगा। आप खुद वहां जाकर देखिए। मेरे पास तस्वीरें हैं, मैं आपको बताऊंगा, तो अप्रिय लगेगा, वहां पर बहुत बेकार हालत है, लोगों के घरों की दीवारें टूट गई हैं, बहुत छेद हो गए हैं, जैसे कि भूकम्प आया है, वहां पर ऐसा हो गया है। आपको इस पर ध्यान देने की जरूरत है।

दूसरी बात इंदौर-मनमाड़ की है। आपने यह काम शुरू किया है, मैं आपकी सराहना करता हूँ, स्वागत भी करता हूँ। आप इंदौर में जमीन का जो भाव देते हैं, वही भाव आप मनमाड़ में नहीं दे रहे हैं। इससे मनमाड़ में बहुत सारे लोग पीड़ित हैं और क्रोधित भी हैं। वहां पर वे लोग रास्ते पर आने की तैयारी कर रहे हैं, मैं आपको सावधान कर रहा हूँ। उस पर ध्यान देने की आवश्यकता है। आप क्या चाहते हैं? जिसकी 100 प्रतिशत जमीन जाएगी, उसके लिए आप कहते हैं कि आपने कंपनसेशन का पैसा दे दिया, लेकिन वह जिंदगी भर के लिए, पीढ़ी की पीढ़ी जाने वाली जमीनें हैं। आप उसके परिवार के दो लोगों को रेलवे में नौकरी दीजिए। कोई कहता है कि उसकी 1 एकड़ जमीन गई है, तो उसे भी 1 नौकरी दीजिए, यह उनकी मांगें हैं। यह जायज मांगें हैं। जैसे विस्तार होगा, तो उसमें लोग भी लगेगे। मैंने मनमाड़, इंदौर और सफाले वाले दोनों इश्यू आपको बताए हैं,

इस पर ध्यान देने की जरूरत है।

महोदय, अब कुम्भ हो रहा है। जब कुम्भ की बात आती है, तो पुणे-नासिक रेलवे की बात होती है। आप नासिक में कुछ काम कर रहे हैं, मुझे मालूम है कि नासिक में काम चल रहा है, लेकिन अगर पुणे-नासिक नहीं होगा, तो लोग कैसे जाएंगे? कुम्भ के समय में बजटरी प्रोविजन भी बहुत हुआ है, आपको यह काम करने में बहुत तकलीफ नहीं होगी, ऐसा मुझे नहीं लगता है। मैं आपको एक महत्वपूर्ण बात बताता हूँ। आपके वहां जो मोटरमैन की तकलीफ चल रही है। हाल ही में मुम्बई में एक खबर आयी, बहुत सारे मोटरमैन ने इस्तीफा दे दिया। क्यों? क्योंकि, बहुत ज्यादा तकलीफ है। मोटरमैन के केबिन में इतनी आवाज आती है कि वह व्यक्ति पागल हो जाएगा। बीच में उन्होंने कंप्लेंट भी की थी, लेकिन जब मोटरमैन इस्तीफा दे रहा है, You must take it very seriously as there is something wrong with its functioning. One has to pay attention to it so that the motorman does not resign, and the service continues. जो व्यक्ति रेलवे ट्रैक पर काम करता है। घन-घान लगाकर, आवाज देकर देखता है कि ट्रैक कैसा है? उसकी तरफ कोई नहीं देखता है। वह हमें सुरक्षा प्रदान करता है। मजदूर बड़ी घन, भुजा लेकर जाता है, वह किलोमीटर तक ट्रैक पर चलता रहता है, उस गरीब के ऊपर भी ध्यान दीजिए, उसकी क्या तकलीफ है, उसे देखिए।

सर, विधान सभा चुनाव के पहले बीजेपी पार्टी ने वहां पर एक बोर्ड लगाया कि हमने मुम्बई के सभी रेलवे स्टेशन के नाम बदल दिया। वहां पर बोर्ड लगा दिया, लेकिन आज तक नाम नहीं बदले। मैं दोबारा याद दिला देता हूँ। सैंडहर्स्ट रोड लाइन पर डोंगरी, डॉकयार्ड रोड है, ये सब अंग्रेजों के जमाने के नाम हैं। मझगांव, ऐरोडे, घोड़बदेव, काटनगीन, कालाचौकी, ये सभी पुलिस स्टेशन, पोस्ट ऑफिस के नाम हैं। कालाचौकी पुलिस स्टेशन, डोंगरी पुलिस स्टेशन और जो हमारा डॉकयार्ड रोड चल रहा है। मेन रोड पर करोड है। लाल बाग का राजा आप जानते हैं, उसका लाल बाग नाम आपने पब्लिश किया है, बीजेपी के लोगों ने पब्लिश किया कि हमने नाम बदल दिए, पूरी मुम्बई में बोर्ड लगाए, लेकिन आज तक लाल बाग नाम नहीं हुआ। मरीन लाइंस का

मुम्बादेवी, चेरी रोड का गिरगांव, ग्रांट रोड का गांव देवी और बॉम्बे सेंट्रल का आपने कहा था कि नाना शंकरशेठ। आपके मन में क्या तकलीफ है, मुझे समझ में नहीं आयी। इस देश में रेल की सेवा जिस इंसान ने बड़ी लाइन लायी, जो नाना शंकरशेठ विजनरी थे, उनका नाम नाना शंकरशेठ बॉम्बे सेंट्रल टर्मिनल कर सकते हैं। आप क्यों नहीं कर रहे हैं? आपको एक अभिवादन करने की उपलब्धि मिली है, अवसर मिला है, इसी कीजिए। आखिर में छत्रपति शिवाजी महाराज टर्मिनल हो गया। मैंने बार-बार प्रार्थना की है, आपके रविंद्र साहब ने मुझे जवाब दे दिया कि हमारी ऐसी नीति नहीं है। आपने केवड़िया स्टेशन बनाया, प्लेटफॉर्म पर बल्लभ भाई पटेल जी का स्टेचू लगा हुआ है, मुराल बिल्डिंग पर लगा हुआ है। विश्वेश्वरैया जी का स्टेचू कर्नाटक में लगा हुआ है। आपको छत्रपति शिवाजी महाराज का स्टेचू लगाने में तकलीफ है।

आप क्या बोल रहे हैं? आपकी नीति नहीं है। आपका कौन अधिकारी है, जो आपको ऐसा जवाब देने के लिए कहता है? इससे आपके बारे में राय खराब हो जाती है। छत्रपति शिवाजी राष्ट्र पुरुष हैं। छत्रपति शिवाजी महाराज उस टर्मिनल का नाम दिया हुआ है। हम नहीं कहते हैं कि वह बहुत बड़ा हो। राजसिंहासन पर बैठा हुआ, जो महल जैसी हमारी सेंट्रल रेलवे की इमारत है, उसके सामने उनका स्टेचू लगा सकते हैं। इसमें क्या तकलीफ है? आपने एक स्टेचू गोडाउन में बनाकर रखा है। आप उसे लगाइए। मेरी इसके लिए आपसे प्रार्थना है, यही मेरी मांग है। मुझे लगता है कि माननीय वैष्णव साहब, being an IAS officer, knows both the things, politically as well as administratively. I hope you will do both the things. Thank you so much.

***SHRI AMAR SHARADRAO KALE (WARDHA):** Hon. Speaker, I thank you for giving me the opportunity to speak on demands for grant pertaining to the Ministry of Railways. As the Railway Minister is present here today, I wish to bring certain issues concerning my Lok Sabha constituency to his attention.

* English translation of the speech originally delivered in Marathi.

During this discussion today, I would like to point out that in 1917, the British introduced a narrow-gauge railway line connecting Arvi to Pulgaon; however, this line was discontinued in 1995. I demand that this narrow-gauge line be converted into a broad-gauge line, and furthermore, that this railway service be extended up to the village of Warud. This railway line is of critical importance for national security. There is a major defense depot located at Pulgaon, and a second depot is situated at Amla in Madhya Pradesh. Connecting these two depots is vital from the perspective of national security.

Hon. Speaker, I represent a constituency that is home to the Ashram of Mahatma Gandhi—a place where Mahatma himself once resided. Therefore, I earnestly request that you give due attention to my demands and ensure that this railway service is reinstated in the near future.

Whenever I visit my constituency, people frequently inquire about the railway halts that were suspended during the COVID-19 pandemic; through this platform, I demand that these halts be fully restored and made operational once again.

A new Government Medical College has been established in Hinganghat, which also serves as a significant industrial hub. Since the railway halt at this location was suspended during the pandemic, the industrial sector here is facing considerable difficulties.

Furthermore, regarding the Sindi Railway line, which features a Logistics Park, I request that all important railway halts along this route, including those for the Howrah-Kurla Express and the Maharashtra Express, be reactivated. I

urge upon you to make an announcement regarding this matter during your response. The Road Over Bridge (ROB) at Pulgaon has not yet been commissioned. Despite 15 years having elapsed since the commencement of this project, the ROB remains unopened. When we sought clarification from MahaRail regarding this matter, we did not receive a satisfactory response. I earnestly request that this pending ROB project be made operational. As the Railway Minister, I urge you to conduct a comprehensive review of this project and ensure its smooth and timely completion.

Furthermore, I request that you also direct your attention towards the underpass. Even with light rainfall, the underpass tends to get waterlogged, creating significant inconvenience for commuters. I appeal you to look into this issue as well and take the necessary steps to resolve it, ensuring the smooth functioning of the facility.

Hon. Speaker, I have met with you on several occasions and submitted memorandums regarding these issues. It is my humble request that you must ensure the completion of the pending Arvi-Pulgaon Railway line project during your tenure. The citizens of my constituency will remain eternally grateful to you for this.

During the 2024 election campaign, the Honorable Prime Minister visited our constituency at Talegaon; at that time, he had announced that the Arvi-Pulgaon broad-gauge line—along with its extension—would be developed. Therefore, I want to reiterate my request that you must fulfill these demands at the earliest.

Thank you.

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : सभापति जी, मैं अपनी ओर से और और अपनी पार्टी शिवसेना की ओर से रेलवे मंत्रालय की अनुदान की मांगों पर चर्चा शुरू करने से पहले अश्विनी वैष्णव जी का अभिनन्दन करता हूँ और वर्ष 2026-27 के लिए रेल मंत्रालय की अनुदान मांगों का समर्थन करता हूँ।

महोदय, मैं इस तथ्य की तरफ ध्यान दिलाना चाहता हूँ कि रेलवे के सामने चुनौतियाँ बढ़ी हैं, हमारी कमाई का एक बड़ा हिस्सा वेतन और पेंशन जैसे अनिवार्य खर्चों में चला जाता है। इसके बावजूद माननीय प्रधानमंत्री जी के दूरदर्शी नेतृत्व में रेलवे के नवीनीकरण और आधुनिकीकरण के लिए 2.93 लाख करोड़ रुपये का ऐतिहासिक निवेश किया जा रहा है जो कि सराहनीय है।

महोदय, ईस्ट-वैस्ट डेडिकेटेड फ्रेट कोरिडोर दाकुनी से सूरत तक बनाया जा रहा है जो महाराष्ट्र समेत देश के पाँच प्रमुख राज्यों की प्रगति का रास्ता खोलेगा। इस कोरिडोर से मालगाड़ियों की रफ्तार क्षमता बढ़ेगी। भविष्य की जरूरतों को देखते हुए देश में 4000 किलोमीटर लंबे सात हाईस्पीड रेल कोरिडोर बनाने की तैयारी है। ये कोरिडोर मुम्बई, पुणे, हैदराबाद और बेंगलुरु जैसे प्रमुख आर्थिक केंद्रों को आपस में जोड़ेंगे और लगभग 16 लाख करोड़ रुपये से अधिक निवेश योजना न केवल बुनियादी ढांचों को बदलेगी बल्कि भारत में रेल परिवहन में नई और आधुनिक क्रांति लाएगी।

महोदय, एक मार्ग पुणे से हैदराबाद जाता है। मेरे चुनाव क्षेत्र में जगत गुरु संत तुकाराम महाराज जी का भंडारा डोंगर क्षेत्र है। यह महाराज तुकाराम जी का पवित्र स्थल है। यहां छोटा पहाड़ है और पहाड़ से रास्ता जाता है। मैं इस संबंध में माननीय रेल मंत्री जी से मिला था और मंत्री जी ने आश्वासन दिया था कि इस मार्ग को थोड़ा बदल दिया जाएगा। मैं आपके माध्यम से मांग करता हूँ कि पवित्र स्थल पर पहाड़ से नीचे जाने वाले मार्ग को दूसरी तरफ से पूरा किया जाए।

महोदय, पुणे-मुम्बई हाई स्पीड रेल चलाने से यात्रियों को सुविधा मिलेगी और ज्यादा से ज्यादा यात्री सफर कर पाएंगे। लोकल रेलवे से यात्रा करने वालों में सबसे बड़ी संख्या मुम्बई

उपनगर के लोगों की है। मुम्बई में रोजाना लगभग 70-80 लाख लोग यात्रा करते हैं। मेरा निर्वाचन क्षेत्र मुम्बई से लगता है और पनवेल से लगभग डेढ़-दो लाख लोग लोकल ट्रेन से यात्रा करते हैं। इस मार्ग को चौड़ा करने की जगह नहीं है। मुम्बई जैसे शहरों में मार्ग चौड़ा नहीं हो सकता इसलिए मैं माननीय रेल मंत्री जी से कहना चाहता हूँ कि यहां अंडरग्राउंड रेलवे या ओवर ब्रिज रेलवे नेटवर्क की आवश्यकता है। मुम्बई के पास पनवेल, ठाणे, कल्याण, दिवा और बदलापुर में आबादी बढ़ रही है। राज्य के माननीय मुख्यमंत्री जी ने घोषणा की है कि अब तीसरी मुम्बई बन रही है, एक न्यू मुम्बई है, दूसरी ठाणे और तीसरी मुम्बई पालघर में बन रही है। मैं मांग करता हूँ कि इस पूरी कनेक्टिविटी को रेल से जोड़ा जाए।

मुझे सदन में बताते हुए खुशी हो रही है कि महाराष्ट्र में 12 वंदे भारत और 5 अमृत भारत ट्रेनों ने अपनी सेवाएं पूरी की हैं। वर्ष 2014 से पहले, माननीय प्रधान मंत्री के नेतृत्व से पहले अगर रेलवे स्टेशनों की हालत देखते तो पूरी तरह से पटरियों और रेलवे स्टेशनों पर गंदगी रहती थी। अब आपके नेतृत्व में मॉडल स्टेशन्स बन रहे हैं। मैं माननीय रेल मंत्री जी का अभिनंदन करता हूँ कि उनका 5 वर्ष का कार्यकाल पूरा होने जा रहा है, इन पांच वर्षों के कार्यकाल में पूरे देश में रेल का नक्शा पलट दिया गया है। मेरे चुनाव क्षेत्र में मुम्बई से पुणे वंदे भारत ट्रेन चलती है। लोनावला स्टेशन पर्यटन के दृष्टिकोण से अति महत्वपूर्ण स्टेशन है, मैं यहां इसके स्टॉपेज की मांग करता हूँ।

दूसरी मेरी मांग बार-बार रह चुकी है कि पुणे- लोनावला लोकल ट्रेन, दोपहर के समय लोकल ट्रेन चलती थी। अभी कोरोना के बाद दोपहर के समय यह लोकल ट्रेन नहीं चलती। लोगों की बड़ी समस्या है, मांग भी है, इसलिए मैं दोपहर के समय लोकल ट्रेन चलाने की मांग करता हूँ।

माननीय सभापति महोदय, आपके माध्यम से माननीय रेल मंत्री जी का आभार प्रकट करना चाहता हूँ कि महाराष्ट्र में रेलवे के बुनियादी ढांचे में जो बदलाव आया है, वह अभूतपूर्व है। वर्ष 2014 के बाद से राज्य में 2,400 किलोमीटर नई पटरियाँ बिछाने का काम माननीय रेल मंत्री जी ने किया है, मैं इसके लिए आभार प्रकट करता हूँ।

माननीय सभापति महोदय, 'अमृत भारत स्टेशन योजना' के माध्यम से महाराष्ट्र में 132

रेलवे स्टेशनों का नवीनीकरण किया गया है। मेरे चुनाव क्षेत्र में चिंचवड़, आकुर्डी, देहूरोड, तलेगाँव, लोनावला और पनवेल जैसे रेलवे स्टेशन शामिल किए गए हैं। एक रेलवे स्टेशन बचा है, वह है कर्जत रेलवे स्टेशन। अभी पनवेल से कर्जत तक नए रेल मार्ग का काम 80-85 प्रतिशत तक पूरा हो चुका है। कर्जत रेलवे स्टेशन कॉरिडोर रेलवे स्टेशन के रूप में बन रहा है, मुझे लगता है कि यह रेलवे स्टेशन, जो लोनावला घाट स्टेशन से पहले है, उसे 'मॉडल रेलवे स्टेशन' बनाने की मैं मांग करता हूँ।

माननीय सभापति महोदय, मेरा चुनाव क्षेत्र मावल से लेकर रायगढ़ तक फैला हुआ है। यह पावन भूमि भक्ति और शक्ति का एक अद्भुत संगम है। इस गरिमामयी सदन के माध्यम से माननीय रेल मंत्री जी का ध्यान मैं इस क्षेत्र की कुछ महत्वपूर्ण जनहित की मांगों पर आकर्षित करना चाहता हूँ।

माननीय सभापति महोदय, जगद्गुरु संत तुकाराम की पावन भूमि और संत ज्ञानेश्वर की तपोभूमि मेरे क्षेत्र में हैं, जहाँ साल में लाखों की संख्या में श्रद्धालु आते हैं। मैं इस पवित्र तीर्थ स्थल को बेहतर रेल कनेक्टिविटी देने की मांग रखता हूँ।

दूसरी बात, माननीय सभापति महोदय, पंढरपुर, देहू, आलंदी, नासिक और शिरडी जैसे क्षेत्र महाराष्ट्र में हैं और 12 ज्योतिर्लिंगों में से 4 ज्योतिर्लिंग महाराष्ट्र में हैं। अजंता, एलोरा, कार्ला, भाजा और घारापुरी जैसी ऐतिहासिक धरोहरें भी यहाँ हैं। छत्रपति शिवाजी महाराज के पराक्रम की यह भूमि रायगढ़ से लेकर कई सारी ऐतिहासिक विरासतों को समेटे हुए है। यह मराठा साम्राज्य की भूमि है। महाराष्ट्र के 11 किले यूनेस्को द्वारा वर्ल्ड हेरिटेज में शामिल किए गए हैं, इसके लिए मैं प्रधानमंत्री जी का आभार प्रकट करता हूँ। इन पूरे ऐतिहासिक और पर्यटन क्षेत्रों को 'रेल सर्किट' से जोड़ा जाए, तो महाराष्ट्र में आने वाले पर्यटकों और स्थानीय लोगों को बड़ी सुविधा प्राप्त होगी।

माननीय सभापति महोदय, मैं एक बहुत ही महत्वपूर्ण विषय की ओर माननीय रेल मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। पुणे-लोनावला तीसरी और चौथी ट्रैक के लिए वर्ष 2017 में, जब सुरेश प्रभु जी रेल मंत्री थे, तब मैंने मांग की थी और उसे केंद्र सरकार ने मंजूरी दी थी। इसमें

राज्य सरकार का 50 प्रतिशत हिस्सा और केंद्र सरकार का 50 प्रतिशत हिस्सा तय हुआ था। जब माननीय एकनाथ शिंदे जी राज्य के मुख्यमंत्री थे, तब उन्होंने इसे मंजूरी दी और अभी फिलहाल राज्य के मुख्यमंत्री माननीय देवेंद्र फडणवीस जी ने बजट में 5,100 करोड़ रुपये इस योजना के लिए मंजूर किए हैं। यदि केंद्र सरकार से इस योजना को अंतिम मंजूरी मिलती है, ... (व्यवधान) तो यह पूरा तीसरा और चौथा ट्रैक बन जाएगा और यह योजना पूरी तरह से कम्प्लीट होगी, जिसकी कई सालों से मैं मांग करता हूँ।

कोल्हापुर से पुणे तक सह्याद्री एक्सप्रेस चलती है। कोरोना से पहले यह मुंबई तक चलती थी; यदि इसे पुनः मुंबई तक बढ़ाया जाता है, तो मुझे लगता है कि लोगों को सुविधा प्राप्त होगी। गणपति जी के त्योहार के समय बड़ी संख्या में लोग कोंकण जाते हैं और पंढरपुर यात्रा के समय कई सारे भक्तगण, वारकरी पंढरपुर में जाते हैं। पंढरपुर स्टेशन और रेलवे की वर्तमान व्यवस्था में कुछ असुविधाएँ हैं। इसमें ज्यादा से ज्यादा रेलवे स्टेशन को आधुनिकीकरण किया जाए।

14.00 hrs

कार्तिक एकादशी को पंढरपुर यात्रा के समय आप ज्यादा ट्रेन्स दे सकते हैं, लेकिन उस रेल लाइन पर ज्यादा ट्रेन्स नहीं चल सकती हैं। चूंकि यह महाराष्ट्र के लोगों के लिए एक भक्ति का केन्द्र है और यहां कर्नाटक से भी तीर्थ यात्री आते हैं। इसलिए मैं विशेषकर पंढरपुर के लिए ट्रेन्स देने की मांग करता हूँ।

महोदय, मैं आपके माध्यम से, माननीय रेल मंत्री जी से यह भी मांग करता हूँ कि मेरे चुनाव क्षेत्र में, ब्रिटिश सरकार के टाइम से ही रेल विभाग का भुशी डैम है और वहां रेल विभाग की बहुत-सी भूमि है। बारिश के समय, यहां पर लाखों की संख्या में पर्यटक आते हैं, विशेषकर युवा लोग ज्यादा आते हैं। अगर रेल विभाग के उस जगह पर सुविधाएं देकर उसे किराये पर दिया जाए, तो मैं समझता हूँ कि इससे रेलवे की आमदनी बढ़ेगी।

महोदय, रेल विभाग की जगहों पर कई शहरों- पुणे, मुम्बई, नागपुर और अन्य शहरों में बहुत-सी झुग्गी-झोपडियां बनी हुई हैं। अगर वहां एसआईआर लागू किया जाए, तो रेल विभाग की

वह जगह खाली होगी।

माननीय प्रधानमंत्री जी ने पंत प्रधान आवास योजना के तहत इस देश के गरीब नागरिकों को घर देने का काम किया है। मैं माननीय रेल मंत्री जी से कहना चाहता हूँ कि यदि आप इस ओर ध्यान देकर इसमें सुधार करें, तो मैं समझता हूँ कि देश भर के झुग्गी-झोपड़ियों में रह रहे लोगों को घर मिल सकेगा।

मैं पुनः माननीय रेल मंत्री का अभिनन्दन करता हूँ और इसका सपोर्ट करता हूँ।

SHRI BENNY BEHANAN (CHALAKUDY): Thank you, hon. Chairperson, Sir.

Sir, the Bharatiya Janata Party repeatedly claims that all the development and progress in India have happened only after 2014. The same narrative is being advanced by the Central Government even in matters concerning the railways. Such a position amounts to turning a blind eye to history and doubling down on a misleading claim, ignoring decades of collective national efforts.

Sir, the Indian Railways was not built overnight from 2014. It has a long, beautiful legacy of many years which transformed the giant Imperial Railways into a modernized people-friendly infrastructure of independent India. When India got Independence, about 40 per cent of the railway lines were in the newly created Pakistan. Many lines had to be rerouted through Indian territory and new lines had to be constructed to connect the important cities such as Jammu. A total of 42 separate railway systems, including 32 lines owned by the former Indian Princely States like Baroda Railway, Kathiawar Railway, Darjeeling Railway existed at the time of Independence, spanning a total of 50,000 kilometres. These were amalgamated into the Indian Railways.

14.03 hrs(Shrimati Sandhya Ray *in the Chair*)

It was not a simple process but it involved a huge administrative and technical process involving the interest of the Princely States and the Indian Government. We should remember that at that time of the railway integration, the Princely States were not even formally integrated into India. Still, the Nehru Government was able to complete this gigantic task of railway integration. This required a mammoth task that no other independent country had faced. Still, we were able to overcome the hurdles.

Under Nehru's leadership, the Indian Railways underwent major restructuring including the integration of various systems into regional zones, that is, Southern Zone Railway, in 1951. The first AC train was introduced in 1956. Nehru took a keen interest in the administrative matters related to the railways, including specific regional networks as shown in his correspondence with the Ministers like Jagjivan Ram and Shashtri ji.

In 1952, it was decided to replace the existing rail networks by zones. A total of six zones came into being in 1952. On 6th September, 2003, six further zones were made from the existing zones for administrative purpose, and one more zone added in 2006.

In 1950 itself, we started large-scale production of locomotives. The Chittaranjan Locomotives Works (CLW) was commissioned in 1950. Soon after it became a republic, within 10 years, in 1961, we started the production of electric locomotives in Chittaranjan Locomotives Works, and in 1964, we started the production of diesel locomotives in Varanasi.

Similarly, the Integral Coach Factory (ICF), Perambur, Chennai, was inaugurated on 2nd October, 1955 by Shri Jawaharlal Nehru. It is a major producer of rolling stock of Indian Railways. The Indian Railways also established a coach factory in Kapurthala in 1986, when Shri Rajiv Gandhi was the Prime Minister. The foundation stone of the rail coach factory was laid by Shri Rajiv Gandhi on 17th August, 1985, with the initial cost of Rs.423 crore.

The objective of the project was to enhance production capacity for the railways and generate employment for the youth of Punjab. Today, we boast of the Vande Bharat trains. It would not have materialised if the solid manufacturing infrastructure was not built by our former Prime Ministers. Most of the coaches manufactured are supplied to the Indian Railways, but it has also manufactured coaches for the railway companies in other countries, including, Thailand, Burma, Taiwan, Zambia, Philippines, Tanzania, Uganda, Vietnam, Nigeria, Mozambique and Bangladesh. Recently, the ICF exported coaches to Angol.

These are all things done by the Congress Government and the former Prime Ministers. Indian Railways is the fourth largest railway network in the world after the US, Russia and China, and it is the largest employer in the country. The mountain railways of India, that is, Darjeeling Himalayan Railway, a narrow-gauge railway in West Bengal; the Nilgiri Mountain Railways, a metre gauge railway in Nilairis in Tamil Nadu; and a narrow-gauge railway in the Shivalik mountains in Himachal Pradesh, are already declared UNESCO World Heritage sites in 1969. Chhatrapati Shivaji Terminus, Mumbai has been given

the status of world heritage by the UNESCO.

Till the 1980s, the Indian Railways was importing about 55 per cent of the requirement of wheels and axles. Indigenous capacity was available only with the Tata Iron and Steel Company (TISCO). The TISCO plant was technically not capable of meeting the changing requirements of the wheels and axles of the new railways. It was in this context that in the early 1970s, the Railway Ministry felt the necessity for setting up a new specialised production unit for manufacturing of rolling stock wheels and axles as an important substitute. The Planning Commission sanctioned the Rail Wheel Factory plant project. Smt. Indira Gandhi, the then Prime Minister of India, formally accomplished the plan on 18th September, 1984.

Now, you are all claiming that all the developments of the Indian Railways were done by the BJP Government. Another important milestone was the introduction of the Rajdhani Express in 1969, the first train to travel at a speed of 130 kilometres per hour, revolutionising the concept of train travel. The trend continued with the Shatabdi Express making its mark in 1988, with a high speed of 140 kilometres per hour.

The introduction of economic liberalisation in July, 1991 brought a major challenge before the Indian Railways. As a result, it took several measures to modernise the rolling stock, tractions and coaches. Steam locomotives were phased out altogether. Besides, it entered into a joint venture with the State Government to develop various railway projects - both urban and non-urban areas.

The economic situation and the political upheaval, which blocked growth of the network in the 1980s and 1990s, saw the opening of the Konkan Railway. That is a major event in the history of the Indian Railways. That started in the Congress Government, not in the BJP Government. The Konkan Railway project, a 760 kilometre broad-gauge railway line from Roha to Mangalore, touching the States, has been another landmark with 1,800 bridges and 82 tunnels, including a tunnel as long as 6.5 kilometre. It has already been hailed as a project of the century, and its completion in 1997 was a fitting tribute to the Golden Jubilee Anniversary of our country.

However, the major revolution of the period came from the world of computing. In particular, the Indian Railways online passenger reservation system was launched in 1985. I am very proud to say that it was under the Congress Government and not the BJP Government. It was gradually introduced in Delhi, Madras, Bombay and Calcutta. This was designed to allow passengers to reserve and cancel accommodation on any train from any terminal- a vital boon for the passengers – and was extended with the introduction of the country-wide network of computerised enhanced reservation and ticketing.

Madam, I am from the State of Kerala. Kerala stands among the States that contribute significantly to the passenger revenue of Indian Railways. Lakhs of passengers depend on rail transport every single day. Yet, when we examine the railway development map of our nation, Kerala finds itself under-represented, under-prioritized and repeatedly over-looked. The share of

railway infrastructure, travel facilities, and modernization projects allotted to the State remains grossly inadequate compared to its contribution.

For decades, Kerala has consistently and responsibly demanded a separate Railway Zone, establishment of a coach factory, completion of automatic signalling and full double-tracking of railway lines across the State. These are not political demands. They are developmental necessities. Unfortunately, despite years of appeals, discussions and assurances, these long-standing demands remain unfulfilled.

Now, I come to the matters regarding my constituency. I must state with deep concern that the continued neglect shown by the Central Government and the Railway authorities towards Kerala cannot and should not continue. The people of Kerala deserve equal treatment within the federal framework of our nation. I, therefore, reiterate this demand today with utmost seriousness and urgency.

Madam, as the representative of the Chalakudy Lok Sabha Constituency, I wish to highlight the pressing issues concerning three major railway stations in my constituency - Aluva Railway Station, Angamaly Railway Station, and Chalakudy Railway Station - all of which serve thousands of passengers every day. At Aluva Railway Station, modernization works under the Amrit Bharat Station Scheme remain incomplete even today, causing serious inconvenience to commuters. Aluva is not merely a railway stop; it serves as the gateway to Idukki District.

Similarly, development works at Angamaly and Chalakudy railway

stations must be completed within a clearly defined timeframe.

During the COVID-19 pandemic, several train stoppages at Aluva, Angamaly, and Chalakudy were withdrawn as a temporary measure. However, even after normalcy returned, these stoppages have not been restored. I made several representations to the hon. Minister to restore the stoppages.

Within the Chalakudy Parliamentary constituency lies one of Kerala's most important infrastructure assets – Cochin International Airport at Nedumbassery. Approval has already been granted for constructing a railway station near the airport. I am thankful to the Minister. Yet, the construction has not commenced. This prolonged delay defeats the very purpose of integrated transport development.

I appreciate the Minister. You are not only the Railway Minister. You are the Chief Loco Pilot of the Indian Railways. You are the Principal Chief Operator/ Manager and you are the Principal Signal and Telecommunication Engineer. You are controlling all the systems of the Railways. As far as we are concerned, the people of Kerala are concerned, for the development scheme of the Kerala, there are two signals in Railways. One is red signal and another is green signal. When the red signal is given, the train cannot move. In Kerala, we can see only the red signal. I request the hon. Minister to put off the red signal and give green signal to Kerala. I again congratulate him that several works are going on in the Railways. I admit that but please consider my request.

There are three major railway stations in my constituency. Please give

some train stoppages and please complete the Aluva station work. Please also expedite the Cochin International Airport work at Nedumbassery.

Thank you very much, Madam.

श्री रामवीर सिंह बिधूड़ी (दक्षिण दिल्ली) : आदरणीय सभापति महोदया, वर्ष 2026-2027 के आम बजट में रेलवे के लिए किए गए बजट प्रावधानों पर मुझे बोलने का अवसर देने के लिए मैं आपके प्रति आभार व्यक्त करना चाहता हूँ।

आदरणीय सभापति महोदया, भारतीय रेल हम सभी की जिंदगी का अभिन्न अंग है, अभिन्न हिस्सा है। यह हमारे देश की जीवन रेखा है। मुझे यह कहते हुए बहुत खुशी हो रही है कि भारत के प्रधानमंत्री माननीय श्री नरेन्द्र मोदी जी के मार्गदर्शन में भारत के रेल मंत्री माननीय श्री अश्विनी वैष्णव जी के नेतृत्व में भारतीय रेलवे का काया-कल्प किया जा रहा है।

आदरणीय सभापति महोदया, आधुनिक तकनीक, तेज रफ्तार वाली सुरक्षित ट्रेन्स, स्वच्छता अभियान और डिजिटल सेवाओं के माध्यम से भारतीय रेल ने खुद को नए भारत की आवश्यकताओं के अनुरूप ढालने का काम किया है।

आदरणीय सभापति महोदया, रेलवे में सुरक्षा, आधुनिकीकरण और यात्रियों की सुविधा पर लगातार फोकस किया गया है।

आदरणीय सभापति महोदया, यूपीए के शासन में वर्ष 2004 से वर्ष 2014 तक औसतन प्रतिदिन केवल 4.2 किलोमीटर्स रेलवे ट्रैक्स बिछाए जाते थे। अब प्रतिदिन औसतन लगभग 14.5 किलोमीटर्स ट्रैक्स बिछाए जा रहे हैं। पिछले एक दशक में 31,000 किलोमीटर्स से अधिक रेलवे ट्रैक्स का निर्माण किया गया है। मैं इसके लिए भारत के रेल मंत्री जी को बहुत-बहुत बधाई देना चाहता हूँ।

आदरणीय सभापति महोदया, हर वर्ष 5,000 किलोमीटर्स से अधिक नए ट्रैक्स जोड़े जा रहे हैं।

आदरणीय सभापति महोदया, आज जम्मू कश्मीर वैली में वंदे भारत ट्रेन जोर से चल रही

है। चेनाब नदी पर बना पुल दुनिया का सबसे ऊंचा रेलवे का पुल है। यहां तक कि यह पुल फ्रांस के एफिल टॉवर से भी ऊंचा है। मैं माननीय रेल मंत्री जी को बहुत-बहुत बधाई देना चाहता हूं।

मणिपुर, नागालैंड, मिज़ोरम, मेघालय, अरुणाचल प्रदेश, उत्तराखंड में जो चार धाम हैं, आज भारतीय रेल वहां अपनी सेवाएं दे रही है। इसके साथ-साथ सिक्किम में भी भारतीय रेल की सेवाएं, मुझे लगता है कि अगले साल तक उपलब्ध हो जाएंगी। मैं भारतीय रेल मंत्री के प्रति बहुत-बहुत आभार व्यक्त करना चाहता हूं।

आदरणीय सभापति महोदया, माननीय प्रधानमंत्री जी के मार्गदर्शन में दिल्ली में माननीय रेल मंत्री जी ने रेलवे के ढांचे को मजबूत बनाने में महत्वपूर्ण योगदान दिया है। वर्ष 2009 से वर्ष 2014 तक दिल्ली को रेल बजट में हर साल औसतन 96 करोड़ रुपये मिलते थे। दिल्ली के लिए इस साल के बजट में 2,711 करोड़ रुपये का आवंटन किया गया है, जो कि वर्ष 2009 से वर्ष 2014 के मुकाबले 28 गुना ज्यादा है। मैं इसके लिए भारत के रेल मंत्री जी को बधाई देना चाहता हूं।

आदरणीय सभापति महोदया, दिल्ली में अलग-अलग परियोजनाओं पर लगभग 8,976 करोड़ रुपये खर्च किए जा रहे हैं। 13 रेलवे स्टेशंस को मॉडर्न बनाने के लिए अमृत भारत योजना के अंतर्गत 5,887 करोड़ रुपये खर्च किए जा रहे हैं।

मैं दिल्लीवासियों की ओर से माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी के प्रति आभार व्यक्त करना चाहता हूं। इस समय दिल्ली से 14 जोड़ी वंदे भारत ट्रेन्स चल रही हैं। इस समय दिल्ली से 8 जोड़ी अमृत भारत एक्सप्रेस ट्रेनें भी चल रही हैं। दिल्ली में पूरे रेलवे नेटवर्क का इलेक्ट्रिफिकेशन कर दिया गया है। मैं इसके लिए माननीय रेल मंत्री जी को बधाई देना चाहता हूं। वर्ष 2014 से अब तक 11 सालों में दिल्ली में 24 किलोमीटर का नया ट्रैक बनाया गया है। इसके अलावा चार और नए ट्रैक्स बनाए जा रहे हैं, जिनकी कुल लंबाई लगभग 302 किलोमीटर है। आने वाले वर्षों में इन पर लगभग चार हजार करोड़ रुपए खर्च होंगे।

सभापति महोदया, वर्ष 2014 से अब तक दिल्ली में 14 से अधिक रेल फ्लाईओवर और

अंडरपास का निर्माण किया गया है। मैं माननीय रेल मंत्री जी के प्रति आभार व्यक्त करना चाहता हूँ कि इन दिनों मेरे लोकसभा क्षेत्र में शाहबाद और पालम में अंडरपास बनाए जा रहे हैं, जिससे लोगों को आने-जाने में बहुत सुविधा हो जाएगी। इसी के साथ-साथ वर्ष 2014 के बाद से दिल्ली के रेलवे स्टेशनों पर बहुत सुविधाएं दी गई हैं, जिसमें 30 से ज्यादा लिफ्ट, 40 से ज्यादा एस्केलेटर और 26 से ज्यादा स्टेशनों पर वाई-फाई की सुविधा उपलब्ध कराई गई है। इसके लिए मैं दिल्लीवासियों की ओर से माननीय रेल मंत्री जी का बहुत-बहुत आभार व्यक्त करना चाहता हूँ। दिल्ली-वाराणसी का हाई स्पीड कॉरिडोर भी बजट में शामिल है। अब आने वाले समय में दिल्ली के लोग केवल 3 घंटे में दिल्ली से वाराणसी पहुंच सकेंगे। इसके लिए मैं रेल मंत्री जी के प्रति बहुत-बहुत आभार व्यक्त करता हूँ।

दिल्ली देश की राजधानी है। यहां बहुत बड़ी संख्या में अलग-अलग राज्यों के लाखों लोग निवास करते हैं। दीपावली, होली और छठ महापर्व पर लाखों लोग अपने घर जाते हैं। माननीय रेल मंत्री जी ने 43,000 स्पेशल ट्रेनें चलाकर उन्हें आरामदायक यात्रा करने की जो सुविधा दी है, उसके लिए मैं दिल्ली के लोगों की ओर से आभार व्यक्त करता हूँ। छठ महापर्व पर लाखों लोग जाते हैं। पूर्वांचल के लोगों ने मुझे कहा है कि यदि आपको रेल बजट पर बोलने का अवसर मिले, तो हमारी ओर से जरूर भारत के रेल मंत्री आदरणीय श्री अश्विनी वैष्णव जी और प्रधानमंत्री जी का आभार व्यक्त करना, क्योंकि इस बार रेलवे की ओर से बहुत शानदार व्यवस्था की गई है।

आदरणीय प्रधान मंत्री जी के प्रति और आदरणीय रेल मंत्री जी के प्रति मैं बहुत-बहुत आभार व्यक्त करना चाहता हूँ। आदरणीय प्रधान मंत्री जी और आदरणीय रेल मंत्री जी ने लाखों लोगों की सुविधा को मद्देनजर रखते हुए बड़ी संख्या में ट्रेनें चलाकर सुरक्षित और सुविधाजनक सफर सुनिश्चित किया है। इसके लिए मैं बहुत-बहुत धन्यवाद देना चाहता हूँ। हाल ही में ऐतिहासिक पूर्ण कुंभ आयोजित किया गया था। लगभग 62 करोड़ लोग महाकुंभ में पहुंचे। रेलवे की तरफ से यात्रियों और श्रद्धालुओं के लिए शानदार व्यवस्था की गई थी। यदि अच्छी व्यवस्था नहीं होती, तो आप बताइए कि 62 करोड़ लोग महाकुंभ में कैसे शामिल हो पाते। महाकुंभ में जो

श्रद्धालु गए थे, उनके लिए जो व्यवस्था की गई, मैं उसके लिए भी बहुत-बहुत धन्यवाद करना चाहता हूँ।

आदरणीय सभापति महोदया, माननीय रेल मंत्री जी यहां बैठे हुए हैं। मैं अपनी बात दो मिनट में समाप्त करूंगा, जबकि आपने मुझे 15 मिनट बोलने के लिए दिए हैं। माननीय सभापति महोदया के माध्यम से माननीय रेल मंत्री महोदय से मेरा आग्रह है कि तुगलकाबाद रेलवे स्टेशन साउथ दिल्ली का प्रमुख और ऐतिहासिक रेलवे स्टेशन है।

तुगलकाबाद रेलवे स्टेशन को मॉडर्न रेलवे स्टेशन बनाया जाए। तुगलकाबाद रेलवे स्टेशन पर सोंगरिया सुपर फास्ट ट्रेन, जन शताब्दी एक्सप्रेस ट्रेनों का ठहराव बंद किया गया है, इनका परिचालन फिर से शुरू किया जाए। पालम रेलवे स्टेशन पर पिक सिटी एक्सप्रेस का ठहराव बंद है, जिससे पालम और द्वारका क्षेत्र के लाखों श्रद्धालुओं को खाटू श्याम जी के दर्शनों के लिए जाने पर भारी असुविधा का सामना करना पड़ रहा है। इसे फिर से शुरू किया जाए। अजमेर जन शताब्दी और चेतक एक्सप्रेस का ठहराव भी बंद है, इसे शुरू किया जाए। खाटू श्यामजी जाने वाले श्रद्धालुओं के लिए दिल्ली से जालौर के लिए नई रेलवे सेवा शुरू की जाए, जो रेवाड़ी से चलकर वाया अटेली, नारनौल होते हुए रींगस पहुंचे।

आदरणीय सभापति जी, मैं अंत में एक बार फिर से माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी के प्रति आभार व्यक्त करता हूँ। उनके मार्गदर्शन और रेल मंत्री माननीय श्री अश्विनी वैष्णव जी के नेतृत्व में रेलवे लगातार प्रगति की पटरी पर तेजी से दौड़ रही है। आदरणीय सभापति जी, रेलवे सभी देशवासियों को आरामदायक और सुविधाजनक सफर उपलब्ध करा रहा है।

आदरणीय सभापति जी, आपने इस महत्वपूर्ण विषय पर मुझे अपनी बात रखने का अवसर दिया, इसके लिए मैं आपके प्रति बहुत-बहुत धन्यवाद व्यक्त करता हूँ और आदरणीय प्रधानमंत्री जी एवं देश के रेलमंत्री दिल्ली को जो इतनी सारी सुविधाएं दी हैं, जो ऐतिहासिक कदम उठाए हैं उसके लिए दिल्लीवासियों की ओर से माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी के प्रति बहुत-बहुत आभार। धन्यवाद।

श्री देवेश शाक्य (एटा) : सभापति महोदया, बहुत-बहुत धन्यवाद । मैं PDA के जननायक आदरणीय श्री अखिलेश यादव जी को धन्यवाद देना चाहता हूँ, जिन्होंने रेल मंत्रालय के अनुदानों पर चर्चा करने के लिए हमें बोलने का अवसर दिया । आज माननीय रेल मंत्री जी भी यहां बैठे हुए हैं और जो विषय मैं रख रहा हूँ, मैं लगभग दो बार सारे विषय रख चुका हूँ और आज बड़ा सौभाग्य है कि मंत्री जी हमें सुन भी पा रहे हैं और इस सदन में भी हैं ।

महोदया, मेरा लोक सभा क्षेत्र एटा-कासगंज रेलवे से इतना पिछड़ा हुआ, इसका अंदाजा इस बात से लगाया जा सकता है कि मेरे लोक सभा क्षेत्र में डबल लाईन नहीं है और देश की राजधानी दिल्ली से अभी तक जुड़ा नहीं है । यह तो ऐसी बात हो गयी कि दीया तले अंधेरा । जहां हम दिल्ली से पूरा देश चलाते हैं, वहीं दिल्ली से 200 किलोमीटर दूर स्थित हमारा लोक सभा क्षेत्र दिल्ली से नहीं जुड़ा है । मैं इससे बड़ा ही दुखी हूँ और मैं प्रयास करता हूँ, पिछली बार भी मैंने मांग रखी थी कि दिल्ली से जोड़ने के लिए हाथरस से मेंदु जंक्शन की डीपीआर कैंसिल हो गयी है । अब नया डीपीआर हाथरस से कलेर रोड का बन रहा है । उस डीपीआर को जल्द से जल्द तैयार करके हमारे कासगंज के लोगों को दिल्ली से जुड़ने का अवसर दें, ऐसी मेरी मांग है ।

सभापति महोदया, साथ ही साथ, वर्तमान समय में रेलवे परियोजनाओं में औसतन देरी लगभग तीन वर्ष है । मैं रेल मंत्री जी का आभार व्यक्त करता हूँ जिन्होंने एटा-कासगंज परियोजना को हरी झंडी दी, स्वीकृति दी, जिसका टेंडर भी हो चुका है, लेकिन इसकी उपलब्धता इतनी ज्यादा है कि अगर इसको निर्धारित समय में पूर्ण कर दिया जाए, तो बहुत मेहरबानी होगी । मैं इस आशा के साथ माननीय मंत्री जी से निवेदन करता हूँ कि आपके सहयोग और मेरे अथक प्रयास से इस परियोजना का टेंडर हो चुका है, यह वर्ष 2028 तक पूर्ण होनी है, तो इसमें विलंब न हो, ऐसा मेरा आपसे निवेदन है ।

सभापति महोदया, कासगंज जनपद की नगरपालिका कासगंज में अमांपुर मार्ग पर आवास विकास फाटक, नगरपालिका गंजडुण्डवारा, नगर पंचायत सहाबर एवं नगर पंचायत सौरों में जाम की स्थिति से निजात दिलाने के लिए आरओबी की मांग मैंने पूर्व में भी की थी । मेरा अनुरोध है कि

अगर ये चारों आरओबी जल्द से जल्द स्वीकृत कर दिए जाएंगे, इसी बजट में इनको धन आवंटित कर दिया जाए, तो निश्चित तौर पर वहां के लोगों को इसका लाभ मिलेगा। कासगंज में पूर्वी डेडिकेटेड फ्रंट कोरीडोर के विस्तार की घोषणा इस बजट में हुई है। इस घोषणा से यदि कासगंज को निकटतम स्टेशन से जोड़ा जाएगा, तो हमारे चकोरी, तम्बाकू और आलू के उत्पादकों को बड़े व्यापारी तक तेज और सस्ता परिवहन मिल जाएगा।

मेरा निवेदन है कि इसको इस योजना से जोड़ा जाए। आखिर में, मैं एक बात जरूर कहूंगा कि भारतीय रेल भारत का विश्वास है और देश में रहने वाले संपूर्ण पीडीए की आस है। पीडीए को वंदे भारत नहीं, बल्कि पैसेंजर ट्रेनों की आवश्यकता है। इसलिए सरकार पैसेंजर ट्रेनों को बढ़ाने पर जोर दे।

साथ ही साथ मैं अपनी बात खत्म करने से पहले माननीय मंत्री जी से अनुरोध करता हूं कि मेरे क्षेत्र में गंजडुंडवारा स्टेशन है। ट्रेन संख्या 15109 छपरा-मथुरा एक्सप्रेस, 13169 कोलकाता-आगरा कैंट एक्सप्रेस, 19402 साबरमती एक्सप्रेस, 09452 गांधीधाम एक्सप्रेस, 22922 अंत्योदय एक्सप्रेस, 22443 बांद्रा टर्मिनल-कानपुर सेंट्रल एक्सप्रेस और 19716 कानपुर सेंट्रल-जयपुर एक्सप्रेस को गंजडुंडवारा स्टेशन से चालू की जाए। साथ ही साथ मारहरा स्टेशन से एक ट्रेन चलती है, जो बहुत ही आवश्यक है। ट्रेन संख्या 05061 अछनेरा-टकनपुर एक्सप्रेस का ठहराव का प्रबंध किया जाए।

इन्हीं शब्दों के साथ, मैं आपका आभार व्यक्त करता हूं। बहुत-बहुत धन्यवाद।

SHRI B. Y. RAGHAVENDRA (SHIMOGA): Madam, I am grateful for the opportunity to speak. I rise today to extend my full support to the Union Budget 2026-27 and the Demands for Grants of the Ministry of Railways.

Under the visionary leadership of our hon. Prime Minister, Shri Narendra Modi ji, Bharat is moving from an era of slow speed delays to high speed delivery. I would also like to extend my deepest gratitude to our hon. Finance

Minister, Shrimati Nirmala Sitharaman ji and my sincere gratitude to Shri Ashwini Vaishnaw ji.

For this Government, infrastructure is not a cost, it is an investment in the nation's future. The record capital outlay of Rs. 2.78 lakh crore for Indian Railways is a historical milestone. This is not just about tracks and coaches. It is about connecting the dreams of 140 crore Indians. I also thank our - once again thankful to the - hon. Railway Minister and also MoS Shri V. Somanna ji and our senior leader, Union Minister Pralhad Joshi ji for his constant guidance.

Madam, as a representative from Karnataka, I take immense pride in the progress and development that we are witnessing. In the decade before 2014, Karnataka used to receive a mere Rs.835 crore on an average per year for railways. Today, in the Budget, Karnataka has been allocated a record Rs.7,748 crore. That is a nine-fold increase. This is '*Sabka Saath, Sabka Vikas*' in action. Karnataka is finally on the fast-track development from the respected hon. Railway Minister Shri Ashwini Vaishnaw ji.

Now, let me turn to my home constituency, Shimoga. Before I speak of tracks and terminals, I wish to place on record my gratitude to the farmers of Karnataka who have given their land for national development. Their sacrifice is the very foundation on which we are building a Viksit Bharat. The Shimoga-Shikaripura-Ranebennur railway line is truly a lifeline for the Malnad region as it will directly connect our region to the vital Bengaluru-Mumbai main line. At this juncture, I must place on record my sincere gratitude to former Chief

Minister Shri B. S. Yediyurappa ji under whose leadership the State Government agreed to the 50 per cent cost-sharing and land acquisition enabling this important project to take shape. While the work on the Shimoga-Shikaripura stretch is underway, I humbly request the hon. Railway Minister to expedite its implementation. Further, I request the Ministry to initiate the tendering process for the second stretch, Shikaripura to Ranebennur at the earliest.

With the continued guidance and support of our former Chief Minister and our hon. MP Shri Basavaraj Bommai ji, we will work closely with the State Government to facilitate the remaining land acquisition and ensure smooth progress. The people of the region have waited for decades for this railway connectivity. I earnestly request to move forward with urgency so that the long-awaited sound of the locomotive finally reaches the people of Malnad. Secondly, Phase-I of the Koteganguru Coaching Terminal is nearing completion. The full potential of Shimoga as a railway hub depends on the timely execution of Phase-II.

I therefore urge the hon. Minister to ensure that Phase-II commences without delay after the commissioning of Phase-I.

Thirdly, hon. Chairperson, Madam, the doubling of the Birur-Shivamogga railway line of 63 kilometres continues to remain a critical bottleneck. I hereby urge the hon. Railway Minister to accord administrative sanction to this project at the earliest. Without this double line, the modern terminal at the Koteganguru Coaching Terminal cannot be utilised to its full potential, and

faster connectivity between Shivamogga and Bengaluru will remain constrained.

I would also like to thank the hon. Railway Minister for approving these priority railway proposals for our region, which I had been constantly taking up with the Minister, and I request their expeditious implementation. The first is regarding the Talaguppa-Soraba-Sirsi-Hubballi line. This line will greatly enhance connectivity between the Malnad and North Karnataka regions. I would also request the Ministry to consider aligning the route through Talaguppa-Siddapura-Soraba-Banavasi-Sirsi-Mundgod-Hubballi. Our hon. senior leader Joshi *sahib* is also here. Kindly take this up with the hon. Railway Minister. I will also work closely with our senior Leader to ensure full coordination with the State Government for its expeditious implementation.

Secondly, regarding the Shivamogga-Theerthahalli-Sringeri-Mangaluru line, I thank the Ministry for sanctioning the survey. I request the hon. Railway Minister to consider this line through Theerthahalli, which is the birthplace of Jnanpith awardee and Rashtrakavi Kuppalli Venkatappa Puttappa. It is also a base for arecanut growers on a commercial scale. Kindly consider this, as there is a growing regional infrastructure imbalance in the Malnad belt.

The third one is the Bhadravathi-Chikkajajur line. This project will improve intra-district connectivity and support local industry and commerce. This is my third request.

Respected Madam, I have already submitted requests several times regarding the Konkan Railway. The first is the stoppage of the Mangala-

Lakshadweep Express at Mookambika Road Railway Station. The second is the stoppage of the Ernakulam-Pune-Ernakulam Express at Bindur Taluk. The third is the Hazrath Nizamuddin-TVC Superfast Express. The fourth is the Kochuveli-Hrishikesh-Kochuveli Express, and the fifth again relates to the Mangala-Lakshadweep Express. These stoppages will greatly help tourists coming from all over the country to visit the Kollur-Mookambika Temple. The minimum daily flow of pilgrims is about 5,000 to 10,000. Therefore, these measures will greatly assist the pilgrims.

Lastly, towards Viksit Bharat, this Budget shows that ‘Modi *ki* Guarantee’ is not merely a slogan but a living reality – from the commuter in Shivamogga to the farmer in Shikaripura. We are building a railway system that is safe, fast, and world-class. I once again thank the Union Government for its unwavering support to Karnataka and to Shivamogga.

With these words, I strongly support the Demands for Grants and urge the House to adopt them. Thank you, Madam.

KUMARI SELJA (SIRSA): Madam, the Union Budget 2026-27 has failed to live up to the Government’s vision of ‘*Sabka Saath, Sabka Vikas*’, particularly in the case of Railways.

The priorities of the Government appear to favour corporate interests and high-profile projects rather than addressing the needs of the common passenger and the working class who depend on Indian Railways for transport services every day. Given the present global and energy scenario, there is all the more reason why the Government should invest more heavily in public

transport. While the Government has highlighted record allocations for railway safety, when we look at the Kavach Automatic Train Protection System, which is meant to improve safety and prevent collisions, it is currently operational on only about 1,300 to 1,500 kilometres of the vast railway network.

Madam, publicity cannot replace real safety management. The Budget also reflects lacklustre growth in both passenger and freight traffic. While discussing the national railway budget, we must also take into account the aspect of regional development.

Haryana has repeatedly raised several railway projects that remain pending or slow moving. These include improved rail connectivity for Hisar Airport, strengthening of the Hisar-Sirsa corridor, the long-pending Yamunanagar-Chandigarh railway line, freight infrastructure for industrial clusters such as Manesar and Panipat, and capacity expansion on heavily used commuter routes connecting Haryana to Delhi. Addressing these issues would significantly improve transport efficiency and support economic growth across whole of northern India.

I would like to bring to the notice of the hon. Railway Minister that Haryana is one of India's fastest growing economic regions, yet railway infrastructure has not kept pace with its industrial and agricultural expansion. The Railway Budget must recognize this reality and prioritize connectivity improvements in the State.

Haryana is one of India's richest States. It contributes about 3 – 4 per cent of India's GDP and it is a major contributor to food grain procurement. It is

one of the largest manufacturing hubs in northern India. Its industrial clusters include Gurugram-Manesar Auto Hub, Panipat Petrochemicals and Textiles, Faridabad Engineering Sector, and Sonapat Industrial Corridor. Despite this economic weight, Haryana receives relatively modest railway infrastructure expansion compared with its industrial importance.

Although Haryana is a major contributor to the national economy, yet railway infrastructure has not kept pace with it. Freight share in Haryana's logistics remains lower than its potential largely due to limited rail freight terminals. A large portion of Haryana's freight currently moves by road rather than rail.

Haryana has a rapidly growing workforce commuting to the National Capital Region. The railway system serving daily commuters between Haryana and Delhi has not expanded proportionately to the population growth in this region. There is a major rail connectivity gap in Western Haryana as well. Districts such as Hisar, Fatehabad, Sirsa have historically had weaker railway connectivity compared with the other areas. These districts are major agricultural regions producing cotton, wheat, rice, mustard, etc. Improved rail freight could help transport agricultural produce much more efficiently.

I would like to draw the attention of the hon. Railway Minister to the problems faced in Haryana and also in my Parliamentary Constituency of Sirsa. People of Haryana have long been demanding better railway connectivity, and one of the major demands is to strengthen the rail network. I had discussed the issue of Hisar-Sirsa new railway line with hon. Railway

Minister last week as well. The new Hisar-Sirsa railway line aims to connect Fatehabad passing through Agroha, which is a major pilgrimage centre for the Agarwal community throughout India and, I would say, the world. Fulfilling this long-standing demand will improve a lot of connectivity in this region. This project would enhance transportation infrastructure, bridging the gap between Sirsa and Fatehabad districts in Haryana as also connecting a major pilgrimage centre of Agroha.

The Yamunanagar-Chandigarh railway line via Naraingarh and Sadhaura has also been a long pending demand of the region. As of February, 2025, the estimated cost of the project is Rs. 901 crore. However, the progress on ground is unfortunately zero.

Madam, I would urge the hon. Railway Minister to increase the frequency of daily fast trains on the Delhi-Sirsa route. We also have a demand to extend the Prayagraj-Bhiwani train. आप प्रयागराज-भिवानी ट्रेन को सिरसा तक बढ़ाएं, जिससे खासतौर से श्रद्धालुओं और लोगों को आने-जाने में बहुत ज्यादा सहूलियत हो जाएगी। हमारी एक और डिमांड वंदे भारत ट्रेन की है। इसे बिठंडा से दिल्ली तक वाया सिरसा चलाया जाए।

A washing line facility will soon start at Hanumangarh. Therefore, an inter-city train हनुमानगढ़ और दिल्ली के बीच में ऐलनाबाद और सादुलपुर से होते हुए एक नई लाइन बन जाएगी तो पूरे क्षेत्र को इसका फायदा होगा। श्रीधाम सुपरफास्ट एक्सप्रेस है, उसे हनुमानगढ़ तक बढ़ाया जा सकता है। मेरा अपना गांव उकलाना है, जहां पर रेलवे ओवर ब्रिज बन रहा है, लेकिन उसमें बहुत स्लो प्रोग्रेस है। वहां एक अंडरपास की भी डिमांड है, जोकि जायज डिमांड है, एक अंडरपास हो। मैं माननीय रेल मंत्री जी से आग्रह करूंगी कि वहां अंडरपास जरूर

बनवाया जाए और उसके प्लान को देख लिया जाए।

मैं आपके माध्यम से माननीय रेल मंत्री जी के समक्ष सिरसा से संबंधित मांग और सुझाव रखना चाहूंगी। सिरसा-महम-रोहतक-दिल्ली वाया नई इंटरसिटी रेल सेवा शुरू की जाए। इससे पूरे एरिया के बहुत सारे लोग अच्छे से मूव कर पाएंगे। गाड़ी संख्या 14891/92 जोधपुर हिसार एक्सप्रेस का विस्तार किया जाए और सिरसा-बटिंडा तक इसे ले जाया जाए। चंडीगढ़-हिसार रेल सेवा का विस्तार सिरसा तक किया जाए। सिरसा चंडीगढ़ वाया अम्बाला एक नयी सीधी रेल सेवा प्रारंभ करेंगे तो अच्छा रहेगा। सिरसा-दिल्ली के बीच प्रतिदिन चलने वाली गाड़ियों की संख्या बढ़ा दें। गाड़ी संख्या 20483/20484 दादर-भगत की कोठी का विस्तार हनुमानगढ़ तक कर दिया जाए।

रेल गाड़ियों के ठहराव के बारे में मैं दो-तीन बातें करना चाहूंगी। अजमेर-अमृतसर एक्सप्रेस को भट्ट स्टेशन पर रोकने की मांग करती हूँ, माता वैष्णव देवी कटरा एक्सप्रेस, साबरमती एक्सप्रेस, त्रिपुरा सुंदरी एक्सप्रेस, सिरसा के डिंग मंडी रेलवे स्टेशन पर इन गाड़ियों को रोक जाए। डिंग मंडी रेलवे स्टेशन पर सिरसा कोटा एक्सप्रेस का ठहराव किया जाए, फिरोजपुर मुंबई जनता एक्सप्रेस का पुनः संचालन प्रारंभ किया जाए।

Finally, I would like to say that Sirsa is a major agricultural region exporting cotton, grains, pulses, oilseeds, vegetables and fruits such as kinnow. An advanced goods terminal or fruit terminal can be established in Sirsa to support farmers and traders. Hon. Railway Minister may kindly look into this on priority. Passenger facilities must be improved at Sirsa and at small stations like Kalanwali, Rania, Dabwali, Ellenabad and Badaguda by providing clean toilet facilities, drinking water, sheds, seating and better lighting.

Madam, with these words, I thank you and urge the Government to work

impartially for every section of the society in every region of the country.

Thank you so much.

***SHRI BASTIPATI NAGARAJU (KURNOOL):** Respected Madam, I thank our honorable Prime Minister Shri Narendra Modi ji and our Chief Minister Shri Nara Chandrababu Naidu ji for providing me an opportunity through you to speak on budget for Railways for the financial year 2026-27. Under the leadership of our Prime Minister Shri Narendra Modi and Minister for Railways Shri Ashwini Vaishnaw, our railways have promoted safety, infrastructure, stability and passenger amenities in Indian Railways. Railway budget for financial year 2026-27 has increased from Rs 2.5 lakh crores to Rs 2.81 Lakh crores which clearly indicates the Government's commitment towards development of railway infrastructure. In railway safety we can see, historic improvement. From 2004 to 2014 there were 171 accidents per year, which has come down drastically to 11 accidents per year in 2025-26. This clearly shows the efforts of the Government for passenger safety. The budget for railway safety has gone up from Rs. 39,463 crore in 2014 to Rs. 1,16,470 crore in 2026, which is 3 times the increase in budget for railway safety. Indian Railways is moving towards greener and safer Railways. 99.2% of the broad-gauge network has been electrified. This is a great achievement. 2,626 railway stations are being run on solar power, with a capacity of 898 MW. Infrastructure development is also commendable, in 2025, 900 kms of new railway lines have been laid and 6,881 kms of tracks have been repaired.

* English translation of the speech originally delivered in Telugu.

Economically, Indian Railways have progressed significantly in the financial year 2025-26. Indian Railways is making efforts to achieve the target of 300 million tonnes of cargo transportation by 2029-30. As a result of this Indian Railways will become the second largest cargo transporter in the world. Presently, under a dedicated freight corridor we are running 400 trains which is reducing load on passenger trains. To improve passenger amenities, Indian Railways have come up with good initiatives like selecting 1337 railway stations for modernisation. Already 150 railway stations have been modernised, where passengers are getting good facilities like lifts, escalators, clean toilets and good waiting rooms. Digital services have also been extended significantly by providing free Wi-Fi facilities in 6,100 stations. By providing a single application 'Rail One', passengers are getting facilities like railway reservation, complaint resolution and information about Railways on a single platform. By bringing Aadhar authentication in railway ticket reservation 5.7 crore suspicious accounts have been suspended which improved transparency.

Madam, in my State Andhra Pradesh under the leadership of our Chief Minister Shri Nara Chandrababu Naidu and under the guidance of our Prime Minister Shri Narendra Modi the railway network is expanding rapidly. Ministry of Railways has allocated 9,417 crores for the financial year 2026-27 which is a substantial increase when compared to 9,150 crores in the previous financial year. Under NDA government we are getting 11 times of what we used to get under the UPA government for our state, a meagre 886 crores. Presently

infrastructure works worth Rs. 24,559 crore are in progress in our state. In Andhra Pradesh railway network is 100% electrified. In the last ten years, new lines measuring 1560 kms were laid, which is bigger than the railway network of Sri Lanka. The pace of electrification has also increased from 37 km per year to 177 kms per year. And when it comes to my parliamentary constituency Kurnool, I would like to thank the minister for Railways for taking up important railway projects in my parliamentary constituency. Through you I would like to draw the attention of the minister for Railways Shri Ashwini Vaishnaw regarding some issues pertaining to my constituency, Kurnool. 7 high speed corridors were sanctioned in our country and my constituency Kurnool falls in one such high speed corridor between Hyderabad and Bengaluru. This will improve opportunities for development in our constituency. I would like to thank the honorable minister for this decision. Minister sir, in Panchalingala village in my constituency, 80 per cent works of CMLRF have been completed and if you complete the remaining 20 per cent of the works, it will create 5000 jobs in my constituency. Mantralayam in Kurnool is a popular pilgrim centre, therefore I request you for a new railway line for this pilgrim centre. I also request for a railway line between Kurnool and our state capital Amaravati. There is a train running between Mahabubnagar and Visakhapatnam, which halts at Mahabubnagar, if you extend the train up to Kurnool that will connect Kurnool and Visakhapatnam. Madam our district is a backward district and as a result, there is a lot of migration from my district in search of livelihood. Before COVID, there used to be railway stops at Madikera, Adoni and Thugali, I

request that these stops maybe restored to facilitate travel from these places. Lastly, the doubling project in Mahabubnagar and Dhone is in progress. I request the Minister to complete these works at the earliest to make these services available. I conclude my speech by thanking you for giving me this opportunity.

श्री विष्णु दयाल राम (पलामू) : माननीय सभापति महोदया, आपने मुझे रेलवे की डिमांड फॉर ग्रांट्स पर बोलने का अवसर प्रदान किया, इसके लिए मैं आपका आभारी हूँ।

महोदया, शहरों के लिए तो भारतीय रेल एक परिवहन तंत्र है, लेकिन ग्रामीण भारत के लिए रेल एक ऐसी जीवन रेखा है, जिसकी कल्पना करने से शहर वाले थोड़ा अपने आप को असहज महसूस कर सकते हैं। गांव के किसान को मंडी से जोड़ने का काम रेलवे करती है। गांव के विद्यार्थी को विश्वविद्यालय तक पहुँचाने का काम रेलवे करती है। गांव के मरीज को अस्पताल तक पहुँचाने का काम रेलवे करती है और गांव के श्रमिक को शहर तक ले जाने का काम रेलवे करती है।

महोदया, ग्रामीण भारत में रह रहे 90 करोड़ नागरिकों की आकांक्षाओं, उद्योग आपूर्ति की श्रृंखलाओं और क्षेत्रीय संतुलित विकास का आधार रेलवे है।

महोदया, मुझे रेलवे में चीफ सिक्योरिटी कमिश्नर के रूप में कार्य करने का सौभाग्य प्राप्त हुआ है। मैंने अपने कार्यकाल के दौरान रेलवे को बहुत नजदीक से समझने का प्रयत्न किया है। उस दौरान मुझे तीन अलग-अलग रेल मंत्रियों के नेतृत्व में काम करने का अवसर प्राप्त हुआ है। स्वर्गीय राम विलास पासवान जी, आदरणीय नीतीश कुमार जी और आदरणीया ममता बनर्जी जी। प्रत्येक माननीय मंत्री ने अपने-अपने तरीके से रेलवे के विकास के लिए अपना योगदान देने का कार्य किया है, लेकिन मैं अपने अनुभव के आधार पर और पूरे विश्वास के साथ यह कहना चाहूँगा कि वर्तमान रेल मंत्री जी का दृष्टिकोण विशेष रूप से टेक्नोलॉजी ड्रिवेन और फ्यूचर ओरिएंटेड है। हमारे माननीय रेल मंत्री जी सिर्फ विदेशी पटल पर ए.आई. की बात नहीं करते हैं, बल्कि आज भारतीय रेल में ऑपरेशनल कॉम्प्लेक्सिटीज को सॉल्व करने के लिए तेजी से ए.आई. डेटा बेस्ड

मैनेजमेंट डिजिटल मोनिटरिंग तथा स्वदेशी कवच जैसी एंटी कोलेजन सुरक्षा प्रणाली को अधिक से अधिक उपयोग में लाने का कार्य कर रहे हैं। यह सब इनकी तकनीकी समझ और स्पष्ट विजन का परिणाम है कि आज 80-90 और 2000 के दशक के बनिस्पत रेल यातायात सेफ फील होता है। इनकी पहल के कारण रेलवे की सुरक्षा, ऑपरेशनल एफिशिएंसी और ओवरऑल नेटवर्क मैनेजमेंट में उल्लेखनीय सुधार देखने को मिल रहा है और भारतीय रेल तेजी से एक आधुनिक टेक्नोलॉजी बेस्ड ट्रांसपोर्ट सिस्टम के रूप में विकसित हो रहा है।

महोदया, वर्ष 2026-27 डिमांड फॉर ग्रांट्स में रेल मंत्रालय के लिए कुल 2,81,337.32 करोड़ रुपये की मांग की गई है। इनमें से लगभग 2,77,830 करोड़ रुपये कैपिटल एक्सपेंडिचर के लिए तथा 3,457.32 करोड़ रुपये रेवेन्यू एक्सपेंडिचर के लिए निर्धारित किए गए हैं। यह स्पष्ट रूप से दर्शाता है कि सरकार भारतीय रेलवे के दीर्घकालीन अवसंरचना के विकास पर विशेष ध्यान दे रही है।

15.00 hrs

माननीय वरिष्ठ सदस्य, तारिक अनवर जी अपने भाषण के क्रम में बता रहे थे कि लक्ष्य और उपयोगिता में बहुत ज्यादा अंतर हैं। वे तो यहां पर उपस्थित नहीं हैं, लेकिन मैं उनकी जानकारी के लिए इस बात को बताना चाहता हूं कि वर्ष 2024-25 में रेल के लिए कुल बजटीय आवंटन 2,52,200 करोड़ रुपये रहा, जिसका 100 प्रतिशत उपयोग हुआ। जबकि 2025-26 में लगभग 97 प्रतिशत उपयोगिता दर्ज की गई। इससे स्पष्ट है कि आवंटन और उपयोग दोनों में स्थिरता बनी हुई है।

सभापति महोदया, विकास मापने का पैमाना तुलनात्मक आंकड़ा ही हो सकता है। यदि हम वर्ष 2004 से वर्ष 2014 और 2014 के बाद के दशक में भारतीय रेल के विकास की तुलना करें, तो अंतर स्पष्ट दिखाई देता है। वर्ष 2013-14 के रेलवे बजट में भारतीय रेल के लिए कुल कैपिटल इन्वेस्टमेंट लगभग 63,363 करोड़ रुपये थे, जबकि आज वर्ष 2026-27 के बजट में रेलवे के लिए 2,93,030 करोड़ रुपये का रिकॉर्ड कैपिटल एक्सपेंडिचर निर्धारित किया गया है। यह

दर्शाता है कि आज भारतीय रेल के विस्तार, आधुनिकीकरण और सुरक्षा के लिए अभूतपूर्व स्तर पर निवेश किया जा रहा है। मैं कटाक्ष करूँ तो आपके पास न रेल के लिए पैसा था और न ही राफेल के लिए।

इसी निवेश का परिणाम है कि रेलवे नेटवर्क के विस्तार की गति में भी उल्लेखनीय वृद्धि हुई है। वर्ष 2004 से वर्ष 2014 के बीच लगभग 14,000 किलोमीटर नई रेल लाइनें बिछाई गईं, जबकि वर्ष 2014 से वर्ष 2024 के बीच यह संख्या बढ़कर 31,000 किलोमीटर से अधिक हो गई है, जो पिछले दशक की तुलना में दोगुने से भी अधिक है। नई रेल लाइनों से वर्ष 2013-14 में लगभग 1,40,000 करोड़ रुपये का राजस्व था, यह वर्ष 2025-26 में बढ़कर 3,00,000 करोड़ रुपये से अधिक होने की संभावना है। यह दोगुने से भी ज्यादा है। यह अपने आप में एक बहुत बड़ी उपलब्धि है।

इसी प्रकार रेलवे के विद्युतीकरण के क्षेत्र में भी एक ऐतिहासिक परिवर्तन देखने को मिला है। जहां स्वतंत्रता के बाद से लेकर वर्ष 2014 तक भारतीय रेल के ब्रॉड गेज नेटवर्क का केवल 32 प्रतिशत अर्थात् एक तिहाई से भी कम हिस्सा ही विद्युतीकृत हो पाया था, वहीं आज वर्ष 2026 तक यह बढ़कर 99 प्रतिशत से अधिक हो चुका है। दूसरे शब्दों में कहें तो जो कार्य स्वतंत्रता के बाद कई दशकों में नहीं हो पाया था, उसे पिछले लगभग दस वर्षों में अभूतपूर्व गति से आगे बढ़ाते हुए भारतीय रेल ने अपने लगभग पूरे ब्रॉड गेज नेटवर्क को विद्युतीकरण से जोड़ दिया है। इसको इच्छाशक्ति कहते हैं। ये इमोशनल बातें नहीं हैं, एक्शन ऑन ग्राउंड है।

माननीय सभापति महोदया जी, आधुनिकीकरण के क्षेत्र में यह परिवर्तन स्पष्ट दिखाई देता है। वर्ष 2014 से पहले देश में स्वदेशी सेमी हाई स्पीड ट्रेनों की कोई श्रृंखला नहीं थी, जबकि दिसंबर 2025 तक 164 वंदे भारत ट्रेनें देश के 274 से अधिक जिलों को जोड़ चुकी हैं, जो लाखों यात्रियों को तेज, सुरक्षित और अधिक आरामदायक यात्रा का अनुभव प्रदान कर रही हैं। हम सभी ने वंदे भारत के तेज स्पीड से स्टेशन्स को क्रॉस करने वाले विडियोज़ देखे होंगे। हम 15 साल पहले सोचते थे कि भारत में ऐसी ट्रेन कब चलेगी। जो अनहोनी थी, उसे भारतीय रेलवे ने होनी

करके दिखाया है। वर्ष 2026-27 के बजट में वंदे भारत ट्रेनों के विस्तार के लिए लगभग 25,000 करोड़ रुपये का प्रावधान किया गया है, जिसके माध्यम से 300 से अधिक आधुनिक ट्रेनों के संचालन को प्रोत्साहन मिलेगा। इससे यात्रियों को तेज, सुरक्षित और आधुनिक रेल सेवाएं उपलब्ध हो सकेंगी।

महोदया, एक बार फिर से सुनिए, यह कोई साधारण वाक्य नहीं है। इससे यात्रियों को तेज सुरक्षित और आधुनिक रेल सेवाएं उपलब्ध हो सकेंगी।

कौन हैं ये यात्री? ये यात्री मेरे और आपके गांव के किसान हैं, मेरे गांव के विद्यार्थी हैं, मेरे गांव के श्रमिक हैं, जिनका उल्लेख मैंने पहले ही अपने भाषण की शुरुआत में किया है। ये वही लोग हैं, जिनके लिए और जिनकी वजह से हम सब इस सदन में हैं।

सभापति महोदया, रेलवे का विस्तार अब केवल बड़े शहरों तक सीमित नहीं है, बल्कि देश के उन दुर्गम और सीमावर्ती क्षेत्रों तक भी पहुंचा है, जिन्हें दशकों तक कठिन भूगोल का बहाना देकर उपेक्षित छोड़ दिया गया था। जिन स्थानों को कठिन भूगोल का बहाना देकर उपेक्षित छोड़ दिया गया था, उन्हें आज का भारत प्रधान मंत्री श्री नरेन्द्र मोदी जी के नेतृत्व में साहस, संकल्प और आधुनिक इंजीनियरिंग के बल पर देश की मुख्यधारा से जोड़ रहा है। इसका सबसे बड़ा उदाहरण उधमपुर-श्रीनगर-बारामुला रेल लिंक परियोजना है, जिसके अन्तर्गत चिनाब नदी पर 359 मीटर ऊंचा विश्व का सबसे ऊंचा रेलवे आर्च ब्रिज बनाया गया है। इसकी चर्चा अन्य वक्ताओं ने भी की है।

महोदया, मैं अपनी बात को संक्षेप में रखते हुए यह कहना चाहूंगा कि पिछले दशक से भारतीय रेल केवल विस्तार ही नहीं कर रही है, बल्कि व्यापक और ऐतिहासिक परिवर्तन का अनुभव कर रही है, जो भारत के समग्र आर्थिक और सामरिक विकास को नई गति प्रदान कर रहा है।

महोदया, रेल तो एक तरफ है, अब रेलवे स्टेशनों का व्यापक आधुनिकीकरण किया जा रहा है। वर्ष 2026-27 के बजट में इसके लिए 15,000 करोड़ रुपये का प्रावधान किया गया है। इसके

अंतर्गत 400 से अधिक रेलवे स्टेशनों को आधुनिक सुविधाओं से युक्त बनाया जा रहा है।

सभापति महोदया, रेलवे की माल ढुलाई क्षमता को बढ़ाने के लिए डेडिकेटेड फ्रेट कॉरिडोर परियोजना एक ऐतिहासिक कदम साबित हो रही है। पूर्वी और पश्चिमी समर्पित माल गलियारों के बड़े हिस्से अब परिचालन में आ चुके हैं, जिसके परिणामस्वरूप माल गाड़ियों की औसत गति में उल्लेखनीय वृद्धि हुई है और पारंपरिक रेल मार्गों पर यात्री ट्रेनों के लिए भी अतिरिक्त क्षमता उपलब्ध हुई है। वर्ष 2026-27 के बजट में डेडिकेटेड फ्रेट कॉरिडोर के लिए लगभग 20,000 करोड़ रुपये का प्रावधान किया गया है। इस पहल का उद्देश्य माल परिवहन क्षमता को लगभग 25 प्रतिशत तक बढ़ाना और औद्योगिक और खनन क्षेत्रों को बेहतर रेल सम्पर्क प्रदान करना है।

महोदया, मैं एक बात और कहना चाहता हूँ कि इस डेडिकेटेड फ्रेट कॉरिडोर का कॉन्सेप्ट मोदी सरकार नहीं लेकर आयी, बल्कि यह कॉन्सेप्ट वर्ष 2005 में आया, लेकिन वर्ष 2005 में जो सरकार थी, वह इसे कभी इम्प्लीमेंट नहीं कर सकी, क्योंकि आपके पास पैसे नहीं थे।

माननीय सभापति महोदया, अन्त में मैं एक बात कहते हुए अपनी बात समाप्त करना चाहता हूँ कि रेल सुरक्षा के क्षेत्र में भी उल्लेखनीय सुधार किया गया है। वर्ष 2004 से वर्ष 2014 के बीच भारतीय रेल में औसतन प्रति वर्ष लगभग 171 कॉन्सिक्वेंशियल एक्सीडेंट्स होते थे। वर्ष 2023-24 में कॉन्सिक्वेंशियल एक्सीडेंट्स की संख्या घट कर मात्र 11 रह गयी है। ये आंकड़े स्पष्ट रूप से दर्शाते हैं कि पिछले एक दशक में भारतीय रेल की सुरक्षा व्यवस्था में उल्लेखनीय और संरचनात्मक सुधार हुआ है।

माननीय सभापति महोदया, मोदी सरकार ने एक लाख करोड़ रुपये के राष्ट्रीय रेल संरक्षा कोष की स्थापना कर सुरक्षा को प्राथमिकता दी है, जिसका उपयोग महत्वपूर्ण रेलवे परिसंपत्तियों के प्रतिस्थापन के लिए किया जाएगा।

माननीय सभापति : माननीय सदस्य, अब आप अपना भाषण समाप्त कीजिए।

श्री विष्णु दयाल राम : महोदया, मैं बस एक मिनट में अपनी बात समाप्त कर रहा हूँ।

यदि हम पिछले वर्षों की तुलना करें तो यह स्पष्ट रूप से दिखाई देता है कि पहले रेलवे में

निवेश की कमी, परियोजनाओं में देरी और आधुनिकीकरण की धीमी गति जैसी चुनौतियां थीं। लम्बे समय तक रेलवे की क्षमता विस्तार की तुलना में मांग कहीं अधिक तेजी से बढ़ती रही और रेलवे को जैसे-तैसे चलने वाली व्यवस्था मानकर छोड़ दिया गया। मगर, आज स्थिति बदल रही है। रेलवे में बड़े पैमाने पर पूंजी निवेश, परियोजनाओं की तेज प्रगति और आधुनिकीकरण से एक नयी कार्य संस्कृति विकसित हुई है। अब जैसे-तैसे की नीति नहीं रही, वोट बैंक के लिए एक ट्रेक पर बिना सोचे-समझे ट्रेन के ऊपर ट्रेन लाद देने की नीति नहीं रही, बल्कि अब माननीय मंत्री जी पूरे सिस्टम को धीरे-धीरे ओवरहॉल कर रहे हैं।

अंत में, मैं अपने संसदीय क्षेत्र की एक-दो मांगों को कह कर अपनी बात समाप्त करना चाहता हूं। ऐसे तो माननीय रेल मंत्री जी बिना मांगे बहुत कुछ देते रहते हैं और सभी सांसदों को देते रहते हैं। इसलिए, अपने संसदीय क्षेत्र की जनता की ओर से बात को दोहराना लाजिमी हो जाता है। बरवाडीह-चिरिमिरी-अंबिकापुर रेल लाइन और गया-रफीगंज-इमामगंज-डाल्टेनगंज रेल लाइन के निर्माण की आवश्यकता को ध्यान में रखते हुए, मैं माननीय मंत्री जी से अनुरोध करता हूं कि इसको प्राथमिकता के तौर पर पूरा कराने का कार्य करें। गढ़वा टाउन रेलवे स्टेशन से गढ़वा रोड वाया डाल्टेनगंज होते हुए प्रतिदिन सुबह और शाम नियमित ट्रेन का संचालन भी अत्यंत उपयोगी सिद्ध होगा।

महोदया, माननीय मंत्री जी द्वारा किये जा रहे प्रशंसनीय कार्य के बारे में कहने के लिए मुझे आधे मिनट का समय दे दीजिए। यह केवल मेरी व्यक्तिगत राय नहीं है। मैं समझता हूं कि सदन में बैठे हुए सभी माननीय सदस्यों की राय है कि रेल के क्षेत्र में अभूतपूर्व विकास का कार्य हो रहा है। निश्चित रूप से आने वाले समय में हमारा भारतीय रेल एक विश्वस्तरीय रेल के रूप में परिलक्षित होगा।

महोदया, बहुत-बहुत धन्यवाद।

श्री बाबू सिंह कुशवाहा (जौनपुर) : माननीय सभापति महोदया, बहुत-बहुत धन्यवाद कि आपने मुझे रेलवे बजट वर्ष 2026-27 पर बोलने का मौका दिया।

माननीय सभापति महोदया, भारतीय रेल केवल परिवहन व्यवस्था नहीं है, बल्कि यह हमारे देश के आर्थिक और सामाजिक जीवन रेखा है। इसके माध्यम से हर दिन करोड़ों लोग यात्रा करते हैं। यह हमारे देश की अर्थव्यवस्था में व्यापार और सामाजिक एकता को मजबूत करने वाली अत्यंत महत्वपूर्ण भूमिका निभाती है।

माननीय सभापति महोदया, रेलवे सुरक्षा की दृष्टि से बहुत महत्वपूर्ण है। इसमें लगभग साढ़े बारह लाख कर्मचारी हैं। आज भी इसमें लगभग ढाई से तीन लाख पद खाली हैं। लगभग डेढ़ से दो लाख पद सुरक्षा श्रेणी में आते हैं, लेकिन ये पद भी खाली हैं। माननीय रेलवे मंत्री जी यहां बैठे हैं। भारतीय रेलवे में ओबीसी, शेड्यूल कास्ट, शेड्यूल ट्राइब्स और ईडब्ल्यूएस के बहुत सारे पद खाली हैं। आपने सुरक्षा के लिए कवच सुरक्षा प्रणाली चलायी है। निश्चित रूप से यह एक महत्वपूर्ण कदम है। अगर इस सुरक्षा प्रणाली को देखा जाए तो इसकी व्यवस्था केवल 1450 किलोमीटर तक हुई है। बाकी जो हमारे रेलवे रूट्स हैं, वे ऐसे ही पड़े हुए हैं। मैं माननीय रेल मंत्री जी से अनुरोध करूंगा कि इस कवच सुरक्षा प्रणाली की तरफ पूरी तरह से ध्यान दिया जाए।

माननीय सभापति जी, मैं अपने क्षेत्र की समस्याओं की तरफ भी माननीय रेल मंत्री जी का ध्यान दिलाना चाहूंगा। वैसे तो मैंने पहले भी इस बारे में लिख कर माननीय मंत्री जी को दिया है। मैं अपने संसदीय क्षेत्र जौनपुर की ओर से माननीय मंत्री जी का ध्यान आकर्षित कराना चाहता हूं। जौनपुर एक ऐतिहासिक नगर ही नहीं, बल्कि पूरे पूर्वांचल का एक महत्वपूर्ण सामाजिक, सांस्कृतिक और आर्थिक केंद्र है। इसे हम सिराजे-हिंद भी कहते हैं। दुर्भाग्य से आज भी जौनपुर को रेल सुविधाओं के मामले में महत्व नहीं मिला है, जिसका वह हकदार है। मेरे संसदीय क्षेत्र में तीन प्रमुख रेलवे स्टेशन हैं - जौनपुर जंक्शन, जौनपुर सिटी और शाहगंज जंक्शन। इन स्टेशनों से लाखों यात्री दिल्ली, मुंबई, पुणे, सूरत, गुजरात, अहमदाबाद सहित देश के हर कोने में जाते हैं। देश के हर कोने में ऐसी कोई जगह नहीं है, जहां पर जौनपुर के लोग नहीं मिलेंगे। वहां पढ़े-लिखे लोग हैं। जौनपुर में एक ऐसा गांव है, जहां के 40-50 लोग सिविल सर्विसेज में आईएस और आईपीएस के पद पर हैं। वहां डॉक्टर्स और इंजीनियर्स हैं। वहां से लाखों की तदाद में लोग रोजगार के लिए

बाहर जाते हैं।

माननीय मंत्री जी, वहां से बहुत सारी ट्रेन्स निकलती हैं, लेकिन वहां रुकती नहीं हैं। कोरोना से पहले बहुत सारी ट्रेन्स चलती थीं और वहां के स्टेशनों पर रुकती भी थीं। लेकिन, अभी ये ट्रेन्स चलती भी नहीं हैं और वहां रुकती भी नहीं हैं।

मैं आपसे अनुरोध करूंगा कि जौनपुर सिटी में से होकर कुछ ट्रेन्स निकलती हैं, जैसे- अकाल तख्त एक्सप्रेस, उपासना एक्सप्रेस, कुंभ एक्सप्रेस, कोटा-पटना एक्सप्रेस, हरिद्वार एक्सप्रेस, उदयपुर हमसफर एक्सप्रेस, काशी महाकाल एक्सप्रेस, सुहेलदेव एक्सप्रेस, मऊ एक्सप्रेस, वंदे भारत एक्सप्रेस। अगर इन ट्रेन्स का वहां ठहराव हो जाए, तो वहां के यात्रियों को बहुत सुविधा होगी और उन्हें ट्रेन पकड़ने के लिए बहुत दूर इलाहाबाद और बनारस तक नहीं जाना पड़ेगा।

जौनपुर जंक्शन से जो ट्रेन्स निकलती हैं, जैसे कामाख्या एक्सप्रेस, गुवाहाटी एक्सप्रेस, गांधीधाम एक्सप्रेस, अमृतसर एक्सप्रेस, गोमतीनगर वंदे भारत एक्सप्रेस। ये ट्रेन्स जौनपुर जंक्शन से होकर निकलती हैं। मेरा अनुरोध है कि इन ट्रेन्स की वहां रुकने की इजाजत दी जाए। पटना-गोमतीनगर वंदे भारत एक्सप्रेस शाहगंज से होकर निकलती है। अगर उसकी शाहगंज में रुकने की आपकी इजाजत हो जाए, तो कृपा होगी।

पूर्वांचल के लाखों श्रमिक रोजगार के लिए सभी जगह जाते हैं। वाराणसी, जौनपुर, सुल्तानपुर, लखनऊ, कानपुर मार्ग से दिल्ली आनंद विहार के लिए एक नई अमृत भारत स्पेशल ट्रेन शुरू की जाए। जौनपुर से दैनिक अंत्योदय या अमृत भारत एक्सप्रेस चलाई जाए। रायबरेली-जौनपुर एक्सप्रेस का दिल्ली तक विस्तार कर दिया जाए। माननीय मंत्री जी आपके बजट में नई ट्रेन्स के कुछ प्रस्ताव हैं, जैसे उधना-पुरी एक्सप्रेस, उधना-छपरा एक्सप्रेस, भागलपुर एक्सप्रेस, दानापुर ट्रेन अगर इनका भी जौनपुर में नियमित ठहराव कर दिया जाए, तो जौनपुरवासियों के लिए आपकी कृपा होगी।

आपका अमृत भारत ट्रेन का भी प्रस्ताव है, जो जौनपुर से होकर जाती है। भागलपुर-

उधना एक्सप्रेस, उधना-बरौनी वाया पटना उधना-पुरी और इसी तरह सूरत-जौनपुर के बीच में भी कुछ ट्रेन्स हैं, जिनके स्टॉप का भी आपसे अनुरोध है। सूरत-छपरा एक्सप्रेस, स्पेशल ताप्ती गंगा एक्सप्रेस, बांद्रा टर्मिनल गाजीपुर सिटी सुपरफास्ट और श्रमिक एक्सप्रेस, ये ट्रेन्स वहां से होकर गुजरती हैं। अगर इनका ठहराव वहां हो जाए, तो आपकी महान कृपा होगी।

महोदया, मैं यह बात पूरे विश्वास के साथ कहना चाहता हूँ कि इन मांगों पर सकारात्मक निर्णय लिया जाता है, तो यह केवल यात्रियों की ही नहीं, बल्कि किसानों, श्रमिकों, छात्रों और व्यापारियों और सभी को इसका लाभ होगा तथा क्षेत्र के समग्र विकास को नई गति मिलेगी। मुझे आशा है कि सरकार इस महत्वपूर्ण विषय पर संवेदनशीलता के साथ विचार करेगी और आवश्यक कदम उठाएगी। आपने मुझे बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

माननीय सभापति : माननीय सदस्य श्री अदूर प्रकाश जी।

ADV. ADOOR PRAKASH (ATTINGAL): Thank you Madam for having given me this opportunity to speak in the discussion on Demand for Grants for Railways 2026-27.

While the vision outlined in the budget is ambitious, we must also critically examine the gaps and shortcomings that could hinder the realization of these goals. Our railway network is the lifeline of the nation, but financial sustainability, project execution delays, safety measures, and revenue generation remain key areas of concern.

The total capital outlay for the year 2026-27 is Rs. 2,93,030 crore, which is 10.5 per cent higher than the revised estimate for 2025-26. However, while considering the rising costs of infrastructure, inflation, and maintenance needs this higher allocation is not enough.

Despite high investments, the operating ratio is expected to remain

above 98 per cent, leaving little revenue surplus for capital works. Over the past decade, close to 99 per cent of the Ministry's revenue receipts have been absorbed, with limited scope to invest towards capital creation. In fact, CAG in August 2025 observed that operating ratio reported by the Railways may understate true working expenses.

The internal revenue for 2026-27 is estimated to be Rs. 3.02 lakh crore. This is an increase of 8.4 per cent over the revised estimate for 2025-26. It has been noted that Railways have missed target for both passenger and freight traffic in the previous year. They have spent 71 per cent of the revenues on salaries and pensions in the last 10 years.

As far as the safety aspect is concerned, Kavach, the automatic train protection system, faces significant implementation delays, covering only about three per cent of 68,000 kilometers of network.

The passenger comfort continues to be neglected in the Indian Railways. The budget allocation for customer amenities is declining from Rs. 12,118 crore in 2025-26 to Rs.11,971 crore in 2026-27. In 2025, C&AG reported that 1,00,280 complaints were recorded in 2022-23 regarding the non-availability of water in train toilets and washbasins, exposing the Government's failure to address even basic passenger amenities.

Under the Amrit Bharat Station Scheme, 1,337 railway stations were identified for phased redevelopment across the country, but only 172 stations have been completed so far.

Railways' neglect of Kerala is continuing and the State is not getting

adequate share in the railway allocation. The budget outlay of Rs. 3,795 crore for Kerala for 2026-27 is disproportionately low while compared to other States. The Budget of 2026-27 mentioned the implementation of seven high-speed railway corridors connecting cities in various States, but Kerala was not included. There is no sincere effort from the Railways to complete the long-pending Angamaly–Sabarimala railway line. The Railway Board has short-listed Nedumangad town of Kerala under the plan to provide railway connectivity to all the towns having a population of more than 50,000. Railway facilities to Nedumangad town could be provided through the extension of Angamaly- Sabarimala railway line from Erumeli to Thiruvananthapuram.

The development project of Nemom Coaching Terminal is also being neglected. The master plan of this project has been changed. Initially, a comprehensive project of Rs. 350 crore was expected, but the second phase estimate was drastically reduced to just Rs. 97 crore. The original plan included the construction of five pit lines and ten stabling lines, which was reduced to two pit lines and three stabling lines. It is necessary to complete the project as per the approved DPR.

Varkala and Chirayinkeezhu stations, in my constituency, have been selected for development under the Amrit Bharat Station Scheme. Development works of these two important stations should be completed on priority. Inordinate delay in the construction of sanctioned railway over-bridges is a concerning issue. It is unfortunate that the work of seven ROBs – Kaniyapuram Level Crossing, Sharkara Manjadimoodu, Edava, Venkulam,

Punnamoodu, and Azhoor Gate – has not been started even after 12 years of sanctioning the same. It is necessary to take immediate measures for the execution of these projects without further delay. ROBs at the remaining level crossings – Chantha Mukku Vakkam, Velivilakam, Perunguzhi, Edava Venkulam, Varkala, Murukkumpuzha, Mythani Karichara, and Vettu Road – have also been sanctioned.

The demand for the stoppage of more passenger trains at Chirayinkeezhu and Kadakkavoor Stations under Attingal constituency should be considered. I have demanded for these stoppages several times to the Chairman of the Railway Board also, but it has not been considered.

The demand for introduction of a new train service connecting the pilgrim centres of Varkala Sivagiri and Varanasi is not yet considered. A new train service from Thiruvananthapuram to Varanasi should be considered for the convenience of pilgrims.

Despite continuous requests, the concession to senior citizens is not yet restored. I request the Government to consider it on priority.

Indian Railways is at a critical juncture. While ambitious projects are being undertaken, gaps in financial sustainability, project execution and revenue generation must be urgently addressed. Thank you, Madam.

SHRI M. MALLESH BABU (KOLAR): Thank you, hon. Chairperson, Madam, for allowing me to speak on the Demand for Grants for Railways.

The Indian Railways is no longer just a transport utility. It has become the engine of our national growth. Under the visionary leadership of hon. Prime

Minister Shri Narendra Modi ji and the tireless efforts of hon. Railway Minister Shri Ashwini Vaishnaw ji, we are witnessing a golden age of rail infrastructure that prioritises the common man while driving industrial excellence.

To understand the scale of transformation, one only needs to look at the budgetary trajectory over the last three years. The commitment to modernising our tracks, stations and rolling stock is evident.

The consistent year-on-year increases prove that this Government does not just announce projects. It funds them to completion. We have moved away from the era of token announcements to an era of total execution.

Chairperson, Madam, the railways are moving at a fast pace to cover every habitation, from the remote corners of the Northeast to the bustling hubs of South India. Railway infrastructure is being provided at each and every station. This is not just about high-speed trains for the elite. It is about providing clean toilets, footover-bridges and digital ticketing for the common man at the smallest of halts.

Under the visionary leadership of hon. Prime Minister Shri Narendra Modi ji and hon. Railway Minister Shri Ashwini Vaishnaw ji, Indian Railways has undergone a historic transformation over the last decade. Some of the major achievements include rapid electrification of railway lines, introduction of Vande Bharat Express trains, implementation of Kavach, India's indigenous automatic train protection system, development of dedicated freight corridors covering about 3,000 kilometres, launching of Amrit Bharat Station Scheme, under which more than 1,300 railway stations across India are being

redeveloped.

Now, I am coming to an important demand for my State, Karnataka, Madam. Mangalore is the only commercial port in the State of Karnataka, but unfortunately it is not connected with a good high-speed rail with other parts of Karnataka. I demand a high-speed rail line between Bengaluru and Mangalore, which will enable the port-led development of our State as per the maritime vision of our Prime Minister Shri Narendra Modi ji.

Specific to my constituency, Madam, I must highlight the Kolar to Whitefield railway line. While this project was sanctioned as far back as 2012-2013, it languished for years under previous administrations. Various factories like Honda, Scania, Hetero, Mahindra Aerospace, Lumax, Tata Electronics, Tata Airbus Helicopter Division, Mitsubishi Electric, Tata Advanced Systems have been set up in Narsapura industrial area.

Today, this line is not just a preference, it is a necessity because Kolar is the district headquarters and Bengaluru is just 60 kilometres away from Kolar. So, this direct rail between Kolar and Whitefield is very much a necessity and it is very important for the industrial area, for the students and for the localites. It will provide a seamless link between industrial workforce and Bengaluru Tech Corridor. It will allow our farmers to move their produce faster and our youth to access jobs without the burden of road congestion.

Madam, the second one is Kolar-Mulbagal railway track connecting Chittoor for pilgrims to Chittoor, Tirupati, Venkateshwara temple and Kalahasti temple. Daily around 10,000 people visit these temples from Kolar district.

The third one is Srinivaspur to Madanpalli. A Kisan train was started from Srinivaspur in 2021 to transport mangoes. That train was operational only in that particular year. I would request the hon. Minister to continue this facility.

The credit of this proactive approach goes squarely to our hon. Prime Minister and the hon. Railway Minister. They have ensured that the Railways is no longer a slow-moving game but a fast-paced partner in India's journey toward becoming a USD 5 trillion economy.

I strongly support the Demands for Grants for Railways and urge the Ministry to expedite the Kolar-Whitefield link to unlock the full potential of Karnataka's industrial belt.

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया (साबरकांठा): माननीय सभापति महोदया, मैं आज इस सम्माननीय सदन में रेल मंत्रालय की वर्ष 2026-27 की अनुदानों की मांगों पर चर्चा के दौरान अपनी बात रखने के लिए खड़ी हुई हूँ। सबसे पहले मैं देश के यशस्वी प्रधानमंत्री श्री नरेन्द्र मोदी जी और हमारे दूरदर्शी रेल मंत्री श्री अश्विनी वैष्णव जी को हृदय से बधाई देती हूँ, जिनके नेतृत्व में भारतीय रेल आज परिवर्तन, प्रगति और आत्मविश्वास के एक नए युग में प्रवेश कर चुकी है। भारतीय रेल आज केवल यात्रियों को एक स्थान से दूसरे स्थान तक पहुंचाने का साधन नहीं है, बल्कि यह आत्मनिर्भर भारत और विकसित भारत के संकल्प की सबसे मजबूत धुरी बन चुकी है। पिछले दशक में रेलवे के क्षेत्र में जो परिवर्तन हुआ है, वह अभूतपूर्व है। तेजी से हो रहा विद्युतीकरण, वंदे भारत ट्रेनों का विस्तार, अमृत भारत स्टेशन योजना, कवच जैसी आधुनिक सुरक्षा प्रणाली और यात्रियों के लिए बेहतर सुविधाएं इस बात का प्रमाण हैं कि सरकार का लक्ष्य सुरक्षित, आधुनिक और विश्वस्तरीय भारतीय रेल का निर्माण करना है।

सभापति महोदया, पहले छुक-छुक गाड़ियां दौड़ती थीं, लेकिन 2014 के बाद से आदरणीय प्रधानमंत्री श्री नरेन्द्र मोदी जी व रेलमंत्री श्री अश्विनी वैष्णव जी के नेतृत्व में सुपरफास्ट हाईस्पीड,

ट्रेनें दौड़ रही हैं। यही यशस्वी प्रधानमंत्री श्री नरेन्द्र मोदी जी का कमाल है।

सभापति महोदया, मैं कहना चाहती हूँ कि :

“हौसलों की उड़ान देखनी हो, तो आसमान देखो और

विकास की पहचान देखनी हो, तो हिंदुस्तान की रेलवे देखो।”

माननीय सभापति महोदया, यदि हम वर्ष 2013-14 के समय को देखें, जब देश में यूपीए की सरकार थी, तब भारतीय रेल का बजट लगभग 63 हजार करोड़ रुपए के आसपास था। संसाधनों की कमी के कारण विकास की गति सीमित थी, लेकिन आज प्रधानमंत्री श्री नरेन्द्र मोदी जी के नेतृत्व में वर्ष 2026-27 में रेलवे के लिए लगभग 2.78 लाख करोड़ रुपए का प्रावधान और 2.93 लाख करोड़ रुपए का रिकॉर्ड पूंजीगत निवेश किया गया है। यानी एक दशक के भीतर रेलवे के बजट में चार से पांच गुना तक की वृद्धि हुई है। यह केवल बजट का विस्तार नहीं, बल्कि भारत के विकास की गति और संकल्प का प्रमाण है। आज सरकार का स्पष्ट लक्ष्य है कि देश के हर कोने को आधुनिक, तेज और सुरक्षित रेल नेटवर्क से जोड़ा जाए। यही कारण है कि देशभर में कई ऐतिहासिक परियोजनाएं शुरू की गई हैं जो उत्तर से दक्षिण, पूर्व से पश्चिम और हिमालय से समुद्र तक पूरे भारत को एक मजबूत रेल नेटवर्क से जोड़ने का कार्य कर रही हैं। दिल्ली-वाराणसी हाई-स्पीड रेल कॉरिडोर इस दिशा में एक ऐतिहासिक पहल है, जिसके माध्यम से यह यात्रा लगभग 3 घंटे 50 मिनट में पूरी हो सकेगी। इसी प्रकार वाराणसी-पटना होते हुए सिलीगुड़ी तक हाई-स्पीड रेल से यात्रा लगभग 2 घंटे 55 मिनट में संभव होगी। यह कॉरिडोर दिल्ली, उत्तर प्रदेश, बिहार और पश्चिम बंगाल के बीच एक नया आर्थिक गलियारा तैयार करेगा, जिससे व्यापार, उद्योग और क्षेत्रीय विकास को गति मिलेगी।

माननीय सभापति महोदया, पूर्वोत्तर भारत को मुख्यधारा से जोड़ने के लिए भी सरकार ने अभूतपूर्व पहल की है। रिकॉर्ड निवेश के माध्यम से नई रेल लाइनों का निर्माण, स्टेशनों का पुनर्विकास और सुरक्षा सुधार किए जा रहे हैं। इसके साथ ही लगभग 40 किलोमीटर लंबा भूमिगत रेल कॉरिडोर प्रस्तावित है, जो पूर्वोत्तर को देश के अन्य हिस्सों से और अधिक मजबूती से

जोड़ेगा। इससे शिक्षा, स्वास्थ्य, पर्यटन और स्थानीय व्यापार के लिए नए अवसर खुलेंगे। उत्तरी राज्यों में भी रेलवे का विकास तेजी से आगे बढ़ रहा है। पंजाब, हरियाणा और हिमाचल प्रदेश में रेलवे का 100 प्रतिशत विद्युतीकरण हो चुका है और अमृत भारत स्टेशन योजना के अंतर्गत स्टेशनों का व्यापक आधुनिकीकरण किया जा रहा है। दक्षिण भारत में भी रेलवे के विकास की एक नई कहानी लिखी जा रही है। वहां एक हाई-स्पीड रेल "डायमंड नेटवर्क" विकसित किया जा रहा है, जो हैदराबाद, बेंगलुरु और चेन्नई जैसे प्रमुख शहरों को जोड़ेगा।

इसके पूरा होने के बाद चेन्नई से बेंगलुरु की यात्रा लगभग 1 घंटा 13 मिनट, बेंगलुरु से हैदराबाद लगभग 2 घंटे और चेन्नई से हैदराबाद लगभग 2 घंटे 55 मिनट में पूरी हो सकेगी। यह नेटवर्क कर्नाटक, तेलंगाना, आंध्र प्रदेश, तमिलनाडु, केरल और पुडुचेरी के आर्थिक विकास को नई गति देगा।

देश के आर्थिक विकास को गति देने के लिए डानकुनी से सूरत तक लगभग 2052 किलोमीटर लंबा ईस्ट-वेस्ट डेडिकेटेड फ्रेट कॉरिडोर विकसित किया जा रहा है, जो झारखंड, बिहार, ओडिशा और महाराष्ट्र से होकर गुजरेगा। इससे माल ढुलाई की गति बढ़ेगी, लॉजिस्टिक्स लागत घटेगी और उद्योगों तथा व्यापार को नई ऊर्जा मिलेगी। भारतीय रेलवे का लक्ष्य 3000 मिलियन टन माल ढुलाई हासिल करना है, जिसके लिए आधुनिक इंजन, उन्नत ट्रैक और अत्याधुनिक सिग्नलिंग प्रणाली विकसित की जा रही है।

माननीय सभापति महोदया, यदि हम गुजरात राज्य की बात करें तो वहाँ रेलवे के क्षेत्र में भी ऐतिहासिक परिवर्तन हुआ है। वर्ष 2009 से 2014 के बीच गुजरात को औसतन मात्र 589 करोड़ रुपये का बजट मिलता था, लेकिन आज वर्ष 2026-27 में गुजरात को 17,366 करोड़ रुपये का रिकॉर्ड आवंटन किया गया है, जो लगभग 29 गुना वृद्धि को दर्शाता है। वर्तमान में गुजरात में लगभग 1.28 लाख करोड़ रुपये की रेलवे परियोजनाओं पर कार्य प्रगति पर है। इसके लिए मैं प्रधानमंत्री श्री नरेंद्र मोदी जी, गृह एवं सहकारिता मंत्री श्री अमितभाई शाह जी, वित्त मंत्री श्रीमती निर्मला सीतारमण जी और हमारे यशस्वी रेल मंत्री श्री अश्विनी वैष्णव जी का हृदय से आभार

व्यक्त करती हूँ।

माननीय सभापति महोदया, मैं माननीय रेल मंत्री जी का ध्यान इस ओर भी आकर्षित करना चाहती हूँ कि मोडासा-बायड-कपड़वंज-नडियाड के 105 किलोमीटर रेल मार्ग पर 53 रेलवे फाटक हैं, जिन पर अंडरपास और फ्लाईओवर ब्रिज का निर्माण अत्यंत आवश्यक है। विभाग द्वारा प्रस्ताव भेजा जा चुका है, इसलिए मैं माननीय मंत्री जी से आग्रह है कि इसे शीघ्र स्वीकृति दें। बायड और तोरणा स्टेशन को एक्सपेंड करने के लिए धनराशि आवंटन करने के लिए भी मैं माननीय मंत्री जी का आभार व्यक्त करती हूँ।

महोदया, मैं अपने क्षेत्र साबरकांठा की बात करूँ तो मैं रेल मंत्री जी को धन्यवाद करना चाहूँगी कि यह हमारी वर्षों पुरानी मांग थी, जिसको माननीय अश्विनी वैष्णव जी ने पूरा किया है। विशेष रूप से लोक सभा क्षेत्र साबरकांठा की जनता की ओर से रेल मंत्री जी का आभार व्यक्त करती हूँ कि उन्होंने उदयपुर से असारवां तक वंदे भारत रेल अरावली जिले के प्रसिद्ध तीर्थ स्थल शामलाजी मंदिर पर वंदे भारत ट्रेन का स्टॉपेज प्रदान किया गया है। इसके लिए हमारे क्षेत्र की जनता आपको धन्यवाद दे रही है और मेरे क्षेत्रवासियों की ओर से मैं भी आपको धन्यवाद देती हूँ।

इसके अतिरिक्त खेडब्रह्मा से हदाद-अम्बाजी नई रेल लाइन के डीपीआर और फाइनल लोकेशन सर्वे को स्वीकृति दी गई है और मोडासा-टिंटोई-शामलाजी रोड रेल लाइन के विद्युतीकरण का कार्य लगभग 254 करोड़ रुपये की लागत से पूर्ण होने के चरण में है। इन परियोजनाओं से माँ अम्बाजी शक्तिपीठ के दर्शनार्थियों तथा उत्तर और दक्षिण भारत के यात्रियों को बड़ी सुविधा मिलेगी।

माननीय महोदया, आज भारतीय रेल रोजगार सृजन, क्षेत्रीय विकास और व स्थानीय अर्थव्यवस्था को सशक्त बनाने का सबसे बड़ा माध्यम बन चुकी है। आज यह सरकार कश्मीर से कन्याकुमारी, कच्छ से कामाख्या तक पूरे भारत को एक मजबूत रेलवे नेटवर्क से जोड़ने का कार्य कर रही है। मैं विपक्ष के मित्रों से केवल इतना कहना चाहूँगी-

"दीये जलाने वालों का साथ दीजिए साहब,

अंधेरो की तरफदारी में क्या रखा है।"

अंत में, मैं अपनी बात इन पंक्तियों के साथ समाप्त करना चाहूँगी-

"रेल की पटरियों पर अब विकास दौड़ रहा है,

नया भारत हर दिशा में आगे बढ़ रहा है।

मोदी जी के नेतृत्व में विश्वास जग रहा है,

हर स्टेशन पर अब प्रगति का दीप जल रहा है।"

इन्हीं शब्दों के साथ मैं पूरे विश्वास के साथ रेल मंत्रालय की वर्ष 2026-27 की अनुदान मांगों का पूर्ण समर्थन करती हूँ।

बहुत-बहुत धन्यवाद।

श्री अमरा राम (सीकर) : सभापति महोदया, आपने मुझे रेल की वर्ष 2026-27 की अनुदान की मांगों पर हो रही चर्चा में बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

भारतीय रेल आमजन के आवागमन के लिए सबसे सुरक्षित और बेहतरीन साधन है। यह न केवल आम आदमी के लिए सुरक्षित है बल्कि हमारी आर्थिक गतिविधियों के लिए भी सबसे महत्वपूर्ण है। आज सड़क का जितना विकास हो रहा है, उतना रेल का विकास नहीं हो रहा है। तय रूप से कूड ऑयल आयात करने में जितनी बड़ी विदेशी मुद्रा हमें खर्च करनी पड़ती है और जितना हम सड़क का विकास कर रहे हैं, अगर उसी अनुपात में रेल का विकास करते तो मैं समझता हूँ कि इस देश की प्रगति में बहुत बड़ा योगदान हो सकता था। हमारे यहां जिस तरह से सीमेंट, कंक्रीट, लोहा आदि है, आज भी 80 प्रतिशत माल की ढुलाई सड़क के माध्यम से हो रही है। अकेले राजस्थान में 9 एक्सप्रेस हाइवेज बनाए जा रहे हैं। मैं समझता हूँ कि 9 एक्सप्रेस हाइवेज की जगह रेल का विकास किया जाए तो यात्री भार, जिससे बहुत बड़ा नुकसान ऑयल का हो रहा है, उससे बचत हो सकती है।

जहां तक शेखावटी का सवाल है, मैं सीकर से आता हूँ। सीकर, शेखावटी, झुंझुनु, जहां सबसे ज्यादा इस देश के सैनिक और अर्द्धसैनिक हैं। आप कहीं भी जाएंगे तो वे देश के हर कोने में

मिलेंगे। वहां के व्यापारी भी सभी जगह मिलेंगे। लेकिन, रेल का विकास आज भी सीकर और झुंझुनु में नहीं है। दिल्ली आने के लिए केवल एक ट्रेन है। एक ट्रेन जो तीन दिन आती है, जहां सबसे बड़ा खाटू श्याम जी का तीर्थ स्थान है, वहां हर शनिवार, रविवार और एकादशी को, महीने में पंद्रह दिन इतनी भीड़ होती है कि सीकर और झुंझुनु से दिल्ली आने वाले लोग या दिल्ली से सीकर और झुंझुनु जाने वाले लोग दो महीने पहले भी रेलवे टिकट बुक करेंगे तो उनको रिजर्वेशन नहीं मिलेगा।

मेरा निवेदन है कि निश्चित रूप से उसके लिए रेल की व्यवस्थाएं बढ़ाई जाएं। आज हालत क्या हो रही है, हमारा रेल मंडल और रेल मंत्रालय यहां है, फिर भी नई दिल्ली रेलवे स्टेशन पर भीड़ की भगदड़ से लोगों की जान चली जाती है। इससे ज्यादा अफसोसजनक बात नहीं हो सकती है। आज जिस तरह से रेल के विकास की आवश्यकता है, निश्चित रूप से मेरा निवेदन है कि सीकर की आम जनता और खाटू श्याम जी जाने वाले दर्शनार्थियों को सीकर-रींगेस से लेकर दिल्ली और जयपुर तक एक शटल चलाई जाए, जिससे लोगों को आवाजाही में परेशानी न हो। एक सैनिक एक्सप्रेस जयपुर से चलकर झुंझुनु, सीकर होते हुए दिल्ली आती है और दिल्ली के बाद बठिंडा जाती है। उसके आगे-आगे आधे घंटे पहले गोरखधाम जाती है और बठिंडा से वापस आती है।

मेरा निवेदन है कि तमाम हरिद्वार जाने वाले जो लोग हैं, चूंकि अहमदाबाद से जो गाड़ी आती है उसमें कोई जगह नहीं मिलती है, इसलिए सैनिक एक्सप्रेस, जो 19701 और 19702 है, निश्चित रूप से उसको हरिद्वार तक चलाया जाए। उससे आम लोग जो हरिद्वार जाते हैं, उनको बढ़िया व्यवस्था मिल सकेगी। जो तीन दिन रेल चलती है, उसको निश्चित रूप से सात दिन किया जाए। उससे सीकर, झुंझुनु के उन तमाम सैनिक, अर्द्धसैनिक, आम व्यापारी और आम जनता को सुविधा मिलेगी। मैं समझता हूं कि जो सीकर-रींगेस रेलवे स्टेशन है, जिसको रिनोवेशन के माध्यम से अपडेट करना था, वह समय निकल गया, लेकिन आज तक वह पूरा नहीं हुआ। रींगेस मेले, जिसमें 35 से 40 लाख दर्शनार्थी आते हैं, उनकी सुविधाओं के लिए आज तक वह काम पूरा नहीं

हुआ है। इसलिए, अतिशीघ्र उसको पूरा किया जाए।

मैं आखिर में निवेदन करना चाहूंगा कि सीधा फतेहपुर से रतनगढ़ और रतनगढ़ से आगे जो सरदारशहर है, उससे हनुमानगढ़ तक सीधी रेल लाइन डाली जाएगी तो सेना और आम जनता के लिए सबसे ज्यादा सुविधाजनक होगा।

आपने मुझे बोलने का समय दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

जय हिन्द।

SHRI SASIKANTH SENTHIL (TIRUVALLUR): Thank you, Madam Chairperson.

This Government has built two Railways – one is the Railways that we see in these modern Press Meets or new launches that are highly PR-oriented, and there is another Railways where people are struggling every day, there is no punctuality, and rush inside tier-2 and tier-3 stations. I represent that Railways where my people on an everyday basis are going through this turmoil.

Even in this Budget, if you see, the experts have noted that almost \$30 billion investment in the recent years have gone towards station redevelopment and new premium trains. It was all new launches. What about the existing infrastructure, which has to be up-kept and its safety maintained?

There is nothing much in this about it. Around Rs. 73,000 crore is on the rolling stock, which is for new premium trains. The Bullet Train project, the Mumbai-Ahmedabad high-speed rail corridor all are there, but when it comes to track renewal and other safety mechanisms, the budget is minimal. Who rides the Bullet Trains? Who boards the first classes of the Vande Bharat? It is

not the daily wagger from Tiruvallur going to Chennai. We request actual attention to that Railways that actually caters to the common people of this country. It is an actual issue that we are facing right now.

My colleagues are all very happy seeing that India is growing, but I do not see this anywhere. I represent Tiruvallur, which is a growing district in the borders of Chennai and home to a lot of industrial workers. Every day, they struggle as there is paucity of trains, and no time maintenance. People ask for new trains and other things. In fact, in Tiruvallur, we have been requesting stoppages on our stations. This is our basic request. I thank the hon. Railway Minister that after so many years of fight we had two trains stop on our station last week. This is the kind of issues that we are facing.

Of course, I do not want to go into all the safety things. We had a very big accident in our own Constituency in Kavaraipeitai where it was a simple track non-maintenance and there was a collision. Now, budget has to be spent on all these things. In fact, most of the capital expenditure is coming from the Government only and there is nothing much that is happening in Railways. This duality in Railways is something that we should stop.

Before I end, I have certain very basic things to say regarding my Constituency. During COVID, like in many other Constituencies, many of the electric trains in my Constituency were also cancelled. These trains have not been re-established and people are struggling with the same standard that they were struggling without these trains. I do not know what stopped the Government from restarting them. Of course, COVID was a very bad incident

and everybody agrees to it. But when everything is normal, this too has to come back to normalcy.

As regards the Amrit Bharat station renovation project, in Tamil Nadu, 77 stations are taken whereas hardly 19 of them have been completed. In the Tiruvallur station I get complaints from people every day that कंस्ट्रक्शन का इधर-उधर सामान गिर रहा है। For how many days will these constructions go on?

Most important is the RoB construction in such urban areas. After a long demand a RoB proposal is made, but then there is a big miscommunication as there the Railway completes its path, the State Government has to complete it, and the Railways is not considering these things and they immediately close all the corridors without building these RoBs. Now, the people cannot cross from this side to the other side. There is a place called Minjur where every week there is some ambulance or such vehicle stuck for hours together and patients suffer due to it. So, I would request the hon. Railways Minister to look into these things.

I have requested for a subway in the Minjur railway station, which was a long-sanctioned project. This is a basic issue. Everything is allocated and sanctioned, but there is no execution. Today, I would request the hon. Railway Minister to release a chart on whatever he has sanctioned. We are happy on whatever he has allocated. But let him release a chart as to what is the execution timeline. In fact, this is what we are all looking at.

Of course, there is a huge demand for connectivity and expansion of railway lines, but apart from that let us not focus more on these high-end

modern AI smart living. Let us at least make liveable railways for the people and make the current railways in a better way because it is the lifeline of this country.

I once again request our hon. Railway Minister to give more importance to the actual railways that the people are travelling through and not the show things. Thanks a lot, Madam.

श्री धर्मेन्द्र यादव (आज़मगढ़) : माननीय सभापति महोदया, इस मौके पर मैं अपने नेता आदरणीय अखिलेश यादव जी को धन्यवाद देना चाहता हूँ कि उन्होंने पार्टी की तरफ से मुझे बोलने का मौका दिया। वर्तमान सरकार की घोषणाएं और भाषण का मुकाबला न शायद कोई कर पाया है और न कोई आगे कर पाएगा। जहां उत्तर प्रदेश के बारे में बीजेपी के लोग बढ़-चढ़कर बातें करते हैं, स्वयं देश के प्रधान मंत्री जी तीसरी बार उत्तर प्रदेश की जनता के बीच से चुनकर आए, वहीं इस रेल बजट को देखने के बाद उत्तर प्रदेश की जनता बहुत निराश है। उत्तर प्रदेश में अयोध्या से आदरणीय अवधेश जी क्या जीते, उत्तर प्रदेश का बजट बढ़ से बढ़तर करके काटते चले जा रहे हैं। जब मंत्री जी जवाब दें ... (व्यवधान) आप लोग छोड़िए, मंत्री जी सक्षम हैं। जब वह जवाब दें तो बता दें कि उन्होंने आखिर उत्तर प्रदेश के लिए क्या-क्या किया? थोड़ी-बहुत परियोजनाएं बनारस के नाम पर जरूर आईं, लेकिन केवल बनारस को ही फोकस किया है, बाकी उत्तर प्रदेश को कहीं फोकस नहीं किया है। उत्तर प्रदेश के कुछ मंत्री साथी बैठे हुए हैं, लेकिन जब से वे उधर चले गए हैं, उत्तर प्रदेश की आवाज उठाना बंद कर चुके हैं।

सभापति महोदया, मैं आपके माध्यम से देश के अंदर रेल की परियोजना पर, अपनी ओर से लोगों की समस्याओं को आपके बीच रखना चाहता हूँ। पूरे देश में मैनलेस फाटक बनाने के लिए अंडरपास बनाए गए हैं। बरसात के महीने में, मैं समझता हूँ कि हर जगह का एक ही हाल है कि दो-तीन महीने वे पूरी तरह से यूजलेस हो जाते हैं, कोई बच्चा वहां से नहीं निकल सकता है, कोई बीमार नहीं निकल सकता, किसान अपना सामान लेकर नहीं निकल सकते हैं। मैं मंत्री जी से

आपके माध्यम से अनुरोध करूंगा कि वे इस पर विचार करें। यह योजना तीन महीने बुरी तरह फेल हो जाती है, वहां पर कोशिश करके फ्लाई ओवर बनाए जाएं।

सभापति महोदया, माननीय रेल मंत्री जी मौजूद नहीं हैं, माननीय रेल राज्य मंत्री जी बैठे हैं। मैं अपने संसदीय क्षेत्र आजमगढ़ के लिए न जाने कितने ही पत्र दे चुका हूं। उनकी कॉपी मैं आपके सामने दिखा रहा हूं। मंत्री जी जब-जब मिलते हैं, उनसे बहुत अच्छे व्यवहार के साथ, मधुर व्यवहार के साथ आश्वासन तो मिलता है, लेकिन दुर्भाग्य यह है कि उस आश्वासन पर कोई भी कार्रवाई अब तक नहीं हुई। दो साल का आपका कार्यकाल निकल गया है, तीसरा बजट आप पास करा रहे हैं, लेकिन कोई भी कार्रवाई आप उसके ऊपर नहीं करते हैं। रेल राज्य मंत्री जी बैठे हैं, आप अपने कैबिनेट मंत्री जी को हमारी शिकायत जरूरत नोट करा दें।

माननीय सभापति महोदया, मेरा संसदीय क्षेत्र आजमगढ़ बहुत ऐतिहासिक जिला है, मंडल मुख्यालय है, मौलाना शिबली नोमानी साहब का है, कैफी आजामी साहब का स्थान है, दुर्वासा ऋषि जी का स्थान है, ऐसे महान आजमगढ़ के लिए मैंने कई बार वहां की स्थानीय समस्याओं को लेकर बात की।

मैं आपके माध्यम से एक-एक करके थोड़ा सा उनको जरूर रिकार्ड में लाना चाहूंगा। हमसे पूर्व जो भारतीय जनता पार्टी के सांसद कुछ दिनों के लिए बने थे, उस कार्यकाल में उन्होंने घोषणा की कि मैंने बनारस से आजमगढ़ होते हुए गोरखपुर तक नई रेल लाइन स्वीकृत करा दी। मैंने पहले भी इस बात को बजट पर चर्चा में कहा। आज की तारीख तक बनारस से आजमगढ़ तक होते हुए गोरखपुर तक की नई रेल परियोजना का कोई भी बजट स्वीकृत नहीं हुआ है।

सभापति महोदया, आजमगढ़ में जनसंख्या घनत्व ज्यादा है, जमीनें कम हैं, लोग मजबूरीवश ही सही, लेकिन मुंबई जैसे शहर को डेवलप करने के लिए आजमगढ़ के लाखों लोग लगे हुए हैं। हमने कई बार मांग की कि आजमगढ़ से मुंबई के लिए एक सुपरफास्ट ट्रेन चलाई जाए, आजमगढ़ से दिल्ली के लिए एक सुपरफास्ट ट्रेन चलाई जाए, लेकिन अभी तक वह सुपरफास्ट ट्रेन चालू नहीं हुई।

सभापति महोदया, मैं एक बार फिर इस परियोजना के बारे में आपके माध्यम से दोहराना चाहता हूँ। आजमगढ़ के नौजवान छात्र सबसे ज्यादा कहीं पढ़ने जाते हैं, तो प्रयागराज जाते हैं। प्रयागराज से जौनपुर तक एक पैसेंजर ट्रेन चलती है, जो जौनपुर में आकर पूरे दिन खड़ी रहती है।

मैंने मंत्री जी से अनुरोध किया है। सरकार के ऊपर कोई अतिरिक्त भार भी नहीं आएगा। एजे के नाम से जो ट्रेन इलाहाबाद से जौनपुर तक चलती है, उसी का विस्तार यदि आजमगढ़ तक कर दिया जाएगा, तो बजट का अतिरिक्त प्रावधान करने की जरूरत नहीं है और हमारे आजमगढ़ के नौजवानों और छात्रों को हाईकोर्ट के लिए और शिक्षा के लिए जाना पड़ता है, इससे उन्हें भी सुविधा मिल जाएगी। मैं समझता हूँ कि इससे सरकार के ऊपर अतिरिक्त लोड भी नहीं आएगा।

सभापति महोदया, उत्तर प्रदेश की राजधानी लखनऊ के लिए हमने पहले भी माँग की थी कि मऊ जंक्शन से आजमगढ़ होते हुए लखनऊ तक एक दैनिक इंटरसिटी चलाई जाए, जिससे कि कम से कम उत्तर प्रदेश की राजधानी तक हमारे आजमगढ़ मंडल के लोग बखूबी और सलीके से पहुँच सकें।

सभापति महोदया, मैंने एक माँग यह भी की कि मऊ, आजमगढ़ होते हुए माता वैष्णो देवी, कटरा के लिए एक साप्ताहिक ट्रेन चलाई जाए, जिससे जो माँ के भक्त हैं, हमारे पूर्वांचल के लोग वहाँ आसानी से पहुँच सकें। इसी तरह एक वीकली ट्रेन 15025 और 15026 के प्रतिदिन संचालन की घोषणा भी की गई, लेकिन वह नहीं चलाई गई। इसी तरह से 12527 और 12528 आजमगढ़ से आनंद विहार, दिल्ली तक चलाने की घोषणा हुई, नोटिफिकेशन जारी हुआ, समय सारणी भी जारी हुई, लेकिन अभी तक वह सुपर फास्ट ट्रेन नहीं चलाई गई। ये सारे पत्र हम दे चुके हैं।

सभापति महोदया, आजमगढ़ और पूर्वांचल के लोग मुंबई की तरह ही कोलकाता में भी जाते हैं। कोलकाता के लिए 13137 और 13138 साप्ताहिक ट्रेन चलाने की घोषणा भी की गई, लेकिन वह अभी विधिवत नहीं चल रही है और वहाँ काफी दिक्कतें हैं।

सभापति महोदया, बहुत सारी माँगें की गई थीं। इससे पूर्व जो हमारा निर्वाचन क्षेत्र बढ़ाया था, उसे लेकर मैंने पहले भी कई बार प्रश्न उठाए और हमारे वर्तमान सांसद आदित्य जी ने भी कई

बार प्रश्न उठाए। बदायूँ से दिल्ली के लिए और बदायूँ से लखनऊ के लिए ट्रेन की कोई भी सुविधा नहीं है। इसके साथ ही एक बहुत गंभीर परियोजना, जिसकी माँग श्रद्धेय नेता जी ने की थी, मैनपुरी से एटा, एटा से कासगंज, बदायूँ और संभल होते हुए गजरौला तक, जो कि श्रद्धेय नेता जी की कर्मभूमि का एक बड़ा हिस्सा है, इसकी घोषणा भी तत्कालीन रेल मंत्री लालू जी ने की थी, लेकिन यह परियोजना ठंडे बस्ते में पड़ी है।

महोदया, मैं आपके माध्यम से माननीय मंत्री जी से उम्मीद और अनुरोध करता हूँ कि कम से कम इस ठंडे बस्ते की परियोजना को आप सुचारु रूप से लागू कराएँ। यही हमारी माँग है, आपने मुझे मौका दिया, इसके लिए धन्यवाद। मैं माननीय मंत्री जी से कहूँगा कि जिस अपनत्व के साथ वे आश्वासन देते हैं, या तो एकदम मना कर दें, और यदि आश्वासन देते हैं, तो पूरे न सही, लेकिन जितने काम होने लायक हैं, उतने काम तो करा दें।

सभापति महोदया, मैं बस आधा मिनट और लूँगा। मेरी नजर पड़ गई, यहाँ बदायूँ के मंत्री जी बैठे हैं, लेकिन कोई काम नहीं करा रहे हैं। मंत्री जी, आपको बदायूँ की जनता भी देख रही है। जनता देख रही है और जनता जवाब देगी कि आपके मंत्री बनने का जिले को कोई लाभ नहीं मिल पाया। यह जनता देख रही है और जनता चुनावों में जवाब देगी।

बहुत-बहुत धन्यवाद।

SHRI N. K. PREMACHANDRAN (KOLLAM): Hon. Chairperson, Madam, I thank you for affording me this opportunity to take part in the discussion on Demand No.85 in Demands for Grants under the Ministry of Railways. Indian Railways is the lifeline of the nation. It plays a significant role in maintaining the unity and integrity of the nation. Further, it is the third largest network in the world under a single management. Railway is the transportation facility of the *aam aadmi* and the common people are mainly depending on the Indian Railways for transportation. So, my first suggestion is that more budgetary

support has to be provided to the Indian Railways.

Madam, I have already moved 10 Cut Motions to Demand No.85 just to impress upon the Minister and the Railway Board to consider the genuine demands of my Parliamentary Constituency Kollam and my State Kerala. I have no hesitation in appreciating the performance of the Indian Railways and the Ministry and the Railway Minister in particular. Regarding the performance of the Railways, that too in the case of infrastructure development of the Indian Railways, I do admit the fact that the Indian Railways space is structurally changing, particularly in infrastructure development of Railway network.

16.00 hrs

Recently, in the last month, I publicly expressed this opinion when a multi-level parking complex of my railway station was being inaugurated by my learned friend Shri Suresh Gopi. I openly discussed it and it has become a controversial news in the State of Kerala also. At the same time, I would like to suggest to the hon. Minister as well as the Government that much importance and significance has to be given to other critical observations also.

Madam, the Annual Plan for the year 2026-27 is Rs. 2.93 lakh crore, which is more than that of the Revised Estimate of 2025, that is, an amount of Rs. 27,830 crore more than that of the Revised Estimate of 2025-26.

Madam, my suggestion to the Railway Ministry and the Railway Board is that focus should be given for modernisation, expansion and to enhance the operational efficiency of the Indian Railways. Further, the Standing Committee on Railway rightly recommended that priority be accorded to the new lines,

gauge conversion, doubling works and timely completion of dedicated freight corridors to ensure expansion of railway network.

Madam, my critical observations regarding the performance of the Ministry relate mainly to two aspects: first, the revenue expenditure, and second, the operating ratio. The revenue expenditure of the Indian Railways has increased substantially from Rs. 1,38,236 crore in 2021 to Rs. 2,99,500 crore in 2026-27. The internal revenue of the Indian Railways for 2026-27 is estimated at Rs. 3.02 lakh crore, which is 8.4 per cent higher than the Revised Estimate for 2025-26.

Madam, 99.7 per cent of the revenue of the Indian Railways comes from traffic operations, out of which 62-65 per cent of the traffic revenue is from the freight traffic. In last year's Budget, that is, the current year Budget for 2025-26, both freight revenue and passenger revenue are lower than the Budget Estimates.

Madam, freight traffic has grown by only 5.1 per cent as against the expected level, and passenger revenue has fallen short by 13.8 per cent. I seek a clarification from the Railway Minister regarding this lower than expected performance in the current year's Budget.

Madam, coming to the operating ratio, it is also one of the key factors by which the performance of the Ministry or the Railways is assessed. From 2022-23 onwards, the operating ratio of the Indian Railways has been consistently above 98 per cent. For the year 2025-26, operating ratio is 98.82 per cent. Madam, for the year 2026-27, that is, the coming Budget year, the Indian

Railways has projected an operating ratio target of 98.4 per cent.

Madam, the operating ratio is one of the important criteria for assessing the performance of the Indian Railways. If that is the case, the Railways have not been able to show significant improvement in the operating ratio, and this issue needs to be addressed. This is the final suggestion I would like to make to the hon. Minister.

Madam, I would also request the hon. Minister to consider the role of the Indian Railways in the overall gross freight traffic. Between 1950 and 2021, the logistics market in the country grew from about 87 million metric tonnes to nearly 4,500-5,000 million metric tonnes, which means a growth of around 55 times. During the same period, rail freight traffic increased only from about 73 million metric tonnes to 1,418 million metric tonnes, reflecting a growth of about 20 times. This clearly indicates that the share of the Indian Railways in the overall freight traffic is gradually declining, and this issue needs to be addressed as it is a serious concern.

Madam, in 2007-08, the share of rail freight traffic was about 36 per cent, but by 2021 it had come down to around 26 per cent. This shows a sharp decline, and this trend needs to be taken into serious consideration. According to the National Rail Plan, you are planning to increase the rail freight traffic by 45 per cent by the financial year 2030-31. In order to achieve this target, freight traffic has to grow annually by 9 per cent. I would like to ask whether it is possible to achieve this target. I am seeking a clarification or an answer from the hon. Minister whether we would be able to achieve this growth of 9 per

cent so as to achieve the target by 2030-31.

The second critical observation is that though the Government is working for the last 12 years, the traffic revenue is still less than that of the budgetary support.

In spite of the budgetary support performance indicators, as my hon. learned friend has already rightly stated, the average speed of the trains and the efficiency of capital have not shown significant improvements, though the infrastructure development is there. So, all these issues have to be considered.

Finally, I come to the matters of my constituency. Madam, I come from Kollam constituency, in which gauge conversion has been done, of Kollam-Sengottai line. A huge amount was spent, but unfortunately, no trains have been restored. Even more trains have to be introduced after the gauge conversion work.

I would also like to suggest to the hon. Minister and the Railway Board, through you, that MEMU service should be started on intermittent basis. MEMU is the best way by which the satisfaction or the need of the people can be met well. In the Kollam-Sengottai region, more MEMU services have to be introduced. So far there is no MEMU service in Kollam-Sengottai region. That has to be introduced. More and more MEMU service has to be introduced in between Kollam and Thiruvananthapuram, Kollam and Valapuram, and Kollam and Kottayam.

I would like to suggest to the Minister and the Government that the MEMU repairing and maintenance shed at Kollam is nearing completion. We

have already spent more than Rs. 46 crore. So, I suggest that Kollam be made the MEMU hub of Southern Railway, in particular the Thiruvananthapuram Division.

The second point is the long pending demand of the Vistadome coaches between Kollam and Madurai *via* Sengottai. The Paravur and Perinad stations have to be developed as the *Amrit Bharat* stations.

Now, I would like to mention about the Chinese palace, the palace, which the hon. Minister of Culture, Shri Suresh Gopi, has visited. It is one of the very old structures that used to be considered as the Railway Museum. Any art or cultural centre or some other centre has to be made the Railway Museum, for which he has already given the assurance.

I would like to seek a reply from the hon. Minister for this as it has already been initiated by the Minister. I would also like to request you to increase the number of coaches and speed of trains on Kollam-Sengottai line and I would also request him to introduce LHP coaches.

Madam, in 2019, just before the elections, the Prime Minister had inaugurated the construction of so many ROBs, but nothing has been done so far. That has to be taken into account. I once again appreciate the performance of the Railways during this period, in particular, the infrastructure development. With these words I conclude.

Thank you very much, Madam.

माननीय सभापति : माननीय सदस्य श्री दिलेश्वर कामैत जी ।

श्री दिलेश्वर कामैत (सुपौल) : आदरणीय सभापति महोदया, आपने मुझे वर्ष 2026-27 के लिए

रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर चर्चा में भाग लेने का अवसर दिया, इसके लिए बहुत-बहुत धन्यवाद।

महोदया, सबसे पहले मैं माननीय प्रधानमंत्री जी एवं माननीय रेल मंत्री जी के प्रति आभार प्रकट करना चाहता हूँ कि उन्होंने रेलवे के चहुंमुखी विकास के साथ देश की आर्थिक स्थिति को मजबूत करने के लिए 2,93,000 करोड़ रुपये का बजट दिया है, जिसमें बिहार के लिए 10,379 करोड़ रुपये आवंटित किए गए हैं।

महोदया, भारतीय रेल को देश की सबसे बड़ी 'लाइफलाइन' कहा जाता है, जो दुनिया का चौथा सबसे बड़ा नेटवर्क है। भारतीय अर्थव्यवस्था को सुदृढ़ बनाने में रेलवे की अहम भूमिका है। इस बार अनुदान की मांगों पर भारतीय रेलवे में सुधार हेतु कई मुख्य क्षेत्रों पर बल दिया गया है, जिसमें तकनीकी उन्नति, क्षमता विस्तार और मजबूत सुरक्षा के साथ आधुनिकीकरण पर भी विशेष ध्यान दिया गया है। 'कवच' जैसी स्वचालित ट्रेन सुरक्षा प्रणाली के क्रियान्वयन सहित प्रौद्योगिकी को आगे बढ़ाने के महत्व पर जोर दिया गया है।

16.08 hrs

(Shri N. K. Premachandran *in the Chair*)

बिहार में वर्ष 2014 के बाद अब तक 4,133 किलोमीटर रेलवे विद्युतीकरण का कार्य किया जा चुका है, जिसके परिणामस्वरूप बिहार का रेल नेटवर्क अब 100 प्रतिशत विद्युतीकृत हो गया है। बिहार के 98 रेलवे स्टेशनों को 'अमृत भारत स्टेशन योजना' के तहत निर्माण कार्य तेजी से किया जा रहा है। जिसमें सुपौल स्टेशन का निर्माण लगभग पूरा हो चुका है तथा सुपौल स्टेशन, अब सुपौल जंक्शन बन गया है, इसके लिए मैं माननीय रेल मंत्री जी का आभार व्यक्त करता हूँ।

महोदय, बिहार से देश की वैश्विक पहचान को मजबूती मिली है। सारण जिले के बेला में स्थापित रेल व्हील प्लांट से देश के युवाओं और तकनीकी-कर्मियों को बड़े पैमाने पर प्रत्यक्ष एवं अप्रत्यक्ष रूप से रोजगार के अवसर उपलब्ध करा रहा है, जिससे स्थानीय अर्थव्यवस्था को नयी मजबूती मिल रही है। मधेपुरा और मधौरा में स्थित आधुनिक लोकोमोटिव फैक्ट्री देश की रेल व्यवस्था को नयी गति, शक्ति और विश्वसनीयता प्रदान करने के साथ-साथ मेड इन इंडिया

लोकोमोटिव्स का सफलतापूर्वक निर्माण कर एवं उनको विदेशी बाजारों तक पहुंचाकर भारत की उन्नत तकनीकी क्षमता और आत्मनिर्भरता से वैश्विक मंच पर परचम लहरा रही है।

बिहार को मिली आधुनिक ट्रेन्स से राज्य की छवि को पूरी तरह से बदल दिया गया है। वर्तमान में, 14 वंदे भारत ट्रेन्स से 25 जिलों को जोड़ते हुए, 42 रेलवे स्टेशन्स पर ठहरती हैं। वहीं 21 समृद्ध भारत ट्रेन्स 31 जिलों को कवर करते हुए, 70 स्टेशन्स पर अपनी सेवाएं प्रदान कर रही हैं।

मेरे संसदीय क्षेत्र सुपौल से राज्य की राजधानी पटना तथा देश की राजधानी दिल्ली के लिए पहले एक भी ट्रेन नहीं चलती थी। वहां रेल की सीटी नहीं सुनायी पड़ती थी। मैं माननीय रेल मंत्री जी के प्रति आभार प्रकट करता हूँ कि आपके द्वारा ललितग्राम तथा सहरसा से आनन्द विहार एवं नई दिल्ली वाया सुपौल तथा सुपौल से पुणे तक ट्रेन्स का परिचालन कर ऐतिहासिक काम किया गया। इससे राजस्व में तो वृद्धि हो ही रही है, इसके साथ ही, दिल्ली, पुणे एवं पटना आने-जाने में जनता को सुविधाएं मिल रही हैं।

मेरा संसदीय क्षेत्र सुपौल बिहार का सीमावर्ती, अति पिछड़ा तथा नेपाल से सटा हुआ बाढ़ग्रस्त क्षेत्र है। मैं सदन के माध्यम से माननीय रेल मंत्री जी से अपने संसदीय क्षेत्र- सुपौल के लिए रेलवे से संबंधित जनहित में अति आवश्यक मांगों के लिए आग्रह करता हूँ। ललितग्राम से वाया सरायगढ़, सुपौल, सहरसा तथा दानापुर होते हुए दिल्ली के लिए अमृत भारत एक्सप्रेस ट्रेन का परिचालन किया जाए अथवा ललितग्राम से वाया दरभंगा होते हुए नई दिल्ली तक एक मेल-एक्सप्रेस ट्रेन का परिचालन किया जाए। गुवाहाटी से वाया अररिया, फारबिसगंज, दरभंगा होते हुए नई दिल्ली तक आने-जाने के लिए एक नयी ट्रेन का परिचालन किया जाए। डिब्रूगढ़ अथवा गुवाहाटी से वाया सरायगढ़, दरभंगा, सीतामढ़ी होते हुए दिल्ली के लिए एक राजधानी एक्सप्रेस ट्रेन अथवा इसके समकक्ष एक सुपरफास्ट ट्रेन का परिचालन किया जाए।

पूर्व-मध्य रेल के अंतर्गत सीतामढ़ी-जयनगर वाया निर्मली तथा ललितग्राम-वीरपुर एक नयी रेल लाइन परियोजना का शिलान्यास कर यथाशीघ्र निर्माण कार्य का शुभारंभ करने की कृपा की

जाए। ट्रेन संख्या 15949 एवं 15950 डिब्रूगढ़-गोमती नगर अमृत भारत एक्सप्रेस ट्रेन का परिचालन गलगलिया, अररिया रेल खंड होते हुए, फारबिसगंज, सरायगढ़ तथा दरभंगा के रास्ते करने की कृपा की जाए। ललितग्राम से सुपौल, सहरसा, खगड़िया, मुंगेर, किउल और जसीडिह होते हुए हावड़ा के लिए एक नयी सुपरफास्ट ट्रेन का परिचालन किया जाए, जिससे सुपौल जिला सहित समस्त कोसी क्षेत्र के यात्रियों को कोलकाता जैसे बड़े महानगर तक व्यावसायिक कार्यों हेतु सीधी तेज और सुविधाजनक यात्रा की सुविधा मिल सके। इसके साथ ही, देवघर जैसे प्रमुख तीर्थस्थान तक धार्मिक यात्रा सुलभ हो सके। पूर्व-मध्य रेलवे के त्रिवेणीगंज रेलवे स्टेशन से बिहार की राजधानी पटना अथवा दानापुर वाया सहरसा या दरभंगा रात्रि में आने-जाने के लिए एक मेल-एक्सप्रेस ट्रेन का परिचालन किया जाए। सुपौल एवं थुमहा के बीच रेलवे स्टेशन अथवा हॉल्ट का निर्माण किया जाए। अंत में, मैं कहना चाहता हूँ कि थरबिटिया रेलवे स्टेशन पर पटना जाने वाली राज्यरानी एक्सप्रेस का जनहित में दो मिनट तक ठहराव देने की कृपा की जाए।

इन्हीं शब्दों के साथ, मैं वर्ष 2026-27 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों का समर्थन करते हुए अपनी बात समाप्त करता हूँ।

धन्यवाद।

श्री जनार्दन मिश्रा (रीवा) : माननीय सभापति महोदय, मैं यहां इस ऐतिहासिक बजट के समर्थन में बोलने के लिए खड़ा हुआ हूँ।

महोदय, वर्ष 2013-14 में 63.6 करोड़ रुपए का रेल बजट था, वह वर्ष 2026-27 में 2 लाख 78 हजार करोड़ रुपए का बजट पेश किया गया है, जो 338 प्रतिशत की वृद्धि दर्शाता है। मैं रेल मंत्री जी को धन्यवाद देना चाहूंगा कि उन्होंने मध्य प्रदेश को 15 हजार करोड़ रुपए से अधिक धनराशि का आवंटन किया है।

महोदय, इस बजट में मुख्य रूप से सात हाई स्पीड रेल कॉरिडोर बनाने की घोषणा की गई है, जिनमें मुंबई, पुणे, हैदराबाद, चेन्नई, दिल्ली, वाराणसी और बंगलुरु इत्यादि को जोड़ा जाएगा। लगभग 4,000 किलोमीटर की हाई स्पीड नेटवर्क के माध्यम से रेल नेटवर्क को एक नई गति

मिलेगी। रेलवे के आधुनिकीकरण के लिए नई रेलवे लाइन्स, ट्रैक्स का दोहरीकरण, गेज परिवर्तन, आधुनिक कोच व इंजन बनाने पर भारी निवेश किया जाएगा। रेलवे सुरक्षा को विशेष रूप से प्राथमिकता दी गई है, जिसमें आधुनिक सिग्नलिंग, ट्रेन सुरक्षा और ट्रेन ट्रैक्स नवीनीकरण पर निवेश बढ़ाया जाएगा।

महोदय, समर्पित गलियारे से माल गलियारे का विस्तार करके परिवहन बढ़ाने के लिए डेडिकेटेड फ्रेट कॉरिडोर नेटवर्क को और मजबूत किया जाएगा। इससे लॉजिस्टिक लागत घटेगी और उद्योगों को फायदा होगा। देश में वंदे भारत ट्रेन्स का नेटवर्क तेजी से बढ़ाया जाएगा। लंबी दूरी के लिए वंदे भारत ट्रेन्स के स्लीपर संस्करणों को शुरू करने की योजना तैयार की जा रही है। अमृत भारत स्टेशन के तहत देश के सैकड़ों रेलवे स्टेशनों को आधुनिक, स्मार्ट व अनुकूल बनाने की योजना इस बजट में है। रेलवे लॉजिस्टिक सुधार होगा व रेलवे को देश की लॉजिस्टिक प्रणाली का मुख्य आधार बनाने पर जोर दिया गया है।

भारतीय रेलवे को हरित पर्यावरण के अनुकूल बनाया जाएगा, जिसमें विद्युतीकरण, ऊर्जा दक्षता व कार्बन उत्सर्जन की कमी पर जोर दिया गया है। क्षेत्रीय कनेक्टिविटी व रेल परियोजनाओं के माध्यम से छोटे शहरों, औद्योगिक क्षेत्रों और पर्यटन स्थलों को बेहतर रेल संपर्क से जोड़ने का प्रयास किया गया है। कोच निर्माण, इंजन निर्माण और रेलवे उपकरणों के उद्योग को बढ़ावा देने से रोजगार के अवसर बढ़ाने का भी प्रावधान इस बजट में किया गया है, जिससे लोगों को लाखों नए रोजगार के अवसर मिलेंगे। आर्थिक विकास की गति से रेलवे बजट 2026 का मुख्य उद्देश्य तेज परिवहन, सस्ती लॉजिस्टिक, क्षेत्रीय विकास और आर्थिक वृद्धि के उद्देश्यों को लेकर रेल बजट प्रस्तुत किया गया है।

महोदय, अगर हम देखें, तो वर्ष 2014 के पहले क्या स्थिति थी? रेल दुर्घटनाओं का एक स्थल हुआ करता था। आज रेल सुरक्षा कोष के माध्यम से रेल दुर्घटनाओं में न्यूनतम कमी आई है। आज कवच प्रणाली के माध्यम से हर यात्री अपनी यात्रा को सुरक्षित यात्रा की गारंटी मानता है। रेलवे में 9,000 से अधिक अनमैन्ड रेलवे फाटक थे, जिनसे बहुत सारी दुर्घटनाएं होती थीं। अब

10,000 से अधिक फाटकों को हटा दिया गया है। अब ओवर ब्रिजेज और अंडर ब्रिजेज बनाए गए हैं। वर्ष 2019 तक ब्रॉडगेज नेटवर्क के सभी अनमैन्ड लैंड फाटक समाप्त कर दिए गए हैं। रेलवे अब मैन्ड लेवल रेलवे क्रॉसिंग्स को धीरे-धीरे खत्म कर रहा है। देश में 10,000 से अधिक रेलवे फाटक हटाए गए हैं। उनकी जगह पर आरओबीज और आरयूबीज बनाए गए हैं, जिसके कारण रेल दुर्घटनाओं में ऐतिहासिक न्यूनतम कमी आई है।

महोदय, आज रेलवे का विद्युतीकरण किया जा रहा है। भारत का अधिकांश ब्रॉडगेज नेटवर्क 100 प्रतिशत विद्युतीकरण के करीब पहुंच चुका है। आधुनिक ट्रेन्स, वंदे भारत एक्सप्रेस, तेजस एक्सप्रेस, समर सफर एक्सप्रेस इत्यादि तेज गति की रेल सुविधाओं का विस्तार किया गया है। अमृत भारत स्टेशन योजना के अंतर्गत के तहत 1,333 स्टेशन्स चिह्नित किए गए हैं। माल ढुलाई के मामले में समर्पित माल गलियारा कॉरिडोर विकसित किया गया है। लॉजिस्टिक लागत में कमी आई है। रेलवे डिजिटल क्रांति के माध्यम से डिजिटल तकनीक का उपयोग किया गया है। ऑनलाइन टिकटिंग, मोबाइल ऐप व रियल टाइम ट्रेन ट्रैकिंग ऐप से यात्रियों को सुविधाएं मिली हैं।

महोदय, जहां तक पूंजीगत निवेश का प्रश्न है, वर्ष 2013-14 में वह 63,000 करोड़ रुपये था, लेकिन आज वह 2.93 लाख करोड़ रुपये हो गया है। पहले ट्रैक बिछाने की गति लगभग 4-5 किलोमीटर प्रतिदिन थी, लेकिन आज वह गति 14-15 किलोमीटर प्रतिदिन हो गई है। पहले रेलवे का विद्युतीकरण लगभग 21,000 किलोमीटर था, लेकिन आज पूरा ब्रॉडगेज नेटवर्क अर्थात् 60,000 किलोमीटर का विद्युतीकरण हो चुका है। पहले रेलवे में लगभग 118 दुर्घटनाएं हुआ करती थीं, लेकिन वे आज ऐतिहासिक न्यूनतम स्तर पर आ गई हैं। पहले रेलवे ट्रैक्स नवीनीकरण की गति सीमित थी, लेकिन आज रिकॉर्ड स्तर पर ट्रैक्स का नवीनीकरण हो रहा है। पहले सीमित और चिह्नित रेलवे स्टेशनों का विकास होता था, लेकिन आज अमृत भारत स्टेशन योजना के तहत 1,300 से अधिक रेलवे स्टेशनों का विकास हो रहा है।

महोदय, आपने मुझे जो समय दिया है, इससे पहले वह समाप्त हो, मैं इस सदन का ध्यान अपने क्षेत्र की समस्याओं की तरफ आकृष्ट कराना चाहूंगा। रीवा-मिर्जापुर वाया हनुमना रेलवे

लाइन का सर्वे पूर्ण हो चुका है। अतः उसका डीपीआर तैयार कराया जाए। रीवा से छत्रपति शिवाजी टर्मिनल, मुंबई के लिए चलने वाली स्पेशल साप्ताहिक यात्री गाड़ी को नियमित किया जाए और उसके फेरे बढ़ाए जाएं। प्रयागराज से चित्रकूट तक चलने वाली इंटरसिटी यात्री गाड़ी को ढबौरा रेलवे स्टेशन पर रोका जाए। मैहर-गोविंदगढ़ रेल पथ का सर्वे कराया जाए।

रीवा से जयपुर वाया सतना, ग्वालियर और आगरा होते हुए यात्री गाड़ी चलाई जाए। रीवा से बेंगलुरु वाया जबलपुर, छिंदवाड़ा, नागपुर, विजयवाड़ा और चेन्नई होते हुए यात्री गाड़ी चलाई जाए।

महोदय, मैं आधे मिनट में अपनी बात समाप्त करता हूं। रीवा से दुर्ग तक यात्री गाड़ी चलाई जाए। रीवा से बिलासपुर तक की यात्री गाड़ी को दुर्ग तक चलाया जाए। रीवा से नई दिल्ली के लिए वाया सतना, चित्रकूट, बांदा और कानपुर होते हुए नई वन्दे भारत यात्री गाड़ी चलाई जाए।

महोदय, रीवा – आनन्द विहार यात्री गाड़ी को नई दिल्ली रेलवे स्टेशन तक चलाया जाए।

रीवा से गोविंदगढ़-सीधी तक की रेलवे लाइन का निर्माण शीघ्र पूरा कराकर रीवा से सीधी तक यात्री गाड़ी चलाई जाए।

रीवा – इन्दौर और रीवा – पुणे यात्री गाड़ियों के फेरे बढ़ाए जाएं। रीवा रेलवे स्टेशन के विस्तारीकरण कार्य को जल्द पूरा कराया जाए।

कोच मेंटिनेंस वर्कशॉप तथा सिक एवं स्टेबलिंग लाइनों का विस्तार किया जाए। ललितपुर – सिंगरौली रेलवे लाइन की स्वीकृति के समय यह निर्णय लिया गया था कि जिन किसानों की जमीन अधिगृहीत की जाएगी, उनके आश्रितों में से एक को नौकरी दी जाएगी। परन्तु, इस नीति में परिवर्तन के पश्चात यह निर्णय लिया गया कि प्रभावित किसानों को पांच लाख रुपए की आर्थिक सहायता दी जाएगी।

अतः मैं मांग करता हूं कि उन्हें जल्द से जल्द आर्थिक सहायता दी जाए। डभौरा रेलवे स्टेशन को 'बी' श्रेणी में जोड़ा जाए तथा प्लेटफॉर्म क्रमांक एक और दो पर पूरा कवर शेड दिया जाए।

सभापति महोदय, मैं अपनी इन्हीं मांगों के साथ रेल मंत्रालय की वर्ष 2026-27 के लिए अनुदान की मांगों का समर्थन करते हुए मैं अपनी बात को समाप्त करता हूँ। जय हिन्द, जय भारत।

DR. GUMMA THANUJA RANI (ARAKU): Thank you Chairperson Sir. I rise to speak on the Demands for Grants for the Ministry of Railways for 2026-27.

First, I would like to speak about the positives of the Ministry. The Ministry proposed an annual plan of Rs. 2,93,000 crore for 2026-27, including Rs. 2,78,000 crore from Gross Budgetary Support. This large investment shows commitment to railway infrastructure.

Railway modernisation continues with 164 Vande Bharat services, along with Vande Bharat Sleeper and Amrit Bharat trains to improve passenger mobility.

More than 42,000 LHB coaches have been built since 2014 for strengthening passenger safety and travel comfort. In freight logistics, 124 Gati Shakti Cargo Terminals are operational and about 290 are under development, expanding freight capacity.

Sir, internal resource generation has consistently fallen short of targets. In 2024-25, actual internal receipts were Rs. 1,988 crore against a target of Rs. 3,000 crore. Despite this gap, the Ministry has again set Rs. 3,000 crore as the target for 2026-27, a point that the Parliamentary Standing Committee has questioned.

Nearly 90 per cent of railway expenditure remains inelastic, including salaries, pensions, fuel costs, and lease payments.

The operating ratio is above 98 per cent which means most revenue is

spent on operations, leaving little for investments.

Now, I come to the Waltair Division injustice. The Kothavalasa-Kirandul Line (KK Line) is the economic backbone of North Andhra Pradesh. It generates major freight revenue from mineral rich regions. However, the Railway Board excluded the KK Line from Visakhapatnam Division and placed sections under Rayagada Division of East Coast Railway Zone.

Andhra Pradesh is the largest State without a Railway Recruitment Board. The Ministry should establish a Railway Recruitment Board in Andhra Pradesh.

The Union Budget 2026 announced seven high-speed rail corridors. However, Visakhapatnam, which is a major port city and industrial hub, is excluded.

The Visakhapatnam-Hyderabad high-speed rail corridor would boost logistics, trade, and regional growth. The Government must strengthen the monitoring system at Railway Stations by improving intelligence sharing and deploying more narcotic surveillance teams along key railway corridors.

At the same time, strict action must be taken against those people who are involved in illegal activities.

Protecting our youth from the danger of drugs must remain the nation's first priority. Stronger preventive measures are essential to ensure that the public transport system is not being misused by the criminal network. This means, not leaving anyone right from the fellow Parliamentarians to the children. So, I request the Central Government to curb this menace.

As far as the passenger welfare issues in railways are concerned, the Government needs to restore the senior citizen concession in the Indian Railways to support the elderly passengers; provide the concessional railway passes to the accredited journalists in India; reform Tatkal online booking system to stop misuse by agents; and increase the unreserved coaches in the train to reduce over-crowding. I also request the hon. Minister to introduce the Vande Bharat Sleeper Train between Tirupati and Visakhapatnam.

Hon. Chairperson, Sir, through you, I would like to place a few questions before the Ministry. With the operating ratio above 98 per cent, what reforms are being planned to improve financial sustainability? Why has only 573 kilometres of track doubling been completed despite large expenditures? How will delays be addressed? Will the Ministry establish a Railway Recruitment Board in Andhra Pradesh?

Sir, the Indian Railways belong to the people of India. Hence, every rupee spent must make the lives of people convenient in the form of faster trains, safer crossings, better stations and favoured access. Thank you, Sir.

DR. KALANIDHI VEERASWAMY (CHENNAI NORTH): Thank you, Sir, for giving me this opportunity. The Indian Railways is one of the largest networks in the world with approximately 70,000 kilometres of rail track network in India. There are about 25 million passengers travelling per day. This is probably one of the largest modes of transportation anywhere in the world. In this, Tamil Nadu has about 4,027 kilometres of rail network which is about 5.7 per cent of India's total network length.

Sir, the budget outlay for the Railway Ministry is around Rs. 5.92 lakh crore, of which, roughly around Rs. 3 lakh crores, which is 50 per cent, has been kept for the capital expenditure. Considering that India is a growing economy, I feel that we should spend more on the railways, so that it will help in improving not only the livelihood for transportation of the *aam aadmi*, but also our economy. If the Government could enhance this expenditure, I think, it would be great. Out of this amount, Rs. 2,99,000 crore, which has been allocated as capital expenditure, it is sad to note that Tamil Nadu is getting only around Rs. 7,611 crore which is about two per cent of the total capital expenditure outlay.

Sir, if you see, most of the other States are getting about Rs. 24,000 crore or Rs. 20,000 crores. I am sure that they deserve that, but I also feel that for Tamil Nadu, which is earning about five per cent of the total revenue because Chennai Central is the third highest income generator with this kind of our infrastructure, a lot more needs to be done.

Sir, when we are talking about the railways, the biggest concern which we have seen is the safety of the trains. Sir, you must have noticed, most of the developed countries have such advanced features, especially, in places like Japan. Our average speed is about 60 kilometres or 70 kilometres per hour whereas they have a speed of about 300 kilometres to 350 kilometres per hour. But, for the last several decades, they have not recorded a single case of fatality whereas in India, we constantly see instances where the trains end up with collisions or the Government say that these are non-consequential

accidents. I mean, we are very confused about the terminologies used because when the Government said consequential accidents and non-consequential accidents, most of them went unreported. Recently, in Tamil Nadu, a school bus met with an accident at a railway level-crossing and a lot of children died. But, if you look at the Railways' statistics, the Government never mentioned about that. They think that accidents happening at level crossings are not a fault of the Railways. I think, that also should be taken into consideration, Sir.

The reason I say that is because the total number of level-crossings in India is about 18,477, out of which about 17,918 are manned and 559 are unmanned.

I feel that the level crossings, especially within cities, should definitely be eliminated. In fact, in my constituency of North Chennai in 2019, there were seven level crossings and I have been constantly in touch with the Ministry and we have been able to get four level crossings where there is an ROB or an RUB. Still, three more level crossings are pending. Specially in Korukkupet, traffic congestion leads to so much of delay for schools, hospitals and critical essential day-to-day livelihood is being affected over there. So, I hope that the Government will ensure this. In Central and South Chennai, there are absolutely no level crossings. So, North Chennai being an economically and socially backward area, I feel these people also deserve to have this kind of an access where they will have unhindered traffic, where they will be able to go to schools and hospitals in an emergency or whenever.

Sir, coming to the freight network, average speed of our freight network is about 25 kilometres per hour, whereas in China and other places, it is about 50 to 60 kilometres per hour. You have to understand, unless we improve the freight network speed, it will have a backlog effect because our manufacturing capacity depends on the speed of our freight network. If you have a freight network speed of about 25 kilometres, it means that the manufacturer can manufacture only 'X' amount of goods. If you increase the speed where it can be doubled, then the total amount of products which can be shipped can be double the amount where the revenue generated will be that much higher, not only for the manufacturer, but for the economy of India. Our hon. Prime Minister is talking about achieving a five trillion dollar economy by 2030. I think it will help in going a long, long way.

Sir, when you are talking about the dedicated freight networks, it is sad to note that currently there are dedicated freight networks only in the Eastern and Western corridors. In the Eastern corridor, they have about 1,875 kilometres and in the Western corridor, they have 1,506 kilometres. We would request that the Southern corridor also be considered. In Tamil Nadu, we have three major ports, namely, Chennai Port, Kamarajar Port and V.O. Chidambaranar Port. These ports have huge network and these need to be addressed. Pilgrimage corridors need to be encouraged in Palani, Sabarimala, Tirupati and Kumbakonam. ...*(Interruptions)*

HON. CHAIRPERSON: Please come to the issues of the constituency.

DR. KALANIDHI VEERASWAMY: Sir, I have already mentioned the issues of

the constituency. Sir, we want to increase the frequency and also the safety of suburban trains. There are automatic doors in metro trains. Why not have automatic doors for suburban trains also? This is an issue which I have raised with the hon. Minister this year. So, I would request regarding the safety of passengers. There are so many mortalities which are being reported in suburban trains in all the major cities. This can be reduced if you have automatic doors installed in the suburban trains also.

Regarding the dedicated freight corridor, we would request for a Chennai-Bengaluru dedicated freight corridor, North-to-South dedicated freight corridor, and South-West dedicated freight corridor, and East-coast dedicated freight corridor. We request for new lines in Erode-Palani new line, Sriperumbudur-Guduvanchery new line, Ariyalur-Perambalur-Namakkal new line. We also need to double the capacity, industrial and urban upgrades. This will help in not only transportation of passengers but also in the goods.

Sir, with these few points, I would like to say one small point. ICF is a manufacturing hub in my constituency where they are manufacturing all the Vande Bharat trains. I request that the capacity of the ICF be enhanced because right now, due to shortages, private people are being engaged. I request that this be enhanced so that it will be solely in the control of the Government of India. Thank you very much.

श्री बृजेन्द्र सिंह ओला (झुन्झुनू) : सभापति महोदय, मुझे रेलवे बजट पर मेरी पार्टी और आपने अवसर दिया, मैं उसके लिए धन्यवाद देता हूँ। मैं उस क्षेत्र से आता हूँ, जो रेलवे के मामले में बहुत पिछड़ा हुआ है। राजस्थान और कर्नाटक प्रिंसली स्टेट थे, जहाँ सबसे ज्यादा मीटर गेज की रेलवे

लाइनें थीं। श्री सीके जाफर शरीफ वर्ष 1991 से 1996 के बीच में रेल मंत्री थे। उस समय यूपीजेज प्रोजेक्ट शुरू किया गया। वह कर्नाटक से थे और कांग्रेस सरकार में रेल मंत्री थे। उस समय देश में सबसे ज्यादा कन्वर्जन का लाभ हमें हुआ था। अहमदाबाद से मुंबई बुलेट ट्रेन ले जाने की बात कर रहे हैं। यह मामला भी देश की राजधानी से वाया राजस्थान से जयपुर और रिंग्स होकर मीटर गेज से जुड़ा हुआ था।

अब मुझे खेद के साथ कहना पड़ रहा है कि मीटर गेज के समय जितनी ट्रेनें थीं, ब्रॉड गेज होने के बाद उनमें से बहुत सारी ट्रेनें बंद कर दी गयीं हैं और रही-सही कसर कोरोना काल में जो ट्रेनें बंद की गयीं, उनका भी बहुत भारी प्रभाव पड़ा। मेरा आपके माध्यम से निवेदन है कि रेलवे का जो डेडिकेटेड फ्रंट कोरिडोर है, उसका बहुत बड़ा हिस्सा राजस्थान से गुजरता है, परंतु शेखावाटी के हमारे दो जिले या यूं कहूं तीन जिले हनुमानगढ़, झुंझुनु, चुरू, गंगानगर से जुड़े हुए नहीं हैं। हमारे यहां इंफ्रास्ट्रक्चर की बहुत कमी है।

महोदय, दो साल पहले मीटर गेज लाइनें आयी थीं। वर्ष 2008-09 में जब ममता जी रेलवे मंत्री थीं, तो हमारे यहां शेखावाटी की जयपुर-लोहारू लाइन को मंजूरी मिली और सीकर-चुरू लाइन को मंजूरी मिली। पिछले 100 सालों में एक भी नई रेलवे लाइन मेरे लोक सभा क्षेत्र में नहीं बनी है। रेलवे मंत्री जी से मेरा आग्रह रहेगा कि डाबला से चिड़ावा तक हमारी एक रेलवे लाइन है, जिसकी जमीन अधिग्रहण की हुई है। हिंदुस्तान कॉपर के लिए वह लाइन डाली थी, परंतु जब वह मीटर गेज से ब्रॉड गेज हुई, तो उस लाइन को उखाड़ दिया गया। रेलवे की जमीन को डाबला से चिड़ावा तक जोड़ दिया जाता है, तो झुंझुनु, चुरू, हनुमानगढ़, गंगानगर का जो हमारा वंचित क्षेत्र है वह डीएफसी से सीधा जुड़ जाएगा।

महोदय, इसके अलावा रेलवे मंत्री जी से मेरा आग्रह रहेगा कि हमारी बहुत सारी जो ट्रेनें बंद की गयीं हैं, उनकी एवज में मैं चाहूंगा कि एक ट्रेन आप लोहारू से सवाई माधोपुर इंटरसिटी चलाने का प्रयत्न करें। इसी तरह से हमारे यहां से दिल्ली के लिए पहले दिन में भी ट्रेन आती थी और रात में भी ट्रेन आती थी। अब मात्र एक ट्रेन रह गयी है और वह भी दो दिन चलती है। उसको रेगुलर

करके सात दिन कर दिया जाए, तो उस इलाके को बहुत लाभ होगा। क्योंकि हमारे यहां से भारतीय सेना में बहुत सारे सैनिक हैं, बहुत सारे व्यापारी हैं, जो दूसरी जगह रहते हैं। इसके साथ-साथ आम आदमी हैं, मजदूर हैं, किसान हैं, वे सारे लोग दूसरे राज्यों में जाते हैं। इसी तरह से हमारे बहुत सारे लोग धार्मिक रूप से अस्थि विसर्जन आदि के लिए हरिद्वार जाते हैं। हरिद्वार के लिए सप्ताह में एक ही ट्रेन है।

मेरा आपके माध्यम से रेलवे मंत्री जी से आग्रह रहेगा कि आप उसको कम से कम चार दिन वाया सीकर, झुंझुनु, चिड़ावा, लोहारू और दिल्ली कर दें या उसको आगे कहीं पानीपत, बागपत से भी कर सकते हैं, तो उससे भी हम लोगों को लाभ होगा। मेरे लोक सभा क्षेत्र में झुंझुनु जिला मुख्यालय है, वहां से एक रेलवे लाइन वाया मंडावा, फतेहपुर, रतनगढ़ कर दी जाए, तो हमारी सेंट्रल इंडिया में जो भी छावनी है, आर्मी कैंट है, जहां आर्मी का इस्टेब्लिशमेंट है, उनको संकट की स्थिति में एक और अल्टरनेटिव लाइन मिल जाएगी, तो उसके लिए भी

मेरा रेलवे मंत्री जी से आग्रह है कि आप उसका सर्वे कराएं और उस रेलवे लाइन को भी मंजूरी देने की कृपा करें। मेरे लोक सभा क्षेत्र में एक बहुत बड़ा टेक्नोलॉजी इंस्टीट्यूट, पिलानी में है और वहां भारत सरकार का भी एक इंस्टीट्यूट सेंट्रल इलेक्ट्रॉनिक्स रिसर्च इंस्टीट्यूट है और डिफेंस का भी कुछ रिसर्च संबंधी काम है जिसके बारे में मैं डिटेल में नहीं बताऊंगा, वह भी उसके आस-पास ही है। लोहारू से पिलानी तक रेल लाइन का सर्वे हो चुका है। हमारे रेल मंत्री जी खुद टेक्नो क्रिएट हैं, हमारा जो टेक्नोलॉजी इंस्टीट्यूट है, मैं चाहूंगा उसके प्रति वे सकारात्मक रुख अपनाते हुए उसका बजट जारी करें। उसमें पूरे देश से छात्र पढ़ने आते हैं, दक्षिण भारत से भी आते हैं, उत्तरी भारत से भी आते हैं। पूरे देश से वहां छात्र और फैकल्टी आती है।

माननीय सभापति जी, मैंने तो अभी शुरुआत ही की है और मैं अपने क्षेत्र की बात रख रहा हूं। आप मुझे थोड़ा और समय दीजिए तथा आप मेरे ऊपर थोड़ी मेहरबानी करें। अगर उसका बजट दे दिया जाता है तो बहुत सारे लोगों को उसका लाभ मिलेगा। इसी तरह से रेलवे की जो मुख्य आय है, वह माल ढोने से 61 परसेंट और 29 परसेंट पैसेंजर ट्रैफिक से है। डीएफसी वाले

काम को कर दिया जाए, क्योंकि हमारे यहां बहुत सारा प्रोडक्शन गंगानगर, हनुमानगढ़ में रूई का होता है, गेहूं का होता है, चावल का होता है, दालों का होता है। रेलवे को वहां माल ढोने से लाभ मिलेगा और रेलवे की आय भी बढ़ेगी।

रेल मंत्री जी ने मेरे एक प्रश्न के उत्तर में अवगत कराया था कि झुंझुनू में चार पुल बनेंगे। एक पुल बहुत दिनों से बंद था, जो एलसी क्रॉसिंग नंबर 265 झुंझुनू में सीकर-लोहारू सेक्शन पर है। उसके बारे में रेल मंत्री जी ने मुझे लिखकर सूचित किया है कि उन्होंने बजट जारी कर दिया है।
... (व्यवधान)

माननीय सभापति : आप अपनी बात समाप्त कीजिए।

श्री बृजेन्द्र सिंह ओला : दूसरा, एलसी नंबर 269 है और यह उसी सेक्शन पर है। उसका 18-12-2023 को सैंक्शन जारी हो चुका है। सारा काम रेलवे बजट से होना है और राज्य सरकार को उस पर एक रुपये की भी धनराशि खर्च नहीं करनी है।

आप उसका कार्य कब तक शुरू करवा देंगे, क्योंकि 3 साल पहले उसकी मंजूरी हुई थी और उसके लिए मैं रेलवे मंत्री जी से आग्रह करूंगा। हमारे यहां जोधपुर से पूर्वी भारत में बहुत सारे लोग रहते हैं। आप वहां से एक ट्रेन चलाएं, जो फुलेरा-सीकर-लोहारू-झुंझुनू होकर जाए।
... (व्यवधान)

दूसरा, शेखावाटी में कहीं भी वॉशिंग लाइन नहीं है। मेरा रेलवे मंत्री से आग्रह रहेगा कि हम रेलवे के मामले में बहुत पिछड़े हुए हैं। आप चाहे झुंझुनू में वॉशिंग लाइन का प्रावधान कर दें या चाहे सीकर में वॉशिंग लाइन का प्रावधान कर दें।

हम रेलवे की बात करते हैं, क्योंकि वहां से रेलवे की सुविधा नहीं है। इसके लिए मेरा रेलवे मंत्री जी आग्रह रहेगा।... (व्यवधान) हम कई जगह स्टेशन ठहराव के लिए छोटी-मोटी बातें करते हैं।... (व्यवधान) मैं मंत्री महोदय को धन्यवाद दूंगा कि बांद्रा-गंगानगर एक्सप्रेस ट्रेन का ठहराव... (व्यवधान)

माननीय सभापति : श्रीमती स्मिता उदय वाघ जी।

... (व्यवधान)

माननीय सभापति : माननीय सदस्य, आप अपनी बात समाप्त करें।

... (व्यवधान)

माननीय सभापति : आप समाप्त करें।

... (व्यवधान)

श्री बृजेन्द्र सिंह ओला : चार पुलों की जो घोषणा की थी, आपने उसमें से दो की मंजूरी दे दी है। अगर आप दो की और मंजूरी देंगे तो मैं आपका बहुत आभारी रहूंगा। आपने मुझे बोलने के लिए समय दिया, आपका धन्यवाद।

जय हिंद।

श्रीमती स्मिता उदय वाघ (जलगांव) : सभापति महोदय, आज मैं वर्ष 2026-27 के लिए रेल मंत्रालय की अनुदानों की मांगों पर चर्चा में भाग लेने के लिए खड़ी हुई हूँ। सबसे पहले मैं भारत के यशस्वी प्रधान मंत्री माननीय श्री नरेंद्र मोदी जी के दूरदर्शी नेतृत्व और माननीय रेल मंत्री श्री अश्विनी वैष्णव जी के गतिशील मार्गदर्शन के प्रति अपनी हार्दिक सराहना एवं आभार व्यक्त करती हूँ। उनके नेतृत्व में भारतीय रेल ने पिछले एक दशक में ऐतिहासिक परिवर्तन और आधुनिकीकरण देखा है तथा वह वास्तव में नए भारत की विकास यात्रा का सशक्त प्रतीक बन चुका है।

एक समय था कि भारतीय रेल को धीमी गति, पुरानी तकनीक और सीमित सुविधाओं के लिए जाना जाता था। लेकिन आज मोदी सरकार के नेतृत्व में भारतीय रेल आधुनिकता, सुरक्षा और गति का पर्याय बन चुकी है। आज देश में वंदे भारत एक्सप्रेस जैसी विश्वस्तरीय ट्रेनें चल रही हैं। रेलवे स्टेशनों का व्यापक आधुनिकीकरण किया जा रहा है और 'कवच' जैसी अत्याधुनिक ट्रेन सुरक्षा प्रणाली लागू की जा रही है, जिससे यात्रियों की सुरक्षा एवं सुविधा दोनों में अभूतपूर्व सुधार हुआ है। महाराष्ट्र के संदर्भ में भी इस सरकार की प्रतिबद्धता स्पष्ट रूप से दिखाई देती है।

वर्ष 2009 से 2014 के बीच महाराष्ट्र को रेलवे परियोजनाओं के लिए औसतन मात्र 1171 करोड़ रुपये का वार्षिक आवंटन मिलता था। आज मुझे गर्व के साथ कहना है कि वित्तीय वर्ष

2026-27 में यह बढ़कर 23 हजार 926 करोड़ रुपये हो गया है, जो लगभग बीस गुना वृद्धि को दर्शाता है। महाराष्ट्र में वर्तमान में 1,70,058 रुपये के कार्य प्रगति पर हैं। इस बड़े निवेश के परिणामस्वरूप महाराष्ट्र में 2014 के बाद 2400 किलोमीटर से अधिक नई रेल लाइनें बिछाई गई हैं। यह मलेशिया के पूरे रेलवे नेटवर्क से भी अधिक है।

रेल नेटवर्क का 100 प्रतिशत विद्युतीकरण किया गया है। 1200 से अधिक फ्लाईओवर्स और अंडरपासों का निर्माण हुआ है, जिनसे नागरिकों की सुरक्षा, कनेक्टिविटी और आर्थिक गतिविधियों में उल्लेखनीय वृद्धि हुई है। अमृत स्टेशन योजना में कुल 132 स्टेशन महाराष्ट्र में लिए गए हैं।

माननीय सभापति महोदय, "डबल इंजन सरकार" की विकास नीति का लाभ मेरे जलगांव लोकसभा क्षेत्र को भी मिला है। यहाँ कई महत्वपूर्ण रेलवे परियोजनाओं पर तेजी से कार्य हो रहा है।

जालना-जलगांव नई रेल लाइन परियोजना- 174 किलोमीटर लंबी महत्वाकांक्षी परियोजना पर लगभग 7,100 करोड़ रुपये का निवेश किया जा रहा है। यह परियोजना क्षेत्रीय कनेक्टिविटी को पूरी तरह बदल देगी और मराठवाड़ा तथा उत्तर महाराष्ट्र के बीच संपर्क को मजबूत करेगी।

मनमाड-जलगांव-भुसावल तीसरी लाइन परियोजना- 183.94 किलोमीटर की यह परियोजना लगभग 80 प्रतिशत पूर्ण हो चुकी है और भुसावल-जलगांव जैसे महत्वपूर्ण खंड पहले ही चालू हो चुके हैं। इससे इस व्यस्त कॉरिडोर पर रेल यातायात की क्षमता में उल्लेखनीय वृद्धि होगी।

जलगांव-भादली पाँचवीं लाइन परियोजना- यह परियोजना तेजी से प्रगति कर रही है और जुलाई, 2026 तक इसके पूर्ण होने की संभावना है। इसके पूर्ण होने से देश के सबसे बड़े रेलवे जंक्शनों में से एक भुसावल जंक्शन पर ट्रैफिक का दबाव कम होगा।

कवच सुरक्षा प्रणाली का कार्यान्वयन- उधना-जलगांव कॉरिडोर पर लगभग 483.65 करोड़ रुपये की लागत से "कवच सुरक्षा प्रणाली" लागू की जा रही है, जो दुर्घटनारहित रेल संचालन की

दिशा में एक अत्यंत महत्वपूर्ण कदम है।

माननीय सभापति महोदय, मैं जलगांव लोकसभा क्षेत्र की प्रमुख मांगें आपके माध्यम से रखना चाहती हूँ। इन सभी उपलब्धियों के लिए मैं सरकार का धन्यवाद करती हूँ, लेकिन साथ ही मेरे क्षेत्र की जनता की कुछ महत्वपूर्ण अपेक्षाएँ भी हैं, जिन्हें मैं इस सदन के माध्यम से माननीय रेल मंत्री जी के समक्ष रखना चाहती हूँ।

उदना-पुणे के बीच सीधी ट्रेन सेवा- मेरे क्षेत्र के अमलनेर, धरणगांव, जलगांव, पाचोरा, चालीसगांव, नरडाणा और दोंडाईचा से हजारों छात्र, कर्मचारी और मरीज हर दिन पुणे की यात्रा करते हैं। इनके लिए सीधी रेल सेवा उपलब्ध नहीं है, जिसके कारण इस मार्ग पर प्रतिदिन लगभग 600-700 निजी बसें संचालित होती हैं। यदि उदना - पुणे के बीच सीधी ट्रेन सेवा प्रारंभ की जाती है, तो यात्रियों को सुरक्षित और सस्ती यात्रा सुविधा मिलेगी तथा रेलवे को भी अतिरिक्त राजस्व प्राप्त होगा।

अजंता एक्सप्रेस का भुसावल तक विस्तार- 17063/64 अजंता एक्सप्रेस वर्तमान में मनमाड तक ही संचालित होती है और वहीं खड़ी रहती है। यदि इस ट्रेन को भुसावल या जलगांव तक विस्तारित किया जाए, तो इसका बेहतर उपयोग होगा तथा महाराष्ट्र और हैदराबाद के बीच बेहतर संपर्क स्थापित होगा। जनहित को ध्यान में रखते हुए निम्नलिखित ट्रेनों का ठहराव सुनिश्चित किया जाना चाहिए-

चूंकि जलगांव एक जिले का केंद्र है, इसलिए यदि जलगांव जंक्शन पर 12142 पाटलिपुत्र, 12533/34 पुष्पक एक्सप्रेस, 12617/18 मंगला लक्षद्वीप एक्सप्रेस को ठहराव मिल जाता है, तो यह जलगांव की कनेक्टिविटी के लिए अच्छा होगा। चालीसगांव जंक्शन पर 12627/28 कर्नाटक एक्सप्रेस और पाचोरा के लिए 12105/12106 विदर्भ एक्सप्रेस के ठहराव के लिए मैं आपसे विनती करती हूँ। साथ ही 01139/40 नागपुर-मडगांव एक्सप्रेस का जलगांव और चालीसगांव में ठहराव प्रदान किया जाए।

पुणे जाने वाली ट्रेन्स जलगांव में नहीं रुकती हैं और जलगांव एक जिले का केंद्र है। लोगों

की यातायात व्यवस्था वहां पर ज्यादा रहती है। इसलिए मैं मांग करती हूँ कि यदि जलगांव के लिए 22123/24 पुणे- अजनी (नागपुर) एसी एक्सप्रेस, 22113/14 पुणे-नागपुर गरीब रथ एक्सप्रेस, 22139/40 पुणे- अजनी हमसफर एक्सप्रेस, 22141/42 पुणे-नागपुर हमसफर एक्सप्रेस को जलगांव में ठहराव दिया जाए, तो जलगांव की कनेक्टिविटी के लिए बहुत अच्छा होगा। इसके साथ ही 22117/18 पुणे अमरावती एसी एक्सप्रेस, जो वर्तमान में साप्ताहिक है, उसे दैनिक सेवा के रूप में संचालित किया जाए, तो हमारे लिए अच्छा होगा।

अमृत भारत स्टेशन योजना में कार्यों में तेजी- सरकार ने अमलनेर और धरणगांव स्टेशनों को अमृत भारत स्टेशन योजना में शामिल किया है, जिसके लिए मैं सरकार का आभार व्यक्त करती हूँ। मैं माननीय मंत्री जी से अनुरोध करती हूँ कि इन परियोजनाओं को समयबद्ध तरीके से पूर्ण किया जाए ताकि यात्रियों को आधुनिक स्टेशन, भवन, बेहतर प्रतीक्षालय और सुरक्षित प्लेटफॉर्म जैसी सुविधाएँ मिल सकें।

जलगांव जिला देश में कृषि उत्पादन, विशेष रूप से केले और अन्य फलों के लिए प्रसिद्ध है। किसानों की सुविधा के लिए जलगांव में एक समर्पित कृषि लॉजिस्टिक्स हब स्थापित किया जाना चाहिए, जिसमें कोल्ड स्टोरेज और पार्सल कार्गो सुविधाएँ उपलब्ध हों। इससे किसानों के उत्पाद मुंबई, दिल्ली और गुजरात जैसे बड़े बाजारों तक तेजी से पहुँच सकेंगे और उनकी आय में वृद्धि होगी।

माननीय सभापति महोदय, मैं आज इस सदन के माध्यम से अपने संसदीय क्षेत्र जलगाँव लोकसभा की जनता को हो रही एक गंभीर समस्या की ओर सरकार का ध्यान आकर्षित करना चाहती हूँ। सबसे पहले गाड़ी संख्या 19005 सूरत-भुसावल एक्सप्रेस का विषय है। यह ट्रेन पूर्व में उधना से रात 11:27 बजे प्रस्थान कर सुबह 8:45 बजे जलगाँव पहुँचती थी, किंतु कोविड-19 के बाद इसकी समय-सारणी में परिवर्तन कर दिया गया है, जिसके कारण अब यह ट्रेन सुबह 7:00 बजे जलगाँव पहुँचती है। इस बदलाव के कारण बोंडाईचा, धरणगाँव, तथा आसपास के क्षेत्रों के विद्यार्थियों, सरकारी और निजी क्षेत्र के कर्मचारियों को अत्यधिक कठिनाई का सामना करना पड़

रहा है।

उन्हें यात्रा के लिए रात में लगभग 3 बजे उठना पड़ता है, जिससे उनके स्वास्थ्य और मानसिक स्थिति पर प्रतिकूल प्रभाव पड़ रहा है। अतः मेरा विनम्र अनुरोध है कि इस ट्रेन का उधना से प्रस्थान समय लगभग 1:30 बजे किया जाए, जिससे यह पुनः सुबह 8:45 बजे जलगांव पहुंचे और यात्रियों को पहले की तरह सुविधा मिल सके।

माननीय सभापति महोदय, दूसरी महत्वपूर्ण समस्या गाड़ी संख्या 11113 देवलाही-भुसावल एक्सप्रेस से जुड़ी हुई है। यह ट्रेन पहले चालीसगांव और पाचोरा में क्रमशः सुबह 7:40 और 8:30 बजे पहुंचती थी, जिससे हजारों दैनिक यात्रियों को समय पर यात्रा की सुविधा मिलती थी, लेकिन वर्तमान में इसकी समय सारणी में लगभग दो घंटे की देरी हो गई है, जिसके कारण हजारों दैनिक यात्री-कर्मचारी, छात्र, व्यापारी, मरीज और किसान गंभीर रूप से प्रभावित हो रहे हैं। इस परिवर्तन के कारण अनेक लोगों को अब निजी वाहनों या असुरक्षित परिवहन साधनों का सहारा लेना पड़ रहा है, जिससे न केवल उनकी आर्थिक लागत बढ़ रही है बल्कि सुरक्षा और सामाजिक जोखिम भी बढ़ रहा है।

अतः मैं माननीय रेल मंत्री जी से आग्रह करती हूं कि इन दोनों ट्रेनों की समय सारणी को पूर्ववत बहाल करने के लिए शीघ्र आवश्यक कदम उठाए जाएं, ताकि मेरे क्षेत्र की जनता को राहत मिल सके और उनकी दैनिक कार्यक्षमता एवं जीवन स्तर पर पड़ रहा नकारात्मक प्रभाव समाप्त हो सके।

माननीय सभापति महोदय, दैनिक यात्रियों की सुविधा के लिए भुसावल जलगांव-पाचोरा-चालीसगांव, कॉरिडोर पर अतिरिक्त मेमू सेवाएं प्रारंभ की जानी चाहिए, जिससे हजारों छात्रों और कर्मचारियों को सस्ती तथा विश्वसनीय यात्रा की सुविधा मिल सके।

माननीय सभापति महोदय, जलगांव और खानदेश क्षेत्र की ये मांगें केवल रेल परियोजनाएं नहीं हैं, बल्कि लाखों नागरिकों की आकांक्षाएं और क्षेत्रीय विकास की आधारशिला हैं। प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में भारतीय रेल ने वास्तव में "सबका साथ, सबका विकास" के संकल्प

को साकार किया है।

महोदय, मुझे विश्वास है कि माननीय रेल मंत्री श्री अश्विनी वैष्णव जी इन मांगों पर सकारात्मक विचार करेंगे और हमारे क्षेत्र के विकास को नई गति प्रदान करेंगे।

इन्हीं शब्दों के साथ मैं रेल मंत्रालय की अनुदान मांगों का पूर्ण समर्थन करती हूँ। धन्यवाद।

श्री दरोगा प्रसाद सरोज (लालगंज) : सभापति महोदय, आपने मुझे इस बजट पर बोलने का अवसर दिया है इसके लिए मैं आपके प्रति आभार व्यक्त करता हूँ। मैं अपने नेता और राष्ट्रीय अध्यक्ष माननीय अखिलेश यादव जी का आभार व्यक्त करता हूँ, जिन्होंने मुझे इस बजट पर बोलने के लिए अवसर दिया है।

मान्यवर, आज मैं आपकी अनुमति से अपने माननीय रेल मंत्री जी का ध्यान पूर्वांचल की तरफ आकृष्ट करना चाहूंगा। मैं जनता की एक अत्यंत महत्वपूर्ण और ऐतिहासिक मांग को इस सदन के माध्यम से माननीय रेल मंत्री जी से कहना चाहूंगा।

मान्यवर, पूर्वांचल के विकास की दृष्टि से गोरखपुर, आजमगढ़ और वाराणसी के बीच एक नई रेल लाइन के निर्माण की मांग वर्ष 1952, जब से देश आजाद हुआ, तब से लेकर आज तक की जा रही है। माननीय चंद्रजीत यादव, इस्पात और खान, कैबिनेट मंत्री थे, उन्होंने भी यह मांग की थी। माननीय राम धन जी इस सदन के कई बार माननीय सांसद रहे, उन्होंने भी यह मांग की थी। राम बदन जी ने भी यह मांग की थी। डॉक्टर बलराम जी ने भी यह मांग की थी।

हमारे तमाम नेता और हमारे राष्ट्रीय अध्यक्ष, समाजवादी पार्टी के नेता माननीय अखिलेश यादव जी ने भी चर्चा की है और मैं समझता हूँ हमारे नेता, जो समाजवादी पार्टी के संरक्षक भी थे, समाजवादी पार्टी आंदोलन के महानायक माननीय मुलायम सिंह यादव जी ने भी चर्चा की थी। आज सदन में माननीय धर्मेन्द्र यादव जी, जो आजमगढ़ से माननीय सांसद हैं, उन्होंने भी चर्चा की है और मैं भी चर्चा कर रहा हूँ। तब से लेकर अब तक आपने रेलवे का तमाम विकास कर दिया है। आपने बड़ी रेल दे दी। मैं आपके प्रति आभारी हूँ और देश की जनता भी आपके प्रति आभार व्यक्त कर रही है एवं वे खुश भी हैं। आपने 100, 200, 300 या 400 नए इंजन्स, नई रेल और नई

पटरियां दी हैं, लेकिन यह पूर्वांचल का दुर्भाग्य है, चाहे कितनी बार कहा गया लेकिन आपने आजमगढ़ को एक पटरी भी नहीं दी है।

मैं समझता हूं कि दुनिया में एक ही गोरक्षा पीठ है। वह लुंबिनी तक जाती है, सारनाथ-आजमगढ़ होते हुए गोरखपुर को कवर करती है लेकिन मान्यवर आपने कई बार सर्वे किया है। आपसे पहले भी कई बड़े मंत्री थे और माननीय रेल मंत्री जी बड़ी उम्मीद थी।

मैं यह भी देखता हूं कि आप बड़े उदार हैं, बड़े अच्छे हैं, बहुत कोमल हैं, बहुत मृदुभाषी भी हैं। मैं समझता हूं कि जब आप बोलते हैं तो आपकी जुबान से शहद टपकता है। यह दुर्भाग्य है, मैं किन शब्दों में कहूं, रेल लाइन बनाने के लिए सर्वे भी हुआ, तीन-तीन बार सर्वे हुआ। हमारे नेता माननीय धर्मेन्द्र यादव जी बोल रहे थे। कहां से सर्वे कराया, वाराणसी से लालगंज तक लगभग 9 तहसील टच करते हुए आजमगढ़ में मिलते हैं। आपसे उन लोगों को बड़ी उम्मीद है, केवल रेल लाइन का ही विकास नहीं होगा, रेल लाइन का विकास हो जाना है, वह तो होता रहेगा।

माननीय सभापति : अब समाप्त कीजिए।

श्री दरोगा प्रसाद सरोज : महोदय, प्रस्तावित रेलवे लाइन का कई बार सर्वे भी हुआ है। यह अत्यंत दुर्भाग्यपूर्ण है कि वर्तमान सर्वे में मेरे लोक सभा क्षेत्र लालगंज, केराकट-मार्टिनगंज-दीदारगंज-फुलपुर होते हुए यह लाइन जाती है, लेकिन उसमें शामिल नहीं किया गया है। लालगंज बहुत बड़ा क्षेत्र है।

माननीय सभापति : लेकिन समय नहीं है, वही प्रॉब्लम है, एक मिनट में कनक्लूड कीजिए।

श्री दरोगा प्रसाद सरोज : सभापति महोदय, यदि प्रस्तावित गोरखपुर-इलाहाबाद-आजमगढ़-वाराणसी नई रेल लाइन लालगंज कस्बे जोड़ दिया जाता है, इससे पूरे क्षेत्र को विकास की नई गति मिल जाएगी।

किसानों को अपनी कृषि उपज बड़े बाजारों तक पहुंचाने का सस्ता और तेज साधन मिलेगा। युवाओं और छात्र-छात्राओं को शिक्षा का प्रमुख केन्द्र वाराणसी, गोरखपुर और प्रयागराज तक पहुंचने में बड़ी सुविधा हो जाएगी। व्यापार, छोटे उद्योग और स्थानीय बाजारों को नई ऊर्जा

मिलेगी। सबसे महत्वपूर्ण बात है कि पूर्वांचल के कई उपेक्षित क्षेत्रों को विकास की मुख्यधारा से जोड़ने का रास्ता खुल जाएगा।

मान्यवर, रेलवे केवल एक परिवहन व्यवस्था नहीं है बल्कि विकास की जीवन रेखा है। जहां रेल पहुंचती है, वहां रोजगार के अवसर बढ़ते हैं, व्यापार बढ़ता है और पूरे क्षेत्र की अर्थव्यवस्था मजबूत होती है।

मैं सदन के माध्यम से माननीय रेल मंत्री जी से स्पष्ट रूप से आग्रह करता हूं कि गोरखपुर-आजमगढ़ प्रस्तावित नई रेल लाइन का सर्वे पुनः कराया जाए और उसमें लालगंज शहर और रेवगांव को अनिवार्य रूप से शामिल किया जाए ताकि लालगंज तहसील, टाउन एरिया और तमाम तहसीलों को परियोजना का लाभ हो सके।

वर्ष 1952 से चली आ रही पूर्वांचल की जनता की ऐतिहासिक और न्यायसंगत मांग को पूरा करने के लिए मैं सरकार से आग्रह करता हूं। इसे गंभीरता से लेते हुए जल्द से जल्द इस लाइन का सर्वे कराया जाए। पूर्वांचल का विकास मजबूत रेल संपर्क से होकर जाता है।

17.00 hrs

श्री आगा सैय्यद रूहुल्लाह मेहदी (श्रीनगर) : सभापति महोदय, आपने मुझे रेलवे की डिमांड फॉर ग्रांट्स पर बात करने का मौका दिया, इसके लिए मैं आपका शुक्रगुजार हूं।

Before I come to the Demands for Grants under Ministry of Railways, I will take 15 seconds to express my condolences to the people of Iran for the martyrdom of their leader Ayatollah Ali Khamenei and killing of innocent kids. More than 150 kids were killed in the school. I express my condolences to the just and peace-loving people all around the world. I condemn the Zionist regime of Israel. I condemn this act. I condemn the Zionist regime of Israel for their terrorist act and aggression in Iran. ... (*Interruptions*)

HON. CHAIRPERSON: No, no, please.

... (*Interruptions*)

श्री आगा सैय्यद रूहुल्लाह मेहदी : मैं इजरायल की कंडेम्नेशन कर रहा हूँ, आपको तकलीफ क्यों हो रही है? ... (व्यवधान) ... *

HON. CHAIRPERSON: Ruhullah ji, please.

... (*Interruptions*)

श्री आगा सैय्यद रूहुल्लाह मेहदी : मैं इजरायल की कंडेम्नेशन कर रहा हूँ।

HON. CHAIRPERSON: One second. Please sit down. There is no problem in criticising.

... (*Interruptions*)

HON. CHAIRPERSON: Please, if you are speaking on the Railway Budget, you can continue. Otherwise, you cannot go on like this.

... (*Interruptions*)

HON. CHAIRPERSON: No. We are discussing Demand No. 85, that is, the Railways Demand. This has nothing to do with the Iran issue. This has nothing to do with the international issue.

... (*Interruptions*)

HON. CHAIRPERSON: Please do not discuss the extraneous issues.

... (*Interruptions*)

HON. CHAIRPERSON: Nothing is going on record also.

... (*Interruptions*) ... **

HON. CHAIRPERSON: No, please.

* Expunged as ordered by the Chair.

** Not recorded.

... (*Interruptions*)

श्री आगा सैय्यद रूहुल्लाह मेहदी : मैं ईरान क्यों चला जाऊं?... (व्यवधान)

HON. CHAIRPERSON: No. No, please.

... (*Interruptions*)

HON. CHAIRPERSON: You please address the Chair.

... (*Interruptions*)

HON. CHAIRPERSON: If you would like to speak on Budget, you can speak.

... (*Interruptions*)

HON. CHAIRPERSON: No. No, please. You please address me. I will control the House.

... (*Interruptions*)

HON. CHAIRPERSON: No. No, please. You please address the House. If you are speaking on the Railway Budget, you can speak. Otherwise, it will not be permitted, please.

... (*Interruptions*)

HON. CHAIRPERSON: You can make the submission in 'Zero Hour'. There are so many other rules. You can bring it to the notice of the House. There is no problem. But this is purely the Railway Budget discussion. This has nothing to do with the Iran issue, please.

... (*Interruptions*)

SHRI AGA SYED RUHULLAH MEHDI: Alright. Thank you, Sir.

I would just like to put on record that the people who wanted to send me to Iran ... (*Interruptions*) यह आपका सपना है। ... (व्यवधान)

HON. CHAIRPERSON: No. Again, you are going back. Nothing will go on record except the speech on Demand.

... (*Interruptions*) ...*

HON. CHAIRPERSON: Please, this is not going on record.

... (*Interruptions*) ...*

HON. CHAIRPERSON: We are all concerned about the issue, but this is not the way by which the issue has to be brought before the House, please.

... (*Interruptions*) ...*

श्री आगा सैय्यद रूहुल्लाह मेहदी : सर, मैं माननीय रेल मंत्री श्री अश्विनी वैष्णव जी का शुक्रगुजार हूँ। कश्मीर से जो डिमांड थी, एप्रिहेन्शन के हवाले से जो लोगों ने डिमांड की, जो नई रेल लाइन शोपियां, पहलगाम के लिए बनाने जा रहे थे, उसे विड्रॉ किया और रिटेन जवाब मुझे मिला है कि that line has been dropped permanently.

I, on behalf of the people of Jammu and Kashmir, thank you for that, क्योंकि ऑर्चर्ड्स खराब हो रहे थे, हमारी इकोनॉमी इस वजह से खराब हो रही थी, हमारा हॉर्टीकल्चर का ट्रेडिशन खराब हो रहा था। मैं इसके लिए आपको शुक्रिया अदा करता हूँ। इसके साथ-साथ मेरी आपसे गुजारिश है कि चेनाब वैली से जो डिमांड है, रेलवे के जरिए पुंछ, राजौरी चेनाब वैली दोनों रिजन्स से पीरपंजाल व चेनाब रिजन से कनेक्ट करने की जो डिमांड है, बजाय इसके कि हम शोपियां में ऑर्चर्ड्स को खराब करते, इकोनॉमी को खराब करते, हमारी ट्रेडिशन इकोनॉमी को खराब करते, it is better if we connect the Pir Panjal region and the Chenab Valley with Jammu through railway. इसी तरह से कटरा से श्रीनगर जो लाइन बारामुला तक जाती है, इसकी डबलिंग करने की जरूरत है। अगर आप इस साल के बजट में इसमें प्रॉविजन रखेंगे, तो हम थैंकफुल होंगे।

* Not recorded.

आपने वंदे भारत ट्रेन शुरू की है, लेकिन मैंने आपसे पहले ही अनुरोध किया है कि उसकी फ्रीक्वेंसी व कोचेज बहुत कम हैं। लोकल लोगों को उसका फायदा बहुत कम पहुंचता है। टूरिज्म के हवाले से उसकी बुकिंग होती रहती है। 6 महीने, 2 महीने पहले उसकी बुकिंग हुई होती है, मगर जम्मू-कश्मीर के जो लोकल लोग उसमें ट्रेवल करना चाहते हैं, उनको बहुत कम मौका मिलता है। उनके लिए कोचेज कम हैं। हम मुंबई, हैदराबाद, कोलकाता जैसे राज्यों को कश्मीर के साथ डायरेक्ट कनेक्ट करने के लिए लॉग डिस्टेंस ट्रेन्स चाहते हैं। वंदे भारत ट्रेन को श्रीनगर से दिल्ली डायरेक्टली कनेक्ट किया जाए। अभी तक डायरेक्ट कनेक्शन नहीं है with the stop over at Jammu. हम एग्री करते हैं कि जम्मू में स्टॉप-ओवर होना चाहिए। श्रीनगर से दिल्ली तक वंदे भारत ट्रेन कनेक्ट नहीं है। मेरी आपसे गुजारिश है कि श्रीनगर से दिल्ली व अन्य डेस्टिनेशन्स के लिए डायरेक्ट ट्रेन्स शुरू की जाएं। कॉमर्शियल पर्सनल व प्रोडक्ट्स के आने-जाने के लिए फ्रेट ट्रेन्स की जरूरत है। इनका किराया कम हो। पैसेंजर्स ट्रेन्स की फ्रीक्वेंसी के बारे में जैसा कि मैंने कहा कि जब भी सर्दी का मौसम आता है या मौसम खराब होता है या टूरिज्म का सीजन आता है, तो एयरलाइंस अपने टिकट रेट्स बढ़ा देते हैं।

उसके इलाज के लिए अगर रेलवेज की तरफ से ट्रेन्स की फ्रीक्वेंसी ज्यादा हो, कोचेज की संख्या ज्यादा हो या ट्रेन्स की आमदरफ्त ज्यादा हो तो एयर फेयर्स भी कम हो जाएंगे और लोगों को उसका फायदा भी होगा। आपको कमर्शियली भी देखना पड़ेगा, जैसा कि मैंने हार्टिकल्चर के हवाले से कहा है, जो प्रोडक्ट्स वहां से आते हैं, we have to bring them in a controlled atmosphere. Refrigerated trains या कोचेज हमें अरेंज करने पड़ेंगे। आपसे उस बारे में गुजारिश है कि उस हवाले से इस बजट में प्रावधान रखिएगा।

बाकी उनका ख्वाब है, जो हमें कभी पाकिस्तान या कभी ईरान भेजना चाहते हैं, मैं हैदर-ए-करार की नस्ल में से हूँ, जहां पर हक है, वहां पर खड़ा हो जाता है।... (व्यवधान)

HON. CHAIRPERSON: Shri Imran Masood ji.

... (Interruptions)

HON. CHAIRPERSON: No, you are not abiding by the rules.

... (*Interruptions*)

HON. CHAIRPERSON: No.

... (*Interruptions*)

HON. CHAIRPERSON: Why do you make the remarks unnecessarily?

... (*Interruptions*)

श्री इमरान मसूद (सहारनपुर) : महोदय, आपने मुझे बोलने का समय दिया, इसके लिए आपको धन्यवाद ।

महोदय, मैं उस जमीन से आता हूँ, जो सरज़मीन गंगा और जमुना के बीच में है और वह गंगा और जमुना की तहजीब को पोसने का काम करती है । एक तरफ माँ शाकुम्भरी की सिद्धपीठ है और दूसरी तरफ दारुल उलूम देवबन्द है । मैंने पिछली बार भी माननीय मंत्री जी से एक डिमांड रखी थी कि सहारनपुर के रेलवे स्टेशन का नामकरण माँ शाकुम्भरी देवी के नाम पर कर दिया जाए । मैं माननीय रेल मंत्री जी से यह आग्रह करना चाहता हूँ, बै-हैसियत मुसलमान आपसे एक डिमांड कर रहा हूँ और अपने क्षेत्र की यह एक बड़ी डिमांड कर रहा हूँ । जंग-ए-आज़ादी की लड़ाई में दारुल उलूम का एक अहम किरदार रहा है, इसलिए फ्रीडम फाइटर मौलाना हुसैन अहमद मदनी साहब के नाम देवबन्द के रेलवे स्टेशन का नामकरण कर दिया जाए । आपने जो वादे किए, निश्चित रूप से मैं अपने जनपद की तरफ से आपका धन्यवाद करता हूँ । आपने लखनऊ के लिए वंदे भारत ट्रेन शुरू की । एक वादा आपका पेंडिंग है, मैं उसे आपको याद दिलाना चाहता हूँ । आपने इलाहाबाद के लिए भी हमसे वादा किया था, चूँकि हमें हाई कोर्ट मिल नहीं रहा है और यह हमारा दुर्भाग्य है । राजस्थान का हाई कोर्ट हमारे यहां से नजदीक है । अगर मैं राजस्थान हाई कोर्ट जाना चाहूँ तो वह हमारे यहां से नजदीक है । मैं पंजाब हाई कोर्ट जाना चाहूँ तो वह भी नजदीक है । मेरी आपसे गुजारिश है कि हमारी हाई कोर्ट की डिमांड तो पूरी नहीं हो रही है, कम से कम आप रेल की ही डिमांड पूरी कर दीजिए । मेरी आपसे यह मुउद्बाना दरखास्त है कि आप इसके ऊपर बहुत गौर

और फिर करें।

हुज़ूर, घंटी मत बजाइएगा, मेरी एकदम से घंटी बज जाएगी। कृपया, मुझे थोड़ा सा बोलने दीजिए।

महोदय, हमें यहां बोलने का जो अधिकार मिला है, यहां खड़े होने का जो अधिकार मिला है, वह बाबा साहेब भीमराव अंबेडकर जी का सपना था। उन बाबा साहेब भीमराव अंबेडकर जी का धन्यवाद देते हुए मैं आपसे कहना चाहता हूँ कि रेल गरीबों के लिए हुआ करती थी। कभी यह रेल गरीबों के लिए चलती थी। यह रेल रोजगार का साधन होती थी। यह रेल ऐसा साधन होती थी, जहां हमें रोजगार मिलता था। आज बदकिस्मती है कि रेल चमकते विज्ञापनों में रफ्तार का शोर है, मगर गरीबों की रेल आज भी बेजोर है, कर्ज की बेड़ियों में जकड़ रहे भविष्य को, आपकी नीतियों का बस यही निचोड़ है।

मैं आपसे आग्रह करना चाहता हूँ कि रेल के अंदर जो कर्मचारी काम कर रहे हैं, क्योंकि पहले रेल के अंदर भर्ती चलती रहती थी और आरक्षण के माध्यम से दलित वर्ग को, शोषित वर्गों को इसके माध्यम से नौकरियां मिलती थीं। अब वह सब खत्म हो गया है। आपने ठेका व्यवस्था शुरू की है। आज ठेकेदारों ने बहुत ज्यादा उत्पीड़न कर्मचारियों का किया हुआ है। मैं वंदे भारत ट्रेन से लखनऊ से आ रहा था। उस ट्रेन के अंदर जो कर्मचारी थे, उनकी व्यथा सुनकर मेरी आंख के अंदर आंसू आ गए। 7 दिन में उन्हें कोई छुट्टी नहीं मिलती है। शायद सोमवार के दिन की उनको छुट्टी मिलती है। उनको मात्र 11 हजार रुपये से लेकर 16 हजार रुपये तक वेतन मिलता है। उनकी ड्यूटी बहुत लंबी होती है, क्योंकि उन्हें उसी ट्रेन से जाना है, उसी ट्रेन से आना है, उनकी ड्यूटी 20 से 22 घंटे की होती है। यह बहुत ही खतरनाक स्थिति है। जो न्यूनतम वेजेज उनको मिलनी चाहिए, वह न्यूनतम वेजेज भी रेलवे के अंदर उन्हें नहीं मिल रही है। ऐसा हो सकता है कि यह मंत्री जी की जानकारी में न हो। मैं यह आपकी जानकारी में डालना चाहता हूँ कि रेलवे के जो ठेकेदार हैं, वे इस कदर लोगों का उत्पीड़न कर रहे हैं, क्योंकि सारी चीजें ठेका व्यवस्था के ऊपर आ गई हैं। गुणवत्ता के ऊपर मैं कहना चाहूँगा, खास तौर से खाने के लिए हो या सफाई की

व्यवस्था हो, मुझे थोड़ी सी व्यवस्था सुधरी हुई मिली। मैं यह बात भी कहना चाहता हूँ कि सफाई की व्यवस्था सुधरी हुई मिली, लेकिन उन लोगों का जो उत्पीड़न हो रहा है, खास तौर से उनको वेतन नहीं मिलता है और वंदे भारत जैसी ट्रेन, जिसमें सोने के लिए बर्थ भी नहीं है, तो आप समझ लीजिए कि उनकी स्थिति क्या होगी। ऐसी स्थिति रेलवे के अंदर है।

बेरोजगारी ही इतनी है। रोजगार मिलता नहीं है, तो बेचारे उसी काम को करने के लिए मजबूर हैं। मैं माननीय मंत्री जी से आग्रह करूंगा कि आप इस पर खासतौर से विचार करें कि जो रेलवे के कर्मचारी हैं, चाहे वे ठेके पर ही काम कर रहे हों, वे हमारे और आपके ही हैं। उन गरीबों के लिए रेल एक साधन बन सके, इसके लिए मैं आपसे आग्रह करना चाहूंगा कि हमारे सहारनपुर से वाया शामली जितनी ट्रेनें थीं, वे कोरोना काल में बंद हो गई थीं। उन ट्रेनों को चालू करा दें, क्योंकि वे गरीबों का सहारा हैं। वे गरीबों के लिए हैं। उनमें ऐसी ट्रेनें नहीं थीं, वे गरीबों की ट्रेन्स हैं। अगर आप उन गरीबों की ट्रेनें चालू करने का काम आप करेंगे, तो निश्चित रूप से हम आपके आभारी होंगे।

तीसरा मुद्दा हमारे समाजवादी पार्टी के सांसद महोदय ने उठाया था। जहां पर अंडरपास हैं, आपने वहां काफी हद तक शेड लगाए हैं, आपको उसके लिए बधाई देता हूँ, लेकिन जहां पर शेड रह गए हैं और अगर वहां फ्लाईओवर नहीं बन सकते, उन जगहों पर शेड की व्यवस्था कर दीजिए। आपने जो टनल्स बनाई हैं, उनमें लाइट की व्यवस्था कर दें, क्योंकि वहां पर बिना लाइट के घनघोर अंधेरा रहता है। मैं इन दो कामों के लिए आपको आग्रह के साथ कहना चाहूंगा।

आपने मुझे बोलने का मौका दिया, मैं माननीय अधिष्ठाता महोदय को देख रहा हूँ कि आप बार-बार मेरी तरफ देख रहे हैं। मैं बस खत्म करने जा रहा हूँ :

“अमीरों के आंगन में तो बस बहारें ही बहारें हैं,
गरीब की बस्ती में तो बस सन्नाटे और सरारे हैं।
आप की नीतियां तो बस अमीरों की चौकीदारी है,
बाकी तो सब वक्त के मारे और बेसहारे हैं।”

मान्यवर, आपका बहुत, बहुत धन्यवाद और बहुत-बहुत शुक्रिया ।

माननीय सभापति : श्री भोला सिंह जी ।

डॉ. भोला सिंह (बुलन्दशहर) : सभापति महोदय, धन्यवाद । आपने मुझे रेलवे के अनुदानों की मांगों पर बोलने का अवसर प्रदान किया ।

सभापति महोदय, माननीय प्रधानमंत्री के नेतृत्व में माननीय मंत्री जी के द्वारा पूरे देश में रेलों का बहुत ऐतिहासिक कार्य हुआ है । हमने देखा है कि जहां पर पहले ट्रेनों की पुरानी और जर्जर हालत होती थी, वहीं आज वंदे भारत जैसी नई ट्रेनें हमारी सरकार के द्वारा चलाई जा रही हैं । सभी लाइनों का दोहरीकरण, इलेक्ट्रिफिकेशन और नए आधुनिक स्टेशन विकसित किए जा रहे हैं । इसके साथ-साथ ट्रेनों में जो सुविधाएं होती थीं, चाहे वह स्वच्छता हो, चाहे वह बैठने के लिए सीट की व्यवस्था हो एवं चाहे तकिये और कंबल की व्यवस्था हो, सभी में काफी सुधार हुआ है । रेल के रूप में पूरे देश में ऐतिहासिक परिवर्तन हुआ है, चाहे पहाड़ों से जोड़ने के लिए हो, जैसे जम्मू-कश्मीर में चेनाब ब्रिज द्वारा जम्मू-कश्मीर से श्रीनगर को जोड़ने का काम हमारी सरकार के कार्यकाल में हुआ । अन्य पहाड़ी क्षेत्रों में और समुद्री क्षेत्रों में और भी ऐतिहासिक कार्य हुए हैं । मैं बुलंदशहर उत्तर प्रदेश से हूं, जो यहां से बहुत नजदीक पड़ता है ।

सभापति महोदय, मेरे यहां मेरे जिले से गुजरती हुई दिल्ली से अलीगढ़ होते हुए कानपुर वाली लाइन है और दूसरी मेरठ से हापुड़ को आती हुई लाइन है, जो बुलंदशहर से जोड़ती है, लेकिन कोई भी ट्रेन बुलंदशहर से दिल्ली के लिए नहीं है, जिसके कारण हमारे क्षेत्र के लोगों को बहुत असुविधा का सामना करना पड़ता है । बहुत सारे लोग रोजगार और व्यापार के लिए रोजाना आते हैं । ट्रेन न होने के कारण उन्हें बहुत ज्यादा कठिनाई का सामना करना पड़ता है । हमारे यहां पर अलीगढ़ से डिबाई होते हुए, मुरादाबाद के लिए दो लाइनें गुजरती हैं, लेकिन कनेक्टिविटी कहीं से भी नहीं है ।

सभापति महोदय, चोला स्टेशन से बुलंदशहर को जोड़ने के लिए पहले एक सर्वे हुआ था, उसकी डीपीआर रिजेक्ट हो गई है । मुझे उसका कारण पता नहीं है । मैंने पिछली बार भी माननीय

मंत्री जी से आग्रह किया था कि आप चोला स्टेशन को ही नए बुलंदशहर के नाम से विकसित करके, अलीगढ़ से लखनऊ जाने वाली ट्रेनें हैं, दिल्ली से इलाहाबाद जाने वाली ट्रेनें हैं, काशी जाने वाली ट्रेनें हैं, यदि उन सभी ट्रेनों में से एक-एक, दो-दो ट्रेनों का स्टॉपेज मिलेगा, तो दिल्ली के लिए कनेक्टिविटी भी होगी और वहां जाने का मौका भी मिलेगा।

महोदय, अभी एक माननीय सदस्य इलाहाबाद हाई कोर्ट की बात कर रहे थे। यह ठीक है कि इलाहाबाद हाई कोर्ट हमारे यहां से बहुत दूर पड़ता है और हमारे यहां से बहुत सारे लोग वहां जाते हैं। अगर इलाहाबाद जाने वाली ट्रेन की स्टॉपेज वहां मिलेगी तो इससे वहां के लोगों को सुविधा होगी।

सभापति महोदय, हमारे यहां से अलीगढ़ से खुर्जा होते हुए दिल्ली के लिए एक ईएमयू ट्रेन चलती है, लेकिन वह बुलंदशहर को टच नहीं करती है, बुलंदशहर उससे बच जाता है। इससे बुलंदशहर के यात्रियों को इसका लाभ नहीं मिलता है। आपके माध्यम से मैं माननीय मंत्री जी से अनुरोध करना चाहूंगा कि अगर वे अलीगढ़ से बुलंदशहर होते हुए मेरठ के लिए एक ईएमयू चला देंगे तो इससे अलीगढ़, बुलंदशहर, गौतम बुद्ध नगर, हापुड़ और मेरठ के यात्रियों को लाभ मिलेगा। उन्हें आने-जाने में सुविधा होगी।

महोदय, हमारे यहां एक और विशेष आवश्यकता है। बरेली से इन्दौर के लिए गाड़ी संख्या 14320 वहां से चलती है। पहले उसकी स्टॉपेज हमारे यहां थी, लेकिन कोरोना महामारी के दौरान उसकी स्टॉपेज बंद हो गयी। मैं आपके माध्यम से माननीय मंत्री से आग्रह करता हूं कि उस ट्रेन की स्टॉपेज भी मेरे क्षेत्र में देने की स्वीकृति देंगे। इसके साथ-साथ इस पर भी ध्यान दें कि बुलंदशहर के लोगों को दिल्ली के साथ कैसा जोड़ा जाए और बुलंदशहर से लोगों को लखनऊ, इलाहाबाद और बनारस जाने की व्यवस्था सुचारु रूप से हो सके। अभी लोग या तो हापुड़ से ट्रेन पकड़ते हैं या फिर उन्हें अलीगढ़ जाना पड़ता है। रात के समय में उन्हें बहुत असुविधा होती है, इसलिए माननीय मंत्री जी से मेरा निवेदन है कि इस पर विचार करें।

महोदय, मैंने एक और विषय रखा था कि हमारे यहां से लखनऊ मेल ट्रेन दिल्ली से

लखनऊ जाती है। वह रात को दस बजे चलती है और सुबह सात बजे लखनऊ पहुंचती है। उसमें पैन्ट्री की कोई व्यवस्था नहीं है। मेरा माननीय मंत्री जी से आग्रह है कि उसमें एक छोटी कैन्टीन की सुविधा हो, जिसमें चाय, पानी मिल जाए या अगर किसी बच्चे को दूध की आवश्यकता पड़े तो वह उसको वहां से मिल जाए। ऐसी एक कैन्टीन उस ट्रेन में देने की बहुत आवश्यकता है।

सभापति महोदय, आपने मुझे बोलने का मौका दिया, इसके लिए आपको बहुत-बहुत धन्यवाद देता हूँ।

***SHRI SELVARAJ V. (NAGAPATTINAM):** Hon. Chairman Sir, Vannakam. Hon. Minister for Railways, Vannakam. Among the public sector undertakings, Indian Railways plays a major role leading to our overall development. I spoke last year during the discussion on Budget. This year also I am taking part in this discussion on Budget. I will speak in the coming years as well. I wish to say the bitter truth that the Union government has not even fulfilled any of my demands. Railways provide the lifeline and help lakhs of people in earning their livelihood. Trains like Vande Bharat, Amrit Bharat are providing a better image for India portraying India's glory in the world arena. I appreciate this effort of the Government. But there should be a railway infrastructure on its own to operate safely and securely. In the name of privatization, Railways is going for outsourcing all its work by reducing its manpower besides privatization in areas like safe electricity, signaling, Carriage & Wagon etc. Department of Railways is interested in appointing people from other States at the Railway gates in level crossings as those employees who don't even know the local language. Ministry of Railways is going for reduction in the number of

* English translation of the speech originally delivered in Tamil.

employees. At the same time, the volume of work has not been reduced. This has created an undue pressure on railway employees.

Technological changes taking place in the world should immediately find a place in Indian Railways as well. While introducing new trains the Department does not focus on comfortable and ergonomic seating facilities. For example, the chairs in MEMU and DEMU trains are designed in such a way that the passengers have to sit vertically at an angle of 100 degrees. It is true that children and senior citizens prefer travelling in train due to its facilities and cost effectiveness. But if a passenger is expected to sit straight with less comfort for more than two hours, I would ask you that whether would he prefer to opt for train travel once again. I will leave this to the best of your wisdom. I think that downtrodden and economically backward people live in large numbers in my constituency and that is the reason why you have not fulfilled the demands of my constituency which I have been raising for last several years. I have almost raised this issue more than four times in this august House.

I have had meetings with hon. Minister for Railways and the Chairman of Railway Board requesting to fulfill these demands. I am unaware of the fact that why you decide to ignore the demands pertaining to my Nagapattinam parliamentary constituency. I once again wish to place some of the demands pertaining to my parliamentary constituency. There should be doubling of the railway routes between Karaikkal – Tiruvarur and Thanjavur – Tiruvarur – Mayiladuthurai. You should expedite work related to electrification on the

Tiruvarur – Karaikkudi route besides doubling the Tiruvarur- Karaikkudi rail route. When myself putting forth the railway demands, you express your inability on the maintenance part due to non-availability of workshops in that area.

I therefore urge that a railway workshop should be set up either in Tiruvarur or Vailankanni. Department of Railways has issued orders for operating Kamban Express between Karaikkudi and Pattukkottai via Tiruvarur to pass through Karaikkal and Peralam. It was announced while introducing the train between Chennai-Mannargudi-Chennai it would pass through Tiruvarur. When the work relating to broad gauge conversion was undertaken on the Mayiladuthurai- Thiruvarur route, this train was operated from Mannargudi to Needamangalam via Thanjavur and Kumbakonam. When this train started its operation via Tiruvarur, Uzhavan Express service has been extended to the people of Thanjavur and Kumbakonam. Similarly, this Kamban Express should now be operated from Karaikkudi to Pattukkottai via Tiruvarur. A train should be operated from Vailankanni on the new route of Karaikkal and Peralam. Only then the railway demands of all sections of people of my area can be fulfilled. People have been holding demonstrations in both the places for immediately fulfilling these long pending railway demands.

The train service between Madurai and Punalur should also be extended up to Karaikkal. An express train should be operated between Karaikkal and Madurai or Tiruchendur via Thanjavur, I also urge that a new railway line be constructed between Thiruvarur and Ariyalur via Kumbakonam

and Jayamkondam. I also request for a day-time Shatabdi train to be operated from Agathiyampalli upto Chennai. The train service between Mannargudi and Tirupati should be run on a daily basis. Between Vailankanni and Chennai via Karaikkal and Peralam a day- time express train should be operated with departure time in the morning hours. From Tiruchy to Vailankanni via Thanjavur a train service should be provided during the noon time. By using the rail coaches reaching Thiruvarur from Mannargudi in the morning hours, an express train service may be operated from Tiruvarur up to Thanjavur or Tiruchy with minimum number of stoppages. Bi-weekly express train between Ernakulam-Vailankanni-Ernakulam should be run on a daily basis. The train between Thiruvarur and Viluppuram in the morning hours should be extended from Chengalpattu. On the respective rail routes, all trains passing through this route should have stoppages in places like Peralam, Nannilam, Muthupettai, Keezhvelur and Koradacheri.

The concession in ticket fare earlier extended for senior citizens and mediapersons should once again be extended. Season tickets are being issued now only for a train travel up to 150 kilometers. Keeping in view of the current requirements, such a facility should be extended up to 250 kilometers. I once again want to urge about extending a help to a girl named Dhananya aged less than 2 years who is suffering from by Spinal Muscular Atrophy type 2. I have already raised this issue in this august House. I have also requested Hon. Prime Minister, Hon. Minister for Railways and Hon. Minister for Petroleum to intervene in this matter. This girl named Dhananya affected by

Spinal Muscular Atrophy type 2 needs nearly Rs. 9 crore for procuring medicines from abroad for her treatment. I urge that the Union Government should procure and provide these medicines free of cost or produce this medicine domestically. I sincerely urge that the precious life of the little girl Dhananya should be saved. Thank you.

DR. KADIYAM KAVYA (WARANGAL): Hon. Chairperson Sir, I rise to speak on the Demands for Grants for the Ministry of Railways 2026-27, carrying the voice of Telangana, a State that is powering India's IT, pharma and industrial engine but still waiting for its railways to catch up.

Railways are not just tracks and trains. They are the veins of the economy - farmers to markets, workers to jobs, factories to customers, regions to real opportunity. For a fast growing State like Telangana, world-class rail infrastructure is not a luxury; it is oxygen.

After Telangana formation post-2014, expectations were high— separate State with equitable justice. Do we have that progress? Yes. But many wounds remain open.

Looking ahead, Telangana's economy is exploding. Hyderabad is India's innovation capital. Yet, high speed rapid rail links to Bengaluru, Chennai, Pune and Mumbai remain mostly in talks. The 2026-27 Budget brought good news. Three high speed corridors were sanctioned involving Hyderabad-Chennai, Hyderabad-Bengaluru, Hyderabad-Pune. That is welcome. Now, please deliver clear timelines, DPRs and execution speed. India cannot afford to leave its tech and pharma hub off the bullet train map.

The suburban railways are helping but you should think bigger. There should be an additional ring rail integrated with logistic parts. I request the Government to plan it now or the city will choke tomorrow.

I would now like to talk about my Warangal Lok Sabha Constituency. Let us start with Kazipet Junction, the North-South gateway. It handles enormous passenger and freight volumes, yet it is perpetually jammed. Here, the rail, under rail tunnel is not some local wish item but a necessity to unclog one of India's busiest routes. I request the Government to expedite it.

I thank the hon. Railway Minister for establishing a railway coach manufacturing unit at Kazipet. The land is identified; the announcements are being made; trial runs are being done; connectivity trials are also successful; yet full operation is still awaited. I also request that the jobs created under this unit should mandatorily be filled up by the locals of that area, especially, the class '3' and class '4' jobs.

There is also a long-standing demand for a new railway zone or, at least, a strong sub-division at Kazipet. Its geography screams centrality. A dedicated administrative eye would fix coordination gaps, speed up projects, and give Telangana the focussed attention it deserves. This is not an empire building but it is a basic operational logic.

Congestion is killing efficiency on key stretches like Kazipet-Balharshah, Kazipet-Vijayawada, and Secunderabad-Wadi. Please accelerate the doubling or tripling of lines. There should be no more bottlenecks pretending to be 'heritage'.

I request the Government to not forget the backward regions. New lines to Bhupalpally and other regions belonging to below poverty line people, tribal or mining areas are not charity. They demand economic justice. Please connect them to unlock the growth.

Now, I am coming to the human angle of it. The Railway staff are stretched thin. The safety and services are hurt due to vacant posts. I request the Government to fill them up and keep the system running. As far as the contractual staff is concerned, give them fair wages, and suitable working conditions with dignity while ensuring no breach in reservation policy for SCs, and STs. Safety upgradation, track renewable, modern signalling, and full Kavach rollout on dense routes must be non-negotiable.

I would also like to give credit to Government for 100 per cent electrification. It is a big win towards green efficiency. Telangana received a record budget allocation of Rs. 5,454 crore for railway projects to be taken up with Rs. 48,000 crore worth of projects underway along with redevelopment of many stations under the Amrit Bharat Station Scheme. That is a real momentum.

Here, I would like to remind the Government that Budgets are promises and execution is delivery. Timely completion, balanced regional spread, and sustained fairness will decide if this is transformation or just another Press release.

With the global summit held in Telangana, the State is ready to turbocharge India's growth story. The Indian Railways must match that energy

with vision, speed, and justice.

I request the hon. Railway Minister to please allow push-pull trains to run from Warangal as many daily wage labourers are going to different regions from there. I also request the hon. Minister to help in stopping few trains at certain other places which we have already requested. We have seen that many trains have not resumed post-COVID operations. It is difficult for the people of those regions to travel around. Please look into it, Sir. Thank you.

श्री रमाशंकर विद्यार्थी राजभर (सलेमपुर) : सभापति महोदय, रेलवे की अनुदान की मांगों पर मुझे बोलने के लिए आपने समय दिया, इसके लिए मैं आपका आभारी हूँ। साथ ही, मैं माननीय मंत्री जी का भी आभारी हूँ कि उजड़ते रेलवे स्टेशन - रेवती को आपने बचा लिया। उसका टेंडर हो गया है। अधिकारियों से कहिए कि मुझसे उद्घाटन कराएं।

महोदय, पूरे देश में तीन जनपद सबसे पहले आजाद हुए। एक उत्तर प्रदेश का बलिया, दूसरा बंगाल का तामलुक और तीसरा महाराष्ट्र का सतारा। बलिया जनपद, जहां से प्रधान मंत्री हुए, आज तक दो बजे दिन के बाद और ढाई बजे रात के तक, बीच में बड़े शहरों को जाने के लिए कोई ट्रेन नहीं है। स्वतंत्रता सेनानी ट्रेन नौ बजे रात को चलती थी, उसको ढाई बजे आपके अधिकारियों ने कर दिया। एक ट्रेन बलिया को दीजिए।

महोदय, दो बड़ी योजनाएं वर्ष 2005 में हमारे संसदीय क्षेत्र के लिए स्वीकृत हुई थीं। बेलथरा से वकुलहा, लाखों रुपये मंत्रालय ने खर्च कर दिए और भटनी से हथुआ की जमीन एक्वायर हो गई, उस पर करोड़ों रुपये खर्च हुए। उसको बनवा दीजिए, बजट लीजिए।

सभापति महोदय, गाड़ी संख्या 15129-15130 का गोविन्दपुर पर ठहराव दे दीजिए। यह तो इंटरसिटी है। तारछापार, पतनारी किर्तुपुर, कुन्डेल सम्पर्क मार्ग 18सी पर एक ढाला था, वह बंद हो गया है इसलिए वहां पर एक अंडरपास बना दीजिए। कीड़िहरापुर में गाड़ी संख्या 15131 इंटरसिटी का ठहराव दे दीजिए।

गाड़ी संख्या 19489-19490 अहमदाबाद-गोरखपुर एक्सप्रेस बेल्थरा और देवरिया मुख्यालय से सलेमपुर तथा बलिया मुख्यालय से बेल्थरा 60-60 किलोमीटर है और इसी रूट पर आपकी ट्रेन चलती है इसलिए वहां पर इस ट्रेन का ठहराव दे दीजिए। गुजरात के सभी लोग वहां से जाते हैं। मधुबन ढाला ओवरब्रिज का काम अधूरा है, जो कि तीन जनपदों को जोड़ता है। उसका काम भी पूरा करवा दीजिए। हावड़ा व गोदान एक्सप्रेस का लालोर रोड स्टेशन पर ठहराव दे दीजिए। धरमेर, महलिया, विष्णुपुर, मेवली, तिलौली रेल खंड किलोमीटर 22/8 के समीप अंडरपास बनवा दीजिए।

ट्रेन नम्बर 15027-15028 मौर्य एक्सप्रेस और 11123-11124 झांसी ट्रेन एक्सप्रेस का बनकटा रेलवे स्टेशन पर ठहराव दे दीजिए। इसकी मैं शुरू से मांग कर रहा हूँ। आपने रेवती स्टेशन पर ठहराव दिया है तो बनकटा पर भी इन ट्रेन्स का ठहराव दे दीजिए।

सभापति महोदय, पूरे पूर्वांचल में गोरखपुर और लखनऊ होते हुए छपरा, सिवान तक कोई राजधानी ट्रेन नहीं है। वहां एक ही ट्रेन है, जिसमें उत्तर प्रदेश के मुख्य मंत्री वर्ष 2009 में जब सांसद थे तो वे मेरे साथ उस समय वैशाली ट्रेन से आते-जाते थे। यहां पर जगदम्बिका पाल जी बैठे होंगे, वे भी उसी ट्रेन से जाते हैं। इसका मतलब है कि वहां के 10 से ज्यादा सांसद और जनता छपरा, गोरखपुर, महाराजगंज, देवरिया, संत कबीर नगर, बस्ती और सिद्धार्थ नगर इसी ट्रेन से आती-जाती है। उस सुपरफास्ट ट्रेन को आपने एक्सप्रेस का दर्जा दे दिया। उस लाइन पर एक भी राजधानी ट्रेन नहीं है। न जाने आपके अधिकारियों ने क्या किया कि वैशाली, जो इस रूट की ऐतिहासिक ट्रेन थी, जो हम लोगों को दिल्ली लेकर आती और जाती है तथा 10 से ज्यादा सांसद, हजारों-लाखों मजदूर उससे आते-जाते हैं, उसे आपने एक्सप्रेस का दर्जा दे दिया। आप उसे कभी बरौनी से चलाते थे, लेकिन अब आप उसे किसी दूसरे स्टेशन से चला रहे हैं। आप उसे सुपरफास्ट का दर्जा दीजिए। वहां की वह एक ही ट्रेन है।

माननीय सभापति : माननीय सदस्य, अब आप अपनी बात को समाप्त कीजिए।

श्री रमाशंकर विद्यार्थी राजभर : सभापति महोदय, आपको धन्यवाद देते हुए मैं यह कहना चाहता

हूँ कि आप चाहे अनुदानों की मांगों को और बढ़ा लीजिए, लेकिन हमारे क्षेत्र की ट्रेन, 'वैशाली' का सम्मान जरूर दे दीजिए। वैशाली ट्रेन वहां की राजधानी है। आप वैशाली ट्रेन को पुनः सुपरफास्ट का दर्जा दीजिए।

श्री सुदामा प्रसाद (आरा) : सभापति महोदय, भारतीय रेल केवल एक परिवहन नहीं, बल्कि यह देश की अर्थव्यवस्था की रीढ़ है, सामाजिक एकता की डोर है और करोड़ों गरीब, मजदूर, किसानों, प्रवासी मजदूरों, व्यापारियों, नौकरीपेशा लोगों की जीवन रेखा है।

सभापति महोदय, सरकार ने वर्ष 2026-27 में रेल मंत्रालय के लिए लगभग 2 लाख 78 हजार करोड़ रुपये का बजट रखा है और लगभग 2 लाख 93 हजार करोड़ रुपये का पूंजीगत व्यय प्रस्तावित किया है। यह निश्चित रूप से बड़ा बजट है, लेकिन सवाल यह है कि क्या यह बजट देश के आम यात्रियों की समस्याओं को वास्तव में हल कर पाएगा? क्या इस बजट से छोटे स्टेशनों की स्थिति सुधरेगी? क्या इससे रेलवे की सुरक्षा व्यवस्था मजबूत होगी और क्या इससे रेलवे में लाखों खाली पड़े पद भरे जाएंगे?

सभापति महोदय, बजट बढ़ा होना ही विकास का प्रमाण नहीं होता है। बजट का सही उपयोग ही असली विकास का प्रमाण होता है। हम लोग इस बात के समर्थक हैं कि रेलवे का अलग से बजट पेश किया जाना चाहिए। अलग से बजट पेश होने से रेलवे पर जोर पड़ता है। अर्थव्यवस्था की जो लाइफलाइन है, उस पर विस्तार से चर्चा होती है। इसलिए मेरी समझ से इसे आगे के दिनों में अलग से पेश किया जाना चाहिए। सरकार लगातार यह दावा करती है कि रेलवे का आधुनिकीकरण हो रहा है। वंदे भारत ट्रेनें शुरू की गई हैं और सेमी हाई स्पीड ट्रेनें लाई गई हैं, लेकिन सवाल यह है कि क्या आधुनिकीकरण केवल कुछ तेज ट्रेनों तक सीमित है? देश के हजारों छोटे स्टेशन्स आज भी टूटे हुए प्लेटफार्म्स, खराब शौचालयों और पीने के पानी की कमी से त्रस्त हैं।

प्लेटफॉर्म्स यात्रियों के लिए बुनियादी सुविधाओं के अभाव से जूझ रहे हैं। आज भी ग्रामीण क्षेत्रों में कई रेलवे स्टेशनों पर छत तक नहीं है।

महोदय, रेलवे की सुरक्षा देश के लिए सबसे महत्वपूर्ण विषय है। पिछले कुछ वर्षों में कई रेल दुर्घटनाएं हुई हैं, जिसमें सैकड़ों लोगों ने अपनी जान गवाई है। सरकार ने कवच सुरक्षा प्रणाली की बात कही है, लेकिन सच्चाई यह है कि अभी तक देश के पूरे रेल नेटवर्क पर यह लागू नहीं हो पायी है। मैं सरकार से पूछना चाहता हूं कि कितने किलोमीटर ट्रैक पर कवच प्रणाली लागू हुई है और कब तक इसे पूरे देश के रेल नेटवर्क पर लागू किया जाएगा? रेलवे की सुरक्षा पर केवल घोषणा नहीं, बल्कि ठोस कार्रवाई की जरूरत है। भारतीय रेल देश का सबसे बड़ा सरकारी नियोक्ता रहा है, लेकिन आज स्थिति यह है कि रेलवे में लाखों पद खाली पड़े हैं। ग्रुप सी और ग्रुप डी के कई पद वर्षों से खाली हैं। इससे दो बड़ी समस्याएं पैदा हो रही हैं- युवाओं को रोजगार नहीं मिल रहा है और रेलवे कर्मचारियों पर काम का अत्यधिक बोझ है।

महोदय, रेलवे गरीब और मध्यम वर्ग के लोगों की यात्रा का सबसे बड़ा साधन है, लेकिन आज स्थिति यह है कि सामान्य ट्रेनों की संख्या कम हो रही है। स्लीपर और जनरल कोच घटाए जा रहे हैं और मंहगी ट्रेनों की संख्या बढ़ाई जा रही है, जिन्हें पैसेंजर नहीं मिल रहे हैं। देश का गरीब आदमी पूछ रहा है कि क्या रेलवे अब अमीरों के लिए ही चल रही है? रेलवे का असली उद्देश्य सस्ती, सुरक्षित और सुलभ यात्रा होनी चाहिए। हमारी मांग है कि कोरोना काल में जो साधारण ट्रेनें बंद की गयी थीं, उनको फिर से शुरू किया जाए और साधारण ट्रेनों की संख्या बढ़ायी जाए। दैनिक ट्रेनों की संख्या बढ़ायी जाए और उसमें थ्री टियर और जनरल बोगियों की संख्या भी बढ़ायी जाए। भोजपुर जिले में जो रेलवे स्टेशन्स और हॉल्ट्स हैं, वहां के प्लेटफॉर्म्स रेलवे बोगियों की तुलना में बहुत नीचे हैं। इसके कारण आम यात्रियों को ट्रेन में चढ़ते समय भारी परेशानी का सामना करना पड़ता है। वहां सुलभ शौचालय और साफ पानी की व्यवस्था की जाए। रेल आम लोगों की लाइफ-लाइन है। आम जतना के लिए ट्रेनों में जनरल बोगियों की संख्या बढ़ायी जाए। आज भी साधारण ट्रेनों में प्रवासी मजदूर भेड़-बकरियों की तरह शौचालयों में ठूस कर यात्रा करते हैं। डिब्रूगढ़-नई दिल्ली राजधानी एक्सप्रेस का ठहराव आरा में किया जाए। गया रेल लाइन पर गया-दिल्ली के बीच बोझ बढ़ रहा है, इसलिए महाबोधि ट्रेन की तर्ज पर एक नयी ट्रेन चलायी जाए।

आरा में गंगा-दामोदर व पटना-हावड़ा जन-शताब्दी एक्सप्रेस का विस्तार किया जाए। आरा रेलवे स्टेशन से चेन्नई और बेंगलुरु के लिए नई ट्रेनों का परिचालन शुरू किया जाए। इसके साथ ही मैं रेल मंत्री जी से यह अपील करता हूँ कि आरा में पुरवारी रेलवे गुमटी पर जो रेलवे फुट-ओवर ब्रिज बन रहा है, उसका निर्माण कछुए की चाल से भी धीमी गति से हो रहा है। इसे जल्द-से-जल्द पूरा कराया जाए, यह हमारी गुजारिश है। रेल परिवार बहुत बड़ा परिवार है, इसमें रेल यात्री, रेलकर्मि, रेलवे के अधिकारी और रेलवे के ठेकेदार सभी लोग शामिल हैं। ट्रेनों में जो लोग चना, मूंगफली, खीरा-ककड़ी बेचते हैं, ऐसे लोगों का जीवन भी रेलवे से जुड़ा हुआ है। उनका एक्सप्रेस ट्रेनों में प्रवेश वर्जित है। मैं आपके माध्यम से सरकार से अपील करता हूँ कि उनको ट्रेनों में अपना सामान बेचने के लिए पास दिया जाए। इसी से उनका परिवार चलता है। कुल्हड़िया और बिहिया स्टेशनों सहित आरा में ज्यादा-से-ज्यादा एक्सप्रेस ट्रेनों का ठहराव हो और प्रतिदिन यात्रियों के आवागमन के लिए पैसेंजर गाड़ियों की संख्या बढ़ाई जाए। आरा-सासाराम रेलवे लाइन के दोहरीकरण को मंजूरी मिल गयी है, उसका काम जल्द शुरू किया जाए। आरा-भभुआ रोड-मुंडेश्वरी रेल लाइन का जो सर्वे हुआ है, उस पर भी काम किया जाए। मेरी कुछ अन्य मांगें हैं, मैं चाहता हूँ कि इसे प्रोसीडिंग्स में शामिल कर लिया जाए।

धन्यवाद।

माननीय सभापति : नहीं, भाषण के बाद शामिल करना मुश्किल है। धन्यवाद।

डॉ. राजीव भारद्वाज (कांगड़ा) : सभापति महोदय, रेलवे मंत्रालय की अनुदान की मांगों पर बोलने का अवसर देने के लिए मैं आपका आभारी हूँ। मेरी बारी बहुत मन्नत से आयी है। मैं आपका बहुत बड़ा फैन हूँ क्योंकि आप हर विषय पर बहुत ही अच्छी स्पीच डिलिवर करते हैं। मैं आपसे संरक्षण की भी उम्मीद करता हूँ।

महोदय, आज हमारा सौभाग्य है कि आज रेल मंत्री जी और रेल राज्य मंत्री जी, दोनों, यहां विद्यमान हैं। इसके लिए मैं दोनों को धन्यवाद करता हूँ।

माननीय प्रधानमंत्री जी के दिशा-निर्देशन और माननीय रेल मंत्री जी के अथक प्रयासों से

रेलवे का कायाकल्प हुआ है। रेल विकास को देश भर में बहुत प्रोत्साहन मिल रहा है। इस वित्त वर्ष में केन्द्रीय बजट के तहत रेल मंत्रालय ने देश भर के राज्यों को कनेक्टिविटी मजबूत करने, यात्री सुरक्षा बढ़ाने, मजबूत ढांचे का आधुनिकीकरण करने और माल ढुलाई नेटवर्क का विस्तार करने के उद्देश्य से रिकॉर्ड आवंटन किया है। इसके लिए मैं रेल मंत्री महोदय का धन्यवाद करना चाहता हूँ।

1 फरवरी, 2025 को प्रस्तुत केन्द्रीय बजट, 2025-26 में भारतीय रेलवे के लिए 2.52 लाख करोड़ रुपये की बजटीय सहायता आवंटित की गयी है। जिसमें सुरक्षा, अवसंरचना और आधुनिकीकरण पर विशेष ध्यान दिया गया है। इसके लिए मैं माननीय मंत्री महोदय का धन्यवाद करता हूँ। बजट में दो सौ वंदे भारत ट्रेनों, सौ अमृत भारत ट्रेनों और 50 नमो भारत ट्रेनों के निर्माण को प्राथमिकता दी गयी है। यह रेलवे के आधुनिकीकरण का जीता-जाता उदाहरण है। साथ ही, क्षमता को बढ़ाने के लिए महत्वपूर्ण निवेश भी किया गया है। नई रेलवे लाइनों के निर्माण के लिए 235.25 करोड़ रुपये खर्च करने का प्रावधान किया गया है। पटरियों के दोहरीकरण के लिए 32 हजार करोड़ रुपये का प्रावधान किया गया है। गेज रूपांतरण के लिए 4550 करोड़ रुपये की धनराशि आवंटित की गयी है। अनुदान की मांग में सुरक्षा, आधुनिकीकरण, माल ढुलाई क्षमता बढ़ाने की ओर ध्यान केंद्रित किया गया है।

महोदय, मैं आपके माध्यम से थोड़ी तुलना करना चाहता हूँ। इसका कारण यह है कि सामने के बेंचेस पर जो माननीय सदस्य बैठे हैं, उनको कुछ भी अच्छा नहीं लगता है। लेकिन दूसरी तरफ से थोड़ा परिवर्तन आना शुरू हो गया है। आज हमारी टीएमसी की बहन श्रीमती जून मालिया जी ने रेल मंत्री जी की तारीफ की है। दूसरी तरफ सुप्रिया सुले जी, जो बहुत अच्छे तरीके से हमारा विरोध भी करती हैं, लेकिन बहुत शालीनता से करती हैं। आज उन्होंने रेल मंत्री जी की तारीफ की है। मुझे लगता है कि उस तरफ के बेंचेस से तो कम ही होता है, लेकिन अब थोड़ा परिवर्तन आना शुरू हो गया है। मुझे लगता है कि रेल मंत्री महोदय के द्वारा किए गए काम और मोदी जी के नेतृत्व पर सबसे बड़ी मोहर लगायी गयी है।

महोदय, मोदी सरकार के समय में रिकॉर्ड पूंजीगत निवेश किया गया है। वर्ष 2009 से 2014 तक जब वहां की सरकार थी। जब ये लोग इधर बैठते थे तो उस अवधि में रेलवे के लिए केवल 45 हजार 900 करोड़ रुपये का प्रावधान किया गया था। कब इतना बजट का आवंटन किया गया था? इसकी वजह से रेलवे का आधुनिकीकरण नहीं हो पाया। दूसरी तरफ मैं तुलना करना चाहता हूं कि इन दस वर्षों में 2 लाख 93 हजार 30 करोड़ रुपये का आवंटन किया गया है। यह कितना बड़ा गैप है, इसका आप अंदाजा लगा सकते हैं। वर्ष 2009 से 2014 की अवधि की तुलना में यह 54 परसेंट अधिक है। यह रेलवे के विकास और आधुनिकीकरण का कमिटमेंट है। हमारे मित्र कवच का बहुत विरोध करते हैं।

उसमें मैं केवल एक बात करना चाहता हूं। जब कवच का ट्रायल शुरू हुआ था, उस समय रेल मंत्री महोदय लोको में बैठकर गए थे। आपके ध्यान के लिए मैं बता दूं कि जब ट्रायल होता है तो 50-50 परसेंट चांसेज होते हैं। उस ट्रायल में रेल मंत्री महोदय स्वयं बैठकर गए थे। इनकी वह कमिटमेंट अपने विभाग के प्रति थी। देश के यात्री जो सफर करते हैं, उसके प्रति कमिटमेंट और डेडिकेशन थी।

महोदय, हल्का सा मुझे संरक्षण मिलेगा तो बहुत अच्छा होगा। मैं एक और तुलना करना चाहता हूं। हमारी सरकार अंत्योदय के सिद्धांत पर काम करने वाली सरकार है। यह शब्द महात्मा गांधी जी का था। अंत्योदय का मतलब, जो विकास की दृष्टि में सबसे अंत में खड़ा है, उसका विकास करना है। रेलवे के मामले में मेरा लोक सभा क्षेत्र तो अंत्योदय का जीता-जागता उदाहरण है।

मैंने अपनी पीड़ा पिछली बार भी व्यक्त की थी। माननीय रेल मंत्री जी आप नहीं थे, लेकिन रेल राज्य मंत्री महोदय उस समय यहां पर थे। मेरे लोक सभा क्षेत्र में अंग्रेजों के जमाने की एक नैरो गेज ट्रेन चलती है और वह भी पिछले तीन सालों से बंद है। वहां ब्राड गेज की बहुत आवश्यकता है। मैंने अध्ययन किया है कि टूरिस्ट कहां जाता है। ... (व्यवधान) मैं इसके लिए रेल मंत्री महोदय का धन्यवाद करना चाहता हूं कि इन्होंने दस दिन का समय दिया है। लेकिन, मेरी जो पीड़ा है,

उसको मैं बताना चाहता हूँ। मेरा लोक सभा क्षेत्र नैसर्गिक सौन्दर्य में किसी प्रदेश से कम नहीं है। उसके लिए मैं चाहता हूँ कि आप चम्बा के लिए कम से कम रेलवे का सर्वे करवाएं। मेरे लोक सभा क्षेत्र में जो छोटी रेल चलती है, जब मैं आपसे पिछली बार मिला था तो उसके बारे में आपने मुझे आवश्सन दिया था। मैं धन्यवाद करता हूँ कि आपने सर्वे का काम करा दिया है, लेकिन वहां बजट का प्रावधान करने की कृपा करें। आपने जम्मू-कश्मीर के लिए बहुत दूर तक ट्रेन पहुंचा दी है। मेरा लोक सभा क्षेत्र भी आपकी इस घोषणा का इंतजार कर रहा है। मेरे लोक सभा क्षेत्र में तीन-तीन देवियां हैं। विश्वविख्यात शक्तिपीठ मेरे लोक सभा क्षेत्र में ही है। वंदे भारत ट्रेन उनके चरणों तक पहुंचे, इसकी मैं आपसे प्रार्थना करना चाहता हूँ। आपने मुझे बोलने का समय दिया, आपका बहुत-बहुत धन्यवाद।

HON. CHAIRPERSON: Those Members who would like to place their written speeches on the Table of the House are permitted to do so.

The next speaker is Shri Sachithanantham R.

SHRI SACHITHANANTHAM R. (DINDIGUL): Indian Railways is a commercial undertaking of the Central Government. The Ministry of Railways administers the Railways through the Railway Board. Indian Railways is also the biggest landholder in India. However, our Indian Railways is now moving towards public-private partnership and has commissioned 79 private freight terminals on private land. Under this scheme, about 640 rakes have been procured. This is a major policy change introduced by the Modi Government. Railways has also begun inviting private players to run container trains for transportation, and at present 18 private container operators have been allowed. Through you, Chairperson Sir, I would like to know whether there is any proposal to operate private passenger trains within our country. If so, it will affect poor

people and the middle class who depend on trains for their travel.

The CAG has noted that several countries follow stricter standards for punctuality. For instance, the allowable delay is only a few seconds in Japan, three minutes in the Netherlands, five minutes in Germany and Russia, and 10 minutes in the UK. However, in the audit analysis of about 13 lakh trains, it was found that only about 30 per cent of the trains arrived on time. Around 20 per cent arrived earlier, while the remaining 50 per cent were delayed. The audit also revealed that punctuality is affected by several factors such as lack of available paths due to poor monitoring, track defects, rescheduling by the Railways, and congestion caused by unscheduled train movements. Further, more than one lakh complaints were reported regarding the non-availability of water in toilets and wash basins on trains. It was also found that quick watering facilities were not operational at 25 out of the 109 stations identified for this purpose.

The issue of quality of linen was not effectively enforced on the contractors. There were 40 accidents in 2023-2024; 31 accidents in 2024-2025; and 14 accidents in 2025-2026. Even though, the number of accidents has declined, but safety measures must be taken all over India to prevent accidents by allocating more funds for safety. Kavach deployment and interlocking system is not fully covered in all routes. Is it fair to withhold fare concessions for the elderly even though passenger revenue and freight revenue both have increased?

There is need to fill up all the vacancies in the Railways. Why are metro

projects sanctioned for places with smaller population such as Gurugram and Noida while permission is denied to cities of Tamil Nadu like Madurai and Coimbatore citing the population size as the very reason? Given that the Prime Minister of India announced that the first inter-State metro project would be implemented between Bengaluru and Hosur, I would like to know why this project has not been implemented in Tamil Nadu section alone.

What happened to the Palani-Erode railway line project? Why has the survey for the Dindigul-Karaikudi railway line not yet commenced? On the Dindigul-Palani route at Reddiyarchatiram, there has been a continuous demand from the public in the area to establish a railway station, but the Railway Department refused to take action on the Reddiyarchatiram as a railway station. where there is also an opportunity to set up a good shed. Nearby, the colleges, universities, stone quarries and temple sites are located, and a railway station should be established in Reddiyarchatiram.

Please give stoppage for Tiruchendur Express train in the Akkaraipatti railway station and give stoppage for Mysore-Bengaluru Express trains in Ambathurai railway station. We would request you to take action and make arrangements for all the trains, that stopped before Corona period at the Kodaikanal Road railway station, to stop there.

We need a daytime Express train from Palani to Chennai Egmore and Palani to Bangalore for the pilgrims and businessmen. There is a popular demand for position of train covering Palani with Chennai *via* Tiruchirappalli. The people of Kodaikanal, Batlagundu, Theni, Cumbum, and Dindigul have

requested for a daytime Express train connecting Madurai with Bengaluru directly.

Our PM is not giving money to Tamil Nadu but wants to get more votes in Tamil Nadu with the help of CBI. But Tamil Nadu will reject those who have neglected it by withholding funds.

Thank you very much.

***श्री हंसमुखभाई सोमाभाई पटेल (अहमदाबाद पूर्व):** भारतीय रेलवे में 2014 से जो क्रांतिकारी और अविश्वसनीय परिवर्तन और विकास हुये हैं और आगे प्रगति पर हैं उसके लिए मैं विश्व के सबसे लोकप्रिय नेता और भारत के प्रधान सेवक माननीय नरेंद्र मोदी जी को बधाई देता हूँ, देश और मेरे संसदीय क्षेत्र की जनता की तरफ से आभार व्यक्त करता हूँ।

मैं भारत सरकार के रेल मंत्रालय की वर्ष 2026-27 की अनुदान मांगों पर अपने विचार सदन पटल पर रखता हूँ। सबसे पहले मैं इस बात को रेखांकित करना चाहता हूँ कि पिछले कुछ वर्षों में भारतीय रेल ने आधुनिकीकरण, सुरक्षा और यात्री सुविधाओं के क्षेत्र में महत्वपूर्ण कदम उठाए हैं। रेलवे ट्रैक के नवीनीकरण, स्टेशनों के पुनर्विकास, नई वंदे भारत ट्रेनी की शुरुआत और डिजिटल तकनीक के उपयोग से रेल सेवाओं की गुणवत्ता में उल्लेखनीय सुधार हुआ है।

रेल मंत्रालय के बजट का एक महत्वपूर्ण उद्देश्य रेल सुरक्षा को मजबूत करना है। रेलवे दुर्घटनाओं को कम करने के लिए आधुनिक सिग्नलिंग सिस्टम, स्वचालित ट्रेन सुरक्षा प्रणाली और ट्रैक मॉनिटरिंग जैसी तकनीकों का विस्तार किया जा रहा है। यह सराहनीय है कि सरकार ने रेल सुरक्षा को सर्वोच्च प्राथमिकता देते हुए इस क्षेत्र में पर्याप्त निवेश का प्रावधान किया है।

इसके साथ ही रेलवे के बुनियादी ढांचे के विस्तार पर भी विशेष ध्यान दिया गया है। नई रेल लाइनों का निर्माण, दोहरीकरण और विद्युतीकरण के कार्य तेजी से किए जा रहे हैं। इससे न

* Speech was laid on the Table.

केवल यात्रा समय कम होगा बल्कि माल ढुलाई की क्षमता भी बढ़ेगी। यह देश की अर्थव्यवस्था को गति देने में महत्वपूर्ण भूमिका निभाएगा।

रेलवे का एक और महत्वपूर्ण पक्ष है यात्री सुविधाओं का सुधार। आज रेलवे स्टेशनों को आधुनिक बनाने, स्वच्छता बढ़ाने, डिजिटल टिकटिंग और बेहतर प्रतीक्षालय जैसी सुविधाएं उपलब्ध कराने की दिशा में लगातार प्रयास किए जा रहे हैं। स्टेशनों के पुनर्विकास से वे केवल यात्रा के केंद्र ही नहीं बल्कि आर्थिक गतिविधियों के केंद्र भी बनेंगे।

मैं विशेष रूप से यह भी बताना चाहूंगा कि हरित और पर्यावरण-अनुकूल रेलवे की दिशा में उठाए गए कदम अत्यंत महत्वपूर्ण हैं। रेलवे का तेजी से विद्युतीकरण, सौर ऊर्जा का उपयोग और ऊर्जा दक्ष तकनीकों का विस्तार देश के सतत विकास लक्ष्यों को प्राप्त करने में सहायक होगा। इससे कार्बन उत्सर्जन में कमी आएगी और पर्यावरण संरक्षण को बढ़ावा मिलेगा।

हालांकि, इन सकारात्मक प्रयासों के साथ-साथ कुछ चुनौतियाँ भी हैं जिन पर ध्यान देना आवश्यक है। कई क्षेत्रों में अभी भी रेल कनेक्टिविटी सीमित है। ग्रामीण और पिछड़े क्षेत्रों तक रेल नेटवर्क का विस्तार किया जाना चाहिए ताकि क्षेत्रीय असमानता कम हो सके और स्थानीय अर्थव्यवस्था को बढ़ावा मिले।

इसके अलावा, भीड़भाड़ वाली ट्रेनों और प्रतीक्षा सूची की समस्या को कम करने के लिए अधिक कोच और नई ट्रेनों की आवश्यकता है। यात्रियों की बढ़ती संख्या को देखते हुए रेलवे को क्षमता विस्तार की दिशा में और तेजी से काम करना होगा।

रेलवे देश के सबसे बड़े नियोक्ताओं में से एक है। इसलिए कर्मचारियों के प्रशिक्षण, सुरक्षा और कार्य परिस्थितियों में सुधार पर भी विशेष ध्यान देना आवश्यक है। आधुनिक तकनीक के साथ-साथ मानव संसाधन का विकास भी उतना ही महत्वपूर्ण है।

अंत में, मैं यह कहना चाहूंगा कि रेल मंत्रालय की 2026-27 की अनुदान मांगे भारत के रेलवे तंत्र को अधिक आधुनिक, सुरक्षित और कुशल बनाने की दिशा में एक महत्वपूर्ण कदम हैं। यदि इन योजनाओं को प्रभावी ढंग से लागू किया जाता है, तो भारतीय रेल न केवल देश के

आर्थिक विकास को गति देगी बल्कि आम नागरिकों के जीवन को भी अधिक सुगम बनाएगी।

इन्हीं शब्दों के साथ मैं रेल मंत्रालय की अनुदान मांगों पर अपने विचार व्यक्त करते हुए यह अपेक्षा करता हूँ कि सरकार इन योजनाओं को पारदर्शिता, दक्षता और समयबद्ध तरीके से लागू करेगी ताकि भारतीय रेल वास्तव में नए भारत की विकास यात्रा का मजबूत आधार बन सके।

धन्यवाद।

***SHRI YADUVEER WADIYAR (MYSORE):** I today wish to highlight the transformative progress being made in our railway sector under the leadership of the Government of India and to emphasise its importance for states like Karnataka and cities like Mysuru.

Indian Railways remains the backbone of our nation's connectivity and economic growth, serving hundreds of crores of passengers each year and linking markets, workers and opportunities across the country. In the Union Budget 2026-27, the Government has provided the highest-ever railway allocation of around 2.78 lakh crore, reflecting the strong commitment to modern infrastructure and national integration.

This investment is driving major improvements-new railway lines, track doubling, modern signalling and safety systems such as Kavach, as well as station redevelopment and better passenger amenities. As a result of these efforts, railway safety indicators have improved significantly, with consequential train accidents declining sharply over the past decade. For Karnataka, the benefits are substantial. The railway budget allocation to

* Speech was laid on the Table.

the state has increased nearly ninefold to ₹7,748 crore, supporting more than ₹52,000 crore worth of ongoing projects. These investments are strengthening connectivity across the state and 1. supporting economic growth, tourism and regional development.

In addition, the proposed Chennai-Bengaluru-Hyderabad High-Speed corridor will position Bengaluru and by extension the Mysuru region-as a major hub for business travel, innovation and talent mobility in Southern India.

For a heritage city like Mysuru, better rail connectivity means stronger tourism, improved mobility for students and workers, and new opportunities for local industries and artisans. Initiatives such as the One Station One Product scheme, which has already created livelihood opportunities for more than 1.3 lakh beneficiaries across the country, can further support local entrepreneurs and craftsmen.

To fully realize the spiritual and economic potential of Southern Karnataka, certain connectivity gaps in the Mysore-Kodagu Parliamentary Constituency must be addressed. Specifically, the extension of the Bengaluru-Tirupati Vande Bharat service to Mysuru is a pressing necessity. This extension would provide direct, seamless access for thousands of pilgrims from the Mysuru region to Tirupati, eliminating the current transit hurdles at Bengaluru and fostering a stronger cultural-spiritual corridor.

Furthermore, integrating Mysuru into the Bengaluru-Chennai High-Speed Rail (HSR) corridor is vital for regional transformation. A 2018 German Government feasibility study has already validated the technical and economic

viability of this alignment. Including Mysuru as a primary node will create a high-capacity economic artery, significantly enhancing inter-city connectivity and triggering a boom in economic activity across tourism, manufacturing, and the technology sectors.

In view of these strategic benefits, I respectfully propose an allocation of ₹100 crore under the Supplementary Demands for Grants 2025-26 for:

Pilgrim Connectivity: Infrastructure augmentation to extend the Bengaluru-Tirupati Vande Bharat to Mysuru, ensuring direct access for the region's devotees.

HSR Integration: Commissioning a Detailed Project Report (DPR) and land acquisition for the Mysuru-Bengaluru-Chennai HSR extension, building upon the 2018 German study to unlock South India's economic potential.

These initiatives are projected to reduce travel times, generate 15,000 jobs, and unlock ₹5,000 crore in economic activity. I request the Hon'ble Finance Minister to consider this proposal to ensure Mysore- Kodagu becomes a pivotal node in India's high-speed and spiritual rail vision under Viksit Bharat.

Honourable Speaker, these initiatives reflect a broader vision: a railway system that is faster, safer, greener and more accessible. With near-complete electrification, expanded freight corridors and modern trains like Vande Bharat, Indian Railways is evolving into a world- class transport network that supports India's growth journey. I commend the government for its continued focus on infrastructure and urge that we continue strengthening rail connectivity in Karnataka so that cities like Mysuru can fully realise their economic and

cultural potential.

Thank you.

***SHRI RAO RAJENDRA SINGH (JAIPUR RURAL):** We would firstly like to express our sincere commendation to the Railway Ministry for its outstanding and unprecedented achievements under the able stewardship of Hon. PM Shri Narendra Modi Ji. By the means of this demand, I seek to address to you a few matters of immense public importance that pertain with the long-term policy goals of the Indian railways, including some matters of urgent public importance, relating to my Lok Sabha constituency, Jaipur Rural.

Container Shortage in India

Currently, an estimated 14 percent of India's GDP goes towards its logistics costs, States' 8 percent. Factors that contribute to these high costs are timeliness and infrastructure, 62 percent of its logistics cost contributes to transportation, with the a comparatively high amount, considering China's 10 percent and the United country's average lead freight distance reaching 500 km. This leads to various supply chain bottlenecks within the country causing higher costs of goods and delayed availability.

The impending increase in U.S. tariffs on Chinese goods had intensified a container shortage in India, as numerous empty containers have been sent to China to accommodate a surge in exports aimed at circumventing the new duties, as late as September 2024, because of a sudden plan of the Biden

* Speech was laid on the Table.

administration to impose higher tariffs on a range of Chinese products including steel, solar cells, lithium-ion batteries, electric vehicles, and medical supplies which will be phased in from this year through 2026. Between 2015-16 and 2023-24, container traffic registered an annualised growth rate of 7%. In this period, domestic container traffic grew at an annualised rate of 9% and EXIM container traffic increased at an annualised rate of 6%. The share of domestic containers in total traffic volume is estimated to increase from 2% in 2015-16 to 3% in 2024-25. The Railways had introduced a policy to permit private operators to obtain licenses to run container trains in 2006. As of August 20, 2018, 18 operators including the Container Corporation of India have obtained licenses to operate container trains. Given the recent developments in West Asia, the importance of ramping up container manufacturing has come to light again.

A Container Logistic Hub in Phulera as a Solution to the Long Standing Problem

In 2016, the Railway Ministry sanctioned one of its Public Sector Undertakings (PSU's), Container Corporation of India to undertake a Container Logistic Hub in Bhasawara Village (Phulera Tehsil) in the Jaipur District. The ambitious logistic hub project, worth Rs. 3,000 crores, was supposed to be made on acquired land of about 290 acres in the village and was touted to be a major source of employment for the population of the village, in the future. The first monetary sanction for the project came in the year 2018, when Rs. 12.75 Crores had been devolved by the Ministry to the district collectorate for the

purpose of land acquisition. After the devolution in 2018, Rs. 1.05 Crore, have been devolved to the project over several installments in 2020, 2022 and 2024. Subsequently, activities under Article-4 (2022), Article-11 (2023), Article-19 (2024) have been undertaken and advertised in the public domain at the cost of Rs. 84 Lakh. Throughout the course of the 8 years of its existence, the project has seen an allocation of close to 19 crores in matters ranging from advertisements to environmental clearances. Even after receiving multiple approvals ranging from environmental clearances to the multi-branch expert committee, the project was deliberately stalled under the previous regime due to political reasons. This has caused a loss of nearly 5000-6000 jobs to the region and immense anxiety among the locals who view this project as a beacon of development and economic progress in their region. With a new Government in the state, all legal proceedings with regards to the project were concluded swiftly, and giant strides were made in all facets of the project. In July 2024, however, there were reports of the project being unexpectedly scrapped and shifted to a different location, causing immense anxiety amongst the constituent population.

In the light of immense progress this project has made under the current government, its economic significance and the evolving geopolitical scenario in the world, the project begs for a reconsideration.

Widening Passenger Losses

Railways rationalised passenger fares in 2020. AC fares were hiked by four paise per PKM whereas non-AC express and mail class fares were hiked

by two paise per PKM. Ordinary non-AC fares were raised by one paise per PKM. Considering the affordability concerns of daily commuters, the Railways implemented no hike in suburban train fares. Despite the rationalisation of passenger fares in 2020, the segment continues to register operational losses. The Comptroller and Auditor General of India (CAG) (2021), observed that the operational losses in the passenger segment increased from Rs 36,286 crore in 2015-16 to Rs 63,364 crore in 2019-20. These losses had further widened in 2021-22 to Rs 68,269 crore, which had to be cross subsidised entirely using the surplus generated from freight.

The Standing Committee on Railways (2020) had recommended that both freight and passenger fares should be rationalised prudently. It observed that any fare increase needs to consider the competition from other transport modes such as road and air. The Committee recommended that the social service obligations of Railways should be revisited.

Given the rising Extra-Budgetary Borrowings of the organisation and gradually reducing revenue from passenger tariffs, it is important that tariffs levied from passengers are rationalised and the freight commodities diversified in order to enhance the revenue generation capacity of the Indian Railways.

Issues pertaining to Jaipur Rural

In 2008, Delhi Mumbai Industrial Corridor (DMIC), first industrial corridor on the backbone of Western Dedicated Freight Corridor (DFC) was first formulated, covering an overall length of 1504 km between Delhi and Mumbai. With a financial outlay of Rs. 81,549 Cr. The project was one of the largest

railway infrastructure projects that the country had seen. Out of the 5 initial early bird projects being contemplated by the ministry was Delhi-Manoharpur-Neemrana and Bhiwadi. Rail Line (With a speed of 100/200Kmh). After initial clearances, the project could unfortunately not be incorporated under the corridor due to the negligence of the erstwhile UPA government. Multiple establishments in the area that were burgeoning around this project did not come up as the project. With the economic progress of the region being intertwined with this project, for the development of the region it is essential for the project to materialise. By means of this deliberation, I would therefore like to request your office to pursue a fresh survey of the region so that the project can be successfully culminated.

Train Stoppages

As I present this demand, I also wish to convey my sincere gratitude to you for the prompt and positive action taken by your good office on the request regarding the restoration of scrapped train stoppages in our region. Your timely intervention and empathetic consideration of the concerns raised have brought immense relief to thousands of regular commuters who depend on these rail routes for their professional and personal travel needs.

The restoration of stoppages at important junctions such as Kishangarh, Bhainslana, Kanakpura, Dhindha and Jobner, including others in the region, has significantly reduced the hardship faced by residents of surrounding villages, many of whom were compelled to travel long distances merely to access basic rail connectivity. This decision reflects the Ministry's deep

commitment to public convenience, regional accessibility, and inclusive development. The swift resolution of this long-pending issue reinforces public faith in responsive governance and people-centric policymaking.

There has been a long standing demand of the local populace of the Lok Sabha constituency of Jaipur Rural, relating to renewal of train stoppages, namely on stations- Kishengarh-Renwal, Sambhar Lake and Narena. It must be brought to your kind attention that these 3 stoppages, upon multiple individual assessments, have been found to draw adequate revenue for sustenance. The station of Sambhar Lake, specifically, where the potential rise in tourism and the existence of a train stoppage can symbiotically benefit the citizens and the government, by providing both a boost to revenue streams and convenience to locals. The proposed stoppages are listed below:

Sl. No	Train No.	Train Name	Destination of Train Stoppage
1.	12065-12066	Ajmer-Delhi-Sarai Rohilla Express	Kishangarh-Renwal Station
2.	14661-14662	Barmer-Jammu Tawi Express	Sambhar Lake Station
3.	22977-22978	Jaipur-Jodhpur High Court Express	Sambhar Lake Station
4.	19609-19610	Udaipur-Yog Nagari Rishikesh Express	Narena Station

Delhi-Bhiwadi-Neemrana-Manoharpur-Jaipur Rail Link under DMIC

In 2008, Delhi Mumbai Industrial Corridor (DMIC), first industrial corridor on the backbone of Western Dedicated Freight Corridor (DFC) was first formulated, covering an overall length of 1504 km between Delhi and Mumbai. With a financial outlay of Rs. 81,549 Cr. The project was one of the largest railway infrastructure projects that the country had seen. Out of the 5 initial early bird ministry projects contemplated being the was by Delhi-Bhiwadi-Neemrana-Manoharpur-Jaipur Rail Line (With a speed of 100/200Kmh). After initial clearances, the project could unfortunately not be incorporated under the corridor due to the negligence of the erstwhile UPA government. Multiple establishments in the area that were burgeoning around this project did not come up as the project. With the economic progress of the region being intertwined with this project, for the development of the region it is essential for the project to materialise. The government should therefore consider a fresh survey of the region in order to reassess the viability of the project in the region. The matter has been represented to your good office through multiple communications and meetings, your keen attention and concern for the project was noteworthy and commendable.

*** श्री रविन्द्र दत्ताराम वायकर (मुम्बई उत्तर-पश्चिम) :** मैं आपका हृदय से आभारी हूँ कि आपने मुझे 'रेलवे मंत्रालय' से संबंधित 'Demand for Grants' पर विचार व्यक्त करने का यह महत्वपूर्ण अवसर दिया। मैं इन अनुदान मांगों का पूर्ण समर्थन करने के लिए खड़ा करता हूँ।

* Speech was laid on the Table.

जब हम भारतीय रेल की बात करते हैं, तो महाराष्ट्र और विशेषकर मुंबई का इतिहास इसके बिना अधूरा है। 16 अप्रैल 1853 का वह ऐतिहासिक दिन हम कैसे भूल सकते हैं, जब पूरे एशिया और भारत की पहली यात्री ट्रेन बोरीबंदर से ठाणे के बीच चली थी।

महाराष्ट्र ने ही भारतीय रेल को जन्म दिया और आज 170 साल बाद, यही 'Mumbai Suburban Railway' केवल एक ट्रांसपोर्ट सिस्टम नहीं है, बल्कि यह इस शहर की 'Lifeline' बन चुकी है।

आँकड़े इस बात के गवाह हैं कि आज मुंबई सबअर्बन नेटवर्क पर प्रतिदिन लगभग 7.5 मिलियन से लेकर 1 करोड़ यात्री सफर करते हैं। केवल 'Western Railway' (WR) रूट पर ही हर दिन 31 से 35 लाख यात्री यात्रा करते हैं।

यह संख्या दुनिया के कई देशों की कुल आबादी से भी अधिक है। मुंबई का आम नागरिक अपनी दिनचर्या, अपना रोजगार और अपना जीवन इसी लोकल ट्रेन के भरोसे जीता है।

आज जब हम रेलवे स्टेशनों पर आधुनिकता देखते हैं, तो यह विश्वास होता है कि सरकार आम आदमी के इस सबसे बड़े परिवहन साधन को सुरक्षित और विश्वस्तरीय बनाने के लिए प्रतिबद्ध है।

मुंबई की यह लोकल ट्रेन इस देश की अर्थव्यवस्था का सबसे बड़ा पहिया है, और इस पहिये को गति देने के लिए मैं आज इस सदन के पटल पर अपनी बात रख रहा हूँ।

महोदय, देश के विकास में रेलवे का योगदान बहुत बड़ा है और उस योगदान को मजबूती देने के लिए सरकार ने इस वर्ष रेलवे मंत्रालय को अब तक का अपना 'Highest-ever allocation' दिया है।

वर्ष 2025-26 के लिए रेलवे का 'Capital Expenditure' (CapEx) ₹2,65,200 करोड़ निर्धारित किया गया है। यह विशाल निवेश ओवरऑल रेलवे नेटवर्क को मजबूत करने के साथ-साथ 'Project Execution' को तेज करेगा।

इसमें 'Metropolitan Transport Projects' के लिए ₹4,003 करोड़ और 'Customer

Amenities' (यात्री सुविधाओं) के लिए ₹12,118 करोड़ का विशेष प्रावधान किया गया है।

अगर मैं अपने राज्य महाराष्ट्र की बात करूँ, तो मोदी सरकार ने इस बजट में महाराष्ट्र को ₹23,778 करोड़ का ऐतिहासिक आवंटन प्रदान किया है।

यह आंकड़ा 2009 से 2014 के बीच पिछली सरकार द्वारा दिए गए मात्र ₹1,171 करोड़ प्रति वर्ष के औसत से 20 गुना से भी अधिक है।

मुंबई सबअर्बन रेलवे, जो हमारी जीवनरेखा है, उसके लिए 'MUTP' (Mumbai Urban Transport Project) के तहत 21,777 करोड़ का एक विशेष फंड (Special Fund) स्वीकृत किया गया है।

आज महाराष्ट्र में 5,098 किलोमीटर लंबी 38 परियोजनाओं पर काम चल रहा है, जिनकी कुल लागत ₹89,780 करोड़ है। ट्रैक निर्माण की गति का अंदाजा इसी बात से लगाया जा सकता है कि 2014 से 2025 के बीच महाराष्ट्र में 2,292 किमी नए ट्रैक बनाए गए हैं, जो पिछली सरकारों की तुलना में तीन गुना अधिक है।

यह बजट महाराष्ट्र के रेलवे इंफ्रास्ट्रक्चर के लिए एक नए और स्वर्णिम युग की शुरुआत है।

पिछले 11 वर्षों में केंद्र सरकार ने रेलवे में 'Record-breaking Investments' और 'Capacity Expansion' किया है। 2014 से अब तक कुल 'Capital Outlay' 217 लाख करोड़ से अधिक रहा है।

इस दौरान देश भर में 34,428 किलोमीटर से अधिक नए ट्रैक बिछाए गए हैं, जिसकी औसत गति 8.57 किलोमीटर प्रति दिन रही है।

सरकार ने 'Innovation' और 'Domestic Production' पर जोर देते हुए 42 'Major Projects' लॉन्च किए हैं। आज हमारे नेटवर्क पर 164 'Vande Bharat Express' सेवाएं दौड़ रही हैं, और लंबी दूरी के लिए जल्द ही 'Vande Bharat Sleeper' आने वाली है।

आम आदमी और Non-AC यात्रियों के लिए 30 'Amrit Bharat Express' ट्रेनें शुरू की

गई हैं। 'Regional Connectivity' को मजबूत करने के लिए 'Namo Bharat' (RRTS) ट्रेने दिल्ली-मेरठ कॉरिडोर और भुज-अहमदाबाद जैसे रूट्स पर चल रही हैं।

देश का मेट्रो रेल नेटवर्क भी 2014 के 248 किलोमीटर से बढ़कर आज 1,013 किलोमीटर हो गया है।

'Automatic Train Protection System' (Kavach 4.0) का तेजी से विस्तार किया जा रहा है और 1,548 रूट किलोमीटर पर इसे डिप्लॉय (Deploy) किया जा चुका है। 12,000 से अधिक 'Road Over and Under Bridges' (ROB/RUB) बनाकर मानवरहित क्रॉसिंग को पूरी तरह खत्म किया गया है, जिससे दुर्घटनाओं में भारी कमी आई है।

विद्युतीकरण (Electrification) के मामले में 'Broad Gauge' नेटवर्क 99.2 प्रतिशत इलेक्ट्रीफाइड हो चुका है, जो यूके, रूस और चीन से भी अधिक है। 'Net Zero Carbon Emissions by 2030' के लक्ष्य के तहत 2,000 से अधिक स्टेशनों पर सोलर पैनल लगाए गए हैं।

माल ढुलाई (Freight) में भी हमने 2024-25 में 1,617 मिलियन टन का रिकॉर्ड लोडिंग (Loading) हासिल किया है और 'Dedicated Freight Corridors' (DFC) 96 प्रतिशत पूरे हो चुके हैं। जम्मू-कश्मीर में चिनाब ब्रिज से लेकर रामेश्वरम के पंबन ब्रिज तक, भारतीय रेल ने इंजीनियरिंग के नए चमत्कार स्थापित किए हैं।

जहाँ मैं इन विराट उपलब्धियों की सराहना करता हूँ, वहीं मैं अपने संसदीय क्षेत्र 'मुंबई उत्तर पश्चिम' की कुछ अत्यंत महत्वपूर्ण और जायज मांगों को सदन के पटल पर रखना चाहता हूँ।

जोगेश्वरी टर्मिनस का पूर्ण विकास: ₹76.48 करोड़ की इस महत्वपूर्ण परियोजना का Phase-1 जून 2026 तक और पूर्ण कार्य मार्च 2027 तक पूरा होना चाहिए। इसके बनने से यहाँ प्रतिदिन 24 'Long-distance Trains' (लंबी दूरी की ट्रेनें) हैंडल की जा सकेंगी, जिससे दादर, मुंबई सेंट्रल और बांद्रा टर्मिनस का बोझ 30-40 प्रतिशत तक कम हो जाएगा।

मेरा अनुरोध है कि यहाँ एयरपोर्ट जैसा 'AC Lounge', डिजिटल डिस्प्ले, 24-घंटे

'Sanitation Management', CCTV सुरक्षा और व्यावसायिक विकास किया जाए। इससे रेलवे का रेवेन्यू भी बढ़ेगा और स्थानीय युवाओं को रोजगार मिलेगा।

15-Car Rakes और प्लेटफॉर्म का विस्तार: पीक ऑवर (Peak Hour) में 12-डिब्बों वाली ट्रेन की क्षमता 2,500 की होती है, लेकिन उसमें 5,500 से अधिक यात्री सफर करते हैं। मेरी मांग है कि Western Railway की सभी 1,406 सेवाओं को 15-Car में बदला जाए। इससे हर ट्रेन में 700-1,000 यात्रियों की क्षमता बढ़ेगी और 20-25 प्रतिशत भीड़ कम होगी। इसके लिए अंधेरी, जोगेश्वरी और गोरेगांव के प्लेटफॉर्म का तुरंत विस्तार किया जाए।

AC-EMU लोकल ट्रेनों में वृद्धि: वर्तमान में चल रही 109 'AC Services' को बढ़ाकर तुरंत 121 किया जाए। स्लो और एसी लोकल ट्रेनों की 'Frequency' पीक ऑवर्स में बढ़ाई जाए।

अमृत भारत स्टेशन योजना: 'Customer Amenities Fund' का उपयोग करते हुए अंधेरी, गोरेगांव और जोगेश्वरी स्टेशनों पर एस्केलेटर, विशेष लिफ्ट (दिव्यांगों और बुजुर्गों के लिए), स्वच्छ शौचालय, AC वेटिंग हॉल और 'Car Parking' की सुविधाएं तुरंत पूरी की जाएं।

सुरक्षा और क्राउड कंट्रोल: मुंबई सबअर्बन में हालांकि दुर्घटनाएं 90 प्रतिशत कम हुई हैं। लेकिन 2025 में ट्रेक पार करने के कारण 2,287 यात्रियों की मृत्यु चिंता का विषय है। इन तीनों स्टेशनों पर अतिरिक्त 'FOBs' (फुट ओवर ब्रिज), 'ROB/RUB', फेंसिंग, 'Crowd Management System' और 'RPP' की उचित तैनाती की जाए।

मल्टी-मोडल कनेक्टिविटी: Western Railway के 52 लाख यात्रियों को सड़क के जाम से बचाने के लिए अंधेरी, जोगेश्वरी और गोरेगांव स्टेशनों पर 'Skywalk', पार्किंग और मेट्रो लाइन के साथ सीधा 'Bus/Metro Integration' किया जाए।

महिला व दिव्यांग सुविधाएं और पर्यावरण: मुंबई के 1 करोड़ यात्रियों में 40 प्रतिशत महिलाएं हैं। उनके लिए अधिक 'Ladies Special Coaches', CCTV और स्टेशनों पर अलग वेटिंग एरिया बनाए जाएं। साथ ही स्टेशनों पर 'Solar Panels' और 'EV Charging Stations' स्थापित किए जाएं।

प्रशासनिक और नीतिगत सुधार: मुंबई रेलवे के भविष्य को देखते हुए एक विशेष 'Master Plan' तैयार किया जाए। स्टेशनों पर लगने वाले विज्ञापन बोर्डिंग्स (Ad hoardings) के लिए सख्त नियम लागू हों। यात्रियों की शिकायतों के त्वरित निवारण के लिए एक विशेष 'WhatsApp Number' जारी किया जाए।

कोंकण रेलवे का डबल ट्रैकिंग: अंत में, मैं एक अत्यंत महत्वपूर्ण मांग रखना चाहता हूँ कि 'Konkan Railway' रूट का तुरंत 'Double Tracking' (दोहरीकरण) किया जाए और वहाँ के सभी स्टेशनों पर CCTV, एस्केलेटर, स्पेशल लिफ्ट्स और स्वच्छ शौचालयों जैसी बुनियादी सुविधाएं सुनिश्चित की जाएं।

मुंबई एक ऐसा शहर है जो कभी रुकता नहीं है, और इस शहर को निरंतर चलाते रहने का काम हमारी मुंबई लोकल करती है। आज मैंने अपने संसदीय क्षेत्र अंधेरी, जोगेश्वरी और गोरेगांव के उन लाखों दैनिक यात्रियों की आवाज को इस सदन में उठाया है, जो हर दिन भारी भीड़ और संघर्ष के बीच सफर करते हैं।

मुझे पूर्ण विश्वास है कि हमारे संवेदनशील प्रधानमंत्री जी और रेल मंत्री जी 'Western Railway' के यात्रियों के लिए 15-Car rakes, जोगेश्वरी टर्मिनस का आधुनिकीकरण और कोंकण रेलवे के डबल ट्रैकिंग जैसी इन अति-महत्वपूर्ण मांगों को सर्वोच्च प्राथमिकता देंगे।

मुंबई रेलवे का समग्र विकास केवल एक शहर का विकास नहीं है, बल्कि यह देश की आर्थिक राजधानी को दी गई एक संजीवनी है। अगर हमारी लाइफलाइन सुरक्षित और सुविधाजनक होगी, तो देश का यह आर्थिक पहिया और भी दोगुनी गति से दौड़ेगा।

सरकार की नीयत साफ है और दिशा स्पष्ट है, इसलिए मुझे विश्वास है कि आने वाले समय में मुंबई लोकल एक विश्वस्तरीय उपनगरीय नेटवर्क बनकर उभरेगी। मैं एक बार पुनः वर्ष 2026-27 के इन रेलवे अनुदान मांगों का समर्थन करता हूँ।

***SHRI P. P. CHAUDHARY (PALI):** As we deliberate on the Demand for Grants for Railways (2026-27), I rise to address a sector that is not merely a department of the Government, but the very pulse of our nation's economy.

Railways are the backbone of India's economic growth. Its truest potential has only been realised under the visionary leadership of Hon'ble Prime Minister Shri Narendra Modi ji and the guidance of Railways Minister Shri Ashwini Vaishnaw ji. Under previous governments, passengers had to struggle due to the lack of adequate railway connectivity. But under this government, right from Jammu and Kashmir to the Northeastern States, each and every corner of this country is connected through railways.

It is under this government that the economic potential of railways has been maximised to the fullest possible extent. From the development of multimodal hubs to introducing new corridors to enhance connectivity, the government has prioritized the efficiency and economic potential of railways. Railway stations that passengers used to avoid due to their poor condition are being revamped into spotless, sustainable hubs, with a strong focus on showcasing the area's cultural and historical heritage.

The transformation of the passenger experience is visible. The Vande Bharat sleeper versions and the Amrit Bharat stations are redefining dignity in travel for the common citizen. Under the guidance of Shri Ashwini Vaishnaw ji, more than 7.5 crore passengers have travelled in more than 164 world class

* Speech was laid on the Table.

Vande Bharat Services.

Provision of kiosks for local products through schemes like 'One Station One Product' has given a renewed impetus to Hon'ble Prime Minister's vision of 'Vocal for Local'. The government's renewed focus on Railways is evident in successive budgetary allocations.

It is a matter of immense pride for the people of my state that 85 railway stations across Rajasthan were identified for development under the historic Amrit Bharat Station Scheme. This scheme has fundamentally improved how our citizens access the rail network, bridging the gap between world-class infrastructure and the common man. This scheme recognises a core aspect of development our stations should not just be transit points; they must be centers of economic activity.

Every single day, lakhs of people from small-scale entrepreneurs and textile workers to students and families travel from my constituency, Pali, to all over the country. Six railway stations from my constituency have been identified and included under this scheme. These include-Falna, Pali Marwar, Marwar Junction, Sojat, Sumepur Jawai Bandh and Rani Railway Station of North Western Railways. I want to remind this House that when we upgrade a station, we don't just upgrade a building; we upgrade the aspirations of the city it serves.

The Ministry of Railways has been allotted its highest-ever budgetary outlay in the Union Budget 2026-27 of Rs 2,78,030 crore. I would like to thank the Railway Minister for fast-tracking the development of Dedicated Freight

Corridors. The Western Dedicated Freight Corridor (WDFC) is a game-changer for Rajasthan, covering a significant portion of the state to enhance logistics, boost industrial growth, and create jobs. It enables faster, heavier, and more efficient, double-stack container train movement (e.g., in Sirohi, Pali, Ajmer), significantly reducing freight costs and transit time.

Like the overall economic condition of India under the UPA government, the Railways also operated under severe financial stress. Operating ratio is a key financial metric representing the percentage of operating expenses (working expenses) to gross traffic receipts. The operating ratio of the railways was 90.2 in 2012-13, which increased to 98.4 according to Budget Estimates of 2026-27.

Under the leadership of Hon'ble Prime Minister, Shri Narendra Modi ji, India is now recognising the potential of cargo as a source of revenue and vision of 'Vocal for Local'. The government's renewed focus on Railways is evident in successive budgetary allocations.

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Under the leadership of Hon'ble Prime Minister, Shri Narendra Modi ji, India is now recognising the potential of cargo as a source of revenue

and investment. Gati Shakti Cargo Terminals were launched in 2021 to encourage private investment in the development of terminals in handling rail cargo. 118 Gati Shakti Cargo Terminals have been commissioned with an investment of Rs. 18,600 crore. Under the UPA government, Indian Railways generated a freight revenue of 93,468 crore in 2013-14. In 2026-27, the freight revenue is estimated to be around 1.89 lakh crore, nearly double of that of 2013-14.

it is only under the Modi government that the bullet train project has gained momentum, thereby transforming a longstanding between dream into reality. Major states like Uttar Pradesh are poised for corridors bullet-train new transformation through Delhi-Varanasi and Varanasi-Siliguri, aimed at sharply reducing travel time between key economic and cultural centres, strengthening tourism flows, and connecting secondary cities along the route.

While I appreciate the work done by the Hon'ble Minister for the operationalization of new Rail corridors in India, I would also like to highlight the need for increasing the frequency of trains in some key corridors. For instance, the Jodhpur Weekly Superfast Express (22663) serves as a key route connecting my constituency with South India. Increasing the frequency of this train will benefit thousands of migrant workers and others who take this route regularly.

The previous UPA government paid little attention to the safety and security of Railway passengers. Train accidents were routine and had become a blot on the image of the Indian railways. Under the leadership of Minister

Ashwini Vaishnaw ji, the Railways has introduced KAVACH, integrated AI and modernized signals to enhance passenger safety. It is a matter of pride to state that the number of accidents in the Indian railways is far lesser as compared to many developed countries.

In 2006-07, there were nearly 300 train accidents. The number of train accidents came down to only 3 in 2025-26. This is due to the NDA government's increasing expenditure on safety related works. Expenditure on safety related works has increased by an annualised rate of 8 per cent, from Rs 60,884 crore in 2017-18 to Rs 1,20,389 crore in 2026-27.

***श्री दुलू महतो (धनबाद) :** मैं आज इस गरिमामयी सदन में वित्तीय वर्ष 2026-27 के लिए रेल मंत्रालय की अनुदान मांगों के समर्थन में और अपने संसदीय क्षेत्र धनबाद की न्यायसंगत मांगों को रखना चाहता हूँ।

चर्चा की शुरुआत में, मैं यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी का हृदय से आभार व्यक्त करता हूँ। उन्होंने भारतीय रेलवे को केवल आवागमन का एक साधारण साधन नहीं रहने दिया, बल्कि इसे राष्ट्र की प्रगति का असली 'ग्रोथ इंजन' बना दिया है। मैं प्रधानमंत्री जी को विशेष धन्यवाद देता हूँ कि उन्होंने एक कुशल नौकरशाह से कर्मठ राजनीतिज्ञ बने माननीय रेल मंत्री जी की प्रशासनिक क्षमताओं और तकनीकी दूरदर्शिता पर अटूट भरोसा जताया।

मंत्री महोदय ने अपनी तकनीकी विशेषज्ञता और प्रधानमंत्री जी के 'गतिशक्ति विजन' को जिस तरह धरातल पर उतारा है, वह वास्तव में अद्भुत है। आज भारतीय रेल में जो क्रांतिकारी बदलाव हम देख रहे हैं- चाहे वह 'कवच' (Kavach) सुरक्षा प्रणाली का विस्तार हो, स्टेशनों का विश्वस्तरीय पुनर्विकास हो, या शत-प्रतिशत विद्युतीकरण का लक्ष्य-वे अद्वितीय हैं।

* Speech was laid on the Table.

मैं विशेष रूप से आभारी हूँ कि मार्च 2026 में पोदानूर-धनबाद अमृत भारत एक्सप्रेस (16619/16620) की शुरुआत कर आपने कोयलांचल के लाखों लोगों का वर्षों पुराना सपना साकार किया है। यह ट्रेन केवल दो भौगोलिक क्षेत्रों को नहीं, बल्कि दक्षिण और उत्तर-पूर्व भारत के आर्थिक हितों को भी मजबूती से जोड़ती है।

मैं सरकार और पूरे देश का ध्यान भारतीय रेलवे की 'कामधेनु' की ओर आकर्षित करना चाहता हूँ-और वह 'कामधेनु' कोई और नहीं, बल्कि हमारा धनबाद रेल मंडल है। महोदय, जिस प्रकार पौराणिक कामधेनु सबकी मनोकामनाएं पूरी करती है, उसी प्रकार धनबाद मंडल अपने रिकॉर्ड राजस्व से पूरे भारतीय रेल की झोली भर रहा है। आपके मार्गदर्शन और नेतृत्व में धनबाद रेल मंडल ने इस वर्ष जो ऐतिहासिक कीर्तिमान स्थापित किए हैं, वे अध्ययन का विषय हैं। इस मंडल ने 190.16 मिलियन टन माल ढुलाई के साथ लगातार तीसरी बार सर्वाधिक माल यातायात का रिकॉर्ड कायम किया है।

इतना ही नहीं, ₹24,964 करोड़ का राजस्व अर्जित कर यह मंडल पूरे भारतीय रेलवे का सर्वोच्च राजस्व अर्जक (Highest Revenue Earner) बन गया है। जब हम भारतीय रेल के ऑपरेटिंग रेशियो की बात करते हैं, तो धनबाद जैसे मंडल ही वह आधार स्तंभ हैं जो रेलवे की वित्तीय स्थिति को मजबूती प्रदान करते हैं। यह न केवल हमारे क्षेत्र के श्रमिकों का पसीना है, बल्कि देश की ऊर्जा सुरक्षा को निरंतर बनाए रखने वाला एक महायज्ञ है।

इन अभूतपूर्व उपलब्धियों के बावजूद, एक कड़वी सच्चाई यह है कि धनबाद रेल मंडल आज भी अपने हक और उचित पहचान के लिए प्रशासनिक स्तर पर संघर्ष कर रहा है। यह मंडल आज भी एक स्वतंत्र रेलवे जोन का दर्जा प्राप्त नहीं कर सका है। वर्तमान में धनबाद मंडल तीन अलग-अलग रेलवे जोनों- ECR (पूर्व मध्य रेल), ER (पूर्व रेल) और SER (दक्षिण पूर्व रेल) के प्रशासनिक जाल में फंसा हुआ है। इस 'त्रि-क्षेत्रीय' जटिलता के कारण समन्वय की भारी कमी महसूस की जाती है।

जब भी किसी नई ट्रेन, स्टेशन विकास या बुनियादी यात्री सुविधा की बात आती है, तो

फाइलें एक ज़ोन से दूसरे ज़ोन के बीच फुटबॉल की तरह चक्कर काटती रहती हैं। जहाँ देश की ऊर्जा सुरक्षा के लिए आवश्यक कोयला और इस्पात उद्योगों का इतना विशाल केंद्र हो, वहाँ निर्णय प्रक्रिया में ऐसी प्रशासनिक देरी राष्ट्रहित में नहीं है। धनबाद का भौगोलिक, रणनीतिक और औद्योगिक महत्व इस बात की मांग करता है कि इसे तत्काल एक स्वतंत्र रेलवे ज़ोन के रूप में स्थापित किया जाए ताकि यहाँ की समस्याओं का समाधान त्वरित गति से स्थानीय स्तर पर हो सके।

अब मैं कुछ विशिष्ट क्षेत्रीय मांगों और विसंगतियों की ओर सदन का ध्यान आकृष्ट करना चाहता हूँ। सबसे पहले बात 'मेगा कोचिंग टर्मिनल योजना' की। सरकार ने देश भर में बड़े स्टेशनों के विकास के लिए यह योजना शुरू की है।

मेरा रेल मंत्री जी से विनम्र सवाल है कि इसके चयन के मापदंड क्या हैं? जब पूर्व मध्य रेल (ECR) ने स्वयं धनबाद स्टेशन को इसके लिए अनुशंसित किया था और धनबाद स्टेशन यात्री संख्या, राजस्व और कोचिंग ट्रैफिक के हर मानक को पूरा करता है, तो इसे इस महत्वपूर्ण योजना से बाहर क्यों रखा गया? इसे तत्काल योजना में शामिल किया जाए ताकि यहाँ से नई लंबी दूरी की ट्रेनों का परिचालन संभव हो सके।

आदरणीय प्रधानमंत्री जी का अंत्योदय संकल्प समाज के अंतिम व्यक्ति तक किफायती और सम्मानजनक सेवा पहुँचाने का है। इसी विजन के साथ, मैं 'स्पेशल ट्रेनों' के नाम पर वसूले जा रहे अतिरिक्त किराए की ओर ध्यान दिलाना चाहता हूँ। धनबाद से चलने वाली कई महत्वपूर्ण ट्रेनें, जैसे धनबाद-भुवनेश्वर (02831/32), वर्षों से 'स्पेशल' के नाम पर चल रही हैं। इन ट्रेनों में हमारे गरीब मजदूरों, प्रवासी श्रमिकों और प्रतिभावान छात्रों से 30% अधिक किराया वसूलना पीड़ादायक है।

मैं मांग करता हूँ कि इन ट्रेनों को तत्काल 'नियमित' (Regular) सेवा में बदला जाए। इसके अलावा, धनबाद-LTT मुंबई (03379/80) और धनबाद-जम्मू तवी (03309/10) जैसी ट्रेनें, जो हमेशा 110% ऑक्यूपेंसी के साथ चलती हैं, उन्हें स्थायी दर्जा दिया जाए। विशेष रूप से जम्मू

तवी सेवा का विस्तार श्री माता वैष्णो देवी कटरा तक किया जाए ताकि कोयलांचल के श्रद्धालुओं को माँ के दरबार तक सीधी और सुलभ पहुँच मिल सके। हमारे यात्रियों को 'अस्थायी जुगाड़ नहीं, बल्कि स्थायी और किफायती व्यवस्था चाहिए।

सुरक्षा सर्वोपरि है। माननीय प्रधानमंत्री जी ने हमेशा रेल संरक्षा को राजनीति से ऊपर रखा है। मैं एक अत्यंत संवेदनशील सुरक्षा मुद्दे की ओर माननीय मंत्री जी का ध्यान लाना चाहता हूँ। धनबाद-गोमो-गया पर स्थित गया रेल पुल आज अत्यंत जर्जर (Dilapidated) स्थिति में है। यह पुल रेल यातायात के साथ-साथ स्थानीय सड़क परिवहन की भी लाइफलाइन है। सुरक्षा की दृष्टि से इसकी वर्तमान स्थिति चिंताजनक है। मैं निवेदन करता हूँ कि इस पुल के पूर्ण पुनर्निर्माण और इसके सड़क हिस्से के चौड़ीकरण के लिए 'राष्ट्रीय रेल संरक्षा कोष' (RRSK) से विशेष बजट आवंटित किया जाए।

कनेक्टिविटी का विस्तार ही क्षेत्रीय विकास का वास्तविक द्वार खोलता है। मेरी कुछ रणनीतिक मांगें कनेक्टिविटी को लेकर भी हैं। पहली, अगरतला देवघर एक्सप्रेस (15625/26) का विस्तार धनबाद तक किया जाए और इसकी आवृत्ति साप्ताहिक से बढ़ाकर त्रिसाप्ताहिक की जाए। इससे झारखंड और पूर्वोत्तर भारत के बीच एक नया सामाजिक-आर्थिक सेतु बनेगा। दूसरी, नागवल्ली सुपरफास्ट (20809/10), जो वर्तमान में संबलपुर में घंटों 'आइडल' खड़ी रहती है, उसका विस्तार धनबाद तक करने से बिना किसी नए रैक के निवेश के, धनबाद सीधे दक्षिण भारत के आईटी हब से जुड़ जाएगा। यह प्रधानमंत्री जी के 'संपर्क से विकास' के विजन का सटीक उदाहरण होगा। तीसरी मांग बोकारो स्टील सिटी जंक्शन को लेकर है। 'अमृत स्टेशन योजना' के तहत यहाँ प्लेटफॉर्म विस्तार का कार्य चल रहा है, लेकिन इसकी गति काफी धीमी है। इसे समयबद्ध ढंग से पूर्ण किया जाए ताकि भविष्य में लंबी रैक वाली ट्रेनों को ठहराव देने में कोई तकनीकी अड़चन न आए।

माननीय रेल मंत्री जी अपनी तकनीकी विशेषज्ञता से जानते हैं कि गोमो (NSCB Jn) में MEMU शेड बनने का क्या महत्व है। गोमो केवल एक जंक्शन नहीं, बल्कि नेताजी सुभाष चंद्र

बोस की यादों से जुड़ा एक ऐतिहासिक स्थल है। यहाँ MEMU शेड बनने से रैक के रखरखाव के लिए आसनसोल पर हमारी निर्भरता खत्म होगी और परिचालन क्षमता में क्रांतिकारी वृद्धि होगी। इसे 'आत्मनिर्भर भारत' अभियान के तहत इसी बजट में स्थान दिया जाए। साथ ही, गोमो में वंदे भारत एक्सप्रेस का ठहराव सुनिश्चित किया जाए ताकि इस ऐतिहासिक जंक्शन को वह सम्मान मिले जिसका वह हकदार है।

उन श्रमिकों की बात करना भी मेरा परम कर्तव्य है जो प्रधानमंत्री जी के ऊर्जा आत्मनिर्भरता के लक्ष्य हेतु दिन-रात तपती धूप और कड़ाके की ठंड में कोयला लोड करते हैं। हमारे इन 'कोयला वीरों' की सुविधा के लिए 'कोलफील्ड' और 'ब्लैक डायमंड' जैसी ट्रेनों का कुमारधुबी और मुगमा में ठहराव दिया जाए। इसके अतिरिक्त, लिलोरी गेट, फुलारीटांड एवं सोनारडीह में ROB/Underpass का निर्माण जनहित और यातायात सुगमता के लिए अत्यंत आवश्यक है, जिसे प्राथमिकता दी जानी चाहिए।

मैं पुनः यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी का आभार प्रकट करता हूँ कि उनके नेतृत्व में भारतीय रेलवे आज अपने स्वर्ण युग की ओर अग्रसर है। मुझे पूर्ण विश्वास है कि माननीय रेल मंत्री जी, प्रधानमंत्री जी के 'सबका साथ, सबका विकास' के मंत्र को चरितार्थ करते हुए, धनबाद मंडल की इन विशिष्ट, तकनीकी और संवेदनशील मांगों को प्राथमिकता के आधार पर पूर्ण करेंगे।

मेरा अंतिम आग्रह यही है कि धनबाद को केवल 'माल दुलाई' का एटीएम (ATM) न समझा जाए। जो मंडल पूरे भारतीय रेलवे को सबसे ज्यादा राजस्व देता है, उसे यात्री सुविधाओं और ढांचागत विकास का भी एक 'उत्कृष्ट मॉडल' बनाया जाना चाहिए।

इन शब्दों के साथ, मैं रेल मंत्रालय की अनुदान मांगों का हृदय से समर्थन करता हूँ।
धन्यवाद। जय हिन्द।

***श्री मनीष जायसवाल (हजारीबाग) :** मैं इस सदन में वर्ष 2026-27 के लिए रेल मंत्रालय के

* Speech was laid on the Table.

अधीन प्रस्तुत Demands for Grants का पूरे विश्वास और गर्व के साथ समर्थन करने के लिए खड़ा हुआ हूँ।

भारतीय रेलवे केवल रेल की पटरियों का जाल नहीं है, बल्कि यह भारत की अर्थव्यवस्था की जीवनरेखा है। यह करोड़ों यात्रियों की आशा, करोड़ों युवाओं के रोजगार और देश के उद्योग, व्यापार और कृषि के विकास का सबसे बड़ा माध्यम है।

आज देश यह देख रहा है कि भारतीय रेलवे परिवर्तन के एक स्वर्णिम युग से गुजर रही है। वर्ष 2026-27 में रेलवे के लिए लगभग ₹2.9 लाख करोड़ का ऐतिहासिक पूंजीगत निवेश किया गया है।

यह भारतीय रेलवे के इतिहास का सबसे बड़ा निवेश है।

आज रेलवे के आधुनिकीकरण, नई रेल लाइनों, ट्रैक डबलिंग, विद्युतीकरण और स्टेशन पुनर्विकास पर अभूतपूर्व कार्य हो रहा है।

लेकिन मैं यह भी कहना चाहता हूँ कि आज जो लोग प्रश्न उठा रहे हैं, वही लोग वर्षों तक रेलवे को उपेक्षित छोड़ कर गए थे।

जब ये लोग सत्ता में थे तब रेलवे का क्या हाल था?

- परियोजनाएँ दशकों तक फाइलों में बंद रहती थीं
- ट्रैक विस्तार बेहद धीमा था
- रेलवे सुरक्षा की स्थिति चिंताजनक थी
- बजट में घोषणाएँ होती थीं लेकिन जमीन पर काम नहीं होता था
- आज वही लोग रेलवे पर भाषण दे रहे हैं।

देश जानता है कि उनके समय में रेलवे राजनीति का मंच था, लेकिन आज रेलवे विकास का इंजन बन चुका है।

आज भारतीय रेलवे:

- दुनिया के सबसे बड़े रेलवे नेटवर्क में से एक है
- प्रतिवर्ष 800 करोड़ से अधिक यात्रियों को सेवा देता है
- लाखों टन माल ढुलाई करता है

सरकार ने रेलवे को आर्थिक विकास का इंजन बनाने का लक्ष्य रखा है।

आज रेलवे में जो परिवर्तन दिख रहा है, वह अद्भुत है।

देश में:

- वंदे भारत ट्रेनें तेज गति से चल रही हैं
- अमृत भारत ट्रेनें गरीब और मध्यम वर्ग के यात्रियों के लिए शुरू की गई हैं
- वंदे भारत स्लीपर ट्रेन भी आने वाली है

यह वही रेलवे है जिसे कभी धीमी, जर्जर और पिछड़ी व्यवस्था कहा जाता था।

आज वही रेलवे विश्व स्तरीय बनने की ओर बढ़ रही है।

इस सरकार ने रेलवे सुरक्षा को सर्वोच्च प्राथमिकता दी है।

- कवच एंटी-कोलिजन सिस्टम
- आधुनिक सिग्नलिंग
- ट्रैक नवीनीकरण
- नई तकनीक

इन सबके कारण रेलवे दुर्घटनाओं में लगातार कमी आई है।

आज देश भर में Amrit Bharat Station Scheme के तहत 1300 से अधिक स्टेशनों का पुनर्विकास किया जा रहा है।

स्टेशन अब केवल प्लेटफॉर्म नहीं रहेंगे, बल्कि:

- आधुनिक सुविधाएँ

- स्वच्छ वातावरण
- बेहतर यात्री अनुभव

के साथ विश्व स्तरीय ट्रांजिट हब बनेंगे।

सरकार ने देश में 7 हाई स्पीड रेल कॉरिडोर की दिशा में काम शुरू किया है।

इसके अलावा:

- Dedicated Freight Corridors
- लॉजिस्टिक्स नेटवर्क
- औद्योगिक कनेक्टिविटी

इन सबके माध्यम से भारत की अर्थव्यवस्था को नई गति मिल रही है।

झारखंड की भूमिका

माननीय अध्यक्ष महोदय, मैं झारखंड राज्य का प्रतिनिधित्व करता हूँ।

झारखंड देश के विकास में महत्वपूर्ण भूमिका निभाता है।

यह राज्य:

- कोयला
- लोहा
- खनिज संपदा

का सबसे बड़ा केंद्र है।

लेकिन दुर्भाग्य से वर्षों तक इस क्षेत्र की रेलवे कनेक्टिविटी की उपेक्षा हुई।

हजारीबाग और रामगढ़ की स्थिति

मैं विशेष रूप से हजारीबाग और रामगढ़ जिलों की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ।

यह क्षेत्र:

- औद्योगिक दृष्टि से महत्वपूर्ण है
- पर्यटन की अपार संभावनाएँ रखता है
- खनिज संपदा से समृद्ध है

लेकिन रेलवे सुविधाएँ अभी भी अपेक्षाकृत सीमित हैं।

हजारीबाग के लिए मेरी प्रमुख मांगें

मैं सरकार से आग्रह करता हूँ कि:

1. हजारीबाग में नई रेल लाइनों का विस्तार

- हजारीबाग - चतरा रेल लाइन
- हजारीबाग - गिरिडीह रेल लाइन
- हजारीबाग - कोडरमा कनेक्टिविटी विस्तार

2. हजारीबाग रोड स्टेशन का आधुनिकीकरण

- स्टेशन पुनर्विकास
- आधुनिक यात्री सुविधाएँ
- प्लेटफॉर्म विस्तार

3. नई ट्रेनों की शुरुआत

- हजारीबाग - दिल्ली एक्सप्रेस
- हजारीबाग - मुंबई सुपरफास्ट
- हजारीबाग - कोलकाता ट्रेन

रामगढ़ के लिए मांगें

रामगढ़ जिला झारखंड के औद्योगिक क्षेत्रों में से एक है।

मेरी मांग है कि:

1. रामगढ़ में फ्रेट टर्मिनल स्थापित किया जाए
2. रामगढ़-रांची नई रेल सेवा शुरू की जाए
3. औद्योगिक लॉजिस्टिक्स हब बनाया जाए

इससे:

- उद्योगों को फायदा होगा
- रोजगार बढ़ेगा
- क्षेत्रीय विकास होगा।

पर्यटन रेल सर्किट

हजारीबाग क्षेत्र में:

- राजरप्पा मंदिर
- कनारी हिल
- हजारीबाग वाइल्डलाइफ क्षेत्र

जैसे पर्यटन स्थल हैं।

यदि रेलवे कनेक्टिविटी बढ़े तो यह क्षेत्र राष्ट्रीय पर्यटन केंद्र बन सकता है।

विपक्ष पर तीखा प्रहार

आज विपक्ष रेलवे पर सवाल उठा रहा है।

लेकिन मैं उनसे पूछना चाहता हूँ:

- वर्षों तक परियोजनाएँ क्यों रुकी रहीं?
- रेलवे में निवेश क्यों नहीं हुआ?
- सुरक्षा व्यवस्था क्यों कमजोर रही?

सच्चाई यह है कि उन्होंने रेलवे को केवल घोषणाओं का माध्यम बनाया।

आज जब रेलवे तेजी से आगे बढ़ रही है तो उन्हें यह विकास हजम नहीं हो रहा।

निष्कर्ष

भारतीय रेलवे आज नए भारत की नई ताकत बन रही है।

मैं पूरे विश्वास के साथ रेल मंत्रालय की Demands for Grants 2026-27 का समर्थन करता हूँ और सरकार से आग्रह करता हूँ कि:

- झारखंड
- हजारीबाग
- रामगढ़

की रेल परियोजनाओं को प्राथमिकता दी जाए।

मुझे विश्वास है कि आने वाले वर्षों में भारतीय रेलवे विश्व की सबसे आधुनिक और सबसे शक्तिशाली रेलवे प्रणाली बनेगी।

धन्यवाद।

***CAPTAIN BRIJESH CHOWTA (DAKSHINA KANNADA):** I wish to speak on the Demands for Grants for the Ministry of Railways.

First, I would like to commend the Government under the leadership of Hon'ble Prime Minister Shri Narendra Modi ji and the Hon'ble Railway Minister Shri Ashwini Vaishnaw ji for the continued transformation of Indian Railways. Over the past decade, Indian Railways has undergone a historic modernization with record capital investment, expansion of electrification, station redevelopment under the Amrit Bharat Station Scheme, introduction of Vande Bharat trains, and a renewed focus on passenger comfort, safety, and logistics efficiency.

* Speech was laid on the Table.

The Railway Budget for 2026-27 continues this strong momentum with a record allocation of around Rs 2.78 lakh crore for Indian Railways, with nearly Rs 2.93 lakh crore earmarked for capital expenditure, the highest ever investment in the sector. The Budget places a strong emphasis on capacity expansion through new lines, doubling, electrification and modern signalling, along with continued investment in station redevelopment under the Amrit Bharat Station Scheme and upgradation of Vande Bharat trains.

I would also like to take this opportunity to thank the Ministry of Railways for an important development in my constituency of Dakshina Kannada.

The electrification of the Mangaluru - Sakleshpur railway route, including the challenging ghat section, is a significant step forward for rail connectivity in coastal Karnataka. This project improves operational efficiency, reduces dependence on diesel locomotives, and strengthens the vital Bengaluru Mangaluru rail corridor that serves thousands of passengers every day. I sincerely thank the Hon'ble Railway Minister and the Ministry for prioritizing this important infrastructure upgrade which greatly benefits the people of the region.

At the same time, I would like to place a few important requests before the Ministry which are critical for improving railway connectivity in Mangaluru and coastal Karnataka.

First, there is a strong case for introducing a Vande Bharat Sleeper Express between Mangaluru and Bengaluru. This is one of the busiest intra-state corridors in Karnataka with high demand from students, professionals,

tourists, and traders travelling between the coastal region and the state capital. At present only a limited number of overnight trains operate on this route and they are frequently fully booked. A Vande Bharat Sleeper service would significantly improve connectivity and passenger comfort on this important corridor.

Second, there is a need to examine the feasibility of developing an additional city-centric railway station in Mangaluru. Currently trains arriving from the eastern side and proceeding northwards along the coastal corridor must deviate from their natural alignment to reach either Mangaluru Central or Mangaluru Junction. A well-located city-centric station on the east-west approach corridor would reduce detours, save travel time, and better serve the growing passenger demand in the city.

Third, I would also request the Ministry to consider reorganizing the railway administrative structure of Mangaluru by examining the feasibility of bringing it under the Mysuru division of South Western Railway instead of the current administrative control from Palghat. Given the geographical proximity and regional connectivity patterns, such a step would greatly improve administrative efficiency and accessibility for the people of coastal Karnataka.

Fourth, Sir, the Konkan Railway corridor remains one of the most important rail lifelines along the western coast of India. I would request the Ministry to consider the merger of Konkan Railway with Indian Railways, which would facilitate integrated planning and faster infrastructure expansion. Alongside this, doubling of the Konkan Railway line from Mangaluru onwards

along the coastal corridor must be prioritised, as several stretches remain single line and act as capacity constraints for both passenger and freight movement.

Fifth, I would also like to propose that the Government consider developing a High Speed Rail corridor between Mangaluru and Bengaluru, linking it with the upcoming Bengaluru - Chennai High-Speed Rail corridor. Such a corridor would create a powerful east-west economic link, connecting the western seaboard with southern India's major economic centres. Given that Mangaluru hosts the New Mangalore Port, one of the major commercial ports on the west coast, such connectivity would significantly strengthen passenger mobility, freight logistics, and port-led development.

Finally, I would request the Ministry to consider doubling the railway line between Mangaluru Central and Mangaluru Junction. Though this is a short section within the city, it has become a critical bottleneck because both stations handle long-distance passenger trains as well as freight traffic connected to the New Mangalore Port. Doubling this section would improve operational flexibility, reduce delays, and strengthen the overall efficiency of the railway network in coastal Karnataka.

Mangaluru is an important port city, an educational hub, and the economic gateway of coastal Karnataka. Strengthening railway infrastructure in this region will not only improve passenger mobility but also support port-led development, tourism, and regional economic growth.

I therefore request the Hon'ble Railway Minister to kindly consider these

proposals in the larger interest of connectivity and development in Dakshina Kannada and coastal Karnataka.

Thank you. Jai Hind.

***SHRI BHARTRUHARI MAHTAB (CUTTACK):** Indian Railways is entering a phase where corridor-led capacity creation, freight efficiency and network reliability will drive investment decisions. The Economic Survey 2025-26, signalled a clear shift away from broad network expansion towards targeted throughput gains. The policy emphasis has moved to easing congestion on high density routes, improving freight movement and strengthening multimodal integration through Dedicated Freight Corridors (DFCs) and economic rail corridors under the PM Gati Shakti framework. Dedicated freight infrastructure is central to this outlook. Of the planned 2,843 km DFC network, 2,741 km or 96.4 percent has been commissioned as of October 2025. The Eastern Dedicated Freight Corridor spanning 1337 km has been completed, while 1404 km of the 1506 km Western Dedicated Freight Corridor is operational. The corridors have reduced freight transit time and eased congestion on passenger routes. Under the PM Gati Shakti framework, three economic railway corridor programmes covering energy, mineral and cement routes, port connectivity and high traffic density lines have identified 434 projects with a total outlay of Rs 11.17 lakh crore. Of these, 122 projects covering 12,150 km have been sanctioned while 198 projects spanning 19,779 km are under various stages of

* Speech was laid on the Table.

appraisal. The corridors are intended to align rail capacity with freight demand and improve integration with ports, industrial clusters and logistics hubs. For the financial year 2026-27, allocation of Rs 2,77,830 crore is for capital expenditure. This allocation is for construction of new lines, procurement of locomotives, wagons and coaches and other infrastructure works. The Railways had received Rs 2,52,000 crore in 2025-26. The current allocation is a 10.25 percent increase, making it the highest ever capital outlay for the sector. In addition, the Railways will receive Rs 15,000 crore from Extra Budgetary Resources. Total earnings of the Railways are projected at Rs 3,85,733.33 crore while expenditure is estimated at Rs 3,82,186.01 crore resulting in a surplus of Rs 3,547.32 crore at the end of the financial year. Under the able leadership of Prime Minister Narendra Modi, Indian Railways is set to make rail travel in 2026 more comfortable, efficient and memorable through innovation and indigenization. With the common man at its core, the Railways has taken significant strides towards building a world class rail network. Seven new high speed corridors across India will bring top Indian cities closer. The South High Speed Diamond will benefit Karnataka, Telangana, Andhra Pradesh, Tamil Nadu, Kerala and Puducherry. High speed rail corridors spanning about 4,000 km are expected to attract around Rs 16 lakh crore investment. A 2052 km long new Dedicated Freight Corridor announced between Dankuni in West Bengal and Surat in Gujarat will strengthen East-West trade.

As part of the long-term vision, the Government has announced the

development of seven high speed rail project corridors between cities as "growth connectors" to promote environmentally sustainable passenger transport systems. These corridors include Mumbai-Pune, Pune-Hyderabad, Hyderabad-Bengaluru, Hyderabad-Chennai, Chennai- Bengaluru, Delhi-Varanasi and Varanasi-Siliguri. The proposed corridors are expected to significantly reduce inter-city travel time and facilitate seamless multimodal movement of passengers. With the announcement of the new corridors, the rail-based transportation ecosystem is expected to undergo a paradigm shift.

Recently, the Rail Minister highlighted record achievements in infrastructure creation including construction of 35,000 km of new tracks, 4,700 km of electrification and electrification coverage exceeding 99.5 percent of the broad-gauge network. Manufacturing of Vande Bharat sleeper and chair car trains, Amrit Bharat and Namoo Bharat trains along with record induction of wagons is progressing at an unprecedented pace. As one is aware, rail transport is nearly 95 percent less polluting than road transport. The record allocation reinforces the role of Indian Railways as a backbone of national development, economic growth and inclusive connectivity.

Coming to Odisha, one may say this year's budget allocation is historic. During 2009-14, annual average allocation was around Rs 1000 crore or Rs 1,171 crore to be specific whereas in 2026-27 about Rs 10,928 crore has been allocated which is 13 times more to the earlier figure. At present, massive investment has been made. Total works worth Rs 90,659 crore are under progress. Track creation, station development and safety enhancement are

taking place across the entire state of Odisha. A total of 59 stations of Odisha have been identified for redevelopment under the Amrit Station Scheme. For station modernization around Rs 2,439 crore is being invested and already 6 stations have been completed. The second entry of Cuttack station is one of them which was completed in record time and has been inaugurated. Other stations include Baripada, Barpali, Bimlagarh, Paralakhemundi and Talcher. Travel efficiency in the state has reached new heights with the expansion of premium train services such as 6 pairs of Vande Bharat Express and 6 pairs of Amrit Bharat Express. Railway network has rapidly expanded in Odisha. Since 2014 approximately 2200 km of tracks have been constructed. Full electrification has been completed in Odisha. 632 flyovers and underpasses have been constructed. Major projects that have been completed in Odisha since 2014 are many but Barang- Khurda Road 3rd line, Daitari-Bansapani new line, Haridaspur-Paradeep new line and Raitthagarh-Barang doubling are major achievements for smooth running of trains.

There is a long pending demand to construct a new railway line from Talcher via Narsinghpur of Cuttack district and Khandapada of Nayagarh district and connect it with Khudra Road-Bolangir line for alternate movement of coal from Talcher. Another demand was also to construct a loopline to Kantilo, which is a famous religious place of worship which attracts large number of pilgrims. This should be taken up urgently.

This year several rail projects amounting to about Rs 1439 crore have been sanctioned. Most of these projects were long pending demands of

Odisha. They are- Badampahar- Kendujhargarh new line of 82 km with a cost of Rs 1876 cr, Bangriposi-Gorumahisani new line of 86 km with a cost of Rs 2269 cr, Bhadrak-Nirgundi 3rd line of 80 km with a cost of Rs 1284 cr, Cuttack-Nirgundi 4th line along with rail flyovers at Nirgundi about 16 km at a cost of Rs 759 cr and Nergundi- Barang-Khurda Road-Vizianagaram third line of 385 km at a cost of Rs 4963 cr to name a few. The Nirgundi-Barang rail line passes through Cuttack. Thererby, four rail bridges will be constructed over rivers Kathajodi, Kuakhai, Birupa and Mahanadi which will help decongest rail traffic in Cuttack, I Believe.

The internal revenue for 2026-27 is estimated to be Rs 3.02. lakh crore which is an increase of 8.4 percent over the revised estimate for 2025-26. The total revenue expenditure in 2026- 27 is estimated at Rs 2,99,500 crore which is an increase of 8.1 percent over the revised estimate for 2025-26. Capital expenditure in 2026-27 is estimated at Rs 2,93,030 crore which is an increase of 10.5 percent over the revised estimate for 2025-26. Budget support from the Central Government is estimated at Rs 2,78,030 crore financing about 95 percent of the capital expenditure. It is interesting to learn that Budget support in 2026-27 is estimated to be 10 per cent higher than the previous year. It is also learnt that the operating ratio is estimated to be 98.4 per cent which is lower than the revised estimate for 2025-26 of 98.8 per cent.

However, the ratio in 2025-26 was expected to be higher than the initial budget estimate of 98.4 per cent. As we know two-thirds of railway revenue comes from freight operations, 62 per cent of the total internal revenue in

2026-27 to be precise. Earnings from passenger train operations is at 29 per cent and sundry revenue at 8 per cent. Between 2017-18 and 2026-27, freight revenue has contributed an average of 68 per cent to total internal revenue, making it the primary source of revenue for Indian Railways.

Coal continues to be the single largest contributor to Indian Railways' freight earnings. In 2022-23, Railways had transported around 55 per cent of the total coal evacuated in the country. Coal consumption is projected to grow at about 3 per cent per year until 2030, translating into a cumulative increase of over 800 million tonnes. These factors are likely to sustain coal-related freight volumes over the next few years.

I would like to draw the attention of the Government regarding the Draft National Rail Plan-2030. It has observed that the rail freight charges are based on a minimum chargeable weight per wagon. This makes rail transport less competitive for light cargo, as charges are also linked to wagon capacity rather than the actual weight carried. Lack of time-tabled delivery for most freight trains also limits expansion into segments like e-commerce, parcel delivery and FMCG, where timely delivery is key. CAG in 2022 had noted that efficient management of wagons is crucial to achieve higher freight targets. This includes matching wagon availability with demand, better infrastructure and ensuring timely maintenance. Speed of goods trains is one of the vital indicators of efficient freight operations. Of late Railways have undertaken several measures to improve speed such as developing freight corridors, multi-tracking and monitoring freight movement across the network.

The problem today is, though freight cross-subsidises passenger services, it does not cover for all the losses from passenger services. Except AC 3 tier, all other classes of passenger services have observed losses.

A major share of Railways' revenue expenditure is budgeted towards staff salaries and pension. On an average Railways has spent 71 per cent of its revenue on salaries and pension in the last 10 years. Railways has remained a publicly owned and operated system. Private participation has been pursued through Public-Private-Partnership models and outsourcing arrangements. Several structural factors have constrained private investment in some railway infrastructure projects such as DFCs. As private participation has been limited because policy formulation, regulation and operations are all vested in the Ministry of Railways, it is high time these roles be separated.

Coming to quality of service, we may say poor punctuality and on-board cleanliness affect overall service quality. In 2022-23 over one lakh complaints were reported regarding non-availability of water in toilets and wash-basins on trains. Quality of linen was also enforced on contractors.

Last but not the least is safety. During the last 25 years, that is from 2000-01 to 2024-25, 984 consequential accidents have taken place. Consequential accidents are serious incidents such as collisions, derailments or fires.

Expenditure on safety-related works has increased from Rs 60,854 crore in 2017-18 to Rs 1,20,389 crore in 2026-27. Unmanned level crossings have been removed and Kavach system has been introduced. I would suggest the

Government should consider ensuring equal access to travel safety measures for all railway passengers, regardless of the mode used to purchase their tickets. The Supreme Court has said there should not be a distinction. The passengers should not be deprived of travel insurance coverage for not booking their tickets online. Currently passengers who book tickets through the IRCTC website can opt for accident insurance by paying a nominal fee around 49 paise to Re 1. However, similar option is not available to passengers purchasing tickets at railway reservation counters. This distinction is difficult to justify. Method of purchasing ticket should not determine whether a passenger receives the benefit of travel insurance.

With the initiatives outlined in the Budget 26-27, Indian Railways is poised to play a decisive role in nation building by delivering faster connectivity, efficient logistics and resilient infrastructure in line with the vision of Viksit Bharat. Thank You.

***SHRI RAJABHAU PARAG PRAKASH WAJE (NASHIK):** I wish to speak on the Demands for Grants for the Ministry of Railways for the year 2026-27. The government has presented this budget as a historic milestone for Indian Railways, highlighting large capital investments and modernization plans. However, if we move beyond the announcements and examine the ground reality, the situation appears deeply concerning. The financial position of Indian Railways remains fragile, safety concerns persist, passenger services continue

* Speech was laid on the Table.

to deteriorate, and several regions including my constituency of Nashik continue to face systemic neglect.

The financial health of Indian Railways raises serious questions. The operating ratio continues to hover around nearly 98 percent, which essentially means that for every ₹100 earned, almost ₹98 is spent on operational costs, leaving virtually no internal surplus for infrastructure expansion or modernization. A large proportion of railway revenue is consumed by committed expenditures such as salaries, pensions and lease liabilities. This clearly indicates that Indian Railways is increasingly dependent on budgetary support and borrowings rather than generating its own internal resources. If this trend continues, the long-term financial sustainability of our railway system will remain under serious stress.

Equally worrying is the issue of safety. The Comptroller and Auditor General has repeatedly highlighted alarming deficiencies in railway safety management. According to audit observations, between 2017 and 2021 India witnessed more than one thousand derailments, many of them caused by poor track maintenance and operational failures. Derailments continue to account for the majority of train accidents in the country. Beyond derailments, railway safety statistics reveal an even more tragic picture. Over the last decade, nearly 2.6 lakh people have lost their lives in railway-related accidents, including track crossings and operational failures. These numbers represent not just statistics but human tragedies affecting thousands of families across the country. Safety cannot be compromised, and yet the budget for critical

areas such as track renewal and maintenance has not kept pace with the scale of the railway network.

Operational failures are also becoming increasingly visible. Audit reports and passenger grievance records indicate rising complaints regarding cleanliness, lack of water in train toilets, pest infestation in coaches and declining punctuality of trains. Thousands of signalling failures are reported annually in certain railway zones, which raises serious concerns about the maintenance of critical safety systems. While the government is focusing on showcasing high-speed trains and premium services, the everyday passenger travelling in ordinary trains continues to face discomfort and poor service quality.

Another structural issue that demands attention is the freight policy of Indian Railways. For decades, freight revenues have been used to subsidize passenger services. As a result, freight tariffs in India remain comparatively high. This has pushed logistics companies to shift a large portion of cargo transport from railways to road networks. Over the years, the share of railways in national freight transport has declined significantly, which is a strategic concern for the economy. When freight moves to roads instead of railways, logistics costs increase, fuel consumption rises and environmental impacts worsen. Instead of addressing these structural issues, the government continues to prioritize large announcements rather than deep policy reforms.

I must also highlight the persistent neglect of railway infrastructure in the Nashik region, which is one of the most important industrial and agricultural

districts in Maharashtra. Nashik is a major hub for agricultural exports, wine production, defence manufacturing and pharmaceutical industries. It is also a major religious destination and will host the Simhastha Kumbh Mela in 2027, one of the largest religious gatherings in the world. Despite this importance, railway infrastructure development in the region has remained slow and inadequate.

One of the most critical railway bottlenecks affecting the region is the Kasara-Manmad railway section, which is among the most congested corridors in the country. More than seventy trains pass through this section daily in each direction, and the corridor is operating beyond its designed capacity. Although the government has approved the project for the third and fourth railway lines between Kasara and Manmad, progress on the ground remains slow. This corridor is extremely important not only for passenger movement between Mumbai and Nashik but also for freight transport connecting central India with western ports. I urge the Railway Ministry to ensure that this project is completed within a clear and time-bound schedule.

Another important project is the Manmad-Indore railway line, which was sanctioned several years ago and has the potential to significantly improve connectivity between Maharashtra and Madhya Pradesh. This corridor can create new opportunities for agricultural trade, freight transport and regional economic development. However, land acquisition delays and administrative hurdles have slowed the progress of the project. The government must ensure that the project is expedited and implemented without further delay.

I also would like to draw the attention of this House to an extremely important issue concerning the Nashik-Pune Semi High-Speed Rail Project. This project has the potential to transform regional connectivity between two major industrial and agricultural hubs of Maharashtra and significantly reduce travel time, thereby strengthening trade, logistics and economic activity in the region.

In a reply given in this House, the Hon'ble Railway Minister, Shri Ashwini Vaishnaw, stated that the original alignment of the Nashik-Pune rail corridor had to be changed because of the presence of the Giant Metrewave Radio Telescope observatory, and that the decision was taken based on technical advice.

However, a recent response obtained under the Right to Information Act from the National Centre for Radio Astrophysics has brought several important facts into the public domain. The RTI reply clearly states that the detailed technical reports relating to the GMRT observatory are extremely extensive and have not been shared publicly, and they are only available for inspection. This effectively means that there is no publicly available technical report or independent study placed in the public domain that conclusively justifies the decision to change the alignment of this major railway project.

Furthermore, the same RTI reply indicates that concerns related to the Giant Metrewave Radio Telescope were first formally raised in November 2021 during a meeting with officials of the Maharashtra Rail Infrastructure Development Corporation. During that meeting, the Director of the GMRT

observatory expressed concerns regarding possible radio-frequency interference but also suggested several technical co-existence solutions.

These included possibilities such as taking the railway line partially through tunnels, introducing electromagnetic shielding, or relocating the station slightly away from the telescope array.

This clearly indicates that changing the alignment was not the only available option. In fact, the scientists themselves had suggested technological solutions that could allow both the railway project and the observatory to coexist.

Across the world, there are several examples where radio telescopes and railway infrastructure operate in proximity with appropriate engineering safeguards. Therefore, it is a legitimate question whether these alternative technical options were seriously evaluated before the decision to alter the alignment was taken.

I would therefore request the Government to clarify whether a formal joint technical committee involving the Ministry of Railways, the Department of Atomic Energy and the National Centre for Radio Astrophysics was constituted to evaluate these options. If such a committee was formed, its report and recommendations should be placed before this House for the sake of transparency.

My intention is not to undermine the importance of this prestigious scientific institution operated under the Tata Institute of Fundamental Research. The Giant Metrewave Radio Telescope is a globally respected

research facility and a matter of national pride.

However, it is equally important that the interests of farmers, industries and citizens of the Nashik region are not compromised due to lack of transparency or incomplete evaluation of technical alternatives.

Therefore, I urge the Government to ensure full transparency in this matter and place the relevant technical reports, committee recommendations and the actual basis for changing the alignment before this House, so that any confusion surrounding this issue can be resolved and the people of the region receive clarity and justice regarding this important infrastructure project.

Another issue of concern is the lack of comprehensive railway planning for the Kumbh Mela to be held in Nashik in 2027. This event attracts millions of pilgrims from across the country and the world. Yet, there is no visible master plan for expanding railway infrastructure in preparation for this massive influx of passengers. The government must urgently initiate the expansion of Nashik Road railway station, develop additional platforms, upgrade passenger facilities and plan special train services to handle the expected surge in pilgrim traffic.

I would also like to draw attention to the challenges related to road over bridges and road under bridges in the Nashik region. In several places, poorly designed underpasses get flooded during the monsoon due to inadequate drainage planning, cutting off access for nearby villages and disrupting the movement of farmers transporting agricultural produce. There is a need for better coordination between railway engineers and local authorities to ensure

that such infrastructure projects are designed with proper consideration of local geographical conditions.

In light of these issues, I urge the Railway Ministry to take immediate steps to address the concerns of the people of Nashik. The government must ensure the expeditious completion of the Kasara-Manmad third and fourth railway lines, accelerate the Manmad-Indore railway project, review and restore transparency in the Pune-Nashik semi-high-speed rail project, modernize Nashik Road railway station and introduce direct train connectivity from Nashik to major cities and pilgrimage centres across the country. It is also essential to prepare comprehensive railway infrastructure plan in advance of the Kumbh Mela in 2027.

Indian Railways has historically been the lifeline of our nation, connecting regions, supporting economic development and enabling social mobility. However, for the Railways to truly serve the people, it must focus not only on grand announcements but also on safety, operational efficiency, financial sustainability and equitable regional development. The people of Nashik and millions of railway passengers across the country deserve a railway system that is safe, efficient, transparent and responsive to their needs.

Thank you.

***डॉ. शिवाजी बंडाप्पा कालगे (लातूर) :** मैं रेलवे मंत्रालय की अनुदान मांगों पर चर्चा में भाग लेते हुए सरकार का ध्यान महाराष्ट्र के मराठवाड़ा क्षेत्र, विशेष रूप से लातूर और आसपास के क्षेत्रों की

* Speech was laid on the Table.

रेल सुविधाओं की ओर आकर्षित करना चाहता हूँ। रेलवे देश की अर्थव्यवस्था की रीढ़ है और क्षेत्रीय संतुलित विकास के लिए मजबूत रेल नेटवर्क अत्यंत आवश्यक है। दुर्भाग्य से मराठवाड़ा क्षेत्र में अभी भी कई महत्वपूर्ण रेल परियोजनाएँ लंबित हैं, जिनके पूर्ण होने से इस क्षेत्र के विकास को नई गति मिल सकती है।

सबसे पहले, लातूर - कुर्दुवाड़ी रेलमार्ग के दोहरीकरण का कार्य शीघ्र किया जाना चाहिए। इस मार्ग पर यात्री और माल यातायात लगातार बढ़ रहा है, इसलिए दोहरीकरण से रेल संचालन अधिक सुगम और सुरक्षित होगा।

दूसरा, लातूर - बोधन, लातूर रोड - नांदेड़ और लातूर - कलबुर्गी इन नए रेल मार्गों को मंजूरी देकर इनके निर्माण कार्य को जल्द शुरू किया जाना चाहिए। इससे महाराष्ट्र, तेलंगाना और कर्नाटक के बीच बेहतर संपर्क स्थापित होगा और क्षेत्रीय विकास को प्रोत्साहन मिलेगा।

इसी प्रकार लातूर रोड - परळी के बीच लंबित लूप/लैम्प लाइन का कार्य तत्काल पूरा किया जाना आवश्यक है, ताकि रेल संचालन में सुगमता आए।

उदगीर में ROB (रेलवे ओवरब्रिज) तथा लातूर और लातूर रोड के अंडरपास का काम भी लंबे समय से अधूरा है। इन परियोजनाओं को जल्द पूरा किया जाना चाहिए, ताकि स्थानीय नागरिकों को सुरक्षित और सुगम आवागमन की सुविधा मिल सके।

इसके साथ ही लातूर रेलवे स्टेशन पर पिट लाइन का निर्माण भी शीघ्र पूरा किया जाना

लातूर में प्रस्तावित रेलवे बोगी निर्माण कारखाना मराठवाड़ा के विकास के लिए अत्यंत महत्वपूर्ण परियोजना है। इस कारखाने को जल्द पूरा कर उत्पादन शुरू किया जाना चाहिए और स्थानीय युवाओं को रोजगार के अवसर उपलब्ध कराए जाने चाहिए।

भविष्य की दृष्टि से पुणे से हैदराबाद तक हाई-स्पीड रेल कॉरिडोर की लातूर मार्ग से विकसित करने का भी विचार किया जाना चाहिए। इससे इस क्षेत्र को राष्ट्रीय स्तर के आधुनिक रेल नेटवर्क से जोड़ने में मदद मिलेगी।

इसके अलावा, लातूर मार्ग से उत्तर भारत और दक्षिण भारत के लिए लंबी दूरी की ट्रेनों की

शुरुआत की जानी चाहिए, ताकि यात्रियों को बेहतर संपर्क सुविधा मिल सके।

मैं यह भी आग्रह करता हूँ कि पुणे -सिकंदराबाद तथा पुणे - नांदेड़ (लातूर मार्ग से) वंदे भारत ट्रेन शुरू की जाए। इससे यात्रियों को तेज और आधुनिक यात्रा सुविधा उपलब्ध होगी।

कोविड-19 के दौरान कई रेलवे स्टॉपेज बंद कर दिए गए थे। इन सभी स्टॉपेज को पुनः शुरू किया जाना चाहिए, क्योंकि इनका लाभ हजारों यात्रियों को मिलता है।

इसके साथ ही ज्येष्ठ नागरिकों और पत्रकारों को दी जाने वाली रेल किराया रियायतें, जो कोविड काल में बंद की गई थी, उन्हें भी पुनः बहाल किया जाना चाहिए।

मैं यह भी मांग करता हूँ कि बिंदर - लातूर - CSMI सुपरफास्ट ट्रेन में आधुनिक LHB कोच लगाए जाएँ, ताकि यात्रियों की सुरक्षा और आराम सुनिश्चित हो सके।

अंत में, क्षेत्रीय यात्रियों की सुविधा के लिए लातूर - पुणे तथा उदगीर - हैदराबाद मार्ग पर DEMU ट्रेन शुरू की जानी चाहिए।

इन सभी परियोजनाओं और मांगों को यदि सरकार प्राथमिकता के आधार पर पूरा करती है, तो इससे न केवल मराठवाड़ा क्षेत्र का विकास होगा बल्कि देश के रेल नेटवर्क को भी मजबूती मिलेगी।

इन्हीं शब्दों के साथ मैं अपनी बात समाप्त करता हूँ और आशा करता हूँ कि सरकार इन महत्वपूर्ण मांगों पर सकारात्मक विचार करेगी।

धन्यवाद।

***MS. BANSURI SWARAJ (NEW DELHI):** I am grateful to have been granted the opportunity to address this House during the Discussion on Union Budget 2026-27: Demands for Grants of the Ministry of Railways.

I wish to place before the Government the story of the transformation of

* Speech was laid on the Table.

Indian Railways over the past decade and the bold vision that will guide its journey in the years to come.

Indian Railways is not merely a mode of transport. It forms the circulatory system of our economy, moving millions of people, goods, and resources across vast geographic spaces and varied terrain with speed and efficiency. Historically, the expansion of railways has closely tracked every country's developmental trajectory: early networks enabled industrialization and territorial integration, while modern upgrades like high-speed corridors, freight corridors, and electrification support urbanization, supply-chain efficiency, and sustainable growth.

The last ten years have witnessed one of the most ambitious modernization drives in the history of Indian Railways. With a calculated policy shift prioritizing infrastructure creation, technological advancement, safety improvements, and passenger comfort, our Railways have transformed from mere transport infrastructure into strategic assets that our economy relies upon.

One of the most historic achievements has been the near-complete electrification of the broad-gauge network. Today, more than 99 percent of the broad-gauge routes are electrified, compared to a much smaller share a decade ago, cutting diesel consumption by more than 60 per cent since 2016. This transformation has reduced dependence on imported fuel, lowered operating costs, and made rail transport more environmentally sustainable. The effort has been recognised globally. The Rail Coach Factory at Kapurthala

received the Golden Peacock Award for Energy Efficiency 2024. Mission Electrification won the "Best Climate Change Adaptation & Resilience" award at the UIC International Sustainable Railway Awards 2022 in Berlin.

Safety, has been of paramount importance. The indigenous Kavach Automatic Train Protection System is being deployed on more than 2,200 route kilometres across the network to prevent train collisions and enhance operational safety. Developed by Indian engineers, this technology represents a significant milestone in our journey towards a safer railway system. Further, we renewed 54,600 km of tracks during 2014-26 to ensure safe train operations and tripled our safety expenditure from 39,200 Crore in 2013-14 to 1,17,693 Crore in 2025-26.

Capacity expansion has been pursued at a scale never seen before - 34,428 km of tracks were commissioned between 2014 and 2025, increasing the pace to 8.6 km per day. Over the last five years, Indian Railways has sanctioned 308 new railway projects, including new lines, gauge conversions and track doubling, with a total investment of around *2.93 lakh crore. There development works have been carried out to remove bottlenecks and increase the efficiency of the railway network.

The Indian Railways has also driven India's logistics transformation, under the Hon'ble Prime Minister's Gati Shakti vision. We have witnessed rapid growth of freight transportation through the development of dedicated freight corridors, and the Trucks-on-Trains Initiative. The operationalisation of the Eastern Dedicated Freight Corridor and the Western Dedicated Freight

Corridor has already begun to change the logistics landscape of the country by allowing faster and more efficient movement of goods while freeing up capacity on passenger routes. Building upon this success, the government has proposed the East-West Dedicated Freight Corridor, connecting Dankuni in West Bengal to Surat in Gujarat. This corridor will pass through several key industrial regions and further strengthen India's supply chains and logistics network.

With regards to improved passenger experience, there have been major developments, including the digitalisation and automation of passenger services, making the passenger interface with the Railways simpler and more accessible. The introduction of the Vande Bharat Express trains, India's first indigenous semi-high-speed train, offer passengers a modern, comfortable, and efficient travel experience. These corridors support improved inter-city mobility, and easier migration. The Vande Bharat also marks a new chapter in India's Aatmanirbhar manufacturing capabilities.

Further, over 90 per cent Punctuality in 24 divisions of Indian Railways in this fiscal year with 19 divisions having punctuality between 80 per cent and 90 per cent, ensuring operational reliability and predictability. Over 80 per cent of the network is capable 110 kmph & above sectional speed, up from 40 per cent in 2014. Till date, approximately 12,300 coaches (including all operational rakes of Vande Bharat & Amrit Bharat trains) & 460 locomotives, plying over IR's network, are equipped with CCTV cameras. At the same time, we are transforming railway stations into modern transport hubs. Under the Amrit

Bharat Station Scheme, more than one thousand railway stations across the country are being redeveloped with improved passenger amenities, enhanced accessibility, and better urban integration.

The last decade has also showcased India's extraordinary engineering capabilities through iconic projects such as the Chenab Railway Bridge, which stands as the world's highest single- arch bridge at 359, and the 11.2 km Pir Panjal Tunnel in Jammu and Kashmir, which is India's longest railway tunnel. Other marvels include India's first vertical-lift Pamban Bridge, the scenic Nilgiri Mountain Railway which is a UNESCO World Heritage Site, the rugged Konkan Railway route, and the Bhore Ghat section with 25 tunnels between Pune-Mumbai, highlighting immense skill and precise engineering across difficult terrain.

Freight continues to remain the backbone of railway finances. In the financial year 2026-27, the internal revenue of Indian Railways is estimated to exceed ₹ 3 lakh crore, with freight services contributing the largest share. At the same time, the government has made an unprecedented commitment to capital investment. The proposed capital expenditure of nearly ₹ 2.9 lakh crore will support the construction of new lines, track upgrades, safety improvements, and the induction of modern rolling stock across the railway network.

Looking ahead, the vision for the future is equally ambitious. The government has proposed the development of seven high-speed rail corridors connecting major economic centres such as Mumbai, Hyderabad, Bengaluru,

Pune, Chennai, and Varanasi. These corridors, spanning nearly 4,000 kilometres, will represent the next leap in India's transportation infrastructure.

We are also mindful of the financial challenges that lie ahead. A substantial share of railway expenditure is devoted to salaries, pensions, and lease liabilities, and the implementation of the recommendations of the 8th Pay Commission may increase expenditure pressures in the future. Therefore, improving efficiency, diversifying revenue streams, expanding freight traffic, and strengthening financial sustainability remain critical priorities.

The transformation of Indian Railways is not just about laying tracks or running trains. It is about building a modern, efficient, and sustainable transport system that supports the aspirations of a growing nation. From electrification to high-speed rail, from freight corridors to modern stations, from network expansion to engineering marvels the journey of Indian Railways in the past decade reflects the confidence and capability of a new India. Today, the Indian Railways provides affordable Travel to 720 Crore passengers annually, making it one of the largest Government service providers across the world. With continued investment, technological innovation, and visionary planning, Indian Railways will remain a powerful engine of India's development and a symbol of national progress.

***श्री मुरारी लाल मीना (दौसा) :** मैं रेलवे अनुदानों की मांगों पर चर्चा में अवसर के लिए धन्यवाद करता हूँ। भारतीय रेल देश की सबसे बड़ी व सस्ती माल परिवहन व्यवस्था है, साथ में यह भारत

* Speech was laid on the Table.

के करोड़ो लोगो की जीवनरेखा भी है। विशेषकर गरीब व मध्यम वर्ग के लिए सबसे सस्ता व सुलभ परिवहन व आवागमन का माध्यम भी रेलवे ही है।

रेलवे देश की अर्थ व्यवस्था की रीढ़ है देश में लगभग 68000 किमी रेल मार्ग है और ट्रैक की लंबाई एक लाख किमी से अधिक है। देश में 7300 के आस पास स्टेशन हैं और प्रतिदिन लगभग 2 करोड़ यात्री सफर करते हैं। 40 से 45 लाख टन माल की ढुलाई रोज होती है।

जैसा मैंने बताया कि 2 करोड़ से ज्यादा यात्री रेल में सफर करते हैं क्योंकि यह सबसे सुरक्षित व सस्ता साधन है। यात्रियों में 85 प्रतिशत से 90 प्रतिशत लोग अनारक्षित जनरल डिब्बो में सफर करते हैं मात्र 12 प्रतिशत लोग स्लीपर और ए सी में सफर करते हैं। जनरल डिब्बों में सभी ने देखा होगा कि भूसे की तरह लोग भरे रहने को मजबूर रहते हैं। पिछले समय में सरकार ने स्लीपे व ए सी कोच को संख्या 190 प्रतिशत तक बढ़ाई है जबकि जनरल कोच की संख्या मात्र 15 प्रतिशत जिनमे गरीब जनता सफर करती है। आपने हाई स्पीड ट्रेने चलाई है जैसे वन्दे भारत उनमे आम आदमी सफर नहीं कर सकता है। मेरी सरकार से मांग है कि सामान्य श्रेणी वाले डिब्बे बढ़ाये जाये व साधारण ट्रेने भी चलाई जाये।

रेलवे की वित्तीय स्थिति

वर्ष 2026-27 के लिए रेल मंत्रालय का कुल बजट लगभग ₹2.81 लाख करोड़ रखा गया है, जो कुल केंद्रीय बजट का लगभग 5.26 प्रतिशत है। इसके बावजूद रेलवे की टोटल आय का 98.4 प्रतिशत उसके संचालन पर ही खर्च हो जाता है तो बताये कि नई रेल लाइन व इंफ्रास्ट्रक्चर के कार्य कैसे होंगे। जिनकी अभी बहुत जरूरत है, इस पर भी ध्यान दिया जावे।

रेलवे दुर्घटना:

2023-24 में 40 और 2024-25 में 31 गंभीर रेल दुर्घटनाएं हुईं।

NCRB की नवीनतम रिपोर्ट 2023 के अनुसार, 24,678 रेल दुर्घटनाओं में कुल 21,803 लोगों की मौत की रिपोर्ट की गई। रेल दुर्घटनाओं के कारण होने वाली मौतों की कुल संख्या 2022 में 20,792 और 2021 में 16,431 से बढ़कर 21,803 हो गई है, जो मौतों की संख्या में चिंताजनक

वृद्धि का संकेत है।

सुरक्षा के विषय में भी स्थिति चिंताप्रद:

सरकार द्वारा 'कवच' सुरक्षा प्रणाली अभी तक बहुत सीमित क्षेत्र में लागू हो पाई है। उपलब्ध आंकड़ों के अनुसार यह प्रणाली केवल लगभग 1,465 रूट किमी दक्षिण-मध्य रेलवे और लगभग 80 रूट किमी उत्तर मध्य रेलवे में ही लागू की गई है, जबकि NWR सहित पूरे देश का रेल नेटवर्क बहुत अधिक बड़ा है।

हाल के वर्षों में रेलवे सुरक्षा कोष 45,000 करोड़ रुपये पर ही है। इसको भी बढ़ाया जाना चाहिए।

अमृत स्टेशन योजना/पीपीपी मॉडल के स्टेशनो पर रोजगार समाप्त

सरकार द्वारा "अमृत स्टेशन योजना" के तहत रेलवे स्टेशनों का आधुनिकीकरण व नवीनीकरण किया जा रहा है। इस योजना के तहत कुछ स्टेशनो को पीपीपी मॉडल पर बनाया जा रहा है जिनका ऑपरेशनल गतिविधियों को प्राइवेट कम्पनियो को दिया जा रहा है इसका सबसे ज्यादा नुकसान माध्यम व लाखों गरीब परिवार जो रेलवे स्टेशनो पर थड़ी, ठेले, स्टाल व छोटी मोटी दुकानें संचलित कर अपने परिवार का पालन पोषण करते हैं इससे उनका रोजगार छीनने का कार्य किया जा रहा है। पहले इन दुकानों/स्टॉल के आवंटन में आरक्षण की व्यवस्था भी थी लेकिन इस योजना में आरक्षण का प्रावधान भी खतम हो जायेगा।

रेलवे भर्ती व आरक्षण:

रेलवे विभाग ऐसा विभाग है जो सबसे ज्यादा सरकारी नौकरियां देता है। विभाग में करीब 16 लाख कर्मचारियों के पद स्वीकृत हैं जिसमें वर्तमान में 12-13 लाख कर्मचारी ही कार्यरत हैं। रेलवे का नेटवर्क बढ़ा है, कर्मचारियों के पद बढ़ने चाहिए। वर्तमान में करीब 6 लाख कर्चारी ठेके या संविदा पर लगे हुए हैं और 3 लाख पद खाली हैं। इसका सबसे ज्यादा नुकसान आरक्षित वर्ग को है।

मेरे सरकार से मांग है कि खाली पदों व बैंक लॉग को भरा जाये ठेके प्रणाली को समाप्त किया जाये या फिर उसमें भी आरक्षण लागू किया जाये। जबसे देश में भाजपा की सरकार आयी है आपने सरकारी नौकरियों को कम किया है, पब्लिक सेक्टर बेचते जा रहे हैं, बैंको का मर्जर कर

दिया, जिससे सरकारी नौकरियां खतम होती जा रही है इससे ऐसा लगता है कि आप एक सोची समझी नीति के तहत आरक्षण व्यवस्था को खतम कर रहे हैं।

रेलवे में नियमित कर्मचारी नहीं होने की वजह से, रेलवे की संचालन और सुरक्षा पर भी प्रभाव पड़ता है। इस कारण आधी से अधिक ट्रेनें समय पर नहीं चलती हैं।

राजस्थान

राजस्थान के लिए इस रेलवे बजट में मात्र ₹10,228 करोड़ का बजट आवंटित किया गया है, जबकि राज्य में पहले से ही ₹56,863 करोड़ से अधिक की परियोजनाएँ चल रही हैं। इतनी कम राशि से यह स्पष्ट है कि पहले से चल रही परियोजनाओं को पूरा होना मुश्किल होगा।

राजस्थान भौगोलिक और जनसंख्या दृष्टि से बहुत बड़ा क्षेत्र है, उस हिसाब से बजट बहुत कम है।

राजस्थान जैसे विशाल राज्य के लिए इस बजट में कोई बड़ी रेल परियोजना सम्मिलित नहीं की गयी, देश में प्रस्तावित हाई स्पीड कोरिडोर में राजस्थान को सम्मिलित नहीं किया गया जबकि जयपुर दिल्ली मार्ग पर इसकी आवश्यकता है।

मांग

मेरे लोकसभा क्षेत्र के बांदीकुई जंक्शन पर 700 बीघा रेलवे की भूमि पड़ी हुयी है। राजस्थान में सबसे पहले 1874 में आगरा फोर्ट से बांदीकुई ट्रेन चली थी। 1962 तक DRM/DSO ऑफिस बांदीकुई ही था जो ये जमीन खाली पड़ी है। मेरी मंत्री महोदय से मांग है की इस खाली पड़ी जमीन पर कोई रेलवे संबंधी उद्योग लगाया जाये।

पूर्वी राजस्थान के प्रमुख धार्मिक स्थल मेहंदीपुर बालाजी, महावीर जी और केला देवी में हर वर्ष लाखों श्रद्धालुओं आते हैं। अतः बांदीकुई जंक्शन से मेहंदीपुर बालाजी, महावीर जी और केला देवी को मिलाते हुए नई रेल लाइन का निर्माण किया जाए। कम से कम मंत्री जी अपने रिप्लाई में इस रेल के सर्वे की घोषणा जरूर करें।

दौसा से गंगापुर पिछले वर्ष नई रेल लाइन चालू की गई, जिसमे मात्र जयपुर गंगापुर एक डेम्

ट्रेन चलती है। इसके स्टॉपेज बढ़ाये जाये एक डेमू ट्रेन इसी रूट सुबह गंगापुर से जयपुर व शाम को जयपुर से गंगापुर चलायी जाये तथा दिल्ली से अलवर दौसा गंगापुर कोटा के लिए इस लाइन पर ट्रेनों का संचालन किया जाए।

दौसा जिला मुख्यालय है यहाँ से हजारो की संख्या में यात्री/ पर्यटक आते जाते हैं। दौसा जंक्शन पर वंदे भारत एक्सप्रेस व शताब्दी एक्सप्रेस ट्रेनों का ठहराव किया जाये। इसके अलावा बांदीकुई स्टेशन पर डबल डेकर, बसवा स्टेशन पर रानीखेत तथा बस्सी स्टेशन पर हरिद्वार एक्सप्रेस का ठहराव किया जाये।

दिल्ली से जयपुर रेल लाइन पर रेलवे क्रॉसिंग जिन पर अंडर पास स्वीकृत नहीं है उन्हें भी स्वीकृत किया जाये।

मीटर गेज के टाइम खान भाकरी और भंडाना स्टेशन चालू थे उनको बंद कर दिया गया है उनको चालू किया जाये। अंत में मैं सरकार से निवेदन करता हूँ कि दौसा और पूर्वी राजस्थान की इन महत्वपूर्ण रेलवे मांगों पर गंभीरता से विचार किया जाए, ताकि क्षेत्र के विकास, पर्यटन और यात्रियों की सुविधा को बढ़ावा मिल सके। धन्यवाद

***SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET):** I wish to support the Demands for Grants for the Ministry of Railways for the Financial Year 2026-27.

At the outset, I appreciate the Government for presenting a historic budget of 2,93,030 crore in capital expenditure for Indian Railways the highest-ever allocation for the sector, representing a 5.4 per cent increase over the previous year. I also note with gratitude the allocation of 10,134 crore to Andhra Pradesh, reflecting an eleven-fold increase compared to the 2009-14

* Speech was laid on the Table.

average. This demonstrates the Union Government's firm commitment to strengthening railway connectivity in our state.

Under the visionary leadership of Hon'ble Prime Minister Shri Narendra Modi ji and the dynamic stewardship of Railway Minister Shri Ashwini Vaishnaw ji, Indian Railways is undergoing a transformation without precedent in its 170-year history.

The single most significant announcement in this Budget is the proposal to develop seven high-speed rail corridors at an estimated investment of 16 lakh crore. These corridors will fundamentally reshape India's inter-city mobility.

I wish to draw the special attention of the Government to the fact that four of these seven corridors directly benefit Andhra Pradesh. The Hyderabad-Chennai, Hyderabad-Bengaluru, Chennai-Bengaluru, and Pune-Hyderabad corridors form a "South High-Speed Diamond" that will pass through or terminate near Andhra Pradesh.

I thank the Ministry for ensuring that Amaravati and Vijayawada are integrated into the South High-Speed Diamond.

One of the proudest achievements of this Government is the indigenous Kavach Automatic Train Protection system. Kavach 4.0 has been successfully commissioned on 1,452 route kilometers. Over 4,154 locomotives have been equipped, 767 station data centres established, and more than 55,000 railway personnel trained on this technology.

Safety expenditure has tripled from 39,200 crore in 2013-14 to 1,20,389

crore in 2026-27, and consequential accidents have fallen by nearly 90 per cent. This is an extraordinary achievement.

However, I note that Kavach deployment has so far been concentrated on the Golden Quadrilateral and northern corridors. I strongly urge the Ministry to include the Vijayawada-Chennai, Vijayawada- Hyderabad, and Guntur-Guntakal sections of the South Central Railway in the next phase of Kavach rollout. These are high-density routes with heavy passenger and freight traffic, and they deserve the same safety protection.

The inauguration of the first Vande Bharat Sleeper Express on 17th January 2026 on the Howrah-Guwahati route marks a new chapter in overnight rail travel. With 12 Vande Bharat Sleeper trains planned for launch by March 2027, and 260 trainsets to be manufactured in total, this is a flagship programme.

I note that existing Vande Bharat services within the South-Central Railway zone including Vijayawada-Chennai and Secunderabad-Visakhapatnam are running at over 100 per cent occupancy. Vijayawada Junction is the fourth busiest railway station in India, handling 1.40 lakh passengers daily. Yet, Andhra Pradesh has not been allocated a single Vande Bharat Sleeper service so far.

I propose the following routes for Vande Bharat Sleeper services originating from Andhra Pradesh, and request the Ministry to examine them on priority:

Route	1: Vijayawada/Guntur - New Delhi (~1,500 km)

Route	2: Vijayawada/Guntur - Mumbai (~900 km via Guntakal)
Route	3: Visakhapatnam - Bengaluru (~850 km)
Route	4: Vijayawada/Guntur - Howrah/Kolkata (~1,000 km)
Route	5: Tirupati - Visakhapatnam (~800 km via Vijayawada)

I request the Ministry to allocate at least two of the planned 12 Vande Bharat Sleeper trains to Andhra Pradesh routes, with visakhapatnam to bengaluru and Vijayawada/Guntur-Delhi as the top priorities.

I make three specific demands to address this in the context of Andhra Pradesh:

1. The Government's Gati Shakti Cargo Terminal policy is excellent terminals have been approved, 118 commissioned, and ₹8,600 crore of private investment mobilised. I request the Ministry to sanction Gati Shakti Cargo Terminals in Palnadu district, which has significant cement, limestone, and agricultural output that currently moves entirely by road. The recently announced allocation of ₹14,500 crore for upgrading goods and parcel terminals must benefit our region.

2. Andhra Pradesh is a leading producer of chillies, cotton, tobacco, aquaculture, and horticulture products. The GCT policy already provides for cold chain infrastructure, warehouses, and micro-warehouses for e-commerce. I urge the Ministry to establish dedicated cold chain rail freight facilities at nadikudi, Guntur and Vijayawada to enable rail-based movement of perishable agricultural produce, which will reduce wastage, lower logistics costs, and boost farmer incomes.

3. The Budget has announced a new Dedicated Freight Corridor from Dankuni to Surat. I request the Ministry to plan feeder connectivity from Andhra Pradesh to this corridor, so that our state's industrial and agricultural exports to western India can benefit from this infrastructure.

The Government is rightly expanding private sector participation in Railways. Indian Railways is finalising a revised PPP policy with around 50 projects identified for private participation. The proposal to offer 50-year concessions to attract 35,800 crore in private investment for freight terminals and logistics hubs is a welcome step.

I request the Ministry to identify specific PPP opportunities in Andhra Pradesh particularly for station redevelopment at Nadikudi, Guntur and vijayawada under the Amrit Bharat Station Scheme, for multimodal logistics parks linked to the Dedicated Freight Corridors, and for private freight terminal development under the Gati Shakti policy.

I appreciate the Government's initiatives in AI-based ticketing systems, digital freight booking, CCTV expansion, and smart station technologies. I request that the stations under redevelopment in Palnadu district be equipped with modern digital amenities including passenger information systems, Wi-Fi, and CCTV surveillance as part of the Amrit Bharat Station Scheme.

I wish to raise a matter of strategic importance that concerns the long-term financial health of Indian Railways before I conclude.

Today, coal alone accounts for approximately 50 per cent of total railway freight tonnage. Seven commodities together coal, iron ore, steel, cement,

fertilisers, petroleum, and containers make up 87.3 per cent of freight loading. This over-concentration is a structural risk.

The Parliamentary Standing Committee on Railways has itself flagged this risk in its December 2025 report, calling for diversification into automobiles, FMCG, and e-commerce. A PwC study has shown that commodities with low rail modal share are growing at 10 per cent CAGR, while traditional rail commodities grow at only 5 per cent. If Railways does not capture this new freight, the revenue base will erode especially as India's renewable energy transition reduces coal demand.

At the same time, Railways' overall freight modal share remains at only 27 per cent meaning nearly three-quarters of India's freight moves by road, at higher cost and higher emissions.

Indian Railways remains the backbone of India's economic development and national connectivity. The unprecedented investments, the seven high-speed rail corridors, the Kavach safety revolution, the Vande Bharat programme, and the freight corridor expansion together represent a vision that will transform this country.

My appeal to the Hon'ble Minister is simple: Andhra Pradesh must not be left behind in this transformation. We need Vande Bharat Sleeper trains, Kavach deployment, Gati Shakti Cargo Terminals, cold chain freight infrastructure, and high-speed rail connectivity not as favours, but as investments that will generate returns for the entire nation.

With these words, I support the Demands for Grants for the Ministry of

Railways. Thank you.

***SHRI BHASKAR MURLIDHAR BHAGARE (DINDORI):** I wish to participate in the discussion on the Demands for Grants for the Ministry of Railways. I wish to draw the Government's attention to several critical railway issues concerning my Dindori Parliamentary Constituency and the surrounding Nashik district in Maharashtra.

Indian Railways is not merely a transport system but, it is the lifeline of millions and a powerful engine driving regional economic development. In regions like ours, where people are heavily dependent on agriculture, trade, and daily commuting, railway connectivity plays a pivotal role.

I would like to raise the issue of the Manmad–Kurla Godavari Express, which ran consistently for nearly 25 years, but has remained suspended since the COVID-19 pandemic. This train was extensively used by passengers for trade, employment, and education. I demand that this service be restarted immediately.

Regarding the Pune–Nashik Semi High-Speed Rail project, the Honourable Railway Minister, in a response to a starred question on December 3, 2025, stated that the original alignment via Narayangaon was altered due to objections from the Department of Atomic Energy and the National Centre for Radio Astrophysics regarding its impact on the Giant Metrewave Radio Telescope (GMRT).

However, information obtained under the RTI Act reveals that scientists

* English translation of the speech originally laid on the Table in Marathi.

had suggested several technical solutions, including diverting the route slightly away from the antenna cluster, shifting the Narayangaon station outside the protected zone, constructing tunnels in specific sections, installing electromagnetic shielding, and modifying railway communication systems.

These measures are globally accepted and have been successfully implemented in Europe and the USA. I urge the Government to clarify whether a detailed technical study of these alternatives was conducted before changing the original plan. If a joint technical committee was formed, its report should be placed before this House for the sake of transparency.

I also wish to draw attention to long-pending passenger issues at Yeola railway station. This station serves thousands of passengers from rural, tribal, and religious tourism sectors. I demand that the construction of Platforms 2 and 3 be completed at the earliest. Lifts should be provided for senior citizens, women, and differently-abled passengers. The Railway Reservation Counter, closed since the pandemic, must be reopened. A children's park should be developed on available railway land, and a high-quality RO water purification system should be installed. I also demand halts at Yeola for train numbers 12132, 22148, 11026, 12779, 11077, 22455, 17205, and 12129.

I also highlight issues regarding Lasalgaon railway station, which is at the center of Asia's largest onion market. Before COVID-19, nineteen trains had official halts here, many of which were subsequently cancelled. I request the restoration of halts for Devagiri Express (17057/58), Shalimar Express (18029/30), Janata Express (13201/02), and Mumbai–Howrah Mail (12809/10).

Additionally, Rajyarani Express (17611/12) and Janashatabdi Express (12071/72) should be given halts at Lasalgaon.

Regarding the Bhusawal–Igatpuri MEMU service (11119/20), this train remains idle at Igatpuri from afternoon until the next morning. This rake can be utilized to start an additional MEMU service from Nandgaon or Manmad in the morning to provide relief to daily commuters.

Manmad Junction is a major railway hub and requires attention. Rajyarani Express, Bhusawal–Pune Hutatma Express, Manmad–Igatpuri Passenger, and Tapovan Express should be operated regularly as in the pre-COVID period. At Nandgaon station, halts for Jhelum Express (11077/78) and Amravati Express (11025/26) should be restored, along with regular halts for Dhule Express and Sachkhand Express.

The Manmad Railway Workshop currently has only 600 employees against a capacity of 1,500, with over 200 vacancies. These posts must be filled immediately. This workshop should be assigned additional manufacturing and repair work to strengthen the Make in India initiative. Furthermore, the Health Unit at Manmad, serving 10,000 employees and families, should be converted into a full-fledged Railway Hospital.

The foot over bridge near the loco shed should be reopened for employees. Also, the Kendriya Vidyalaya at Manmad should be expanded to Class 12 with more sections per class to accommodate children of railway staff.

Finally, regarding the 3rd and 4th railway lines, farmers must receive fair

compensation for land acquisition. Alternative routes must be provided where traditional rural roads have been closed due to expansion. Proper drainage systems must be ensured in underpasses, such as the one at Nandgaon, to prevent waterlogging during monsoons.

These issues represent the genuine demands of the commuters, farmers, traders, railway employees and citizens of my constituency. I request the Honourable Railway Minister to look into these matters sympathetically and take the necessary decisions at the earliest.

DR. M. P. ABDUSSAMAD SAMADANI (PONNANI): Thank you, Sir, for permitting me to take part in this very important discussion on Railways. I am privileged to take part in this discussion and speak on this subject in the presence of our hon. Minister.

HON. CHAIRPERSON: The Minister is always present in the House whenever the discussion is there.

DR. M. P. ABDUSSAMAD SAMADANI: Sir, in my case, it is the second or third experience that I am speaking in the presence of the hon. Minister.

HON. CHAIRPERSON: That is why I am saying that the Railway Minister is always present in the House whenever the discussion takes place.

DR. M. P. ABDUSSAMAD SAMADANI: Exactly, Sir. We all appreciate his presence. I specially stressed it, and emphasized it. I have the privilege to make a few suggestions in his presence appreciating the reforms and the implementation of certain new steps taken by the hon. Minister.

Along with the achievement of speed, you have to take concrete steps

for inclusivity and comfort that the ordinary passenger deserves. This is my suggestion to the Ministry. Further, you have to consider the struggling common man's convenience when we think of the progress of the railway system in our country. Therefore, I would request the hon. Minister to introduce special trains for season ticket holders to alleviate congestion during peak hours.

Sir, there is a distressing trend of reducing sleeper and general coaches in long-distance trains. Sir, it creates much difficulties and sufferings for the common passengers. So, my suggestion to the hon. Minister is that this trend has to be checked and stopped and the sleeper coaches and general coaches have to be scientifically restored. There is no doubt that the reforms actually add to our progress. But along with that, we have to take into consideration the common passengers. Additionally, the buffering time of trains has to be re-established on a scientific basis. It is an administrative farce to detain trains outside the stations for long durations just to maintain on-time statistics while passengers sit in frustration.

I have to make an earnest request for the immediate and full restoration of stops suspended during the pandemic. We were all requesting the hon. Minister for the restoration of the same in the last years. Those stops which were suspended during the pandemic have to be restored. These phenomena continue to cause immense hardships to rural commuters.

There is a widespread and genuine demand from the part of the people of my constituency, Ponnani, to get halts for trains in stations like Tirur,

Thanur, Parappanangadi, Thirunavaya, Kuttipuram, and Pallipuram. I had met the hon. Minister. He was so much gracious in listening the grievances of our people. I hope some concrete steps and positive steps will be taken by the hon. Minister with regard to this ongoing demand and request of the people of my constituency. Hon. Minister is also here. I wonder when I was mentioning about Tirur, he started describing me about my station, a station in our state of Kerala. We are proud of that. But Sir, with your knowledge and wisdom of these stations and all the information you have gathered about our stations, I request, this has to be considered. Sir, Tirur is the major station of the district. It is a vital hub. But, Tirur station is being denied halts for premier services, including even Vande Bharat Express number 20633/20634, and also Rajdhani Express and Hamsafar Express. Even now, the Vande Bharat Express train has no stop in Tirur. That means it has no stop anywhere in the district. Likewise, Thanur, Parappanagadi, and Thirunavaya stations require stops for Maveli Express, Jana Shatabdi Express, Mangala Express, etc. Kuttipuram and Pallipuram stations are also in need for halts of trains, the list of which I have already submitted to the hon. Minister for consideration.

It is a matter of grave concern that on the Shoranur-Mangalore section, the largest rail corridor in Kerala, only one MEMU service is currently operating. Kerala's condition is very open to the hon. Minister. It is an act of negligence towards the passengers of Northern Kerala. The high-demand corridor urgently requires more MEMU rights. I must highlight a dire infrastructural bottleneck at the Anappadi Railway gate in Talakkad Gram

Panchayat, with the gate closing nearly 15 times a day. The traffic jams stretch over 750 metres, trapping hundreds of vehicles, and tragically, even ambulances. I request the hon. Minister for the immediate sanctioning of an ROB at Anappadi designed to ensure mobility without displacing local residents.

There is an urgent requirement for underpasses at Kadappadi, near Parappanangadi, and at chainage No. 630, near Thanur, and at place between chainage No. 600/1 and 600/8 in Parandur Panchayat. Further, I request the hon. Minister for the restoration of a railway fare concessions for our senior citizens which were withdrawn during the pandemic. It is the moral obligation of a welfare State to ensure affordable transportation. Thank you.

18.00 hrs

***SHRI GURMEET SINGH MEET HAYER (SANGRUR):** Thanks, Hon'ble Chairperson Sir. I feel that several colleagues have mentioned in the debate that more than 2 crore Indians travel daily in the trains. I think that this number can be further increased as lacs of people remain in the waiting list and also can't book the railway tickets. Waiting list for certain trains go upto 300 and 400 also. It is for the reason that the number of trains in the country is 13000 whereas the requirement is for about 18000 trains. It is appreciated that the Government is running Vande Bharat and Rajdhani trains and I am thankful to the Railway Minister that he has favoured our state also. But I feel that 80 per cent people having free ration in the country require non air-conditioned trains

... English translation of the part of the speech originally delivered in Punjabi.

because 97% of the population travel by non air-conditioned trains and costly trains are used by only 3 per cent people. So, I appeal to the Government to increase the non air-conditioned trains.

Apart from this, several decisions were taken during the Covid period like withdrawal of concessions. Hon'ble Minister is present in the House.*

मंत्री जी, कोविड तो चला गया, लेकिन सीनियर सिटिजन्स के लिए, स्टूडेंट्स के लिए, खिलाड़ियों के लिए, पेशेंट्स के लिए, आज भी कोविड चल रहा है, क्योंकि जो कन्सेशन कोविड से पहले इनको दिया जाता था, वह कोविड के समय बंद हो गया। आज तक उसे फिर से चालू नहीं किया गया है। मेरा सरकार से निवेदन है कि इस कन्सेशन को फिर से चालू किया जाए।

*Secondly, our Minister of State Shri Bittu ji from Punjab is also sitting here. I would like to appreciate that Amrit Bharat stations are being prepared. 13000 stations have to be upgraded and out of which only 100 have been upgraded including 23 from Punjab. In my Lok Sabha constituency, Sunam, Sangrur and Dhuri stations have been included and the work is still pending at these places. Due to pending work at Dhuri, there was no special wagon in the last 7 months as a result of which all rice shellers are full of their capacity and for the next season, these shellers have no space in Dhuri, Sunam and Sangrur. For this problem some alternate arrangements should be made. Apart from this, as far as my constituency is concerned, concessions were withdrawn and several stoppages were also scrapped. Tapa stoppage was canceled for Nanded train (12486), Rishikesh train (12488) and Delhi train (12456). I appeal to the Hon'ble Minister to restore the stoppage at Tapa for

... English translation of the part of the speech originally delivered in Punjabi.

these trains.

14815/16 Train starts from Sri Ganga Nagar. In this inter city train which is mostly used by elderly people and for this train, the waiting list remains quite lengthy. I request the Hon'ble Minister to add at least 5 coaches to this train and also one AC Chair coach should be added.

I think that in Punjab as well as in the entire country, maximum RUB and ROB have been built but in my city Shekhe Wala crossing is just within the town, an underpass is required. Another crossing is between Khuddi road and Handiala road where an underpass is urgently required. Work for these underpasses should be executed at the earliest.

Our Dhuri town is a big mandi which is facing an old problem. This crossing has come to be known as a big chaos in Punjab because due to unruly traffic, the town of Dhuri has been divided in 2 parts.

People of Punjab are very happy that Minister of state for Railways is from their state and are hopeful for solution of their problems. So, I request him to solve the issue of Dhuri at the earliest.

Lot of thanks.*

HON. CHAIRPERSON: Thank you.

I would like to draw the attention of the House towards a rule. There is a specific rule that Members shall not leave the House immediately after delivering their speeches.

It seems to be very awkward, especially when a specific rule is there. You are requested not to leave the House immediately after delivering your

speeches.

The next speaker is Shri Sukhdeo Bhagat.

श्री सुखदेव भगत (लोहरदगा) : माननीय सभापति जी, सरकार ने रेलवे के लिए 2.79 लाख करोड़ रुपये का आबंटन किया है, बजट बढ़ा है और यह सुनने में भी अच्छा लगता है लेकिन अगर ऑपरेटिंग रेश्यो को देखें तो ऐसा लगता है कि दुकान में बिक्री काफी हो रही है लेकिन मालिक के पास बचत शून्य है।

महोदय, सरकार ने आबंटन के साथ सपनों को सुपरफास्ट एक्सप्रेस बना दिया है, जहां घोषणाएं तेज दौड़ती हैं लेकिन ट्रेन अब भी प्लेटफार्म पर खड़ी है। अगर हम केपेक्स की बात करें तो पिछली बार की तुलना में दस फीसदी वृद्धि हुई है। अगर हम इंटरनल एक्सट्रा बजट रिसोर्सिस की बात करें तो 1500 करोड़ रुपये रखे गए हैं। आपने नए हाई स्पीड कोरिडोर घोषित किए हैं लेकिन इतने खर्च के बाद भी टिकट की लंबी वेटिंग लिस्ट, ट्रेनों की देरी और जनरल डिब्बों की भारी भीड़ कुछ और हकीकत बयां करती है।

महोदय, भारतीय रेल दुनिया का सबसे बड़ा नेटवर्क है जिसमें प्रतिदिन करीब दो करोड़ यात्री सफर करते हैं और 1500 मिलियन टन माल ढोया जाता है जबकि 2.7 लाख पद खाली हैं। यह गंभीर प्रशासनिक चुनौती है। अगर हम सेफ्टी कैटेगिरी, ट्रैक मैन्टेनेंस और गेट मैन की बात करें तो सारी चीजें इसमें समाहित हैं। रेलवे रोजगार देने का बहुत बड़ा नेटवर्क है लेकिन युवा बेरोजगार हैं और रेलवे जैसे संस्थान में लाखों पद खाली हैं। इससे तो ऐसा ही लगता है कि जैसे सरकार ने भी नौकरियों में रोजगार के लिए वेटिंग लिस्ट लगा रखी है।

अगर हम ट्रैक इन्फ्रास्ट्रक्चर की बात करें, सिग्नलिंग सिस्टम की बात करें और टेक्नीकल स्टाफ की बात करें तो ऐसा लगता है कि घोषणाएं तो बहुत तेजी से हुई हैं लेकिन हकीकत कुछ और ही है। सब लोगों ने रेलवे की बढ़ाई की है, मैं भी आपकी सौम्यता और शालीनता की बढ़ाई करता हूं। आपने रेलवे एप्स की बहुत हाई स्पीड रखी है। रेलवे आबंटन भाषण की तरह पटरियों पर तेज चल रहा है।

आपने आधुनिकीकरण की बात कही है कि वाईफाई जोड़ दिया, यह किया, वह किया, लेकिन आज वस्तुस्थिति क्या है? यात्रीगण अपना मोबाइल 360 डिग्री पर घुमाकर नेटवर्क सर्च करते रहते हैं। आपने कहा कि बहुत आधुनिकीकरण किया लेकिन वस्तुस्थिति यह है कि अगर कोई ट्रेन टाइम से आ जाती है तो लोग उसके साथ सैल्फी लेते हैं और सोचते हैं कि आज तो ट्रेन टाइम से आ गई। ऐसा लगता है कि सरकार रेलवे की नई स्कीम नहीं बल्कि लेट ट्रेन गारंटी स्कीम दे रही है।

महोदय, रेलवे करोड़ों मजदूरों, छात्रों, मध्यम वर्ग के लोगों के लिए जीवनरेखा है। वर्ष 2025 की कैग रिपोर्ट कहती है कि शौचालय और वाशबेसिन में पानी नहीं है, पानी की भयंकर किल्लत है और आपके पास एक लाख से ज्यादा शिकायतें आईं। एनसीआरबी की वर्ष 2023 की रिपोर्ट देखें, 24668 मृत्यु हुईं, जिनमें करीब 56 दुर्घटनाएं चालक की गलती के कारण हुईं।

इसके अलावा, ट्रैक पर आपने 130 फीसदी ज्यादा लोड दिया है। इसके बाद भी हम अगर सोचते हैं कि घोषणाएँ बहुत आधुनिक और अच्छे तरीके से कर रहे हैं, लेकिन उद्घाटन तो हो रहा है और समाधान बाद में। लगता है यह आपकी कोई नई नीति है। साथ ही साथ, मैं माननीय मंत्री जी से यही कहना चाहूँगा कि झारखंड से इतनी बेरुखी और सौतेलापन क्यों? पिछली बार भी आपके इतने सांसद जीत कर आए और अभी भी बहुत सांसद जीत कर आए हैं, फिर भी झारखंड की स्थिति यह है कि आपने वहाँ कोई ट्रेन नहीं दी।

मैं विशेषकर यह कहना चाहूँगा कि पूरे ईस्टर्न ज़ोन में, जो परमवीर चक्र विजेता का गृह जिला है, जहाँ अंजनी माता का स्थल है, जहाँ बाबा बैद्यनाथ और बाबा महादेव का टांगीनाथ धाम है, जहाँ आदिवासियों का सिरा सीता नाला है और जहाँ बॉक्साइट के भरपूर खनिज हैं। सारे मानकों के होने के बावजूद वहाँ रेलवे कनेक्टिविटी नहीं है। मैंने पिछली बार भी इसके लिए अनुरोध और प्रश्न किया था।

अतः मैं विशेष विनम्र निवेदन करता हूँ कि इन पर ध्यान दें। साथ ही साथ मैं एक बात और कहना चाहूँगा जैसा कि कहा गया, हमारे वरिष्ठ नागरिकों, छात्रों और खिलाड़ियों के लिए कंसेशन

की बात पर आप जरूर विचार करें। अंत में मैं यही कहना चाहूंगा सरकार कहती है कि रेलवे पटरी पर है, मगर यात्री पूछते हैं कि मेरी ट्रेन किस पटरी पर है यह तो हालत हो गई है? अंत में मैं यही कहना चाहूंगा कि

“रेल के अनुदान का बजट बहुत भारी है,
मगर यात्री की परेशानी अब भी जारी है।”

बहुत-बहुत धन्यवाद।

माननीय सभापति : श्री उत्कर्ष वर्मा मधुर जी।

श्री उत्कर्ष वर्मा मधुर (खीरी) : धन्यवाद अधिष्ठाता महोदय, आपने मुझे रेल मंत्रालय के अनुदानों की मांगों पर चर्चा करने का समय दिया।

आदरणीय अधिष्ठाता महोदय, हमारे क्षेत्र लखीमपुर खीरी के लोग लंबे समय से बेहतर रेल सुविधाओं के लिए अब भी तरस रहे हैं। लखीमपुर, उत्तर प्रदेश का क्षेत्रफल में सबसे बड़ा जनपद है। यहाँ उत्तर प्रदेश का एकमात्र राष्ट्रीय नेशनल पार्क है और यह नेपाल की सीमा से सटा हुआ है। आज भी लखीमपुर खीरी की जनता अच्छी ट्रेनों के लिए तरस रही है। जनता की माँग है कि लखीमपुर, गोला और मैलानी स्टेशनों से होते हुए प्रमुख शहरों, राजधानी दिल्ली, हरिद्वार और अन्य राज्यों के प्रमुख शहरों के लिए एक्सप्रेस ट्रेनों का संचालन हो, ताकि नौजवानों, बुजुर्गों, महिलाओं और व्यापारियों को रेल आवागमन की सुविधा मिले और जनपद का विकास आगे बढ़े। पहले यहाँ छोटी लाइन थी, उसके बाद यह बड़ी लाइन हुई। जब छोटी लाइन थी, तब बहुत सारी ट्रेनें प्रमुख शहरों के लिए जाती थीं। लेकिन जब से बड़ी लाइन हुई है, तब से राजधानी के लिए या प्रदेश के प्रमुख शहरों के लिए एक भी अच्छी ट्रेन नहीं चल रही है, जो कि जनता की बहुत बड़ी माँग है।

दूसरी महत्वपूर्ण माँग यह है कि हमारे जनपद में मैलानी से भीरा, पलिया और तिकुनिया होते हुए नानपारा तक जो छोटी लाइन है, पूरे जनपदवासियों की माँग है कि उसे बड़ी लाइन में बदला जाए। उसका अमान परिवर्तन हो जो हमारे जनपद के लिए बहुत महत्वपूर्ण है। वहाँ पूर्वांचल

की बहुत सी आबादी रहती है जिनका अक्सर पूर्वांचल के जिलों में आना-जाना लगा रहता है, इसलिए यह बहुत उपयोगी लाइन थी। इसके अमान परिवर्तन की विशेष माँग है।

हमारे जनपद के लोगों की एक और माँग है, जिसमें हमारे साथी सांसद (धौरहरा) श्री आनंद भदौरिया जी भी हमारे साथ हैं। हम लोग लगातार यह माँग कर रहे हैं कि गोला से मोहम्मदी होते हुए शाहजहाँपुर तक एक नई रेल लाइन बिछाई जाए, ताकि जनपद का विकास हो सके।

इसके अलावा, गोला से अलीगंज मार्ग पर जो रेलवे क्रॉसिंग है, वहाँ एक आरओबी (रेल ओवर ब्रिज) की माँग है, क्योंकि वहाँ लगातार जाम लगा रहता है। खीरी टाउन और ओयल स्टेशन, जो हमारे जनपद के दो स्टेशन थे, उन्हें अब हॉल्ट बना दिया गया है। जनता की माँग है कि उन्हें पुनः स्टेशन का दर्जा दिया जाए ताकि जनपद का विकास हो सके। इसीलिए हमारे क्षेत्रवासियों की तरफ से मेरी यह पुरजोर माँग है कि दिल्ली और अन्य प्रमुख शहरों के लिए ट्रेनों का संचालन जरूर कराया जाए। बहुत-बहुत धन्यवाद।

श्री चंदन चौहान (बिजनौर) : माननीय सभापति महोदय, आपने मुझे रेल मंत्रालय के नियंत्रणाधीन वर्ष 2026-27 के लिए अनुदानों की मांगों पर बोलने का मौका दिया, इसके लिए मैं आपका आभार व्यक्त करता हूँ।

महोदय, मैं विशेष रूप से आदरणीय प्रधानमंत्री जी और माननीय रेल मंत्री जी का भी आभार व्यक्त करता हूँ कि उन्होंने स्वच्छ, सुरक्षित और एंवायरन्मेंट फ्रेंडली इंडियन रेलवेज बनाने के लिए जिस संघर्ष पथ पर चल रहे हैं, इस बजट में कहीं न कहीं उसी का प्रतिबिम्ब देखने को मिलता है।

महोदय, वर्ष 2026-27 का रेल बजट भारत की तेज़ रफ़्तार से हो रही विकास-यात्रा का प्रतीक है। भारतीय रेल देश की अर्थव्यवस्था की मुख्य रीढ़ कही गई है। आज आदरणीय प्रधानमंत्री जी और माननीय मंत्री जी के नेतृत्व में, इस वर्ष 2 लाख 81 हजार करोड़ रुपये के रिकॉर्ड बजट का आवंटन हुआ है। वहीं 2.93 लाख करोड़ रुपये पूंजीगत व्यय प्रस्तावित किया गया है, जो अब तक के सबसे बड़े निवेशों में से एक है। सरकार रेलवे के बुनियादी ढांचे को मजबूत

करने और यात्रियों को बेहतर सुविधाएं देने के लिए पूरी तरह प्रतिबद्धता से काम कर रही है।

मान्यवर, जहां सभी पार्टियों के सम्मानित साथियों के विचार आये हैं, वहीं आदरणीय मंत्री जी, मैं तो यह कहूंगा कि माननीय अश्विनी वैष्णव जी पूरे देश में लोकप्रिय हैं। लेकिन मेरे संसदीय क्षेत्र में सबसे लोकप्रिय मंत्रियों में से एक हैं।

आज आदरणीय प्रधानमंत्री जी और माननीय रेल मंत्री जी के नेतृत्व में विश्व के सबसे बड़े काम भारत में चल रहे हैं। चाहे चिनाब नदी पर पुल का कंस्ट्रक्शन का काम हो, 272 किलोमीटर लम्बा रेल कॉरिडोर बनाने का काम हो, 36 बड़ी सुरंगें बनाने के काम हों, 943 पुलों के बनाने के काम हों, टनल टी-50 बनाने का काम हो, नॉर्थ-ईस्ट में बैराबी-सैरांग रेल लाइन हो, रेल कनेक्टिविटी के क्षेत्र में देश का पहला वर्टिकल-लिफ्ट रेल ब्रिज, पम्बन बनाने का काम हो और पोर्ट्स की कनेक्टिविटी के लिए लगभग 42 परियोजनाएं चल रही हैं।

इसके साथ ही, रेलवे की सुरक्षा बजट बढ़ाने का काम किया गया है। देश में यात्रियों का आवागमन सुरक्षित हो, इसके लिए 39,463 करोड़ रुपये के बजट को बढ़ाकर वर्ष 2026-27 के बजट में 1,16,470 करोड़ रुपये किया गया है। वर्ष 2013-14 में उपकरणों की संख्या बहुत कम थी, लेकिन आज उनकी संख्या 25,934 की गई है।

डिजिटलाइज़, स्वच्छ और एंवायरन्मेंट फ्रेंडली रेलवे ने आज भारत को विश्व में एक बड़े पटल पर रखने का काम किया है। सरकार के द्वारा रेलवे के विद्युतिकरण पर काम किये जा रहे हैं। एआई, एनालिटिक्स एवं वीएसएस सिस्टम लगाये जा रहे हैं। 1731 स्टेशन्स पर वाई-फाई के साथ-साथ डिजिटल एसडब्ल्यूडब्ल्यू की व्यवस्था की जा रही है।

उत्तर प्रदेश देश का एक बड़ा राज्य है, जहां यात्रियों का एक बड़ा नेटवर्क है। इस वर्ष उत्तर प्रदेश में विकास के लिए 20,012 करोड़ रुपये का बजट आवंटन किया गया है। मैं इसके लिए माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी को धन्यवाद देता हूँ। वहीं पश्चिमी उत्तर प्रदेश, जो स्वर्गीय चौधरी चरण सिंह जी की कर्मभूमि है, मैं दिल्ली-मेरठ नमो भारत कॉरिडोर की शुरुआत की गई है, जो एक ऐतिहासिक कार्य है। माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी

अभी हाल ही में इसका उद्घाटन करके आये हैं। डिजिटल इंडिया और विकसित भारत का जो संकल्प है, उसे पूरा करने का काम आदरणीय प्रधानमंत्री जी और माननीय रेल मंत्री जी के नेतृत्व में हो रहा है।

मेरे लोक सभा क्षेत्र में तीन जिले- मुजफ्फरनगर, बिजनौर और मेरठ आते हैं। इन तीनों के शानदार रेलवे स्टेशन्स वहां मौजूद हैं। हमने और हमारे साथी चंद्रशेखर जी ने आपसे वंदे भारत ट्रेन के ठहराव की मांग की थी, आपने उसे भी करने का काम किया है। इसके लिए हम दोनों आपका आभार व्यक्त करते हैं।

माननीय रेल मंत्री जी, मैंने आपको पहले ही बताया कि मेरे लोक सभा क्षेत्र बिजनौर में, हम सब से ज्यादा विश्वास...(व्यवधान)

आप हमारे यहां की सारी बातों का लगातार संज्ञान लेते हैं। मैं आपसे एक विशेष आग्रह करना चाहूंगा। मेरे यहां रोहनकाला स्टेशन है, बिजनौर में कोविड काल से पहले जो ट्रेन्स चलती थीं, ट्रेन संख्या 14521 दिल्ली-अंबाला छावनी इंटरसिटी एक्सप्रेस है, जो दिल्ली से अंबाला तक चलती है और जो साबरमती-योग नगरी ऋषिकेश योगा एक्सप्रेस है, अगर वहां पर इन ट्रेन्स का ठहराव सुनिश्चित कर देंगे, तो आपका बहुत आभार होगा।

मान्यवर, महात्मा विदुर की धरती और प्रभु श्री कृष्ण जी की धरती हस्तिनापुर की एक लंबित मांग है, हम आपसे हस्तिनापुर से लेकर विदुरकुटी (बिजनौर) तक रेलवे लाइन बनाने की मांग लगातार कर रहे हैं, उसका डीपीआर भी बन गया है। जल्द से जल्द उसको पूरा किया जाए, तो अच्छा होगा। वहां के क्षेत्रवासियों की यह एक पुरानी मांग है। हमारे यहां चांदपुर और बिजनौर शहर में चार आरयूबीज़ और आरओबीज़ बनाने की आवश्यकता है। अगर आप उनका काम करवा देंगे, तो अच्छा होगा। आपने लगभग सारे काम पूरे करवा दिए हैं, ये आखिरी चार आरयूबीज़ और आरओबीज़ हैं। अगर इनका निर्माण भी हो जाएगा, तो वहां का यातायात सुगम हो जाएगा।

महोदय, मैं अंत में कुछ कहना चाहूंगा। आज भारतीय रेल जिस परिवर्तन के दौर से गुजर रही है, वह वास्तव में भारत की विकास की नई कहानी है। माननीय प्रधानमंत्री जी, आदरणीय रेल

मंत्री अश्विनी वैष्णव जी और रवनीत सिंह जी के नेतृत्व में भारत में आने वाले समय में रेलवे यात्रा को और सुगम बनाया जाएगा, जिससे एक नया लक्ष्य बनेगा।

महोदय, आपने मुझे इस विषय पर बोलने का समय दिया है, उसके लिए मैं आपको धन्यवाद देता हूँ। मैं वर्ष 2026-27 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों का समर्थन करता हूँ।

***SHRI GOPAL JEE THAKUR (DARBHANGA):** I am grateful to you for providing me an opportunity to express my views on Demands for Grants for Ministry of Railways. Under the leadership of accredited Hon'ble Prime Minister Shri Narendra Modi- the Vishwakarma of modern India and the Hon'ble Finance Minister Smt. Nirmala Sitaraman for allocation of a praiseworthy amount of Rs. 2.93 crore for the financial year for expediting the pending works in the region. Hon'ble Minister for Railways Shri Ashwini Vaishnav and his fellow minister of state Shri Ravneet Singh Bittu are motivating the railway workforce for historical developments and renovation work. I am thankful and grateful to them for this and hence I feel obliged on behalf of the State and the region. This would certainly approve execution of important projects and would expedite the ongoing projects. An unforeseen amount of Rs. This budget allocates ₹10,389 crore for connecting Delhi, Varanasi, and Siligudi with Bihar. Seven high-speed rail corridors have also been announced in the budget. It is a praiseworthy step on the part of Indian Railways. The first bullet train in Bihar runs between Varanasi to Siliguri via Patna. This initiative will greatly benefit travellers, and I sincerely thank the Hon'ble on behalf of the residents of

* English translation of the speech originally delivered in Maithili.

Mithila, Bihar.

Sir, under the farsighted guidance of Hon'ble PM Shri Narendra Modiji and Shri Ashwini Vaishnavjee Rs. 1,09,158 crore has been allocated for renovation and upgradation work and such a huge amount was not allocated in the past and would be spent for execution and expedition of the historical projects undertaken for upgradation and renovation of railway stations, upkeep and maintenance with security arrangements. This would pave the path for lagging behind state of Bihar and even Mithila which was divided into two parts for lack of bridge. After 88 years, Hon'ble Minister for Railways Shree Vishnav felicitated the people with construction of a huge bridge in the region with an expenditure of Rs. 116 crore which could provide fast connectivity to around 8 crore people of Mithila in the state. What else could be a historical measure motivating the people for growth of economy, undermining the present one? A huge overbridge has also been constructed on the Koshi River. In 1974, planning for construction of Sakri-Hasanpur railway line was approved but the people had to wait for long for execution of the plan; construction work has recently begun on this project.

At present doubling of railway line between Darbhanga-Samastipur is being expedited and thousands of crore Rupees is being spent. The foundation stone of Laheriasarai-Muzaffarpur railway-line was laid in 2008 but it is still not completed. I am thankful to the minister for taking up this project. Doubling of railway-line between Darbhanga-Samastipur, Laheriasarai-Saharsa is also in the pipeline, and I am thankful to him for expediting the pending project. The

construction work for AIIMS would facilitate treatment of lakhs of patients living in Saharsa, Purnea, Katihar and Kishanganj' and even in Forbisganj. World class railway station at a cost of 340 crore rupees has also been taken up recently to develop the area at par with other zones in the country. 98 Amrit Bharat stations including Sitamarhi-Darbhangha-Bapudham-Motihari-Muzaffarpur are being upgraded in the region. The doubling of the railway line spanning 225 kilometres between Darbhanga, Sitamarhi, Raxaul, Narkatiaganj, and Muzaffarpur has been approved. I am grateful to the minister for this. I am also thankful to them for inclusion of traditional dishes like Dahi-Chura, cuisine prepared with Fox-nut or Makhana being included in the menu in Railway Canteens for passengers.

A lot of railway crossings like Pandasari, Laheriasari, Donar, Bela, Museum have been facilitated with railway over bridge and I am grateful to the Hon'ble minister for this safety measures.

Sir, I would like to raise some public demands. Railway halts like Shiso, Patharghatti be upgraded into Stations. Laheriasari-Saharsa doubling of railway line be taken up at the earliest. Connecting the Mithila pilgrimage circuit to the birthplaces of historical figures can attract tourists and preserve local culture. A Vande Bharat train should run from Darbhanga to Delhi to help travellers.

श्री नरेश गणपत म्हस्के (ठाणे) : माननीय सभापति महोदय, मैं आपका हृदय से आभारी हूँ कि आपने मुझे वर्ष 2026-27 के लिए रेल मंत्रालय से संबंधित डिमांड्स फॉर ग्रंट्स पर बोलने का यह महत्वपूर्ण अवसर दिया है। हम इस सदन में हमारी पार्टी के मुख्य नेता श्री एकनाथ शिंदे जी और

गट नेता डॉ. श्रीकांत शिंदे की तरफ से अनुदान की मांगों के इस प्रस्ताव का समर्थन करते हैं।

महोदय, जब भी भारतीय रेल के इतिहास का पन्ना पलटा जाता है, तो उसकी शुरुआत मेरे संसदीय क्षेत्र ठाणे के जिक्र के बिना अधूरी रहती है। 16 अप्रैल, 1853 का वह ऐतिहासिक दिन, जब पूरे एशिया और भारत की पहली यात्री ट्रेन बोरी बंदर से ठाणे के बीच चली थी, तब ठाणे ने ही आधुनिक भारत की इस जीवन रेखा को सबसे पहले जगह दी थी।

*Chhook- Chhook, Chhook - Chhook goes the train,

leaving trails of smoke across the sky;

Let us watch the trees go by,

And head to Uncle's village!*

कोयले की आग से चलने वाली यह आग-गाड़ी अब 100 प्रतिशत ऑटोमाइजेशन की तरफ जा रही है।

इसका पूरा श्रेय प्रधानमंत्री श्री नरेन्द्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी को जाता है।

सभापति महोदय, रेलवे केवल एक विभाग या परिवहन का साधन नहीं है, बल्कि, इस महान देश की धड़कन और अर्थव्यवस्था का सबसे बड़ा इकोनॉमिक इंजन है। इस वर्ष रेलवे मंत्रालय का टोटल आउटले 2,78,030 करोड़ रुपये रखा गया है। इसके अतिरिक्त रेलवे के बुनियादी ढांचे को विश्वस्तरीय बनाने के लिए कैपिटल एक्सपेंडिचर केपेक्स को 2,93,030 करोड़ रुपये पर निर्धारित किया गया है। यह विशाल निवेश ओवरऑल रेलवे नेटवर्क को अभूतपूर्व मजबूती देने के साथ प्रोजेक्ट एग्जिक्यूशन की गति को कई तेज करेगा।

सभापति महोदय, मुझे यह बताते हुए गर्व होता है कि वर्ष 2014-15 में रेलवे का ग्राँस बजटीय आवंटन मात्र 32,300 करोड़ रुपये था। मोदी सरकार के निरंतर प्रयासों से वर्ष 2025-26 तक यह लगभग आठ गुना बढ़कर 2,52,200 करोड़ रुपये हो गया है।

* * English translation of this part of speech was originally delivered in Marathi.

सभापति महोदय, अगर मैं अपने राज्य महाराष्ट्र की बात करूं, तो मोदी सरकार ने इस बजट में महाराष्ट्र पर विकास की बारिश की है। बजट 2026-27 में महाराष्ट्र को 23,926 करोड़ रुपये का रिकॉर्ड एलोकेशन प्रदान किया गया है।

सभापति महोदय, यह आंकड़ा वर्ष 2009 से वर्ष 2014 के बीच यूपीए सरकार द्वारा महाराष्ट्र को दिए गए मात्र 1,171 करोड़ रुपये प्रतिवर्ष के औसत आवंटन से लगभग 20 गुना अधिक है।

सभापति महोदय, जहां मैं इन उपलब्धियों की सराहना करता हूं, वहीं ठाणे लोक सभा क्षेत्र, जिसकी आबादी लगभग 26 लाख है, अपने प्रवासियों की कुछ महत्वपूर्ण मांगें और समस्याएं रेलवे प्रशासन के संज्ञान में लाना चाहता हूं। ठाणे रेलवे स्टेशन का अमृत भारत स्टेशन के तहत 949 करोड़ रुपये के एक मेजर अपग्रेडेशन का प्रस्ताव सेंट्रल जोन द्वारा भेजा गया है, लेकिन, यह रेलवे बोर्ड में प्रलंबित है। इस प्रस्ताव को तुरंत मंजूरी दी जाए।

*Furthermore, a new railway station is being constructed between Thane and Mulund stations. Our Honorable Group Leader, Shri Shrikant Shinde—along with myself—had requested the Railway Minister, Shri Ashwini Vaishnaw, to allocate funds amounting to ₹250 crore for this project. I would like to specifically congratulate Shri Ashwini Vaishnaw and, on behalf of the residents of Thane, express my gratitude to him for sanctioning this ₹250 crore grant.

This proposal has now been forwarded to the Railway Board, which is expected to grant its approval shortly, paving the way for the commencement of the station's construction work. On behalf of our Chief Leader, Shri Eknath Shinde—and in accordance with a proposal already existing at the state

* * English translation of this part of Speech was originally delivered in Marathi.

level—we hereby demand that this station be named 'Dharmveer Anand Dighe Railway Station. We formally place this demand before this House today.*

सभापति महोदय, ठाणे स्टेशन पर मुलुंड की दिशा में प्लेटफॉर्म नंबर 1, 7 और 8 को जोड़ने वाले एक एफओबी और प्लेटफॉर्म नंबर 5, 6, 7, 8, 9 और 10 पर एस्क्लेटर की तत्काल आवश्यकता है। कलवा-ऐरोली एलिवेटेड लिंक का काम तेज किया जाए और ठाणे रेलवे स्टेशन के प्लेटफॉर्म का विस्तार करके सभी ट्रेनों को 12 से 15 डिब्बों का किया जाए।

सभापति महोदय, नवी मुंबई एयरपोर्ट टर्मिनल चालू होने वाला है, इसलिए, पनवेल स्टेशन से एयरपोर्ट तक स्पेशल ट्रेन कनेक्टिविटी दी जाए।

सभापति महोदय, भयंदर और मीरा रोड स्टेशंस पर भारी भीड़ को देखते हुए चर्चगेट के लिए दो-तीन अतिरिक्त पीक-ऑवर लोकल ट्रेन्स चलाई जाएं।

सभापति महोदय, भयंदर में बन रहे प्लेटफॉर्म की चौड़ाई कम से कम दस मीटर की जाए और टिकट खिड़कियां बढ़ाई जाएं।

सभापति महोदय, दादर से जोधपुर के लिए वंदे भारत, दादर से अजमेर सुपरफास्ट 12989 को तीन दिन की जगह प्रतिदिन किया जाए।

सभापति महोदय, जयपुर और जोधपुर की ट्रेन्स का भयंदर पर ठहराव देने का अनुरोध है।

माननीय सभापति : अब आप अपनी बात समाप्त कीजिए।

... (व्यवधान)

श्री नरेश गणपत म्हस्के : सर, मुझे बस दो मिनट दे दीजिए। ... (व्यवधान)

माननीय सभापति : नहीं, आप एक मिनट में अपनी बात समाप्त कीजिए।

... (व्यवधान)

श्री नरेश गणपत म्हस्के : सर, मैं बेलापुर, उरण, तुर्भे और ऐरोली के बारे में कहूंगा। जो ट्रेन बेलापुर जाती है, सिडको और रेलवे के बीच में जो अनबन चल रही है कि कौन संभालेगा, उस पर तुरंत निर्णय लिया जाए और जो बेलापुर का मार्ग है, उसे विकसित किया जाए।

सर, 3 मार्च, 2020 को, कोविड के टाइम में ज्येष्ठ नागरिकों को रेलवे मंत्रालय ने टिकट में कन्सेशन देने की जो सहूलियत दी थी, वह सहूलियत खत्म कर दी गई है। ज्येष्ठ नागरिकों को कन्सेशन देने की वह सहूलियत पुनः चालू की जाए। हम सब लोग ज्येष्ठ नागरिकों की तरफ से यह मांग करते हैं।

जुलाई में वेलंकन्नी विशेष ट्रेन, मुबई (दादर) से चिपलून के बीच में नमो भारत या एसी ट्रेन, ठाणे से कसारा, कर्जत, खोपोली के लिए शटल लोकल की फ्रीक्वेंसी बढ़ाई जाए। दूरंतो एक्सप्रेस का पनवेल, कल्याण, ठाणे या दादर में कॉमर्शियल हॉल्ट अनिवार्य किया जाए। स्टेशनों पर महिलाओं के लिए स्वच्छ सार्वजनिक शौचालयों की भारी कमी है, इसे दूर किया जाए। ... (व्यवधान) ठाणे क्षेत्र के स्टेशनों पर गरीबों के लिए 'एक रुपये क्लिनिक' पुनः शुरू किया जाए।

माननीय सभापति : आप लास्ट सेंटेंस बोलकर अपनी बात समाप्त कीजिए।

श्री नरेश गणपत म्हस्के : सर, अंत में एक गंभीर शिकायत यहां सभी खासदारों, सांसदों की तरफ से करना चाहता हूं। स्थानीय रेल प्रशासन द्वारा सांसदों को रेलवे के कार्यों और बदलावों की कोई सूचना नहीं दी जाती है। अधिकारियों को जनप्रतिनिधियों के साथ समन्वय बनाने के सख्त निर्देश दिए जाएं और कोंकण रेलवे का भारतीय रेलवे में पूर्ण विलय सुनिश्चित किया जाए।

***SHRIMATI HARSIMRAT KAUR BADAL (BATHINDA):** Thank you, Sir. I would like to place some important issues of my constituency before the Hon'ble Minister. I have written to him on several occasions and also met him but no action was taken. Now, I hope to have a redressal soon. Nothing new has been given to Punjab in the budget be it introduction of 100 Vande Bharat trains, Amrit Express, bullet train and so on but it is regretted that the state of Punjab giving maximum sacrifice for the freedom of the country has to plead time and again for the trains. You gave religious circuit but in your presence, I

* English translation of the speech originally delivered in Punjabi.

reiterate and hope that you are aware of our five Takhts (Temporal seat) and one such Takht Talwandi Sabbo falls in my constituency which is not connected with any train. One 10 kms stretch from nearby Rama Mandi can connect this Takht and I reiterate that with this connectivity, the devotees from across the world will be able to pay homage at Talwandi Sabbo Takht. I further submit that our Sikh fraternity go for pilgrimage to the birth place of Sri Guru Gobind Singh ji at Patna Sahib and his last abode at Nanded Sahib (Hazur Sahib). Now, one Amrit Bharat express from Muktsar via Sirsa should be stated. I am placing the demand and hope that we will be connected with our Takhts. Similarly, Akaal Takht Express (Gurmukhi Express) going to Patna from Amritsar should be given a halt at Rajpura and Patiala enabling the devotees of these places to pay their homage at Patna Sahib. My other concern is that the entire Sardoolgarh area in my constituency, there is not a single railway station. Today, I have to submit before the Hon'ble Minister that Sirsa and Rama Mandi are at a distance of 30 kms and Sardoolgarh should be connected with some railway station. Sir, I have written to them and also had meetings telling that there's one big town Mansa is under my constituency. There is one siding at Mansa from where all freight activities are being conducted and the entire city comes to a standstill facing big problems when movement of trains takes place. Schools and hospitals are also situated in this area. I have requested to change this siding from Mansa to Narinderpura direction which doesn't involve any expenditure. So, once again, I request the Hon'ble Minister to take a decision for this issue.

My second point is that the gate of the station is in the South and the entire population of the city is on the Northern direction. It takes 15-20 minutes to go from one side to the other. So, I request the Hon'ble Minister that a second gate should be provided near Narinderpura also. There are 400 RUBs in Punjab but it is surprising that during the construction of RUBs, no shed or drainage was provided. All drains are choked during the rainy season and the entire traffic is jammed.

I request that Mansa city, Narinderpura, Ahmedpura, Dattewal, Sirsiwal, Khokhar, Jwarke underpasses should be provided with a shed and drainage system. I have already requested several times for this purpose. A new underpass at Narinderpura should be provided. Similarly, Kot Fattan and Dhan Singhwala should be given underpasses. About 10000 employees of National Fertilizers are facing the problem of traffic jam at the closed crossing number 1 of Bathinda E3 and Bareta Pulia Fatak should also have an underpass. Pathrela also needs one RUB. Bannuwala having a central university also needs an underpass.

I would also like to ask the Hon'ble Minister that several trains were discontinued during the Covid period and you saved a lot of money. With this saving, you are starting bullet trains at several places. So, I request that all trains cancelled during Covid should be restored which were convenient for the poor and labour class. In Bhuchio Mandi, Fazilka Delhi Express, Fatta, Jind Ferozepur, Delhi Ferozepur Exp, Rama Mandi Ajmer Jaipur Exp, Gorakhdham Exp, Sundri Exp, Ahmedabad Vaishno Mata Exp, Katra Exp, Humsafar Exp,

Bathinda Delhi Exp, Goniwana Chindwara Exp, Jammu Tawi Exp, Sangat Mandi Jodhpur Bathinda EXP, Rishikesh Barmier Exp, all these trains should be restored. From Mansa, Farakja Exp, Ferozepur Exp, Janta Exp should be given a halt. Jind Hissar Exp should also be given a halt. Jind Ferozepur Cantt and Bathinda Ferozepur Exp should also be halted at Katli Kalan. Jind Hissar Exp should have a stoppage here. It used to stop before Covid period. Ganganagar Inter city exp also had a stoppage here. I am telling Hon'ble Minister that many trains have been cancelled and the poor people can't afford to travel. Howrah Exp carrying migrant workers was cancelled. Howrah Amritsar Exp, Ganganagar Toofan Exp were cancelled but no new train was introduced. Therefore, I request that all trains cancelled during Covid should be restored. Kavach protection is not at all available in Punjab.

Most Important thing is 60 kms Mansa Bathinda track being built at a cost of Rs. 1800 crore is also stuck up and I request that this work is executed at the earliest. I also request that the trains cancelled during the Covid should be restored. I had also demanded for our religious places. You gave religious circuit to the entire country and the state of Punjab sacrificing most for the country must be given its due at the earliest

Thank you very much, Sir.

श्री राजेश रंजन (पूर्णिमा) : सभापति महोदय, धन्यवाद । सबसे पहले मैं कहना चाहूंगा कि आपको प्लेटफार्म की लंबाई बढ़ानी चाहिए, अगर डिब्बा बढ़ेगा, सीटें बढ़ेंगी, तो आम लोगों की वेटिंग कम होगी । यह बहुत महत्वपूर्ण है । मैं आपका सम्मान करता हूं, मेरे सुझाव कॉमन लोगों के लिए हैं । जब लगभग 100 परसेंट वेटिंग थी, तब लोगों को दिक्कत थोड़ी कम थी और जब आपने

50 परसेंट वेटिंग कर दी, तो अब 35 प्रतिशत तक ही लोग जा पाते हैं, बाकी और लोग नहीं जा पाते हैं, यह स्थिति पहले से बदतर हुई है। भीड़ बढ़ रही है, वेटिंग बढ़ रही है और कंप्रेशन नहीं के बराबर हो रहा है। आपको पता है कि दलालों की स्थिति क्या है? पहले चार घंटे पहले चार्ट निकलता था, अब आठ घंटे पहले निकालने लगे हैं। यह जो चार्ट निकलने लगा है उसकी स्थिति को हमें समझना पड़ेगा कि किस परिस्थिति में इस तरह के हालात पैदा हुए हैं।

दूसरी बात, रेलवे की जमीन को कॉमन लोग गाड़ी की पार्किंग के लिए यूज कर सकते हैं, लेकिन हम लोग उसको वैसे के वैसे ही फेंके हुए हैं। उस जमीन को यूज नहीं करते हैं। मैं चाहता हूँ कि जहां भी रेलवे स्टेशन के बाहर रेलवे की जमीन है, उसको यूज करने के लिए चार्जिंग की व्यवस्था हो। तीसरी चीज, आप प्लेटफार्म पर बीकानेर और हल्दीराम को क्यों नहीं लाते हो? एक ही कंपनी की मोनोपॉली क्यों हो रही है? क्या कारण है कि आप आउटसोर्सिंग नहीं लाते हैं, जबकि हम बाहर बीकानेर और हल्दीराम में खाते हैं। जिसकी क्वालिटी और क्वांटिटी नहीं है, आप उसको खान-पान के लिए सब कुछ देते हैं।

उसकी क्वालिटी और क्वांटिटी बेहतर होती है। रेलवे में टेंडर को ओपन कीजिए। रेलवे में खान-पान का जो टेंडर है, वह ओपन नहीं है और रजिस्ट्रेशन भी नहीं हो पा रहा है। न्यू रजिस्ट्रेशन नहीं होता है। मेरा सुझाव है, आप अच्छे मिनिस्टर हैं और सब लोग कह रहे हैं। मेरा तो व्यक्तिगत रिलेशन है और पीछे भी हमारे रिश्तेदार बैठे हुए हैं। हम दोनों मंत्रियों को सुझाव दे रहे हैं। इससे रेलवे का रेवेन्यू बढ़ेगा।

मेमू ट्रेन को बढ़ाया जाए। जैसे पूर्णिया कोर्ट से सहरसा, कटिहार से जोगबनी, पूर्णिया जंक्शन होते हुए किया जाए। आप मेमू ट्रेन को बढ़ाएंगे तो आम लोगों और मजदूरों को ज्यादा सुविधा मिलेगी। आरपीएफ और जीआरपी के बारे में कहना चाहता हूँ कि जितने केसेज़ होते हैं, उसमें 1.2 प्रतिशत भी सजा नहीं हुई है। क्राइम बढ़ने का सबसे बड़ा कारण आरपीएफ और जीआरपी है। आपने क्या किया है, आप कह रहे हैं कि 12 सालों से सरकार बेहतर चल रही है। रेलवे में 15 से 35 की स्पीड से मालगाड़ी चलती है। दूसरी कंट्रीज़ में 85 से 100 की स्पीड में

चलती है, आप लोगों को जो बेनिफिट्स देना चाहते हैं, वह कैसे देंगे? आप आज तक मालगाड़ी की स्पीड नहीं बढ़ा पाए और दूसरी कंट्रीज़ में 85 से 100 की स्पीड है। व्यापारियों को जो बेनिफिट मिलना चाहिए, वह नहीं मिलता है।

आईआरसीटीसी में नए वेंडर का रजिस्ट्रेशन क्यों नहीं होता है और 70 प्रतिशत काम आर.के. ग्रुप को क्यों मिलता है? राजधानी ट्रेन में खाना क्यों बेचने लगे? जब आप ट्रेन में खाना दे रहे हैं तो चाय ले लो, मटन ले लो – इस तरह से क्यों हो रहा है? ट्रेन में इस तरह की चीजें क्यों होने लगी? महिलाओं के लिए मेरा आपसे आग्रह है कि निचला बर्थ आप महिलाओं को कंफर्म कीजिए। उनको बीच वाला या ऊपर वाला बर्थ नहीं मिलना चाहिए। महिलाओं का शौचालय सबसे इम्पोर्टेंट है। यदि पुरुष के लिए दो शौचालय हैं तो महिलाओं के लिए 20 शौचालय होने चाहिए।

तीसरी चीज यह है कि ट्रेन में कभी महिलाओं का प्रसव या कुछ हो जाता है, उसके लिए ट्रेन की तरफ से सामग्री की व्यवस्था आवश्यक है। आप महिलाओं को 33 प्रतिशत रिजर्वेशन दीजिए। जो लोअर क्लास या मिडल क्लास की महिलाएं हैं, आप 33 प्रतिशत महिलाओं को रेलवे में जॉब दीजिए। महिलाओं का जो रिजर्वेशन है, उसे पुरुषों की वेटिंग के साथ नहीं करना चाहिए। आप महिलाओं की वेटिंग महिलाओं के साथ कीजिए।... (व्यवधान) सर, अगर मेरे सुझाव अच्छे नहीं हैं तो आप बता दीजिए।

माननीय सभापति : आपके सुझाव अच्छे हैं।

श्री राजेश रंजन : मैं कॉमन लोगों की स्थिति पर आपसे रिक्वैस्ट करूंगा। रिजर्वेशन बहुत इम्पोर्टेंट है। जो दलाल हैं, वे एक मिनट के अंदर टिकट खत्म कर देते हैं। आपका ऑनलाइन सिस्टम कब खुलता है और कब बंद हो जाता है, दुनिया को पता नहीं चलता है और दलाल टिकट को खत्म कर देते हैं। हमें टिकट कब मिलेगा, यह पता नहीं चलता है। आप ऑनलाइन बुकिंग के बारे में कुछ कीजिए। यह मेरी आपसे रिक्वैस्ट है।... (व्यवधान) सर, मैं अपनी बात खत्म कर रहा हूं। जो सबसे संक्रमण बीमारी है, जैसे हार्ट, कैंसर, ब्रेन ट्यूमर या लिवर की बीमारी है, जो पुअर क्लास है, मिडल क्लास है, किसी भी कीमत पर उसका रिजर्वेशन होना चाहिए ताकि उसे ले जाने

के लिए कम से कम उस पर आर्थिक बोझ पड़े। इसके लिए सरकार को सुविधा देनी चाहिए।

बच्चों का जो एग्जामिनेशन होता है, चाहे यूपीएससी का एग्जाम हो, बीपीएससी का एग्जाम हो, एसएससी का एग्जाम हो, जो बच्चे एक शहर से दूसरे शहर एग्जाम देने जाते हैं, जिनके पास आइडेंटिटी कार्ड हो, उनके लिए टिकट या तो हम फ्री करें या कम कॉस्ट पर दें।... (व्यवधान)
सर, मैं अपने क्षेत्र के बारे में कहना चाहता हूँ।... (व्यवधान)

माननीय सभापति : अब क्षेत्र के बारे में बोलने का समय नहीं है।

श्री राजेश रंजन : सर, मैं क्षेत्र के बारे में कहना चाहता हूँ। मैं एक मिनट में अपनी बात समाप्त करता हूँ। मैंने कई बार अपने क्षेत्र के बारे में आपसे रिव्यू की है और आपने वह काम किया भी है। मैंने पूर्णिया कोर्ट को अमृत भारत में करने के लिए कई बार रिव्यू की है। मैंने कुरुसेला-बिहारीगंज-भीमनगर के बारे में कई बार आपसे कहा है कि काम गति से नहीं चल रहा है।

सर, मैं आधे मिनट में अपनी बात खत्म कर रहा हूँ। आपने जलालगढ़ से किशनगंज कर दिया, लेकिन जलालगढ़ से बनमनखी और बिहारीगढ़ से कुशेश्वर स्थान के लिए नहीं किया। आपने बैद्यनाथ धाम ने नवगछिया दे दिया, पर सिंहेश्वर ... (व्यवधान)

माननीय सभापति : पप्पू यादव जी, कनक्लूड करिए।

श्री राजेश रंजन : मेरा आपसे आग्रह है कि आप पूर्णिया को वाशिंग पिट दें। आपने सब कुछ दिया, कुछ नई ट्रेन्स को पूर्णिया कोर्ट से सीधा अमृतसर ... (व्यवधान) बहुत-बहुत धन्यवाद।

***SHRI SUNIL BOSE (CHAMARAJANAGAR):** Hon'ble Chairman Sir,

Today, I would like to draw the attention of the House and also the Union Government to the railway projects which are progressing at a snail's pace in my Lok Sabha constituency Chamarajanagara in Karnataka state.

Hon'ble Chairman Sir,

There are hundreds of workers commuting every day between my

* English translation of the speech originally delivered in Kannada.

Chamarajanagara district and Bengaluru to earn their livelihood. As of now, they are to first go from Chamarajanagara to Mysuru and then from Mysuru to Bengaluru. Since they have to commute on the same route both morning and evening in this long route. However, it is causing huge inconvenience for them. So, the people of my constituency have been demanding for a direct railway connectivity between Hejjala and Chamarajanagara for decades. The said railway line has been pending for decades. The distance from Hejjala to Chamarajanagar is approximately 140 kilometres. My Chamarajanagara constituency has huge forest area nearly 51.7 per cent. we have very limited number of railway lines. The said railway line had announced in 1996–97 and then in the year 2013-14 about ₹1,382 crore have been allocated for the project. However, the process of land acquisition for the railway project has been significantly delayed. The main reason for the delay is that the project is being implemented on a ratio of 50:50 cost-sharing basis between both the State and Central Governments.

Hon'ble Chairman Sir, Railway is placed under the Union list. So, the revenue generated from the railways go to the Central Exchequer. It is also important to note that Chamarajanagar district is covered by huge forests, which function as the lungs of our country. In view of the comprehensive development of such environmentally sensitive and backward status of my constituency Chamarajanagara, I would like to request the Central Government should consider the said railway line on priority by providing 100 per cent cost from the Centre itself.

Hon'ble Chairman Sir, another point I would like to mention that the issue of Level Crossing gates on the Mysuru–Chamarajanagar railway line. These gates often remain closed for more than half an hour. So, it is causing a lot of inconveniences to the general public. There are reports of the ambulances could not pick up Medical emergencies due to delay at the LC gates and incidents of deaths due to prolonged closures.

Sir the ROBs have already been sanctioned, funds allocated many years ago, however, the works are still not commenced despite Detailed Project Reports (DPRs) prepared for Panneda Hudi LC No. 47, Chinnadagudi Hundi LC. No. 27, Nanjangud Town LC.20.

Even though the Honourable Union Minister of State and I personally visited the proposed sites, inspected the locations, and held several discussions with the officials concerned, but the projects are yet to see the light of the day.

Hence, Hon'ble Chairman sir, through you, I urge upon the hon'ble Prime Minister and hon'ble Union Minister for Railways to take immediate necessary steps to complete these long-pending projects. Ensure justice to the people of the region by strengthening the railway infrastructure in the area as the said railway line will greatly benefit them.

Thank you.

श्री अरुण गोविल (मेरठ) : धन्यवाद सभापति महोदय । सबसे पहले मैं माननीय प्रधान मंत्री श्री नरेंद्र मोदी जी और माननीय रेल मंत्री श्री अश्वनी वैष्णव जी का धन्यवाद करना चाहूंगा कि उन्होंने भारतीय रेलवे को आधुनिक, सुरक्षित और भविष्य के अनुरूप बनाने के लिए दूरदर्शी नीतियों और

अभूतपूर्व निवेश के साथ आगे बढ़ाया है। मैं माननीय प्रधान मंत्री श्री नरेंद्र मोदी जी का विशेष धन्यवाद व्यक्त करना चाहूंगा, जिन्होंने 22 फरवरी को मेरे लोक सभा क्षेत्र मेरठ में नमो भारत आरआरटीएस का उद्घाटन किया। यह परियोजना आधुनिक भारत के तेज, सुरक्षित और उन्नत रेल परिवहन व्यवस्था का प्रतीक है।

इससे एनसीआर में कनेक्टिविटी को नई गति मिलेगी। आज भारतीय रेलवे केवल एक परिवहन व्यवस्था नहीं है, बल्कि यह भारत की आर्थिक प्रगति, औद्योगिक विकास और राष्ट्रीय एकीकरण की एक महत्वपूर्ण आधारशिला है। वर्ष 2026-27 के केंद्रीय बजट में भारतीय रेलवे के लिए लगभग 2.93 लाख करोड़ रुपये का रिकॉर्ड कैपिटल एक्सपेंडिचर निर्धारित किया गया है। यह भारतीय रेलवे के इतिहास में अब तक का सबसे बड़ा निवेश है। यह निवेश केवल रेलवे नेटवर्क के विस्तार के लिए नहीं है, बल्कि यह capacity expansion, safety improvement, logistics efficiency and modern technology adoption के लिए किया जा रहा है।

आज भारतीय रेलवे देश की इकोनॉमिक ग्रोथ और लॉजिस्टिक्स नेटवर्क का एक मजबूत आधार बन चुकी है। वर्ष 2026-27 में रेलवे की इंटरनल रेवेन्यू लगभग 3.02 लाख करोड़ रुपये अनुमानित है, जिसमें से लगभग 1.89 लाख करोड़ रुपये फ्रेट सर्विसेज से और लगभग 87,300 करोड़ रुपये पैसेंजर सर्विसेज से प्राप्त होने का अनुमान है। ये आंकड़े स्पष्ट रूप से बताते हैं कि रेलवे केवल यात्रियों की यात्रा का माध्यम नहीं है, बल्कि यह देश के उद्योग, व्यापार, मैन्युफैक्चरिंग सेक्टर और सप्लाय चेन को गति देने वाला एक महत्वपूर्ण आर्थिक इंजन है।

भारत तेजी से मॉडर्न रेल ट्रांसपोर्ट सिस्टम की दिशा में आगे बढ़ रहा है। सरकार ने देश के प्रमुख शहरों को जोड़ने के लिए सात नए हाई स्पीड रेल कॉरिडोर प्रस्तावित किए हैं, जिनकी कुल लंबाई लगभग 4,000 किलोमीटर होगी और जिनसे लगभग 16 लाख करोड़ रुपये के निवेश की संभावना है। इन कॉरिडोर के विकसित होने से केवल यात्रा का समय कम नहीं होगा, बल्कि यह रीजनल डेवलपमेंट, टूरिज्म और इकोनॉमिक कनेक्टिविटी को भी नई गति देगा।

सभापति महोदय, भारतीय रेलवे केवल पटरियों पर चलने वाली ट्रेन नहीं है, यह भारत की

जीवन रेखा है। जब कोई किसान अपनी उपज को मंडी तक पहुंचाता है, जब कोई युवा रोजगार की तलाश में अपने घर से निकलता है, जब कोई परिवार अपने प्रियजनों से मिलने हजारों किलोमीटर की यात्रा करता है तब उनके साथ भारतीय रेल खड़ी होती है। रेलवे केवल शहरों को नहीं जोड़ती है, बल्कि यह दिलों को जोड़ती है, अवसरों को जोड़ती है और भारत की एकता को मजबूत करती है।

रेलवे की सबसे बड़ी ताकत फ्रेट ट्रांसपोर्ट नेटवर्क है। हाल के समय में मिज़ोरम राज्य के सैरांग स्टेशन तक पहली बार फ्रेट ट्रेन पहुंची, उसमें पंजाब से खाद्यान्न रेल के माध्यम से पहुंचाया गया है। यह केवल एक ट्रेन का संचालन नहीं है, बल्कि यह इस बात का प्रतीक है कि आज भारतीय रेलवे देश के दूर-दराज और सीमावर्ती क्षेत्रों तक भी कनेक्टिविटी और सप्लाई चेन को मजबूत करने का कार्य कर रही है।

रेलवे तेजी से इलेक्ट्रिफिकेशन की दिशा में भी आगे बढ़ रही है। आज भारतीय रेलवे दुनिया के सबसे बड़े इलेक्ट्रिफाइड रेलवे नेटवर्क्स में से एक बन चुकी है। इससे न केवल फ्यूल कॉस्ट में कमी आई है बल्कि यह पर्यावरण संरक्षण और ऑपरेशनल एफिशिएंसी के लिए भी अत्यंत महत्वपूर्ण कदम है।

आज रेलवे स्टेशनों को भी आधुनिक रूप देने का कार्य तेजी से किया जा रहा है। अमृत भारत स्टेशन स्कीम के माध्यम से देशभर के सैकड़ों रेलवे स्टेशनों का रिडेवलपमेंट किया जा रहा है। इसी संदर्भ में मैं आदरणीय रेल मंत्री जी विनम्र विनती करना चाहूंगा कि मेरठ रेलवे स्टेशन के लिए इसी संदर्भ में शीघ्र प्रगति की अपेक्षा है।

आज भारतीय रेलवे केवल घरेलू आवश्यकताओं को ही पूरा नहीं कर रही है, बल्कि भारत में विकसित रेलवे टेक्नोलॉजी और प्रोपल्शन सिस्टम्स को कई विकसित देशों तक एक्सपोर्ट भी किया जा रहा है। रेलवे में सेफ्टी सर्वोच्च प्राथमिकता है। सरकार ने रेलवे सुरक्षा के लिए लगभग 1.20 लाख करोड़ रुपये का प्रावधान किया है और पिछले वर्षों में रेलवे दुर्घटना में लगभग 95 प्रतिशत तक कमी देखने को मिली है।

भारतीय रेलवे केवल एक कॉमर्शियल इंस्टीट्यूशन नहीं है, बल्कि यह देश की सोशल रिस्पांसिबिलिटी भी निभाती है। रेलवे यह सुनिश्चित करती कि आम नागरिक, किसान, मजदूर और मध्यम वर्ग के लोग भी सस्ती दरों पर यात्रा कर सकें।

18.59 hrs

(Shrimati Sandhya Ray in the Chair)

आज भारतीय रेलवे एक बड़े परिवर्तन के दौर से गुजर रही है। प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में रेलवे में record investment, modern technology, improved safety and infrastructure expansion जैसे कई महत्वपूर्ण परिवर्तन देखने को मिल रहे हैं। रेलवे का यह परिवर्तन केवल ट्रांसपोर्ट सेक्टर का विकास नहीं है, बल्कि यह भारत की इकोनामिक प्रोग्रेस और नेशनल डेवलपमेंट को नई दिशा देने वाला परिवर्तन है।

सभापति महोदया, मैं माननीय रेल मंत्री जी के समक्ष अपने लोकसभा क्षेत्र मेरठ-हापुड़ से जुड़े दो सुझाव भी विनम्रतापूर्वक रखना चाहूंगा। मेरठ-पानीपत नई रेलवे लाइन परियोजना, जो पश्चिमी उत्तर प्रदेश और हरियाणा के बीच संपर्क को मजबूत करने के साथ-साथ क्षेत्रीय विकास के लिए भी अत्यंत महत्वपूर्ण है, उस पर शीघ्र प्रगति की अपेक्षा है।

19.00 hrs

इसी प्रकार से मेरठ से मवाना और हस्तिनापुर होते हुए बिजनौर तक प्रस्तावित रेल लाइन, जिसके लिए सर्वे की स्वीकृति दी जा चुकी है, क्षेत्रीय कनेक्टिविटी और पर्यटन की दृष्टि से भी अत्यंत उपयोगी सिद्ध हो सकती है। मुझे विश्वास है कि माननीय रेल मंत्री जी इन सुझावों पर सकारात्मक रूप से विचार करेंगे।

आखिर में मैं यही कहना चाहूंगा कि भारतीय रेलवे आज नये भारत की प्रगति का एक मजबूत प्रतीक बन चुका है। उद्योग, व्यापार, लॉजिस्टिक्स और कनेक्टिविटी को मजबूत करने का कार्य कर रही है। इन्हीं शब्दों के साथ, मैं रेल मंत्रालय की अनुदानों की मांगों 2026-27 का पूर्ण समर्थन करता हूं। बहुत-बहुत धन्यवाद। जय श्री राम।

***प्रो. वर्षा एकनाथ गायकवाड़ (मुम्बई उत्तर-मध्य) :** मैं रेलवे की अनुदान मांगों पर एक विपक्षी सांसद और मुंबई की लाखों महिलाओं की आवाज़ बनकर विचार व्यक्त करना चाहती हूँ। मैं यहाँ सरकार की तरह झूठे डाटा बाँटने नहीं आई हूँ, मैं यहाँ सच का आईना दिखाने आई हूँ।

महाराष्ट्र ने इस देश को रेलवे का तोहफा दिया, लेकिन बदले में आज यह सरकार महाराष्ट्र और मुंबई के यात्रियों को सिर्फ दर्द, भीड़ और मौत दे रही है।

मुंबई की 'सबअर्बन रेलवे' कोई साधारण ट्रांसपोर्ट नहीं है; यह इस शहर की 'लाइफलाइन' है। आज 450 किलोमीटर से ज्यादा फैले इस नेटवर्क पर हर दिन लगभग 75 से 80 लाख यात्री सफर करते हैं।

मुंबई लोकल में 3000 से ज्यादा ट्रेन सर्विसेज चलती हैं, लेकिन क्या यह सफर सुरक्षित है? बिल्कुल नहीं! आज मुंबई लोकल में सफर करना किसी जंग से कम नहीं है।

एक महिला होने के नाते मैं उस दर्द को समझती हूँ जब मुंबई की एक कामकाजी महिला या कॉलेज जाने वाली बच्ची खचाखच भरी लोकल ट्रेन में चढ़ने की जद्दोजहद करती है।

जब एक बेटा या पति सुबह काम पर निकलता है, तो घर में बैठी माँ और पत्नी शाम तक उसकी सलामती की दुआ मांगती हैं, क्योंकि यह 'लाइफलाइन' अब 'डेथ-लाइन' बनती जा रही है। आपने रेलवे को एक 'कॉरपोरेट इवेंट' बना दिया है, जहाँ 'रील्स' तो बहुत बनती हैं, लेकिन 'रियल' ग्राउंड पर आम यात्री बदहाली का शिकार है।

आज मैं 'मुंबई नॉर्थ सेंट्रल' लोकसभा क्षेत्र का प्रतिनिधि होने के नाते, इस सरकार से उनके खोखले दावों का और 'पर' वाली राजनीति का हिसाब मांगने खड़ी हुई हूँ।

रेल मंत्री जी ने बजट के आंकड़ों की जो बाजीगरी दिखाई है, वह हास्यास्पद है। आप 'ऑपरेटिंग रेशों' का ढोल पीटते हैं, लेकिन सच्चाई क्या है? 2022-23 से लगातार 'ऑपरेटिंग रेशों' 98% के ऊपर बना हुआ है।

* Speech was laid on the Table.

2025-26 के लिए यह 98.82% था और 2026-27 के लिए आपने 98.40% का लक्ष्य रखा है। मतलब रेलवे 100 रुपये कमाने के लिए 98.40 रुपये खर्च कर रही है! इसे आप मुनाफे का मैनेजमेंट कहते हैं?

'इंटरनल रिसोर्स जनरेशन' पूरी तरह औंधे मुंह गिर चुका है। 2023-24 में रिवाइज्ड एस्टीमेट 3,000 करोड़ रुपये था, जबकि 'एक्चुअल जनरेशन' सिर्फ 2,943 करोड़ रहा। 2024-25 में तो यह गिरकर 1,988 करोड़ पर आ गया।

2025-26 में भी जनवरी तक केवल 2,028 करोड़ रुपये ही आए हैं। यह सरकार केवल कागजों पर अमीर है, खजाना अंदर से खाली हो चुका है।

आप कहते हैं कि 'ट्रैफिक बॉटलनेक्स' हटाने के लिए 2026-27 में 'डबलिंग वर्क्स' का बजट बढ़ाकर आरएस37,750 करोड़ कर दिया गया। लेकिन आपकी 'एग्जीक्यूशन' क्षमता जीरो है! 2025-26 में 2,600 किलोमीटर का लक्ष्य था, लेकिन दिसंबर 2025 तक आपने सिर्फ 573 किलोमीटर (मात्र 22.04%) काम पूरा किया है।

वित्तीय उपयोग (फाइनेंशियल यूटिलाइजेशन) आरएस21,457 करोड़ हो गया, जो कि 'रिवाइज्ड एस्टीमेट' का लगभग 74% है। काम हुआ 22% और पैसा खर्च हो गया 74%! यह कौन सा 'गुजरात मॉडल' है? महाराष्ट्र के लिए आप बड़े-बड़े 'एलोकेशन' का दावा करते हैं, बुलेट ट्रेन के सपने बेचते हैं, लेकिन हकीकत में फाइलें सिर्फ धूल फांकती हैं और स्टेशनों की छतें बारिश में टपकती हैं।

अब मैं सरकार के उन तथाकथित 'अचीवमेंट्स' पर आती हूँ, जिनका दिन-रात ढिंढोरा पीटा जा रहा है। 'अमृत भारत स्टेशन स्कीम' के तहत 1,337 स्टेशन 'रीडेवलपमेंट' के लिए चुने गए।

लेकिन संसदीय समिति ने इस "विकास के क्रूर मजाक" की पोल खोल दी है। 2024-25 में 453 स्टेशनों को अपग्रेड करने का लक्ष्य था, और काम कितने पर हुआ? सिर्फ 1 स्टेशन पर! यह आपकी 'सुपरफास्ट' सरकार की असल रफ्तार है।

'पंकचुअलिटी इंडेक्स' (समय-पालन) 2020 में 94.17 से गिरकर 2023 में 73.62 पर आ गया है।

'हार्ड-डेंसिटी नेटवर्क' के 80% रूट 'ओवर कैपेसिटी' चल रहे हैं; 22% रूट तो 150% 'कैपेसिटी यूटिलाइजेशन' झेल रहे हैं। 'मिशन रफ्तार' पूरी तरह फेल है।

अधिकतम स्पीड 130-160 केएमपीएच का दावा है, लेकिन 'एवरेज स्पीड' आज भी 55-70 केएमपीएच पर ही रेंग रही है।

'सेफ्टी' की बात करें तो आपका 'कवच' सिस्टम सिर्फ भाषणों में बजता है। 68,000 किलोमीटर के नेटवर्क में से अब तक मुश्किल से 3,700 किलोमीटर (3% से भी कम) पर ही 'कवच' लग पाया है। एनसीआरबी का डेटा चीख-चीख कर कह रहा है कि पिछले 10 सालों में 'ट्रेन-रिलेटेड इंसीडेंट्स' में 2.6 लाख से ज्यादा लोगों की मौत हुई है। अकेले मुंबई लोकल में 2025 में 2,287 लोगों ने अपनी जान गंवाई है। क्या ये मौतें आपकी 'अचीवमेंट्स' हैं?

आप आम आदमी को सिर्फ लूट रहे हैं। एक तरफ आप कहते हैं कि महिलाओं का सम्मान करते हैं, दूसरी तरफ आपने बुजुर्ग महिलाओं और पुरुषों से 'सीनियर सिटीजन कंसेशन' छीनकर Rs 8,913 करोड़ वसूल लिए। जनरल डिब्बों की संख्या कम करके आपने आम आदमी को भेड़-बकरियों की तरह ठूस दिया है।

'अन्नुअल रिपोर्ट्स' दिखाती हैं कि पिछले दशक में नॉन-एसी 'बर्थ्स' 84% से घटकर 68% हो गए हैं। महिला सुरक्षा राम भरोसे है, ट्रेनों के बायो-टॉयलेट्स से बदबू आती है, और कैग की रिपोर्ट बताती है कि रेलवे का खाना इंसानों के खाने लायक नहीं है। आईआरसीटीसी की वेबसाइट फेल है, 'रिफंड' का पता नहीं, और आप 'डिजिटल इंडिया' का राग अलाप रहे हैं!

मैं अपने संसदीय क्षेत्र 'मुंबई उत्तर मध्य' (मुंबई नॉर्थ सेंट्रल) की जमीनी हकीकतों और जनता की मांगों को इस बहरी सरकार तक पहुँचाना चाहती हूँ।

पहली मांग (स्लम रिहैबिलिटेशन): कुर्ला-ट्रॉम्बे लाइन के पास बरमासेल रेलवे लाइन से सटे 3,154 स्लम निवासियों को 27 जनवरी 2026 को 'पीपीई एक्ट, 1971' के तहत जो 'डिमोलिशन नोटिस' दिया गया है, उसे तुरंत रद्द किया जाए। एक महिला होने के नाते मैं पूछना चाहती हूँ कि जब बुलडोजर चलता है, तो छोटे बच्चे और औरतें कहाँ जाएँगी? गरीबों के घरों को उजाड़ने से

पहले उनका 'परमानेंट रिहैबिलिटेशन' (स्थायी पुनर्वास) सुनिश्चित किया जाए।

दूसरी मांग (कॉन्सेशंस & फैसिलिटीज): बुजुर्गों के लिए 'सीनियर सिटीजन कंसेशन' तुरंत बहाल हो। कुर्ला (पूर्व) स्टेशन पर वरिष्ठ नागरिकों, महिलाओं, दिव्यांगों और कैंसर मरीजों के लिए एक 'स्पेशल रेलवे रिजर्वेशन विंडो' शुरू की जाए, क्योंकि बीमारी और बुढ़ापे में लंबी लाइनों में खड़ा होना अमानवीय है।

तीसरी मांग (इंफ्रास्ट्रक्चर): मुंबई का 'सायन ब्रिज' यातायात के लिए एक अहम कड़ी है। धारावी जैसे घनी आबादी वाले इलाके को राहत देने के लिए सायन ब्रिज के 'रिकंस्ट्रक्शन' को तय समय से पहले 'एक्सपीडिट' किया जाए। बांद्रा स्टेशन और बांद्रा पूर्व के हालात बदतर हैं। मेरी मांग है कि नवपाड़ा गाँव, मुस्लिम कब्रिस्तान और हिंदू श्मशान घाट तक जाने के लिए गरीब नगर से बांद्रा टर्मिनस वाले मौजूदा 'रोब' से जोड़कर एक नया ब्रिज बनाया जाए। रेलवे गेट नं. 18 के पास टिकट काउंटर पर महिलाओं और बुजुर्गों की सुविधा के लिए 'एस्केलेटर' लगाया जाए। मानसून से पहले ड्रेन नं. 22 पर पाइपलाइन बिछाई जाए ताकि जलभराव न हो।

चौथी मांग (टर्मिनल्स & अमेनिटीज): मुंबई सीएसएमटी और दादर से ट्रेनों को 'लोकमान्य तिलक टर्मिनस' (एलटीटी) शिफ्ट करने का तुगलकी फरमान वापस लिया जाए। एलटीटी पर आज बुनियादी सुविधाओं का अकाल है। वहाँ तुरंत 'परमानेंट एम्बुलेंस', अधिकृत रिक्शा/टैक्सी स्टैंड, बाहर महिलाओं के लिए 'एक्सेसिबल टॉयलेट' और 'फ्री ड्रिंकिंग वाटर' का इंतजाम किया जाए।

पांचवीं मांग (न्यू ट्रेन्स & एक्सटेंशन्स): यूपी और बिहार जाने वाले उत्तर भारतीय कामगारों के लिए भारी भीड़ को देखते हुए महानगरी एक्सप्रेस, गोदान एक्सप्रेस और साकेत एक्सप्रेस जैसी पॉपुलर ट्रेनों के प्रस्थान के 30 मिनट के भीतर '35 क्लोन ट्रेन्स' चलाई जाएं। 'समर स्पेशल ट्रेन्स' की संख्या जो 700 से घटाकर 350 कर दी गई है, उसे वापस 700 किया जाए। लंबी दूरी की ट्रेनों में 'जनरल कोचेस' बढ़ाए जाएं। भारत के पहले राष्ट्रपति डॉ. राजेंद्र प्रसाद जी के सम्मान में मुंबई से छपरा (बिहार) के लिए "देशरत्न एक्सप्रेस" (देशरत्न एक्सप्रेस) शुरू की जाए।

अंत में, मुंबई-चेन्नई एक्सप्रेस (22159) को तिरुचि होते हुए तिरुनेलवेली (तिरुनेलवेली) तक

'एक्सटेंड' किया जाए। इसके अलावा वाया तेनकासी 'दिवाली स्पेशल ट्रेन' चलाई जाए और बनारस रेलवे स्टेशन कोड बदलने से हो रही परेशानी को तुरंत सुलझाया जाए। यह सरकार केवल स्टंटबाजी और 'पब्लिसिटी' में माहिर है, 'सब्सटेंस' नदारद है। 3.16 लाख 'वेकेंसीज' इस रेलवे सिस्टम को सड़ा रही हैं। देश का युवा 'परमानेंट पोस्टिंग' का इंतजार कर रहा है और आप उन पर 'कॉन्ट्रैक्टुअल' नौकरियां थोप रहे हैं।

'ट्रेनिंग' और 'एचआरडी' फंड का 2023-24 में सिर्फ 42% इस्तेमाल हुआ। संसदीय समिति की रिपोर्ट बताती है कि लोको पायलट्स को बेसिक ब्रेक तक नहीं मिल रहा है; वे तनाव में ट्रेनें चला रहे हैं।

रेल मंत्री जी, रेलवे भारत के 'इंफ्रास्ट्रक्चर' की रीढ़ (बैकबोन) है, यह आपसे मुनाफ़ा कमाने या 'रेवेन्यू कलेक्शन' का कोई 'कॉरपोरेट' टूल नहीं है। 2014 में जो ट्रेन की थाली Rs30 की थी, आज वह आरएस120 की हो गई है। स्टेशन की पार्किंग में Rs500 लूटे जा रहे हैं। 2014 से अब तक बड़े रेल हादसों में 768 लोगों की मौत हो चुकी है, फिर भी सरकार नींद में है।

मैं एक जन-प्रतिनिधि होने के नाते इस सरकार को चेतावनी देना चाहती हूँ कि आम आदमी के सब्र का इम्तिहान मत लीजिए। रेलवे का काम 'रील्स' शूट करना नहीं, बल्कि जनता को सुरक्षित उनके घर पहुँचाना है।

अगर मेरी मुंबई उत्तर मध्य की जनता की मांगों को नजरअंदाज किया गया, तो यह जनता आपको सत्ता की पटरी से उतारने में देर नहीं लगाएगी।

अपनी बात मैं इस शायरी के साथ खत्म करूँगी:

"दावे तो बहुत हैं कि पटरियों पे रफ्तार है,

पर हकीकत में आम आदमी लाचार है।

डाटा से कब तक छुपाओगे हादसों के दाग,

तुम्हारे विकास के दावों में, बस झूठ का व्यापार है।"

धन्यवाद।

***श्री दर्शन सिंह चौधरी (होशंगाबाद) :** रेलवे भारत की अर्थव्यवस्था की धमनियाँ हैं, देश के यशस्वी प्रधानमंत्री जी एवं रेल मंत्री अश्विनी वैष्णव जी के नेत्रत्व में जिनमें आज विकास का रक्त रूपी आधुनिक और उच्च गुणवत्ता वाली वंदे भारत जैसी ट्रेनें निरंतर प्रवाहित हो रही हैं जो आज देश की प्रगति का प्रतीक बन चुकी हैं और रेलवे के आधुनिकीकरण का प्रमाण दे रही हैं। बात बहुत छोटी है लेकिन मैं सदन के ध्यान में लाना चाहूँगा की एक वक्त था जब रेल गंदगी का प्रतीक होने के पथ पर अग्रसर हो चुकी थी किन्तु आज स्थिति बिल्कुल उलट है, सफाई के लिए एक फोन काल कीजिए और तुरंत सफाई कर्मों आपकी सीट के पास होता है, आपको कोई असुविधा हुई तो एक फोन काल कीजिए और रेलवे सुरक्षा बल के सिपाही आपकी सुरक्षा में आ जाते हैं, आज का रेलवे का सफर साफ और सुरक्षित हो चुका है।

मेरे संसदीय क्षेत्र में लगभग 350 किलोमीटर से अधिक रेलवे पथ है, जो पूरे क्षेत्र की अर्थव्यवस्था को गति देता है। माननीय प्रधानमंत्री नरेंद्र मोदी जी और रेल मंत्री अश्विनी वैष्णव जी की आशीर्वाद से मेरे क्षेत्र की जन आकांक्षाएं पूरी हुई और कुछ महत्वपूर्ण स्टेशनों पर ट्रेनों के ठहराव की स्वीकृति मिली है, जिसके लिए मैं क्षेत्र की जनता की ओर से उनका आभार व्यक्त करता हूँ।

किन्तु अभी भी मेरे क्षेत्र के कई महत्वपूर्ण स्टेशनों पर ट्रेनों के ठहराव की आवश्यकता है। विशेष रूप से सोहागपुर, सिवनी मालवा, बगर तवा,

पिपरिया, गाडरवारा, नरसिहपुर, इटारसी, बनखेड़ी इत्यादि जैसे स्टेशनों पर भी ट्रेनों के ठहराव की लंबे समय से मांग है। मुझे पूर्ण विश्वास है कि माननीय रेल मंत्री जी जनता की इन जायज़ अपेक्षाओं को जल्द पूरा करेंगे।

इटारसी देश का एक अत्यंत महत्वपूर्ण रेलवे जंक्शन है। यहाँ रेलवे की बड़ी मात्रा में भूमि उपलब्ध है। पहले यहाँ डीजल शेड हुआ करता था, अभी भी है किन्तु आज वह प्रासंगिक नहीं रहा

* Speech was laid on the Table.

है। मेरी विनम्र मांग है कि इस भूमि का उपयोग करते हुए यहाँ एक आधुनिक खेल स्टेडियम विकसित किया जाए साथ में रेलवे से संबंधित उद्योग और कारखाने स्थापित किए जाएँ। यदि इसके लिए विशेष अनुदान दिया जाए तो इससे क्षेत्र में खेल गतिविधियों को बढ़ावा मिलेगा और युवाओं के लिए रोजगार के अवसर भी सृजित होंगे।

बुधनी से बरेली होते हुए गाडरवाडा की प्रस्तावित रेलवे लाइन का कार्य भी जल्द से आरंभ हो।

इन भूमियों का उपयोग लॉजिस्टिक पार्क, वेयरहाउस, रेल आधारित उद्योग और लघु उद्योग पार्क के रूप में विकसित किया जाए, इससे क्षेत्र में औद्योगिक विकास को बढ़ावा मिलेगा और हजारों युवाओं को रोजगार प्राप्त होगा।

***एडवोकेट गोवाल कागडा पाडवी (नन्दुरबार) :** मैं, नंदुरबार लोकसभा क्षेत्र का प्रतिनिधित्व करते हुए, आज रेल मंत्रालय की अनुदान मांगों पर चर्चा में भाग ले रहा हूँ। सबसे पहले मैं यह स्पष्ट करना चाहता हूँ कि रेलवे केवल परिवहन का माध्यम नहीं है, बल्कि यह देश की आर्थिक धुरी, सामाजिक एकता का आधार और गरीब-वंचित वर्ग की जीवनरेखा है।

महाराष्ट्र के उत्तर-पश्चिमी छोर पर स्थित नंदुरबार लोकसभा क्षेत्र, जो आदिवासी बहुल और भौगोलिक दृष्टि से दुर्गम क्षेत्र है, वहाँ रेलवे का प्रश्न केवल सुविधा का नहीं, बल्कि सामाजिक न्याय, क्षेत्रीय संतुलन और समान अवसर का प्रश्न है।

रेल केवल इंजन और डिब्बों का समूह नहीं,

यह राष्ट्र की धडकन है, जो हर गाँव को शहर से जोड़ती है

1. नंदुरबार से मुंबई के लिए नियमित ट्रेन सेवा

आज भी नंदुरबार, धुले, नवापुर और खानदेश क्षेत्र के यात्रियों को मुंबई जाने के लिए भारी कठिनाइयों का सामना करना पड़ता है। मुंबई-भुसावल एक्सप्रेस (खानदेश एक्सप्रेस ट्रेन संख्या

* Speech was laid on the Table.

19003/19004) तथा बीडीएसएल-दादर स्पेशल (ट्रेन संख्या 09052) को भुसावल से चलाया जाता है। मेरी सरकार से स्पष्ट और ठोस माँग है कि इन ट्रेनों का प्रारंभिक स्टेशन भुसावल के स्थान पर नंदुरबार किया जाए तथा दादर के स्थान पर मुंबई सेंट्रल तक विस्तारित किया जाए, जिससे उत्तर महाराष्ट्र और आदिवासी क्षेत्र के लाखों लोगों को सीधा और सम्मानजनक आवागमन का अवसर प्राप्त हो सके।

रेल मंत्रालय को यह समझना होगा कि मुंबई केवल एक शहर नहीं है, बल्कि रोजगार, शिक्षा, स्वास्थ्य और अवसरों का केंद्र है, और नंदुरबार के युवाओं को उस अवसर से जोड़ना सरकार की जिम्मेदारी है।

2. नंदुरबार से पुणे के लिए विशेष ट्रेन - सर्वोच्च प्राथमिकता

नंदुरबार-पुणे सीधी ट्रेन सेवा हमारी सबसे महत्वपूर्ण और तात्कालिक माँग है। पुणे शैक्षणिक संस्थानों, आईटी उद्योग, रक्षा प्रतिष्ठानों और रोजगार के अवसरों का केंद्र है। हजारों विद्यार्थी और कामगार नियमित रूप से इस मार्ग पर यात्रा करते हैं। मैं आग्रह करता हूँ कि नंदुरबार-पुणे सीधी ट्रेन को शीघ्र स्वीकृति प्रदान की जाए, चाहे वह सूरत मार्ग से हो या नासिक-मालेगांव-अहमदनगर-दौंड मार्ग से। यह केवल एक ट्रेन नहीं, बल्कि नंदुरबार के युवाओं के भविष्य की रेल लाइन है।

3. स्लीपर कोच बढ़ाए जाएं, एसी कोच कम किए जाएं

मेरा क्षेत्र आदिवासी, किसान और निम्न आय वर्ग के लोगों से भरा हुआ है। रेल मंत्रालय सामाजिक संरचना का अध्ययन कर स्लीपर कोचों की संख्या बढ़ाए और एसी कोचों का अनुपात कम करे।

रेलवे का मूल उद्देश्य सुविधा सम्पन्न वर्ग की सेवा नहीं, बल्कि गरीब, मजदूर, छात्र और छोटे व्यापारियों की सहायता करना है।

4. ट्रेन संख्या 09052 का किराया कम किया जाए

बीडीएसएल-दादर स्पेशल (09052) का किराया "स्पेशल" वर्गीकरण के कारण अत्यधिक है। इस ट्रेन को नियमित श्रेणी में परिवर्तित कर किराया कम किया जाए। यह निर्णय गरीब यात्रियों के हित में अत्यंत आवश्यक है।

5. नंदुरबार स्टेशन पर लिफ्ट और एस्केलेटर का शीघ्र निर्माण दोनों प्लेटफार्मों पर लिफ्ट और एस्केलेटर का कार्य तत्काल पूर्ण किया जाए । यह वरिष्ठ नागरिकों, दिव्यांगजनों और महिलाओं के लिए अत्यंत आवश्यक सुविधा है ।

6. नंदुरबार-नासिक विशेष ट्रेन की अत्यंत आवश्यक मांग

नंदुरबार से नासिक के मध्य सीधी विशेष ट्रेन सेवा प्रारंभ की जाए । नासिक धार्मिक, औद्योगिक और कृषि बाजार का महत्वपूर्ण केंद्र है । वर्तमान में इस मार्ग पर सीधी और नियमित ट्रेन की अनुपस्थिति से यात्रियों को असुविधा का सामना करना पड़ता है ।

यह सेवा नंदुरबार, तळोदा, अक्कलकुवा, नवापुर तथा आसपास के आदिवासी क्षेत्रों को सीधे नासिक से जोड़ेगी और क्षेत्रीय आर्थिक गतिविधियों को गति देगी ।

7. जीआरपी भवन की मरम्मत एवं व्यवसायिक कक्ष की स्थापना

नंदुरबार रेलवे स्टेशन पर स्थित गवर्नमेंट रेलवे पुलिस (जीआरपी) भवन अत्यंत जर्जर अवस्था में है । जीआरपी भवन का पूर्ण नवीनीकरण, आधुनिकीकरण और संरचनात्मक मरम्मत तत्काल कराई जाए । साथ ही, नंदुरबार रेलवे स्टेशन पर जीआरपी के लिए एक सुसज्जित "बिज़नेस एवं प्रशासनिक सेल" स्थापित किया जाए, जहाँ शिकायतों का पंजीकरण, एफआईआर, दस्तावेजीकरण और त्वरित कार्रवाई की समुचित व्यवस्था हो ।

8. जीआरपी का 60:40 अनुपात समीक्षा की आवश्यकता

जीआरपी की वित्तीय व्यवस्था में 60:40 का अनुपात लागू है, जिसमें राज्य और केंद्र के बीच व्यय का बंटवारा होता है । इस व्यवस्था में कई बार वेतन भुगतान, संसाधनों की उपलब्धता और आधारभूत सुविधाओं में विलंब होता है ।

मैं सरकार से आग्रह करता हूँ कि:

60:40 अनुपात की समीक्षा कर इसे अधिक व्यावहारिक बनाया जाए ।

भुगतान और संसाधन आवंटन की पारदर्शी प्रणाली लागू की जाए ।

रेलवे सुरक्षा व्यवस्था को वित्तीय बाधाओं से मुक्त किया जाए ।

9. ट्रेन संख्या 09070 (समस्तीपुर-उधना स्पेशल) में चोरी की घटनाओं की जांच माननीय ट्रेन संख्या 09070 समस्तीपुर-उधना स्पेशल में लगातार चोरी की घटनाएँ यात्रियों के बीच भय और असुरक्षा का वातावरण उत्पन्न कर रही हैं।

मैं मांग करता हूँ कि:

इन घटनाओं की उच्चस्तरीय जांच कराई जाए।

संबंधित मार्ग पर अतिरिक्त आरपीएफ/जीआरपी बल तैनात किया जाए।

कोचों में सीसीटीवी निगरानी प्रणाली लागू की जाए।

यात्री सुरक्षा पर कोई समझौता नहीं होना चाहिए।

10. नंदुरबार-तळोदा-अक्कलकुवा-उमरपाड़ा नई रेल लाइन

मैं अत्यंत महत्वपूर्ण प्रस्ताव प्रस्तुत करता हूँ कि:

नंदुरबार से तळोदा होते हुए अक्कलकुवा और आगे उमरपाड़ा तक नई रेल लाइन स्वीकृत की जाए।

इसके साथ ही एक वैकल्पिक विस्तार DEDIAPADA से जोड़ते हुए भरुच लाइन से कनेक्ट किया जाए। यह लाइन महाराष्ट्र और गुजरात के सीमावर्ती आदिवासी क्षेत्रों को सीधे राष्ट्रीय रेल नेटवर्क से जोड़ेगी और सामाजिक-आर्थिक विकास में ऐतिहासिक परिवर्तन लाएगी।

11. नवापुर रेलवे स्टेशन पर पर्याप्त ट्रेनों के ठहराव की कमी के कारण यात्रियों को लंबी दूरी की ट्रेनों में चढ़ने के लिए लगभग 110 किलोमीटर दूर उधना अथवा लगभग 65 किलोमीटर दूर नंदुरबार तक यात्रा करने के लिए मजबूर होना पड़ता है। यह स्थिति स्थानीय नागरिकों, विद्यार्थियों, श्रमिकों और व्यापारियों के लिए अत्यंत कठिनाई उत्पन्न कर रही है।

इस संदर्भ में स्थानीय जनप्रतिनिधियों एवं नागरिक संगठनों द्वारा निम्नलिखित ट्रेनों के नवापुर स्टेशन पर ठहराव की मांग की गई है:

1. पुरी-अहमदाबाद एक्सप्रेस (12843)

2. नवजीवन एक्सप्रेस (12656)

3. एमजीआर चेन्नई सेंट्रल एक्सप्रेस (20626)

4. तांबरम एक्सप्रेस (22664)

अतः मैं सरकार से आग्रह करता हूँ कि जनहित को ध्यान में रखते हुए इन ट्रेनों के ठहराव पर शीघ्र सकारात्मक निर्णय लिया जाए।

12. मालेगांव-सटाना-साकरी-चिंचपाड़ा रेल मार्ग का पुनरुद्धार

पूर्व में संचालित मालेगांव-सटाना-साकरी-चिंचपाड़ा रेल मार्ग को पुनः सक्रिय किया जाए। यह मार्ग क्षेत्रीय व्यापार, कृषि उपज और स्थानीय उद्योगों के लिए जीवनरेखा सिद्ध होगा। इस बंद पड़े मार्ग को पुनर्जीवित कर नई ट्रेन सेवाएँ प्रारंभ की जाएँ।

13. अमृत भारत योजना के अंतर्गत सुविधाएँ

अमृत भारत स्टेशन स्कीम के अंतर्गत:

नंदुरबार और नवापुर रेलवे स्टेशन को पूर्ण रूप से शामिल किया जाए।

कोल्ड रेलवे प्लेटफार्म पर यात्री सुविधाएँ विकसित की जाएँ।

नवापुर तहसील के खोल्डे गेट नंबर 70 पर ट्रेफिक सिग्नल तुरंत दुरुस्त किए जाएँ।

नवापुर रेलवे स्टेशन के सिग्नल सिस्टम का आधुनिकीकरण किया जाए।

यह केवल विकास का प्रश्न नहीं, बल्कि जन सुरक्षा और जनजीवन की रक्षा का प्रश्न है।

14. सुरक्षा प्रणाली - कवच

मैं पुनः आग्रह करता हूँ कि

नंदुरबार से गुजरने वाली सभी ट्रेनों में कवच सुरक्षा प्रणाली लागू की जाए।

कवच

रेल दुर्घटनाओं की रोकथाम के लिए यह अनिवार्य कदम है। नीचे आपके पूर्व सूची के आगे क्रमांक 15 से विस्तृत एवं अलग-अलग बिंदुओं में सभी अतिरिक्त कार्यों एवं माँगों को विस्तारपूर्वक प्रस्तुत किया जा रहा है। प्रत्येक बिंदु को स्पष्ट, औपचारिक और संसदीय उपयोग के अनुरूप भाषा में तैयार किया गया है:

15. लिफ्ट (एलिवेटर) कार्यों को समयबद्ध रूप से पूर्ण किया जाए

नंदुरबार रेलवे स्टेशन के दोनों प्लेटफार्मों पर स्वीकृत लिफ्ट निर्माण कार्य को निर्धारित समयसीमा के भीतर पूर्ण किया जाए। कार्य में अनावश्यक विलंब न हो, इसके लिए निगरानी तंत्र स्थापित किया जाए तथा वरिष्ठ नागरिकों, दिव्यांगजनों, गर्भवती महिलाओं एवं बीमार यात्रियों की सुविधा को प्राथमिकता देते हुए लिफ्टों को शीघ्र चालू किया जाए।

16. नए प्लेटफार्म एवं निर्माण कार्यों को निर्धारित समयसीमा में पूर्ण किया जाए

नंदुरबार रेलवे स्टेशन पर निर्माणाधीन नए प्लेटफार्म, शेड, टिकट काउंटर तथा अन्य संरचनात्मक कार्यों को समयबद्ध योजना के अंतर्गत पूरा किया जाए। भूमि अधिग्रहण, तकनीकी स्वीकृति एवं वित्तीय आवंटन में देरी को दूर करते हुए परियोजना की नियमित प्रगति समीक्षा की जाए।

17. नवाले जंक्शन के रेलवे अंडरपास में जलभराव की समस्या का स्थायी समाधान

नवाले जंक्शन के रेलवे अंडरपास में वर्षा ऋतु के दौरान गंभीर जलभराव की समस्या उत्पन्न हो रही है, जिससे यातायात बाधित होता है और दुर्घटनाओं का खतरा बढ़ जाता है। इस समस्या के स्थायी समाधान हेतु आधुनिक ड्रेनेज प्रणाली, पंपिंग स्टेशन एवं जलनिकासी ढांचे का निर्माण तत्काल किया जाए।

18. स्वच्छ पेयजल, आधुनिक जल आपूर्ति एवं भोजन/कैफेटेरिया की नई व्यवस्था

नंदुरबार रेलवे स्टेशन परिसर एवं प्लेटफार्म के बाहर स्वच्छ पेयजल की स्थायी और आधुनिक जल

आपूर्ति प्रणाली स्थापित की जाए। साथ ही, यात्रियों की सुविधा हेतु आधुनिक भोजनालय, स्वच्छ कैफेटेरिया एवं गुणवत्ता नियंत्रित खाद्य स्टॉल विकसित किए जाएँ, जिससे यात्रियों को सुरक्षित एवं पौष्टिक भोजन उपलब्ध हो सके।

19. आरक्षण सुविधा (रिजर्वेशन फैसिलिटी) का विस्तार एवं आधुनिकीकरण

यात्रियों के लिए स्टेशन परिसर में आधुनिक कंप्यूटरीकृत आरक्षण केंद्र स्थापित किया जाए। ऑनलाइन टिकटिंग सहायता काउंटर, वरिष्ठ नागरिकों एवं दिव्यांगजनों के लिए पृथक आरक्षण

सुविधा तथा त्वरित सेवा प्रणाली विकसित की जाए।

20. एंटी-कोलिजन डिवाइस (एसीडी), ट्रेन प्रोटेक्शन एंड वार्निंग सिस्टम (टीपीडब्ल्यूएस) एवं सुरक्षा उपकरणों की स्थापना

नंदुरबार से होकर गुजरने वाली सभी ट्रेनों एवं रेल खंडों में उन्नत सुरक्षा तकनीकों का अनिवार्य रूप से क्रियान्वयन किया जाए, जिनमें शामिल हैं:

एंटी-कोलिजन डिवाइस (एसीडी)

ट्रेन प्रोटेक्शन एंड वार्निंग सिस्टम (टीपीडब्ल्यूएस)

आधुनिक सिग्नलिंग एवं निगरानी तंत्र

यह कदम संभावित दुर्घटनाओं की रोकथाम एवं यात्रियों की सुरक्षा सुनिश्चित करने हेतु अत्यंत आवश्यक है।

21. रेलवे सुरक्षा बल (आरपीएफ) की अतिरिक्त तैनाती एवं कोच सुरक्षा व्यवस्था

रात्रिकालीन एवं लंबी दूरी की ट्रेनों में रेलवे सुरक्षा बल (आरपीएफ) की नियमित एवं पर्याप्त तैनाती सुनिश्चित की जाए। कोचों में सुरक्षा गश्त, महिला सुरक्षा प्रकोष्ठ तथा आपातकालीन हेल्पलाइन व्यवस्था को सुदृढ़ किया जाए।

22. शौचालयों की व्यापक मरम्मत - भारतीय एवं पश्चिमी दोनों प्रकार

प्लेटफार्मों एवं कोचों में उपलब्ध भारतीय एवं पश्चिमी दोनों प्रकार के शौचालयों की व्यापक मरम्मत, स्वच्छता निरीक्षण एवं नियमित रखरखाव प्रणाली लागू की जाए। स्वच्छता मानकों का कठोर अनुपालन सुनिश्चित किया जाए, जिससे यात्रियों की गरिमा एवं स्वास्थ्य सुरक्षित रह सके।

23. पार्किंग सुविधा - दोपहिया, चारपहिया एवं मिनी-वैन के लिए सुव्यवस्थित व्यवस्था

दोनों प्लेटफार्मों के निकट दोपहिया, कार एवं मिनी-वैन के लिए संगठित, सुरक्षित एवं प्रकाशयुक्त पार्किंग सुविधा विकसित की जाए। पार्किंग क्षेत्र में सीसीटीवी निगरानी, टिकटिंग व्यवस्था एवं सुरक्षा गार्ड की नियुक्ति सुनिश्चित की जाए।

24. बैटरी चालित बग्गी (बगी फेरी सर्विस) की व्यवस्था

वरिष्ठ नागरिकों, दिव्यांगजनों एवं गंभीर रोगियों की सुविधा हेतु प्लेटफार्मों के बीच बैटरी चालित बग्गी सेवा प्रारंभ की जाए। यह सेवा प्रवेश द्वार से ट्रेन तक निर्बाध परिवहन उपलब्ध कराए।

25. रेलवे प्लेटफार्म का पुनः ब्रांडिंग एवं सौंदर्यकरण

नंदुरबार रेलवे स्टेशन का समग्र पुनर्नाइंग, सौंदर्यकरण एवं आधुनिकीकरण किया जाए। स्थानीय आदिवासी कला, सांस्कृतिक विरासत एवं क्षेत्रीय पहचान को प्रदर्शित करते हुए स्टेशन को आधुनिक सुविधाओं से युक्त मॉडल स्टेशन के रूप में विकसित किया जाए।

उपरोक्त सभी बिंदु न केवल आधारभूत संरचना सुधार के लिए आवश्यक हैं, बल्कि यह यात्री सुविधा, सुरक्षा, स्वच्छता और क्षेत्रीय विकास के व्यापक दृष्टिकोण से अत्यंत महत्वपूर्ण हैं। समापन रेलवे विकास का अर्थ केवल महानगरों को जोड़ना नहीं है, बल्कि सीमांत, आदिवासी और पिछड़े क्षेत्रों को राष्ट्रीय मुख्यधारा से जोड़ना है।

मैं सरकार से आग्रह करता हूँ कि:

नंदुरबार-नासिक और नंदुरबार-पुणे विशेष ट्रेनें स्वीकृत की जाएँ।

जीआरपी भवन का नवीनीकरण और प्रशासनिक सेल की स्थापना की जाए।

09070 में चोरी की घटनाओं की जांच कर सुरक्षा बढ़ाई जाए।

नंदुरबार-तळोदा-अक्कलकुवा-उमरपाड़ा नई रेल लाइन स्वीकृत की जाए।

मालेगांव-सटाना-साकरी-चिंचपाड़ा मार्ग पुनः प्रारंभ किया जाए।

अमृत भारत योजना का विस्तार नंदुरबार, नवापुर और खोलडे तक किया जाए।

यदि सरकार वास्तव में समावेशी विकास के प्रति प्रतिबद्ध है, तो नंदुरबार जैसे क्षेत्रों को प्राथमिकता देनी ही होगी।

रेलवे विकास ही नंदुरबार के विकास की कुंजी है।

जहाँ पटरी बिछी, वहाँ उम्मीद जगी,

जहाँ स्टेशन बना, वहाँ रोजगार पनपा।

रेल चलती है तो केवल दूरी नहीं घटती,
बल्कि दिलों के बीच की खाई भी कम होती है।

धन्यवाद।

जय हिंद।

***श्रीमती संजना जाटव (भरतपुर) :** आप का बहुत बहुत धन्यवाद जो आपने, मुझे रेल बजट पर विचार व्यक्त करने का मौका दिया। मैं रेल बजट 2026 पर चर्चा करते हुए सरकार के दावों और वास्तविक स्थिति के बीच के अंतर को उजागर करना चाहती हूँ। सरकार हर वर्ष बड़े-बड़े आंकड़े प्रस्तुत करती है - कहती है कि रेलवे के लिए रिकॉर्ड बजट दिया गया है, लेकिन जमीनी स्तर पर आम यात्री को न तो सुविधाएँ मिल रही हैं और न ही नए अवसर।

सरकार ने इस वर्ष लगभग 2.9 लाख करोड़ रुपये का पूंजीगत व्यय घोषित किया है। लेकिन सवाल यह है कि क्या यह निवेश आम यात्रियों की समस्याओं को हल कर पाएगा? आज भी देश में हजारों ट्रेनें भीड़ से भरी रहती हैं, टिकट मिलना मुश्किल होता है और कई जगह बुनियादी सुविधाएँ भी नहीं हैं।

राजस्थान के भरतपुर संसदीय क्षेत्र का उदाहरण ही देख लीजिए। भरतपुर जंक्शन दिल्ली-आगरा जैसे महत्वपूर्ण रेल मार्ग पर स्थित है, फिर भी यहाँ कई महत्वपूर्ण ट्रेनों का ठहराव नहीं है।

पर्यटन की दृष्टि से अत्यंत महत्वपूर्ण क्षेत्र होने के बावजूद रेलवे ने यहाँ अपेक्षित निवेश नहीं किया।

भरतपुर में स्थित केवलादेव राष्ट्रीय उद्यान विश्व प्रसिद्ध पक्षी अभयारण्य है, जहाँ हर वर्ष हजारों विदेशी पर्यटक आते हैं। अगर रेलवे यहाँ बेहतर कनेक्टिविटी और आधुनिक स्टेशन सुविधाएँ उपलब्ध कराए, तो यह क्षेत्र पर्यटन और रोजगार के बड़े केंद्र के रूप में विकसित हो सकता है। लेकिन दुर्भाग्य से इस बजट में भरतपुर के लिए कोई ठोस योजना दिखाई नहीं देती।

अतः मेरी सरकार से यह अपील है कि निम्नलिखित रेल गाड़ियों का ठहराव भरतपुर रेलवे

* Speech was laid on the Table.

स्टेशन पर किया जाए जिससे के पर्यटन को बढ़ावा मिले भरतपुर से आगरा, मथुरा, जयपुर, सवाई माधोपुर जैसे पर्यटन स्थलों की सीधी पहुंच भी है। अतः इन ट्रेनों का ठहराव यहाँ अत्यंत उपयोगी सिद्ध होगा।

1. 12909-12910 बान्द्रा-निजामुद्दीन गरीब रथ।
2. 12247-12248 बान्द्रा-निजामुद्दीन युवा एक्सप्रेस।
3. 22941-22942 इन्दौर-उधमपुर सुपरफास्ट।
4. 12953-12954 मुंबई सेन्ट्रल-निजामुद्दीन अगस्त क्रांति।

इस के अलावा मैं यह बताना चाहूँगी कि खेरली अनाज मंडी राजस्थान प्रदेश की बड़ी अनाज मंडी है जहाँ दूर दूर से व्यापारी आते हैं।

अतः आपसे आग्रह है कि निम्नलिखित रेल गाड़ियों का खेरली रेलवे स्टेशन पर स्टॉपेज देने का कष्ट करें ताकि व्यापारियों और आमजन को सुविधा मिल सके।

- 1-गाड़ी-संख्या-12547-12548-आगरा-कैंट साबरमती (अहमदाबाद) से
- 2-गाड़ी-संख्या-12987-12988-अजमेर सियालदह।
- 3-गाड़ी-संख्या-12307-12308-हावड़ा जोधपुर।
- 4-गाड़ी-संख्या-22307-22308-बीकानेर हावड़ा।

मैं सरकार से पूछना चाहती हूँ -

मेरे संसदीय क्षेत्र के कुम्हेर, डीग, कामां होते हुए कोसी और आसपास के क्षेत्रों को बेहतर रेल संपर्क से जोड़ने के लिए क्या कदम उठाए जाएंगे ?

कई वर्षों से बृज-मेवात क्षेत्र के लोगो द्वारा नये रेलमार्ग को लेकर मांग उठाई जा रही है। सरकार हाई-स्पीड ट्रेन और वंदे भारत की बात करती है, इस बजट (2026-2027) में भी देश में 7 नए हाई-स्पीड रेल कॉरिडोर प्रस्तावित है

लेकिन ग्रामीण और अर्ध-शहरी क्षेत्रों की रेल सुविधाएँ लगातार कमजोर होती जा रही हैं। कई पैसेंजर ट्रेनों को बंद कर दिया गया है, जिससे गरीब और मध्यम वर्ग के यात्रियों को परेशानी हो

रही है।

रेलवे केवल बुलेट ट्रेन और चमकदार स्टेशनों से नहीं चलती। रेलवे की असली ताकत आम यात्री, किसान, मजदूर और छोटे व्यापारी हैं, जो रोजाना इस पर निर्भर रहते हैं।

अगर सरकार सच में रेलवे को देश के विकास का इंजन बनाना चाहती है, तो उसे केवल बड़े-बड़े घोषणाओं से आगे बढ़कर क्षेत्रीय असमानता को दूर करने पर ध्यान देना होगा।

अंत में, मैं यह कहना चाहूँगी कि रेल बजट 2026 में दिखाए गए सपनों और जमीनी हकीकत के बीच अभी भी बहुत बड़ा अंतर है। सरकार को चाहिए कि वह भरतपुर सहित राजस्थान के उपेक्षित क्षेत्रों के विकास के लिए ठोस और समयबद्ध कदम उठाए।

धन्यवाद।

***DR. PRABHA MALLIKARJUN (DAVANAGERE):** I wish to speak on the Demand for Grants for the Ministry of Railways, and while the government proudly announces impressive figures year after year, the ground reality presents a far more complex picture. The Railway Budget for 2026–27 estimates a capital expenditure of about ₹2.93 lakh crore, representing an increase of around 10.5 per cent from the previous year. At first glance, this appears to signal strong commitment toward railway development. However, when we examine the financial structure of the Railways and the outcomes achieved so far, the situation appears far less encouraging.

The railway system today is operating under significant financial pressure. The operating ratio is projected at around 98.4 per cent, which means the Railways spends nearly ₹98 to earn every ₹100. Such a narrow

* Speech was laid on the Table.

margin leaves very little surplus for expanding infrastructure, improving passenger services, or investing in technological upgrades. In practical terms, the system is functioning on a fragile financial base where even a modest increase in costs could further strain the finances of the Railways.

Equally concerning is the fact that nearly two-thirds of railway expenditure is already committed to salaries and pensions. This significantly limits the financial flexibility available for developmental initiatives. Consequently, while headline announcements may appear impressive, the fiscal space for meaningful expansion remains constrained.

Another structural challenge lies in the heavy dependence on freight revenue. Nearly 62 per cent of railway income is generated through freight operations, while passenger services account for only about 29 per cent of total revenue. Freight earnings therefore end up subsidising passenger travel, creating distortions in pricing and operational priorities. Moreover, even within freight operations, the system remains heavily dependent on coal transportation, which contributes nearly 48 per cent of freight revenue. At a time when the global economy is steadily transitioning towards cleaner sources of energy, such dependence raises important questions about the long-term sustainability of the railway revenue model.

The government often highlights the rise in capital expenditure as a major achievement. However, higher expenditure alone cannot be considered a measure of success. Despite increasing allocations, average train speeds, service reliability, and passenger experience have not improved

proportionately over the past several years. If investments are rising but operational outcomes remain largely unchanged, it is reasonable for Parliament to question whether resources are being deployed in the most effective manner.

This brings me to another important issue that deserves serious discussion — the government's growing emphasis on high-speed rail corridors. Nearly seven high-speed rail corridors have been proposed with an estimated investment of around ₹16 lakh crore. This is an enormous amount of public investment. The fundamental question we must ask is: who truly benefits from these projects?

High-speed rail corridors largely connect already developed metropolitan regions. While they may reduce travel time between major cities, they do little to address the connectivity challenges faced by hinterland regions and less developed districts. Infrastructure investments should ideally prioritise balanced regional development, rather than focusing primarily on high-visibility prestige projects.

For states like Karnataka, this imbalance becomes particularly evident. Regions such as Kalyana Karnataka (Hyderabad-Karnataka) and central Karnataka continue to experience limited railway connectivity and slow progress on several long-pending projects. Instead of strengthening these regional networks, the government appears to be concentrating resources on corridors that primarily benefit major metropolitan centres.

Karnataka established K-RIDE (Rail Infrastructure Development

Company – Karnataka) as a joint initiative with the Ministry of Railways to accelerate railway infrastructure development in the state. Projects such as the Bengaluru Suburban Rail Project have the potential to transform urban mobility for millions of commuters while reducing the severe congestion faced by the city. However, the pace of support and prioritisation for such initiatives has been far slower than the urgency of the situation demands.

Allow me to say this with a touch of humour.

Commuters in Bengaluru are not asking for a bullet train; they are simply asking for a train that arrives before their office timing.

For the government, the future of railways often appears to be measured in kilometres per hour of bullet trains. But for ordinary passengers, the real question remains whether their train will arrive on time at all. Even today, the railway punctuality index remains around 77 per cent, which means nearly one in four trains experiences delays. While discussions focus on trains travelling at 300 kilometres per hour, millions of passengers are still waiting for basic reliability and punctual services.

Reliability in railways is not only about punctuality; it is equally about safety. The findings of recent audits raise serious concerns about whether safety systems are receiving the attention they deserve.

Between 2000–01 and 2024–25, a total of 3,984 consequential train accidents have been recorded across the railway network. These include serious incidents such as collisions, derailments, and fires, resulting in loss of life, injuries, and disruption of railway traffic. While the accident rate per million

train kilometres has declined over time, accidents continue to occur — including 40 accidents in 2023–24 and 31 accidents in 2024–25.

The Comptroller and Auditor General (CAG) has highlighted several structural issues responsible for derailments and safety failures. These include over-speeding, inadequate track maintenance, deviations in track parameters, defects in coaches and wagons, and operational errors during shunting operations. Even more concerning is the finding that inspections of railway tracks have shown shortfalls ranging from 30 per cent to 100 per cent, indicating serious gaps in maintenance practices.

The audit also observed that around 63 per cent of assessed non-AC coaches lacked fire extinguishers, which is a basic safety requirement for passenger trains. Such findings underline the urgent need to strengthen safety mechanisms across the railway network.

The government frequently refers to Kavach, the automatic train protection system, as a major technological solution to enhance railway safety. While Kavach is indeed a positive step, its implementation remains slow and limited in coverage. Safety technologies cannot remain confined to pilot projects; they must be deployed widely and rapidly across the railway network to prevent accidents and protect passengers.

Although expenditure on safety-related works has increased from around ₹60,884 crore in 2017-18 to nearly ₹1,20,389 crore in 2026-27, the true measure of safety lies not only in how much is spent but in how effectively those investments translate into safer railway operations.

Railways are not merely a mode of transport; they carry the trust and safety of millions of citizens every day. Strengthening safety systems, accelerating the deployment of Kavach, and ensuring rigorous maintenance of tracks and rolling stock must therefore remain among the highest priorities.

If railway investments were better aligned with regional development needs, they could significantly strengthen economic connectivity across Karnataka. Improved rail infrastructure could support stronger economic linkages between Bengaluru and important tier-two cities such as Davangere, Hubballi-Dharwad, and Belagavi.

In fact, a Bengaluru–Pune economic railway corridor could have been a far more meaningful investment. Such a corridor would connect two major economic centres while simultaneously strengthening industrial and agricultural logistics across northern Karnataka. Cities like Davangere — widely known as the Cotton City of Karnataka — play a crucial role in agricultural trade and textile production. Improved rail connectivity would enable farmers, traders, and small industries to transport goods more efficiently and access broader markets.

When we compare the present situation with earlier phases of railway development, it is important to remember that substantial expansion of the railway network occurred during previous administrations. Between 2004 and 2014, the railway sector witnessed significant progress in gauge conversion, electrification, and construction of new railway lines. Thousands of kilometres of railway tracks were added, and regional connectivity projects were

prioritised to integrate smaller towns and districts with national markets.

These investments laid the foundation for industrial expansion and regional economic growth across several states. The focus during that period was not limited to prestige projects but extended toward expanding inclusive connectivity across the country.

Historically, railways have served as a powerful instrument of national integration and balanced economic development. The true success of railway policy should therefore not be measured solely by the speed of a few elite corridors, but by how effectively it connects the farmer, the student, the small trader, and the industrial worker across India's hinterland.

I therefore urge the government to reconsider its priorities and ensure that railway investments focus on strengthening conventional railway networks, improving regional connectivity, and supporting economic growth in states like Karnataka — particularly in underserved regions such as Kalyana Karnataka and central Karnataka.

Thank you.

***श्री उम्मेदा राम बेनीवाल (बाड़मेर) :** मैं रेल मंत्रालय की अनुदान मांगों पर अपनी बात रखना चाहता हूँ। सबसे पहले मैं यह कहना चाहता हूँ कि भारतीय रेल केवल एक परिवहन व्यवस्था नहीं है, बल्कि यह भारत की आर्थिक, सामाजिक और सामरिक जीवनरेखा है। देश के दूरदराज़ क्षेत्रों को जोड़ने में रेलवे की भूमिका अत्यंत महत्वपूर्ण है।

लेकिन आज मुझे भारी मन से यह कहना पड़ रहा है कि जिस तरह से सरकार रेलवे के

* Speech was laid on the Table.

बजट और योजनाओं को प्रस्तुत कर रही है, उसमें जमीनी सच्चाई और लोगों की वास्तविक जरूरतों के बीच बहुत बड़ा अंतर दिखाई देता है।

मैं राजस्थान के सीमावर्ती क्षेत्र बाड़मेर-जैसलमेर का प्रतिनिधित्व करता हूँ। यह वह क्षेत्र है जो पाकिस्तान सीमा से लगा हुआ है, जहां हजारों किलोमीटर तक फैला हुआ रेगिस्तान है, जहां सेना की आवाजाही होती है, जहा पर्यटन की अपार संभावनाएं हैं और जहां लाखों लोग रहते हैं। लेकिन दुख की बात यह है कि आज भी इस क्षेत्र की रेल कनेक्टिविटी उतनी मजबूत नहीं है जितनी होनी चाहिए।

सरकार बार-बार बड़े-बड़े दावे करती है कि रेलवे में ऐतिहासिक निवेश हो रहा है। कहा जाता है कि सीमावर्ती क्षेत्रों में हजारों करोड़ रुपये की रेल परियोजनाओं पर काम चल रहा है। लेकिन मैं सरकार से पूछना चाहता हूँ कि अगर इतनी बड़ी राशि खर्च हो रही है, तो फिर बाड़मेर और जैसलमेर के लोग को आज भी पर्याप्त ट्रेनों, बेहतर सुविधाएं और नई रेल लाइनों का इंतजार क्यों करना पड़ रहा है।

बाड़मेर और जैसलमेर केवल सामान्य जिले नहीं हैं। यह देश की सुरक्षा से जुड़े हुए अत्यंत महत्वपूर्ण क्षेत्र हैं। जब भी सीमा पर तनाव की स्थिति बनती है, तो उसका सीधा असर हमारे क्षेत्र की ट्रेन सेवाओं पर पड़ता है। कोविड-19 महामारी के बाद कई लंबी दूरी की ट्रेनों जो पहले इस क्षेत्र से संचालित होती थी, वे आज तक पूरी तरह से बहाल नहीं हो पाई हैं। इसका सीधा नुकसान आम जनता, छात्रों, मजदूरों और व्यापारियों को उठाना पड़ रहा है।

ऐसे संवेदनशील और सामरिक दृष्टि से महत्वपूर्ण क्षेत्र में रेलवे नेटवर्क मजबूत होना चाहिए, लेकिन दुर्भाग्य से रेलवे नेटवर्क के विस्तार की ओर अपेक्षित ध्यान नहीं दिया गया है।

इतिहास की ओर देखें तो बाड़मेर में पहली बार वर्ष 1930 में रेल सेवा पहुंची थी। वहीं जैसलमेर में स्वतंत्रता के बाद वर्ष 1951 में रेलवे पहुंचा। लेकिन उसके बाद से लेकर आज तक इस क्षेत्र में नई रेल लाइनों के विस्तार की गति अत्यंत धीमी रही है।

मैं सरकार से यह पूछना चाहता हूँ कि जब देश के बड़े शहरों में बुलेट ट्रेन और वदे भारत

जैसी आधुनिक ट्रेनें शुरू की जा रही हैं, तब सीमावर्ती क्षेत्रों के लोगों को बुनियादी रेल सुविधाओं के लिए क्यों संघर्ष करना पड़ रहा है।

बाड़मेर और जैसलमेर का इलाका पर्यटन की दृष्टि से भी अत्यंत महत्वपूर्ण है। जैसलमेर को "गोल्डन सिटी" के नाम से जाना जाता है। हर वर्ष लाखों देशी और विदेशी पर्यटक यहां आते हैं। हाल ही में जैसलमेर रेलवे स्टेशन को लगभग 140 करोड़ रुपये की लागत से आधुनिक बनाने का कार्य किया जा रहा है, जो निश्चित रूप से एक सराहनीय कदम है।

लेकिन केवल स्टेशन का सौदर्गीकरण कर देने से विकास पूरा नहीं हो जाता। यदि स्टेशन आधुनिक बन भी जाए, लेकिन वहां पर्याप्त ट्रेनें न हों, नई रेल लाइनें न हों और यात्रियों के लिए मूलभूत सुविधाएं उपलब्ध न हों, तो उसका वास्तविक लाभ लोगों तक नहीं पहुंच पाएगा।

मैं सरकार को यह भी याद दिलाना चाहता हूँ कि राजस्थान का पश्चिमी रेगिस्तानी क्षेत्र केवल पर्यटन या सीमा सुरक्षा के लिए ही महत्वपूर्ण नहीं है, बल्कि यह ऊर्जा और खनिज ससाधनों का भी बड़ा केंद्र बनता जा रहा है।

बाड़मेर क्षेत्र में पेट्रोलियम उत्पादन, सौर ऊर्जा परियोजनाएं और खनिज आधारित उद्योग तेजी से विकसित हो रहे हैं। ऐसे में यदि रेलवे नेटवर्क को मजबूत किया जाए, तो इससे उद्योग, व्यापार और रोजगार के नए अवसर पैदा होंगे।

रेलवे विशेषज्ञों का मानना है कि पश्चिमी राजस्थान में एक, "वेस्टर्न डेजर्ट डेडिकेटेड सुलोर, रामकली का भोल रेल कॉरिडोर" विकसित किया जा सकता है, जो भिलडी, बायतु, फलसूंड, फलोदी, बीकानेर होते हुए अमृतसर तक एक समर्पित रेल कॉरिडोर के रूप में विकसित हो सकता है। इससे लॉजिस्टिक्स, व्यापार और रक्षा आपूर्ति को अत्यंत मजबूती मिलेगी।

आज रेलवे के सामने एक और गंभीर समस्या है-रेलवे में लगातार बढ़ती हुई रिक्त पदों की संख्या। यात्रियों की सुरक्षा के लिए पर्याप्त कर्मचारी उपलब्ध नहीं हैं। कई स्थानों पर टिकट काउंटर बंद पड़े हैं और यात्रियों को लंबी कतारों में खड़ा रहना पड़ता है।

यदि सरकार वास्तव में रेलवे को मजबूत बनाना चाहती है, तो उसे सबसे पहले मानव

संसाधन और बुनियादी सुविधाओं पर ध्यान देना होगा। रेलवे में जो भी रिक्त पद है, उन्हें तत्काल भरा जाना चाहिए। साथ ही वर्ष 2019 की ग्रुप-डी भर्ती की प्रतीक्षा सूची में शामिल अभ्यर्थियों को तुरंत नियुक्ति दी जानी चाहिए।

बाड़मेर-जैसलमेर संसदीय क्षेत्र में रेल सेवाओं के विस्तार की मांग

गाड़ी स. 22996/95 मण्डोर सुपरफास्ट- बाड़मेर तक विस्तार किया जाए

गाड़ी स. 20813/14 जोधपुर-पुरी सुपर फास्ट - बाड़मेर तक विस्तार किया जाए

गाड़ी स: 22673/74 जोधपुर-मन्नारगुडी एमस्प्रेस - बाड़मेर तक विस्तार किया जाए

गाड़ी.स. 20489/90 बाड़मेर-मथूरा सुपरफास्ट - प्रतिदिन चलाया जाए।

पूर्व में संचालित साप्ताहिक बाड़मेर-अहमदाबाद- मुम्बई पुनः प्रतिदिन चलाया जाए.

नई रेल सेवा बाड़मेर से कन्याकुमारी वाया भीलड़ी वाया कोकण रेल्वे - साप्ताहिक ट्रेन-चलाई जाए

नई रेल सेवा बाड़मेर से चेन्नई वाया समदड़ी-सीडी- साप्ताहिक ट्रेन-चलाई जाए

गाड़ी संख्या 06097/98 ईरोड से बाड़मेर स्पेशन साप्ताहिक रेल - नियमित कर पुनः संचालन किया जाए।

गाड़ी संख्या 14661/62 बाड़मेर से जम्मूतवी वाया दिल्ली शालीमार एमस्प्रेस श्रीमती वेषणो देवी कटरा तक विस्तार किया जाए।

सरकार से विशेष रूप से निम्नलिखित मागे करना चाहता हूँ-

पहली माग:

1 जैसलमेर-बाड़मेर- भाभर (प्रस्तावित) रेल परियोजना के लिए आवश्यक बजट तत्काल उपलब्ध कराया जाए।

खाजूवाला-नाचना-मोहनगढ़-जैसलमेर नई रेल लाइन के लिए बजट स्वीकृत किया जाए।

दूसरी मांगा:

लूणी-बाड़मेर रेल लाइन का दोहरीकरण (डबलिंग) किया जाए।

तीसरी मांग:

जोधपुर-फलोदी-जैसलमेर रेल लाइन का दोहरीकरण किया जाए।

चौथी मांग:

लूनी - समदडी-बालेसर-फलोदी नई रेल लाइन को स्वीकृति प्रदान की जाए।

पांचवीं मांग:

बाड़मेर से दिल्ली, मुंबई और अहमदाबाद के लिए नई एक्सप्रेस ट्रेनें शुरू की जाएं ताकि इस क्षेत्र के लोगों को देश के बड़े शहरों से बेहतर कनेक्टिविटी मिल सके।

छठी मांग:

रेलवे में खाली पदों को जल्द से जल्द भरा जाए ताकि युवाओं को रोजगार मिले और रेलवे सेवाएं भी बेहतर हो सकें। एवं बाड़मेर स्टेशन पर परिचालन कर्मचारियों के रोस्टर में आवश्यक परिवर्तन किए जाए 12 घंटे की जगह 8 घंटे की तीन शिफ्ट में ड्यूटी लगाई जाए।

माननीय अध्यक्ष महोदय, आज देश का युवा रोजगार की उम्मीद लगाए बैठा है। रेलवे हमेशा से भारत में सबसे बड़ा रोजगार देने वाला क्षेत्र रहा है। लेकिन पिछले कुछ वर्षों में रेलवे में भर्ती की प्रक्रिया धीमी हो गई है।

अगर सरकार वास्तव में युवाओं को अवसर देना चाहती है, तो उसे रेलवे में बड़े पैमाने पर भर्ती करनी चाहिए। इससे न केवल युवाओं को रोजगार मिलेगा, बल्कि रेलवे सेवाओं की गुणवत्ता भी बेहतर होगी।

मैं अंत में यही कहना चाहता हूँ कि रेलवे का विकास केवल बड़े शहरों तक सीमित नहीं होना चाहिए। वास्तविक विकास तभी संभव है जब देश के दूरदराज और सीमावर्ती क्षेत्रों को भी समान महत्व दिया जाए।

बाड़मेर और जैसलमेर के लोग देश की सीमा की रक्षा करने वाले हमारे सैनिकों के साथ कंधे से कंधा मिलाकर खड़े रहते हैं। ऐसे में यह सरकार की जिम्मेदारी बनती है कि वह इस क्षेत्र के विकास के लिए विशेष योजनाएं बनाए और रेलवे नेटवर्क को मजबूत करे।

मैं सरकार से आग्रह करता हूँ कि रेलवे की अनुदान मांगों पर चर्चा करते समय केवल आंकड़ों और घोषणाओं तक सीमित न रहे, बल्कि उन लाखों लोगों की आवाज भी सुने जो आज भी बेहतर रेल सुविधाओं का इंतजार कर रहे हैं।

रेलवे का बजट तभी सफल माना जाएगा जब यह देश के हर कोने तक विकास की पटरी पहुंचाए।

इसी आशा और अपेक्षा के साथ मैं सरकार से आग्रह करता हूँ कि बाडमेर-जैसलमेर जैसे सीमावर्ती क्षेत्रों की जरूरतों को प्राथमिकता दे और रेलवे को वास्तव में जनता की सेवा का माध्यम बनाए।

धन्यवाद।

***SHRI ANUP SANJAY DHOTRE (AKOLA):** I rise to support the Supplementary Demand for Grants for Railways and to highlight the remarkable transformation that the railway sector has witnessed in recent years under the visionary leadership of Narendra Modi.

For many decades, Indian Railways faced the challenge of inadequate investment and slow modernization. During the period from 2009 to 2014, the total capital expenditure on Railways was only about 45,900 crore. In contrast, the present Government has earmarked nearly 2,93,030 crore for Railways in FY 2026-27, which represents a historic increase of about 540 per cent. This unprecedented investment has accelerated the modernization of railway infrastructure and improved services for millions of passengers.

The pace of railway infrastructure development has increased

* Speech was laid on the Table.

significantly. The average rate of track laying has risen from about 4.2 kilometres per day earlier to nearly 14.5 kilometres per day today. Over the last decade, more than 31,000 kilometres of railway tracks have been constructed, and thousands of kilometres are being added every year to increase capacity for both passenger and freight transportation.

Indian Railways is also moving rapidly towards sustainability with almost the entire broad-gauge network electrified, bringing the system closer to its Net Zero Carbon Emissions target by 2030.

Passenger experience has improved tremendously with the introduction of modern trains such as the Vande Bharat Express, which provide faster, safer, and more comfortable journeys to passengers across the country.

Safety has also been strengthened through the establishment of the Rashtriya Rail Sanraksha Kosh and the deployment of advanced systems like the Kavach Automatic Train Protection System, significantly reducing accidents and improving operational efficiency.

Furthermore, the development of the Dedicated Freight Corridor has transformed freight transportation in India, enabling faster cargo movement and strengthening the country's logistics network.

While appreciating these national achievements, I would also like to bring certain important demands concerning Akola district in Maharashtra to the attention of the Government.

Firstly, the redevelopment work of Akola Railway Station has been taken up under the Amrit Bharat Station Scheme. I would like to know by when the

redevelopment work of Akola Railway Station will be completed so that passengers can benefit from modern facilities at the earliest.

Secondly, considering the immense religious significance of Ram Mandir at Ayodhya and the large number of devotees from Vidarbha who wish to visit the holy city, I request the Government to start a direct train service from Akola to Ayodhya so that pilgrims can travel conveniently for religious purposes.

With these words, I support the Supplementary Demand for Grants for Railways.

***डॉ. हेमंत विष्णु सवरा (पालघर):** मैं रेल मंत्रालय की अनुदान मांगों का समर्थन करते हुए कुछ महत्वपूर्ण विचार रखना चाहता हूँ। भारतीय रेल केवल एक परिवहन प्रणाली नहीं है, बल्कि यह देश की आर्थिक प्रगति, राष्ट्रीय एकता और सामाजिक समावेशन की जीवनरेखा है। दुनिया के सबसे बड़े रेल नेटवर्क में से एक होने के नाते भारतीय रेल प्रतिदिन करोड़ों यात्रियों को सेवा देती है और विशाल मात्रा में माल ढुलाई करती है।

आज जब भारत तेज़ी से शहरीकरण और औद्योगिक विकास की ओर बढ़ रहा है, तब रेलवे अवसंरचना का विस्तार, आधुनिक तकनीक का उपयोग और सुरक्षित रेल संचालन अत्यंत आवश्यक है। मुझे यह कहते हुए गर्व है कि माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में भारतीय रेल एक ऐतिहासिक परिवर्तन के दौर से गुजर रही है।

वर्ष 2026-27 के बजट में भारतीय रेल को लगभग आरएस2.78 लाख करोड़ का सकल बजटीय समर्थन दिया गया है, जो इस क्षेत्र के इतिहास का सबसे बड़ा आवंटन है। यह वर्ष 2013-14 में दिए गए लगभग आरएस63,000 करोड़ के मुकाबले 338 प्रतिशत से अधिक वृद्धि को दर्शाता है।

* Speech was laid on the Table.

पिछले वर्षों में रेलवे में पूंजीगत निवेश में भी ऐतिहासिक वृद्धि हुई है। 2009-14 के दौरान औसत वार्षिक पूंजीगत व्यय लगभग आरएस0.45 लाख करोड़ था, जो अब बढ़कर 2026-27 में लगभग आरएस2.93 लाख करोड़ तक पहुँच गया है।

सरकार रेलवे नेटवर्क के विस्तार और भीड़भाड़ कम करने के लिए लगातार कार्य कर रही है। नई रेलवे लाइनों के लिए बजट में लगभग 20 प्रतिशत की वृद्धि की गई है। ट्रैक डबलिंग के लिए लगभग 30 प्रतिशत अधिक आवंटन किया गया है। इससे यात्रियों को तेज़ और सुरक्षित यात्रा सुविधा मिलेगी और माल ढुलाई की क्षमता भी बढ़ेगी।

रेलवे के विद्युतीकरण के क्षेत्र में भी भारत ने बड़ी उपलब्धि हासिल की है। 2014 से पहले केवल 33 प्रतिशत रेल नेटवर्क विद्युतीकृत था। आज लगभग 99.4 प्रतिशत ब्रॉड गेज नेटवर्क विद्युतीकृत हो चुका है। इससे ईंधन की बचत, पर्यावरण संरक्षण और संचालन लागत में कमी आई है।

भारत अब हाई-स्पीड रेल नेटवर्क की दिशा में तेजी से आगे बढ़ रहा है। मुंबई-अहमदाबाद बुलेट ट्रेन कॉरिडोर लगभग 508 किलोमीटर लंबा है और इससे यात्रा समय लगभग 2 घंटे 7 मिनट रह जाएगा। इसके अलावा देश में 7 नए हाई-स्पीड रेल कॉरिडोर विकसित किए जा रहे हैं जो प्रमुख आर्थिक शहरों को जोड़ेंगे।

आज भारतीय रेल में आधुनिक ट्रेनों की शुरुआत भी एक नई क्रांति लेकर आई है-

162 वंदे भारत ट्रेन सेवाएँ

वंदे भारत स्लीपर ट्रेनें

अमृत भारत एक्सप्रेस

नमो भारत रैपिड रेल सेवाएँ

इनसे यात्रियों की सुविधा और यात्रा अनुभव में बड़ा सुधार हुआ है।

मैं विशेष रूप से अपने राज्य महाराष्ट्र के संदर्भ में सरकार के प्रयासों की सराहना करना चाहता हूँ। वर्ष 2009-14 में महाराष्ट्र को रेलवे के लिए औसतन आरएस1,171 करोड़ मिलते थे।

आज 2026-27 में यह बढ़कर आरएस23,926 करोड़ हो गया है। यह लगभग 20 गुना वृद्धि है। आज महाराष्ट्र में आरएस1,70,058 करोड़ से अधिक के रेलवे प्रोजेक्ट्स पर कार्य प्रगति पर है, जिसमें नई रेलवे लाइनें, स्टेशन पुनर्विकास और सुरक्षा उन्नयन शामिल हैं।

माननीय अध्यक्ष महोदय, रेलवे स्टेशनों को आधुनिक बनाने के लिए अमृत भारत स्टेशन योजना के अंतर्गत महाराष्ट्र के 132 रेलवे स्टेशनों का पुनर्विकास किया जा रहा है।

कुल निवेश: आरएस5,675 करोड़

अब तक 17 स्टेशनों पर कार्य पूरा हो चुका है।

इन परियोजनाओं से यात्रियों को आधुनिक सुविधाएँ और बेहतर अनुभव मिलेगा।

महाराष्ट्र में प्रीमियम ट्रेन सेवाओं का विस्तार हुआ है-

12 जोड़ी वंदे भारत एक्सप्रेस सेवाएँ

5 जोड़ी अमृत भारत एक्सप्रेस सेवाएँ

इससे राज्य में यात्रा की गति और सुविधा दोनों में बड़ा सुधार हुआ है। 2014 के बाद महाराष्ट्र में रेलवे अवसंरचना का विस्तार तेज़ी से हुआ है।

लगभग 2,400 किलोमीटर नई रेल लाइनें बनाई गई हैं, जो कई देशों के पूरे रेल नेटवर्क से भी अधिक है।

राज्य में 100 प्रतिशत रेल विद्युतीकरण हासिल किया गया है।

2014 के बाद 3,744 किलोमीटर लाइनें विद्युतीकृत की गई हैं।

इसके अलावा 1,228 फ्लाईओवर और अंडरपास बनाए गए हैं जिससे सड़क और रेल यातायात दोनों सुरक्षित हुए हैं।

महाराष्ट्र में रेलवे सुरक्षा को मजबूत करने के लिए कवच प्रणाली लागू की जा रही है।

576 रूट किलोमीटर पर कवच लागू हो चुका है

3,617 किलोमीटर पर कार्य प्रगति पर है

कुल 4,981 किलोमीटर नेटवर्क स्वीकृत है।

यह प्रणाली ट्रेन टकराव को रोकने में महत्वपूर्ण भूमिका निभाएगी।

मैं विशेष रूप से पालघर जिले का प्रतिनिधित्व करता हूँ, जो एक बड़ा आदिवासी बहुल क्षेत्र है। यहाँ रेलवे परियोजनाएँ केवल परिवहन नहीं बल्कि विकास और अवसरों का माध्यम हैं।

पालघर और आसपास के क्षेत्रों में रेलवे अवसंरचना का विस्तार, स्टेशन आधुनिकीकरण, बेहतर कनेक्टिविटी जैसी परियोजनाएँ स्थानीय युवाओं के लिए रोजगार और व्यापार के नए अवसर पैदा कर रही हैं। रेलवे कनेक्टिविटी बढ़ने से आदिवासी क्षेत्रों में शिक्षा, स्वास्थ्य और आर्थिक गतिविधियों तक पहुंच आसान हुई है।

मैं एक और महत्वपूर्ण परियोजना का उल्लेख करना चाहता हूँ दहानू नासिक रेल लाइन सर्वे योजना। यह परियोजना महाराष्ट्र के आदिवासी बहुल क्षेत्रों के लिए अत्यंत महत्वपूर्ण है। यह रेल लाइन पूरे क्षेत्र में क्रांतिकारी परिवर्तन लाने वाली साबित होगी।

दहानू से नासिक को जोड़ने वाली यह प्रस्तावित रेल लाइन पालघर, नासिक और आसपास के आदिवासी क्षेत्रों को सीधे मुख्य रेलवे नेटवर्क से जोड़ेगी। इससे न केवल कृषि उत्पादों, फल- सब्जियों और स्थानीय वन उत्पादों को बड़े बाजारों तक पहुँचाना आसान होगा, बल्कि स्थानीय युवाओं के लिए रोजगार, शिक्षा और व्यापार के नए अवसर भी खुलेंगे।

साथ ही, यह रेल परियोजना देश के प्रमुख धार्मिक स्थलों में से एक त्रयंबकेश्वर ज्योतिर्लिंग को भी बेहतर रेल कनेक्टिविटी प्रदान करेगी। इससे श्रद्धालुओं और पर्यटकों के लिए यात्रा आसान होगी तथा धार्मिक पर्यटन को भी बढ़ावा मिलेगा।

यह परियोजना वास्तव में आदिवासी क्षेत्रों के सामाजिक और आर्थिक विकास की दिशा में एक ऐतिहासिक कदम सिद्ध हो सकती है। मैं रेल मंत्रालय से अनुरोध करता हूँ कि इस दहानू-नासिक रेल लाइन परियोजना को प्राथमिकता के आधार पर आगे बढ़ाया जाए, ताकि आदिवासी क्षेत्रों का समग्र विकास सुनिश्चित हो सके।

भारतीय रेल आज निवेश, आधुनिकीकरण और हरित विकास के तीन मजबूत स्तंभों पर आगे बढ़ रही है।

तेजी से बढ़ता पूंजी निवेश, हाई-स्पीड रेल कॉरिडोर, आधुनिक ट्रेनें, स्टेशन पुनर्विकास, सुरक्षा प्रणालियों और हरित ऊर्जा की दिशा में प्रयास ये सभी मिलकर भारतीय रेल को एक विश्वस्तरीय, सुरक्षित और आधुनिक परिवहन प्रणाली में बदल रहे हैं।

मैं माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी को इस दूरदर्शी नेतृत्व के लिए हार्दिक बधाई देता हूँ।

इन्हीं शब्दों के साथ, मैं रेल मंत्रालय की अनुदान मांगों का पूर्ण समर्थन करता हूँ।

धन्यवाद।

***श्री महेश कश्यप (बस्तर) :** मैं रेल मंत्रालय का ध्यान छत्तीसगढ़ के आदिवासी बहुल एवं विकासशील क्षेत्र जगदलपुर की ओर आकर्षित करना चाहता हूँ, जो बस्तर संभाग का मुख्यालय होने के कारण प्रशासनिक, औद्योगिक, व्यावसायिक एवं पर्यटन गतिविधियों का प्रमुख केंद्र बन चुका है।

जगदलपुर आज तेजी से उभरता हुआ औद्योगिक नगर है। यहाँ भारत सरकार की नवरत्न कंपनी एनएमडीसी लिमिटेड द्वारा अत्याधुनिक स्टील प्लांट नगरनार स्टील प्लांट से उत्पादन किया जा रहा है, जिससे क्षेत्र में औद्योगिक विकास, रोजगार सृजन तथा व्यापारिक गतिविधियों में तीव्र वृद्धि हुई है। इसके अतिरिक्त बस्तर में प्राकृतिक सौंदर्य, जलप्रपात, वन संपदा और जनजातीय संस्कृति के कारण पर्यटन की अपार संभावनाएँ विकसित हो रही हैं।

अतः क्षेत्र की बढ़ती आवश्यकताओं को ध्यान में रखते हुए मैं निम्नलिखित महत्वपूर्ण रेल सेवाओं की माँग करना चाहता हूँ -

- वन विभाग की लंबित अनापत्तियों को प्राथमिकता के आधार पर शीघ्र निराकृत किया जाए।
- विभिन्न विभागों के बीच बेहतर समन्वय स्थापित किया जाए।

* Speech was laid on the Table.

- स्वीकृति प्राप्त होते ही परियोजनाओं हेतु तत्काल निविदाएँ आमंत्रित की जाएँ। निविदा प्रक्रिया पूर्ण कर शीघ्र टेंडर स्वीकृत किए जाएँ।
- परियोजनाओं की नियमित मॉनिटरिंग कर समयबद्ध पूर्णता सुनिश्चित की जाए।

यदि बस्तर संभाग में रेल नेटवर्क सुदृढ़ होता है तो यह क्षेत्र देश की अर्थव्यवस्था में महत्वपूर्ण योगदान दे सकता है। इससे स्थानीय युवाओं के लिए रोजगार के अवसर बढ़ेंगे, नए उद्योग स्थापित होंगे, व्यापारिक गतिविधियाँ तेज होंगी और क्षेत्र में शांति एवं विकास को मजबूती मिलेगी।

1. जगदलपुर से विशाखापट्टनम तक वंदे भारत ट्रेन प्रारंभ की जाए विशाखापट्टनम स्वास्थ्य सेवाओं, व्यापार, शिक्षा और बंदरगाह आधारित औद्योगिक गतिविधियों का प्रमुख केंद्र है।

जगदलपुर से बड़ी संख्या में नागरिक चिकित्सा, रोजगार, शिक्षा और व्यावसायिक कार्यों हेतु विशाखापट्टनम आते-जाते हैं। यदि इस मार्ग पर वंदे भारत एक्सप्रेस प्रारंभ की जाती है तो यात्रा समय में भारी कमी आएगी, व्यापारिक गतिविधियों को बढ़ावा मिलेगा तथा क्षेत्रीय संपर्क सुदृढ़ होगा।

2. जगदलपुर से भुवनेश्वर तक वंदे भारत ट्रेन प्रारंभ की जाए भुवनेश्वर धार्मिक, सांस्कृतिक और प्रशासनिक दृष्टि से अत्यंत महत्वपूर्ण नगर है। बड़ी संख्या में श्रद्धालु श्री जगन्नाथ मंदिर पुरी के दर्शन हेतु इस मार्ग से यात्रा करते हैं। वर्तमान में इस यात्रा में लगभग 15-16 घंटे का समय लगता है, जिससे यात्रियों को अत्यधिक कठिनाइयों का सामना करना पड़ता है। वंदे भारत ट्रेन के संचालन से यह यात्रा लगभग 7-8 घंटे में पूर्ण हो सकेगी, जिससे श्रद्धालुओं, पर्यटकों और व्यापारियों को अत्यधिक सुविधा प्राप्त होगी।

3. जगदलपुर से राउरकेला जंक्शन तक वंदे भारत ट्रेन प्रारंभ की जाए राउरकेला एक प्रमुख औद्योगिक नगर है, जहाँ बड़ी संख्या में छत्तीसगढ़ के नागरिक रोजगार एवं व्यापार के उद्देश्य से आते-जाते हैं। इस मार्ग पर वंदे भारत ट्रेन प्रारंभ होने से यात्रा सुगम, सुरक्षित एवं समयबद्ध हो सकेगी तथा दोनों राज्यों के मध्य औद्योगिक संपर्क को मजबूती मिलेगी।

4. जगदलपुर से रायगढ़ (छत्तीसगढ़) तक जन शताब्दी ट्रेन प्रारंभकी जाए रायगढ़ छत्तीसगढ़ का एक प्रमुख औद्योगिक एवं व्यापारिक शहर है। जगदलपुर और रायगढ़ के मध्य सीधी एवं तीव्र रेल सेवा उपलब्ध न होने के कारण यात्रियों को लंबी और असुविधाजनक यात्रा करनी पड़ती है।

यदि इस मार्ग पर जन शताब्दी एक्सप्रेस प्रारंभ की जाती है तो राज्य के इन दो महत्वपूर्ण शहरों के मध्य संपर्क सुदृढ़ होगा तथा व्यापार, शिक्षा एवं प्रशासनिक गतिविधियों को गति मिलेगी। इन रेल सेवाओं के प्रारंभ होने से -

- * बस्तर क्षेत्र में औद्योगिक विकास को गति मिलेगी
- * पर्यटन क्षेत्र का विस्तार होगा
- * युवाओं के लिए रोजगार के नए अवसर सृजित होंगे
- * चिकित्सा एवं शिक्षा सुविधाओं तक पहुँच आसान होगी
- * अंतर्राज्यीय व्यापार को मजबूती मिलेगी

अतः मैं केंद्र सरकार से विनम्र आग्रह करता हूँ कि जनहित को ध्यान में रखते हुए उपरोक्त रेल सेवाओं को शीघ्र स्वीकृति प्रदान कर प्रारंभ करने की कृपा करें।

धन्यवाद।

***SHRI P. C. MOHAN (BANGALORE CENTRAL):** I wish to support the Demand for Grants for the Ministry of Railways for the year 2026-27.

Indian Railways today stands as one of the strongest symbols of India's transformation under the visionary leadership of our Hon'ble Prime Minister Shri Narendra Modi Ji.

For many years, Indian Railways suffered from underinvestment and slow modernization. Between 2009 and 2014, Railways received only about

* Speech was laid on the Table.

45,900 crore in capital investment, which resulted in delays in projects and outdated infrastructure.

In contrast, the present Government has allocated a record ₹2,93,030 crore for Railways in FY 2026-27, demonstrating a historic commitment towards railway modernization, expansion and improved passenger experience.

The transformation of Indian Railways is clearly visible across the country. Railway infrastructure is expanding at an unprecedented pace. The average track laying rate has increased from about 4.2 km per day earlier to nearly 14.5 km per day today, and over the last decade more than 31,000 km of railway tracks have been constructed, with nearly 5,000 km of new tracks being added annually to increase passenger and freight capacity.

Indian Railways is also steadily moving towards becoming a Green Railway network. Today 99.4 percent of the broad-gauge network has been electrified, and 25 States have already achieved 100 percent electrification bringing us closer to the vision of Net Zero Railways by 2030.

Major engineering achievements such as the Chenab Bridge, the world's tallest railway bridge, and the Anji Khad cable-stayed bridge demonstrate India's engineering capability and determination to connect even the most difficult terrains. Similarly, the Mumbai-Ahmedabad Bullet Train project is progressing rapidly and will mark a historic milestone in India's high-speed rail journey.

One of the most remarkable achievements of this Government has been

the introduction of Vande Bharat trains, which have redefined rail travel in India.

Today over 160 Vande Bharat trains connect more than 274 districts across the country, offering faster, safer and more comfortable travel to millions of passengers. These trains are proudly designed and manufactured in India under the Make in India vision, showcasing India's growing technological capability.

The newer generation of Vande Bharat trains also feature multi-class passenger facilities, enabling more citizens to experience modern, comfortable and high-quality rail travel.

Trains of this standard, modern, technologically advanced and globally competitive were once only imagined in earlier years. But under the leadership of our Hon'ble Prime Minister Shri Narendra Modi Ji, those dreams have now become a reality.

Safety has also received unprecedented attention. Through the Rashtriya Rail Sanraksha Kosh, the Government has created a 1 lakh crore dedicated safety fund to upgrade railway infrastructure. In addition, ₹1.2 lakh crore has been allocated for safety-related works in the 2026-27 Budget alone. These efforts have produced remarkable results. Train accidents, which were 118 in 2013, have reduced drastically to around 11 accidents in 2025-26, reflecting a historic improvement in railway safety.

Technologies such as the indigenous Kavach Automatic Train Protection System are further strengthening safety by preventing collisions and improving

train operations.

Modernisation is also visible in railway stations across the country. Under the Amrit Bharat Station Scheme, more than 1,337 railway stations are being redeveloped, and over 170 stations have already been transformed into modern passenger hubs with improved facilities.

Today many railway stations across India are being transformed into world-class facilities that resemble modern airports, providing passengers with better comfort and convenience.

I would particularly like to highlight the remarkable progress taking place in Karnataka and Bengaluru.

The railway allocation for Karnataka has increased from about ₹835 crore during 2009-14 to nearly ₹7,748 crore today, which is almost nine times higher.

Infrastructure projects worth ₹52,950 crore are currently under progress in the state. Under the Amrit Bharat Station Scheme, 61 railway stations in Karnataka are being redeveloped with an investment of about ₹2,110 crore.

Bengaluru, which is the technology capital of India and one of the fastest growing metropolitan cities in the country, is also witnessing major improvements in railway infrastructure.

The KSR Bengaluru City Railway Station and other major stations are being modernised with world-class passenger facilities, making them comparable to airport terminals.

Satellite terminals such as the Sir M. Visvesvaraya Terminal at

Baiyappanahalli is helping to decongest the city and improve passenger handling capacity.

In fact, the Baiyappanahalli terminal project, which had remained stalled during the earlier UPA period, was revived and completed under the NDA Government, bringing new life and modern infrastructure to the station.

Similarly, the Whitefield Railway Station is also being upgraded and developed, strengthening rail connectivity in the rapidly growing eastern part of Bengaluru.

The Government has also approved the Bengaluru Suburban Rail Project, which will significantly improve daily commuter mobility in the Bengaluru metropolitan region by connecting suburbs, industrial corridors and major technology hubs. However, the progress of this important project has faced delays mainly due to pending land acquisition issues at the State level. Considering the growing traffic challenges faced by the city, I would request the concerned authorities to resolve these issues at the earliest and expedite the implementation of the project, so that lakhs of commuters in Bengaluru can benefit from improved suburban rail connectivity.

In my own constituency of Bengaluru Central, the historic Bengaluru Cantonment Railway Station is also being redeveloped under the Amrit Bharat Station Scheme with an investment of nearly ₹500 crore.

The redevelopment includes a modern station building, expanded concourse areas, improved waiting halls, lifts and escalators, wider platforms, improved lighting, digital passenger information systems and enhanced

accessibility for senior citizens and persons with disabilities.

The project will also provide parking facilities for around 500 cars and two-wheelers, along with improved entry and exit points and better traffic circulation around the station.

Railway stations that once served merely as transit points are today being transformed into modern city gateways and centres of economic activity. Once modernised, Bengaluru Cantonment station will provide airport-like passenger facilities and will integrate with the upcoming Bengaluru Suburban Rail Project, making it an important commuter hub for the rapidly growing city of Bengaluru.

Premium train connectivity has also expanded significantly. Karnataka today operates 12 pairs of Vande Bharat trains and 3 pairs of Amrit Bharat trains, improving connectivity between Bengaluru and other major cities.

Since 2014, about 1,750 kilometres of new railway lines have been constructed in Karnataka, and the railway network in the state has achieved 97 percent electrification, making rail transport faster, cleaner and more efficient. Speaker Sir, Indian Railways is also emerging as a powerful logistics backbone of our economy.

The Dedicated Freight Corridors, spanning more than 2,800 kilometres, have transformed freight transportation in the country. These corridors now handle over 325 freight trains daily, running at speeds of 50-60 km per hour, greatly improving logistics efficiency.

Indian Railways also achieved a remarkable milestone by handling 892

freight trains in a single day in January 2026, demonstrating the growing strength of India's freight network.

With increasing containerisation and the manufacturing of specialised containers for transporting foodgrains, cement and other commodities, railways will become an even stronger backbone of India's logistics ecosystem.

Most importantly, as a Member of Parliament from Bengaluru, I feel extremely happy to note that two out of the five proposed High-Speed Rail corridors of the country originate from Bengaluru, ie from Bengaluru to Chennai and Bengaluru to Hyderabad.

These corridors will significantly improve regional connectivity, reduce travel time and enable faster movement of people and economic activity, further strengthening Bengaluru's position as a global technology and innovation hub.

The scale of transformation we are witnessing in Indian Railways today clearly reflects the visionary leadership of our Hon'ble Prime Minister Shri Narendra Modi Ji.

From modern trains and world-class stations to dedicated freight corridors and upcoming high-speed rail networks, Indian Railways is becoming the backbone of India's development and a key driver in our journey towards Viksit Bharat.

With these words, I strongly support the Demand for Grants for the Ministry of Railways.

Thank you.

***SHRI ANURAG SINGH THAKUR (HAMIRPUR):** I wish to participate in the discussion on Demands for Grants for the Ministry of Railways for the financial year 2026-27. At the outset, I express my heartfelt gratitude to Prime Minister Shri Narendra Modi Ji and the Hon'ble Railway Minister for presenting a budget that is not merely a financial document, but a testament to this Government's unwavering commitment to transforming Indian Railways into a world-class institution. The total outlay of ₹2,93,030 crore for Railways in FY 2026-27 is not just a number, it is a declaration of intent to build a new India.

To truly appreciate the magnitude of what this Government has achieved, we must cast our minds back to the decade that preceded 2014. Under the UPA Government, Indian Railways was, I say this with full responsibility, treated as a political tool rather than a national asset. The chronic underfunding, the neglect of safety, and the indifference to modernisation had left our railways creaking under the weight of outdated infrastructure.

The numbers speak for themselves. A 540 per cent increase in capital expenditure, this is not incremental improvement. This is a fundamental reimagination of what Indian Railways can and should be. Over the past decade, this Government has laid over 31,000 km of new railway tracks and is now adding more than 5,000 km every single year. The track laying rate has surged from a modest 4.2 km per day under UPA to an impressive 14.5 km per

* Speech was laid on the Table.

day today.

On the critical matter of electrification, the contrast is equally stark. Where Congress electrified only 21,801 route kilometres in an entire decade, this Government has electrified 65,556 route kilometres, 93.83 per cent of the entire Broad-Gauge network. Today, 25 states have achieved 100 per cent railway electrification, and by February 2026, 99.4 per cent of India's broad-gauge network stands electrified, marking a decisive stride towards India's Green Railways and Net Zero 2030 vision.

On passenger safety, perhaps the most sacred duty of any railway administration. this Government's record is one of which every Indian can be proud. Train accidents that numbered 118 in the year 2013 have been reduced to a record low of just 11 in 2025-26. The Rashtriya Rail Sanraksha Kosh has allocated 21 lakh crore for upgrading critical railway assets, and 21.20 lakh crore has been allocated for safety-related works in FY 2026-27 alone, compared to just 170,273 crore during the entire UPA decade. The indigenous Kavach 4.0 Automatic Train Protection System has been commissioned on more than 1,300 route kilometres, with expansion underway on over 2,600 additional kilometres.

And let us not forget the Dedicated Freight Corridors (DFCs), a project that was initiated under the Tenth Five Year Plan (2002-07) but languished for years under UPA. Today, under this Government's stewardship, these corridors together span over 2,800 km, with more than 96 per cent of the network operational. They now handle more than 325 freight trains daily, a 60

per cent increase over the pre-DFC period, with freight trains running at average speeds of 50-60 km/h. In January 2026, we achieved the remarkable milestone of handling a record 892 freight trains in a single day. India has rightfully emerged as the world's second-largest rail freight carrier.

I now turn to my own state, Himachal Pradesh, a state of mountains, temples, rivers, and resilient people, and I am proud to say that under this Government, the railway story of Himachal has been rewritten entirely. Let me place before this House a figure that encapsulates the transformation: the average annual railway budget outlay for Himachal Pradesh was a mere 108 crore under UPA (2009-14). Today, under the Modi Government, it stands at ₹2,911 crore in 2026-27, an astonishing 27-fold increase. This is not political rhetoric. This is the arithmetic of genuine care for a mountain state that was, for decades, treated as an afterthought.

Four major new rail lines have been sanctioned for Himachal Pradesh: Nangal-Una-Talwara, Bhanupli-Bilaspur-Beri, Chandigarh-Baddi, and the Kangra Narrow Gauge Restoration. These lines will connect some of the most economically vibrant and strategically important regions of the state. Additionally, under the Amrit Bharat Station Scheme, four major stations, Amb-Andaura, Baijnath-Paprola, Palampur, and Shimla, are being redeveloped at a cost of ₹45.5 crore, transforming them into modern, world-class hubs for our citizens.

The Central Government has shown extraordinary generosity and strategic vision in funding railway expansion in Himachal Pradesh. However,

several critical projects are facing undue delays because the State Government of Himachal Pradesh has not been releasing its share of funds in a timely and consistent manner.

Railway projects in India, particularly new lines and gauge conversions are executed on a cost-sharing basis between the Central Government and the State Government. When the State fails to release its share, even the most generously funded central projects come to a grinding halt. Land acquisition, which is primarily a state responsibility, is also being significantly delayed, creating cascading bottlenecks in project timelines. The people of Himachal Pradesh, who deserve better connectivity, faster travel, and improved freight movement, are paying the price for this administrative failure. I urge this House, and I urge the Railway Ministry through this forum, to formally communicate to the State Government of Himachal Pradesh the urgency of releasing pending state-share funds so that tracks currently under construction can be completed without further delay. Himachal state government is yet to give 22000 crore in its share of the project, whereas centre has given its complete share of 75 per cent. The mountains of Himachal cannot wait indefinitely.

I now have the honour of placing before this House some suggestions that will, I am confident, find resonance with the Government's own vision for Himachal Pradesh.

I request that the government Complete Bhanupli-Bilaspur-Beri Without Delay. The Bhanupli-Bilaspur-Beri railway line is not merely a connectivity

project, it is the lifeline for the people of Bilaspur district. This line, once complete, will connect the tribal and aspirational districts of Himachal Pradesh to the national railway network in a manner never seen before. I urge the Government to ensure that all financial and administrative bottlenecks from the state side are resolved and that this project is brought to completion at the earliest. The completion of this project is a prerequisite for launching the next transformative chapter. the Bilaspur-Manali-Leh railway corridor.

I make a fervent appeal on behalf of the entire Himalayan region: let the construction of the Bilaspur-Manali-Leh railway line commence in earnest. This is not just a connectivity project; this is a strategic national imperative. The Leh-Ladakh region, which shares borders with both China and Pakistan, currently depends on a handful of mountain roads, the Manali-Leh Highway, the Srinagar-Leh Highway, and the recently completed Zoji La tunnel, for its supply lines. A railway connection to Leh will transform the logistics capacity of our armed forces, reduce India's strategic vulnerability in this sector, and open up the cold desert of Ladakh to sustainable tourism and economic development.

This Government has already demonstrated that engineering challenges are not barriers, the Chenab Bridge, the world's tallest railway bridge, and the Anji Khad Bridge, India's first cable-stayed railway bridge, stand as monuments to what Indian engineering can achieve. The same spirit must now be directed towards the Himalayas. I request that a detailed project report be prepared urgently and that work begins on this strategically vital corridor as soon as the

Bhanupli-Bilaspur section is operational.

The towns of Hamirpur, Sujanpur Tira, and Nadaun, which have historically been centres of commerce, culture, and education in the region deserve to be brought onto the railway map of India. I therefore earnestly request the Ministry of Railways to commission a detailed feasibility and alignment study for two railway corridors: first, the Una-Hamirpur Railway Line, which would connect the industrially significant Una district to Hamirpur; and second, the Jwalamukhi-Hamirpur Railway Line, which would tap the enormous pilgrimage potential of the Jwalamukhi temple, one of the 51 Shakti Peethas, while providing connectivity to the southern part of Hamirpur district. I understand that these are long-term projects requiring detailed investigation, but the journey of a thousand miles, begins with a single step and that step is a comprehensive feasibility study.

The Kangra Valley Railway, the 164-km narrow gauge line from Pathankot to Jogindernagar, is one of the most scenic railways in the entire world. Running through the foothills of the Himalayas, passing through the sacred Kangra Valley with its ancient temples, the verdant Palampur tea gardens, and the majestic backdrop of the Dhauladhar range, this railway is a unique national heritage asset. I make the following specific requests to the Ministry regarding this line.

Firstly, Modernisation of Coaches and Locomotives. The passenger coaches currently running on this line are decades old and offer little comfort to travellers. I request the Ministry to introduce modern, aesthetically designed

coaches that can also serve as a tourist attraction, similar to the approach adopted for the Darjeeling Himalayan Railway and the Nilgiri Mountain Railway.

Secondly, Strengthening and Flood-Proofing of the Track Infrastructure. The Kangra Valley Railway crosses numerous rivers and streams, and its tracks are frequently washed out during monsoon seasons, disrupting services for weeks at a stretch. This recurring vulnerability causes enormous inconvenience to daily commuters, students, and traders who depend on this line. I urge the Ministry to undertake a comprehensive civil engineering survey and allocate adequate funds for flood-proofing the track, reinforcing embankments, rebuilding vulnerable bridges and culverts, and installing adequate retaining walls and anti-erosion structures.

Lastly, Feasibility Study for Conversion to Broad Gauge. I request the Ministry to commission a detailed feasibility study for the conversion of the Kangra Valley Railway from narrow gauge to broad gauge. Such a conversion would allow modern rolling stock to operate on this line, would dramatically increase passenger and freight capacity, and would integrate this beautiful valley seamlessly with the national railway network. I am fully aware that this is a complex undertaking given the terrain, but the study itself would provide the Government with the data needed to make an informed long-term decision. I request that this study be initiated during the current financial year. The Demands for Grants for the Ministry of Railways for 2026-27, with a total outlay of 28,84,995 crore, combining both revenue and capital, is a document

that reflects the ambition and the capability of a Government that is truly committed to transforming India's infrastructure. The Grand Total Budget Estimate of 28,84,995.30 crore for this year, compared to 27,64,346.50 crore in actuals for 2024-25, demonstrates a consistent upward trajectory in railway investment. From the electrification of broad-gauge tracks to the commissioning of Vande Bhara trains; from the completion of the historic Udhampur-Srinagar-Baramulla Rail Link to the laying of 334 km of viaducts for the Mumbai-Ahmedabad Bullet Train, thi Government has demonstrated, year after year, that it does not merely mak promises but delivers results. For Himachal Pradesh specifically, the transformatic from 108 crore to ₹2,911 crore in railway budget allocation represents a 27-fold leap, a leap of faith in the mountains, in our people and in the vision of a connected India.

With this, I fully support the demand for grants under the railway Ministry.

***श्री दामोदर अग्रवाल (भीलवाड़ा) :** प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में वर्तमान सरकार रेलवे अवसंरचना निर्माण की गति में रिकॉर्ड तेजी आई है, जिसका प्रत्यक्ष प्रमाण है कि सरकार द्वारा वर्ष 2026-27 के लिए रेलवे के लिए 2,93,030 करोड़ का कुल पूंजीगत व्यय निर्धारित किया गया है, आज रेलवे क्षेत्र में तेज रफ्तार के साथ कार्य हो रहा है, अब तक 25 राज्यों में 100 प्रतिशत विद्युतीकरण हो चुका है, इतना ही नहीं वर्ष 2014 से 2024 के बीच लगभग 5,000 किलोमीटर से अधिक के नए रेल ट्रैक जोड़े जा रहे हैं।

मैं सरकार से अपने लोकसभा क्षेत्र वस्त्रनगरी भीलवाड़ा की रेल कनेक्टिविटी सुदृढ़ीकरण

* Speech was laid on the Table.

हेतु कुछ मांग करना चाहूंगा -

नाथद्वारा से जयपुर नई रेलवे लाइन का निर्माण करवाने हेतु मैं आपका ध्यानाकर्षण "नाथद्वारा-जयपुर" रेल मार्ग वाया भीलवाड़ा, शाहपुरा, केकड़ी, टोडारायसिंह नगर की ओर दिलाना चाहता हूँ, ज्ञात होकि गत 40 वर्षों में इस रेल रूट पर कई बार सर्वे होने का बाद भी अभी तक इस रेल मार्ग पर प्रस्तावित कार्य शुरू नहीं हो सका है जबकि इस प्रस्तावित रेल मार्ग के माध्यम से राजस्थान के कई जिलों में स्थित कोठारिया, रेलमगरा, कुरज, पोटला, गंगापुर, भीलवाड़ा, मांडल, बनेड़ा, शाहपुरा, केकड़ी, टोडारायसिंह, मालपुरा, डिग्गी, फागी, सांगानेर, जयपुर जैसे महत्वपूर्ण क्षेत्रों को जोड़ना था। इस नई रेलवे लाइन से 4 लोकसभा क्षेत्रों के लाखों लोगों को फायदा होगा।

अजमेर कोटा रेलमार्ग पर अजमेर से नसीराबाद व जलींद्री (मांडलगढ़) नई रेलवे लाइन का निर्माण करवाने हेतु : मैं आपका ध्यानाकर्षण "अजमेर-कोटा रेल मार्ग की ओर दिलाना चाहता हूँ, ज्ञात होकि वर्ष 2013-2014 में अजमेर रेलवे मंडल द्वारा अजमेर कोटा रूट की सर्वे रिपोर्ट, रेलवे बोर्ड के माध्यम से रेल मंत्रालय में जमा कराई गई थी और इस अजमेर कोटा रेलमार्ग को रेलवे मंत्रालय की पिक बुक में भी शामिल किया गया था। इस योजना के अंतर्गत अजमेर से नसीराबाद व जलींद्री (मांडलगढ़) से कोटा को रेलमार्ग से जोड़ना प्रस्तावित था तथा लोहरवाड़ा, जसवंतपुरा, सरना, गोयला, सरवाड़, सूरजपुरा, कालेडा, कृष्णा गोपाल, अरवा, शक्करगढ़, मोतीपुरा, जलींद्री (मांडलगढ़) सहित 15 रेलवे यार्ड/स्टेशनों को बनाने/विकसित करने का प्रस्ताव था।

मांडलगढ़ से भीलवाड़ा वाया बीगोद, सवाईपुर पर नई रेलवे ट्रैक की आवश्यकता है जिससे उपरमाल के खनन व्यवसाय व स्थानीय निवासियों को रेल सुविधा का लाभ मिल सकेगा।

कोरोना से पूर्व अजमेर-बांद्रा रेल गाड़ी वाया भीलवाड़ा संचालित होती थी गाड़ी स. 12995/96 एवं 22901/02 जो अल्टरनेट दिन अजमेर से तथा उदयपुर से चित्तोड़गढ़ कनेक्ट होकर एक ट्रेन बनती थी, जो विगत 5 वर्ष से अजमेर से संचालित नहीं होकर केवल उदयपुर से ही संचालित हो रही है, जबकि भीलवाड़ा से भी पूर्वानुसार 6 दिन होना आवश्यक है, साथ ही भीलवाड़ा से वैकल्पिक ट्रेन मुंबई के लिए होना ज़रूरी है, इसके अलावा इस रूट पर यात्रियों का

अधिक आवागमन होने के कारण मुंबई के लिए अजमेर से भीलवाड़ा-रतलाम होते हुए अन्य ट्रेन डायवर्ट करने की आवश्यकता है।

गत कई दशकों से भीलवाड़ा से दिल्ली के लिए वर्तमान में एक ट्रेन चेतक एक्सप्रेस है, जबकि मीटर गैज के समय भी भीलवाड़ा दिल्ली रूट पर 2 ट्रेन चेतक एक्सप्रेस एवं पिक सिटी/गरीब नवाज़ थी इसलिए उदयपुर वाया भीलवाड़ा जयपुर होते हुए दिल्ली की नई ट्रेन प्रारंभ होना नितांत आवश्यक है।

भीलवाड़ा वस्त्र/मिनरल व्यापार का एक बहुत बड़ा केंद्र है जिसकी वजह से यहाँ पर मुंबई और नई दिल्ली से बड़ी संख्या में लोगो का आना जाना लगा रहता है लेकिन वर्तमान में इन दोनों रूटों पर चलने वाली कम गाड़ियों और ज्यादा यात्रियों की संख्या के असंगतिय अनुपात को संतुलित करने के लिए भीलवाड़ा से मुंबई और नई दिल्ली की डायरेक्ट रेल कनेक्टविटी के लिए पुरानी रेलगाड़ियों का रूट परिवर्तन करने तथा नई रेलगाड़ियों का संचालन करने की महत्ती आवश्यकता है। अतः मेरा आप से विनम्र निवेदन है कि भीलवाड़ा-नई दिल्ली तथा भीलवाड़ा- मुंबई रूट पर नई रेलगाड़ियों को चलाने की कृपा करें।

अतः औद्योगिक हब होने के कारण भीलवाड़ा में जीविकोपार्जन के लिए देश भर से आने वाले लोगो की बढ़ती आबादी को देखते हुए मेरा इस सदन के माध्यम से केन्द्र सरकार से यह निवेदन है कि वस्त्रनगरी भीलवाड़ा की रेल कनेक्टविटी सुदृढीकरण हेतु उचित कार्यवाई करने की कृपा करें।

मैं एक बार फिर भीलवाड़ा लोक सभा के सम्मानित मतदाताओं की ओर से देश के यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी और उनके नेतृत्व में अतुलनीय कार्य कर रहे रेल मंत्री श्री अश्विनी वैष्णव जी का बहुत-बहुत धन्यवाद करता हूँ।

***SHRI VARUN CHAUDHRY (AMBALA):** I would like to raise the following

* Speech was laid on the Table.

issues of my Ambala Lok Sabha constituency.

1. There is a long standing demand of the public for Yamunanagar–Chandigarh via Naraingarh rail line, please do consider this genuine demand.
2. The number of passenger trains in Ambala Lok Sabha have come down after Covid times due to which the poor have been adversely affected. I request the Railway Minister to please increase the number of passenger trains.
3. Due to water logging, the Railway Under Bridges become inaccessible & there is no alternative route. The R.U.B.'s remain water logged for days & are not de-watered. Time frame needs to be fixed alongwith responsibility to keep the R.U.B.'s accessible. Lighting arrangement is also required to reduce the chances of accidents.
4. Washroom facility for passengers on every platform needs to be ensured as well.

I reasonably expect from the Union Railway Minister to consider the demands, raised by me, today.

***श्रीमती रूपकुमारी चौधरी (महासमुन्द) :** भारतीय रेल केवल एक परिवहन व्यवस्था नहीं है, बल्कि यह देश की आर्थिक प्रगति, सामाजिक समावेशन और राष्ट्रीय एकता की सबसे सशक्त धुरी है। भारत जैसे विशाल और विविधतापूर्ण देश में रेलवे करोड़ों लोगों के जीवन, आजीविका और विकास से प्रत्यक्ष रूप से जुड़ी हुई है।

* Speech was laid on the Table.

लेकिन यदि हम 2004 से 2014 के दशक की स्थिति को देखें, तो यह भी स्वीकार करना होगा कि उस समय रेलवे की स्थिति उतनी सशक्त नहीं थी। उस समय रेलवे में निवेश सीमित था, परियोजनाओं की गति धीमी थी, अधूरी परियोजनाएँ वर्षों तक लटकी रहती थीं, और रेलवे सुरक्षा तथा तकनीकी आधुनिकीकरण के क्षेत्र में अपेक्षित प्रगति नहीं हो पा रही थी। उस समय रेलवे का वार्षिक पूंजीगत निवेश लगभग ₹50-60 हजार करोड़ के आसपास सीमित था। अनेक महत्वपूर्ण परियोजनाएँ वर्षों तक कागजों में पड़ी रहीं और देश की अर्थव्यवस्था के अनुरूप रेलवे के विकास की गति नहीं बढ़ पाई।

2014 के बाद देश में माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के दूरदर्शी नेतृत्व में रेलवे क्षेत्र में एक ऐतिहासिक परिवर्तन देखने को मिला है। आज भारतीय रेल केवल एक परिवहन तंत्र नहीं, बल्कि नए भारत की विकास यात्रा का इंजन बन चुकी है। माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में रेलवे के आधुनिकीकरण, विस्तार और सुरक्षा के क्षेत्र में अभूतपूर्व कार्य हुए हैं। आज रेलवे का वार्षिक पूंजीगत निवेश बढ़कर लगभग ₹2.5 लाख करोड़ प्रतिवर्ष तक पहुँच गया है, जो भारतीय रेल के इतिहास में सबसे बड़ा निवेश है।

यह केवल आंकड़े नहीं हैं, बल्कि यह उस राजनीतिक इच्छाशक्ति और दूरदृष्टि का प्रमाण है जो माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में इस सरकार ने दिखाई है।

इसी बड़े निवेश का परिणाम है कि

पिछले वर्षों में 40,000 किलोमीटर से अधिक रेलवे ट्रैक का विद्युतीकरण किया गया है, जो दुनिया के सबसे बड़े विद्युतीकरण अभियानों में से एक है।

देश में मानवरहित रेलवे क्रॉसिंग को पूरी तरह समाप्त कर दिया गया है, जिससे रेलवे सुरक्षा में ऐतिहासिक सुधार हुआ है।

रेलवे सुरक्षा के लिए कवच (KAVACH) जैसी स्वदेशी ट्रेन प्रोटेक्शन तकनीक लागू की जा रही है।

रेलवे स्टेशनों को आधुनिक बनाने के लिए अमृत भारत स्टेशन योजना के अंतर्गत देशभर

के 1300 से अधिक स्टेशनों का पुनर्विकास किया जा रहा है।

आज भारत केवल रेल चलाने वाला देश नहीं रहा, बल्कि आधुनिक रेल तकनीक विकसित करने वाला देश बन चुका है। इसका सबसे बड़ा उदाहरण है वंदे भारत एक्सप्रेस। यह पूर्णतः भारत में विकसित सेमी-हाई स्पीड ट्रेन है जो यात्रियों को विश्वस्तरीय यात्रा अनुभव प्रदान कर रही है। आज वंदे भारत ट्रेनें देश के अनेक राज्यों को जोड़ रही हैं, और यह इस बात का प्रमाण है कि माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में भारत आत्मनिर्भर तकनीक की दिशा में तेज़ी से आगे बढ़ रहा है।

रेलवे केवल यात्री परिवहन का माध्यम नहीं है, बल्कि यह देश की आर्थिक संरचना और लॉजिस्टिक्स व्यवस्था की रीढ़ भी है। इसी दृष्टि से सरकार ने माल परिवहन को सशक्त बनाने के लिए भी ऐतिहासिक कदम उठाए हैं।

देश में पूर्वी समर्पित मालबाहक गलियारा "Eastern Dedicated Freight Corridor" और "पश्चिमी समर्पित माल दुलाई गलियारा (Western Dedicated Freight Corridor)" जैसी विशाल परियोजनाओं के माध्यम से माल परिवहन की गति और क्षमता दोनों को बढ़ाया जा रहा है। इससे उद्योग, व्यापार और कृषि क्षेत्र को नई गति मिल रही है। आज रेलवे मल्टी-मॉडल लॉजिस्टिक्स पार्क, गति शक्ति योजना और औद्योगिक कॉरिडोर से भी जुड़कर देश की अर्थव्यवस्था को नई ऊर्जा प्रदान कर रही है।

मैं यह भी कहना चाहूँगा कि आज रेलवे में जो परिवर्तन दिखाई दे रहा है, वह केवल योजनाओं का परिणाम नहीं है, बल्कि यह माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में लिए गए ठोस और निर्णायक निर्णयों का परिणाम है।

आज रेलवे में पारदर्शिता आई है, परियोजनाओं की गति तेज हुई है, और जो काम पहले दशकों में नहीं हो पाता था, वह आज कुछ वर्षों में पूरा हो रहा है।

मैं स्पष्ट रूप से कहना चाहता हूँ कि जो लोग आज रेलवे के विकास पर प्रश्न उठाते हैं, उन्हें यह भी याद रखना चाहिए कि वर्षों तक रेलवे को उपेक्षा और ठहराव की स्थिति में किसने रखा था।

आज वही लोग विकास की गति पर प्रश्न उठा रहे हैं, जबकि वास्तविकता यह है कि माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में रेलवे ने अभूतपूर्व प्रगति की है और भारत की विकास यात्रा को नई दिशा दी है।

इन ऐतिहासिक उपलब्धियों के लिए मैं माननीय रेल मंत्री जी और उनके मंत्रालय को हृदय से बधाई देता हूँ।

माननीय रेल मंत्री जी के नेतृत्व में रेलवे मंत्रालय ने जिस गति और प्रतिबद्धता के साथ कार्य किया है, वह वास्तव में सराहनीय है।

किन्तु इसी संदर्भ में मैं अपने संसदीय क्षेत्र से जुड़ा एक अत्यंत महत्वपूर्ण विषय भी इस सदन के माध्यम से माननीय रेल मंत्री जी के समक्ष रखना चाहती हूँ।

छत्तीसगढ़ के विकास और विशेष रूप से महासमुंद क्षेत्र की आर्थिक एवं सामाजिक प्रगति के लिए आरंग - झलप - पिथौरा - बसना- सरायपाली होते हुए ओडिशा के बरगढ़ तक नई रेलवे लाइन का निर्माण अत्यंत आवश्यक है।

यह प्रस्तावित रेल मार्ग कई दृष्टियों से अत्यंत महत्वपूर्ण है। यह छत्तीसगढ़ और ओडिशा के बीच संपर्क को मजबूत करेगा इस क्षेत्र के कृषि उत्पादों को बड़े बाजारों तक पहुंचाने में मदद करेगा व्यापार और उद्योग को नई गति देगा और सबसे महत्वपूर्ण बात यह कि इस क्षेत्र के लाखों लोगों को पहली बार रेलवे सुविधा उपलब्ध होगी।

महासमुंद और आसपास के अनेक क्षेत्र आज भी रेलवे संपर्क से वंचित हैं। यदि यह रेलवे लाइन बनती है तो इससे पूरे क्षेत्र के आर्थिक विकास, पर्यटन और रोजगार के अवसरों में उल्लेखनीय वृद्धि होगी।

अतः मैं माननीय रेल मंत्री जी से विनम्र आग्रह करता हूँ कि इस महत्वपूर्ण रेलवे लाइन के निर्माण के प्रस्ताव पर सकारात्मक विचार किया जाए।

मैं यह भी अवगत कराना चाहती हूँ, कि मैंने इस विषय में माननीय रेल मंत्री जी को पत्र के माध्यम से भी औपचारिक रूप से अनुरोध प्रेषित किया है।

मुझे पूर्ण विश्वास है कि माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में और माननीय रेल मंत्री जी के मार्गदर्शन में इस महत्वपूर्ण मांग पर गंभीरतापूर्वक विचार किया जाएगा और क्षेत्र की जनता की लंबे समय से चली आ रही इस आवश्यकता को पूरा किया जाएगा।

आज भारतीय रेल नए भारत की गति, शक्ति और संकल्प का प्रतीक बन चुकी है। इन्हीं शब्दों के साथ मैं रेल मंत्रालय की अनुदान मांग का समर्थन करती हूँ।

धन्यवाद

***DR. T. SUMATHY (A) THAMIZHACHI THANGAPANDIAN (CHENNAI SOUTH):** Thank you for giving me this opportunity. The budgetary allocation for Railways is grossly inadequate to execute the infrastructure development, the introduction of new trains, modernization projects, and safety measures. But in reality the works are going in snails pace. Before one station is modernized we have three or four stations become old and outdated. The backlog of development works is accumulating and the Railways is suffering because of lack of will, lack of vision and lack of commitment.

No Focus on Passenger Safety. Despite multiple train accidents over the past year, there were no announcements to improve safety standards, such as the KAVACH safety system.

Though the Government has announced the development of three major railway economic corridors viz 1. Energy, Mineral, and Cement Corridor, 2. Port Connectivity Corridor and 3. High Traffic Density Corridor, very much wanted in as far as the Railway requirements of Tamil Nadu.

* Speech was laid on the Table.

There were expectations for significant announcements regarding new train services. However, no major announcements were made in the budget regarding new trains.

The budgetary allocation for the Railway projects in Tamil Nadu is inadequate and cannot solve several important issues pertaining to the railways in Tamil Nadu. The people of Tamil Nadu feel that they are betrayed by the Union Government.

Tamil Nadu contributes richly for the Central exchequer. But get back a miserly contribution from the union government. Railway is being no exception. Tamil Nadu gets a paltry amount for the execution of Railway projects. I urge the union Government to allocate substantial amount to expedite the completion of all pending projects. The ongoing railway projects in Tamil Nadu need the Government's attention and generous funding. Unfortunately the amount allocated in the budget were paltry low and grossly insufficient.

I urge the Government to allocate substantial funds for the execution of the following railway projects.

1. Tindivanam - Gingee - Tiruvannamalai;
2. Tindivanam - Nagari;
3. Athipattu - Puththur;
4. Erode - Palani;
5. Chennai - Cuddalore;
6. Madurai - Aruppukottai - Thoothukudi;
7. Sriperumbudur - Guduvancheri - Irunkattukottai - Avadi;

8. Morappur - Dharmapuri.
9. The doubling project of Katpadi - Villupuram section.

There are several pertinent questions raised by the people of Tamil Nadu pertaining to the railway needs of people in Chennai Division. They are:

1. The current status of progress made in the modernization of eighteen railway stations in the Chennai Division. How much funds are earmarked for each station.
2. How many more stations will be developed under the Amrit Bharat Station Scheme apart from the 15 stations already selected under the Amrit Bharat Station Scheme.
3. The current status of 4.3 km Chennai Egmore - Beach fourth line? The total funds earmarked for this project and the amount disbursed and spent so far? The approximate time of completion of the project.
4. With demand for introduction of new trains getting louder, the infrastructure development at Tambaram terminal for introducing new trains is very important. Whether the Railways have allocated any funds to implement the project and the steps taken to expedite this project? If so the details thereof?
5. Whether the Southern Railway has given in-principle approval for handing over MRTS to CMRL and the merger of the Mass Rapid Transit System (MRTS) with Chennai Metro Rail Limited (CMRL).
6. Is it true that MRTS is reporting Rs 100 crore operational loss every year

although the MRTS has a potential capacity of 5 lakh passengers a day. The steps taken by the Railways to expedite the merger of MRTS with CMRL. The funds allocated for the same. The steps taken by the government to protect the interest of the employees of MRTS.

7. There is a need for amalgamation of the MRTS, Sub-urban service and the CMRL in Chennai.
8. There is an urgent need for the creation of Fourth Railway terminal in Chennai to cater more train services from and to Chennai. Whether the government is providing financial assistance and support for the development of fourth Railway terminal is not announced in this budget.
9. Whether the Southern Railway has plans to introduce air-conditioned EMUs to boost passenger comfort commuting on suburban sections just like in Mumbai Suburban trains. If so the details thereof and the total number of AC coaches manufactured annually at the Integral Coach Factory (ICF) and how much AC coaches are to be deployed on all four suburban lines.
10. The current status of modernization and Redevelopment of Egmore Railway station and the approximate time by which it will be completed?
11. Whether the Railways is planning to start shuttle trains between Chennai and Kanchipuram and Chennai and Villupuram.
12. I would like the Government to execute redevelopment of Saidapet railway station which is located in the heart of the Chennai City.
13. In the same way all the MRTS stations from Velachery to Thirumylai

station needs to be redeveloped with all essential facilities for train commuters especially women, elderly persons and students.

To introduce a daily express train service from Chennai to Rameswaram via Tiruvarur, Tiruthuraipoondi and Karaikudi for the benefit of the rail users besides providing revenue to the railways.

To expedite the electrification work between Tiruvarur and Karaikudi which would save fuel cost and time.

To restore the railway line between Mayiladuthurai and Tharangambadi which existed when it was a metre gauge line.

Laying of a new railway line in the Pudukkottai - Thanjavur - Ariyalur stretch.

To introduce Vande Bharat express train between Thanjavur and Chennai Egmore via Kumbakonam and Mayiladuthurai.

Extension of the Hyderabad - Tambaram Charminar express up to Nagercoil via Chidambaram, Kumbakonam and Thanjavur.

Introduction of a new express from Thanjavur via Kumbakonam to New Delhi by duly extending the Hazrat Nizamuddin - Chennai Central - Hazrat Nizamuddin Garib Rath express.

To extent the Erode - Tiruchi express up to Karaikal via Nagapattinam.

To meet the increasing demand the railways must double the production and utility of General Coaches, Sleeper class Coaches, 3AC coaches in all South bound trains.

The long pending demand of the Hosur - Jolarpet inter-rail service project

has to be implemented very soon.

A multi-modal cargo terminal for Hosur area should be developed so that the industries could get the correct logistic solutions and to increase employment opportunities.

To operate an overnight express train between Velankanni and Bengaluru via Tiruvarur and Thanjavur and an early morning express train between Velankanni and Chennai via Tiruvarur.

To operate the Tirupati-Mannargudi Pamani Express, the Ernakulam-Velankanni Express and the Tambaram-Sengottai Express as daily services.

To expedite modernisation of railway stations in Tamil Nadu under the Amrit Bharat Station Scheme.

To speed up the 4.3 km Chennai Egmore - Beach fourth line with adequate funds.

To fund adequately for the infrastructure development at Tambaram terminal for introducing new trains.

To introduce air-conditioned EMUs to boost passenger comfort commuting on suburban sections just like in Mumbai Suburban trains.

To expedite the Modernization and Redevelopment of Egmore Railway station.

To start shuttle trains between Chennai - Arakkonam and Chennai - Kanchipuram.

Indian Railway is a national transportation system connecting different parts of India through a rail network.

It holds the 4th rank in the list of largest Rail Networks of the world. Also the

Indian Railway is a source of major income of the Government of India.

It is the largest mode of transport in India preferred by Indians. It connects the destinations of long distances and is quite comfortable.

Ever since the first passenger train in India ran on 16th April 1853 between Bombay and Thane, Indian Railway has come a long way.

The first 3 zones of Indian Railways were Southern, Central and Western Zones introduced in 1951. India got its first fully AC Train in 1956 between Howrah and Delhi.

The website of Indian Railway was launched in 2000 and consequently Indian Railway launched online ticketing and reservation system in 2002.

Undoubtedly Indian Railway is world's 8th largest employer. It has approximately 1.3 Million employees.

Along with the employment, the Indian Railway also offers housing, sports, hospitals and other facilities to its employees.

Indian Railway is the largest Rail Network in Asia.

Indian Railway has about 8500 Railway Stations all over India. Indian Railway has about 121407 kms. of total route and running tracks in India. Indian Railways runs approximately 11,000 trains per day.

The Indian Railway is meant for the welfare of citizens till it is in the control of the government.

This Bill seems to be the curtain raiser for the privatization of Railways. This will make Railway profit based but will slowly be out of reach of poor Indian Citizens. There are several distinct disadvantages of privatization of Railways.

The Indian Railway connects every small and large part of India. Privatization of Indian Railway will make it inaccessible in less popular areas because they will generate less profit.

The privatization of Indian Railway will give a hike in fares because as it is obvious that the privatized Railway will focus only on profits.

Private firms don't disclose their policies and so it will become impossible to access information about Indian Railway and also it will lack transparency.

The Railways has already stopped some special ticket concession provisions in Indian Railways for Senior citizens, physically Challenged people, freedom fighters etc. This is the further step towards privatization of Railways by the government.

It is no secret that the Indian Railways is in dire need of funds. If the country's rail network is to be truly strengthened and its capacity augmented by increasing the speed of trains and opening dedicated freight corridors, huge investments are needed.

The infrastructure that we see in developed countries was all built by their governments. No private player had either the will or the capacity to do it. Investment in railways is also rewarding.

As per an economic survey conducted by economist Arvind Subramanian, if you invest Rs 1 in the railways, it generates Rs 5 in the economy. The Chinese government invests 11 times more in its infrastructure than India.

There is a proposal of a National Rail Plan, or NRP, for India. It is a 30-year plan from 2021 to 2051, which envisages investments of Rs 38.5 lakh crore.

The plan is to create a “future ready” railway system by 2031.

According to the NRP, all freight trains will be privatized by 2031, along with 30 percent of the 750 railway stations. All profit-making AC coaches will also be privatized. Only loss-making second class passenger trains will be left with the railways.

Interestingly, the private player just has to invest in running the trains. The driver and guards will be from the railways as will be the tracks.

The railways will also maintain the stations, while the bookings will be done by the Indian Railway Catering and Tourism Corporation, or IRCTC, a subsidiary of the Indian Railways.

This means the Indian Railways will run only loss-making passenger trains while all profit-making trains will be operated by the private sector. As the profit is only from AC trains, won't the railway losses increase by this?

What will the railway earn from privatization in the first place? It will collect only haulage charges, including fees for using station premises, railway engines, tracks, signals, and overhead electricity as well as driver salaries. The private parties will be free to quote any prices and could resort to dynamic pricing, as happens in the air travel business. If you ask at least what percentage of profit comes back to the public with all the private investment, the answer is that there is no data.

It has been proven time and again that the private sector doesn't come forward to invest in infrastructure because it has a long gestation period, and they must wait for profit to arrive. The Indian Railways is driven by a social obligation to

provide basic transport facilities to people, and lays the foundation for several small and medium scale economic activities. So privatizing the railways means privatizing profit and burdening the public sector with losses.

Women passengers safety and specific facilities:- Safety and security of Women passengers in Railways needs to be given top priority.

There is a need to provide atleast one each all women coach in either General or AC coaches in every train for the single women passengers to travel without any problem. I request the railway minister to depute a police woman in the women coaches.

The cleanliness in trains particularly in toilets needs to be improved and water supply be maintained throughout the journey. In most of the trains water supply is not there after few hours of journey. This makes the toilets unclean and foul smelling.

As far as the catering services are concerned lot needs to be done. The supply of clean and good food is mandatory in all long distance trains.

The bed-sheets and blankets needs to be washed and sterilized before it is being used. There is a report that blankets are washed once in a month. I am sure the Hon'ble Minister of railways will take this matter seriously.

Rail coaches should not become the breeding grounds for harmful germs and bacteria. I request the Hon'ble Minister to give top priority to maintain hygiene and cleanliness in train coaches. Never play with the life of the people.

There are several lacunae in the maintenance of Railway Stations and platforms. This needs to be addressed with utmost care.

Every Railway junction require a rail yatri niwas providing rest rooms at an affordable rates to rail commuters.

Special assistance counters with women helpers must be there to assist Women passengers in every major terminals.

Porter services must be regulated and needs to be monitored with caution and care.

All railway stations should be provided with CCTV cameras at vantage points to provide 24/7 uninterrupted security and surveillance.

Railway police strength should be increased adequately in proportion to the number of train services and rail commuters.

The budgetary allocation for Southern Railway especially for the Railway ongoing projects in Tamil Nadu in the last 10 years are grossly inadequate to execute the infrastructure development on time.

No Focus on Passenger Safety. Despite multiple train accidents over the past year, there were no announcements to improve safety standards, such as the KAVACH safety system.

Tamil Nadu contributes richly for the Central exchequer. But gets back a miserly contribution from the union government. Railways being no exception. Tamil Nadu gets a paltry amount for the execution of Railway projects. I urge the union Government to allocate substantial amount to expedite the completion of all pending projects.

The railway budgetary allocation to the State of Tamil Nadu in the last 4 years is almost equal to the annual allocation to the State of UP. This continuous

neglect of the needs and aspirations of the State has resulted in extreme inconvenience to the people of Tamil Nadu.

Tamil Nadu contributes richly for the Central exchequer. But gets back a miserly contribution from the union government. Railways is being no exception. Tamil Nadu gets a paltry amount for the execution of Railway projects. I urge the union Government to allocate substantial amount to expedite the completion of all pending projects.

Overall the Railways earns very high revenue in Tamil Nadu, but the budgetary allocation is very very negligible, that shows the negligence of this region in as far as Budget allocation is concerned. There is no reason why Tamil Nadu being neglected this much though we are the second highest income earning states in the country.

The step motherly treatment of Tamil Nadu and Tamil population by the Union Government stands exposed again in this budget.

The people of Tamil Nadu are totally dejected to see such a large scale injustice done in as far as the Railway needs of the State are concerned.

Before I conclude, I would like to record in this august House that Tamil Nadu being the second highest contributor to central exchequer, deserves better and much more. I hope the Hon'ble Prime Minister, Finance Minister and Railway minister will do justice to the people of Tamil Nadu.

Modernisation of rail signaling systems and upgradation of rail safety measures is the need of the hour especially since the Balasore rail accident which killed nearly 300 people in 2023.

Whether the government has allocated adequate funds for the installation and commissioning of KAVACH Technology in Railways. If so the details of the funds allocated and the work done in this regard after the Balasore rail accident.

The IRCTC is collecting insurance amount for the purchase of every railway ticket by the passengers. I would like to know from the Hon'ble Minister the total amount collected from the passengers as insurance premium by IRCTC every year and how the government work out the insurance plan for train passengers.

The new railway line project of 179.28 Km length connecting Chennai and Cuddalore via Mamallapuram, Puducherry is pending for 16 long years.

There was an inordinate delay due to the interference of government of Puduchery and the latest cost of the Project stand at Rs.2670 crore. An outlay of Rs 50 crore has been provided for Financial Year 2023-24.

Final Location Survey (FLS) has been taken up on revised alignment.

The idea is to link it to the main line from Beach/Egmore and run express and goods trains.

The line was originally intended to be built from Perungudi along an embankment between OMR and ECR to reach Mamallapuram, then down the coast to Puducherry and Cuddalore.

The proposed new railway line will connect Mamallapuram to the rail network and will cut travel time to Puducherry to less than two hours. Now, trains take more than four hours to reach Puducherry via Villupuram.

This new railway line is very important for the people of Tamil Nadu particularly for people of the East Coast Road (ECR) and OMR, is a crucial lifeline project. It is concerning to know that Railways has planned to start the Chennai-Cuddalore railway line from Chengalpattu or Tambaram, instead of Perungudi avoiding the coastal route.

This will neglect the welfare of the coastal constituents and will fail to achieve its sole goal of facilitating the train commutation of people live along the ECR and OMR.

Therefore, I urge the Union Government to expedite the construction of the new railway line connecting Chennai and Puduchery as proposed in 2008.

***श्री नवीन जिंदल (कुरुक्षेत्र) :** धन्यवाद जो आज आपने मुझे रेलवे मंत्रालय से संबंधित वर्ष 2026-27 के 'Demand for Grants' पर विचार रखने का अवसर दिया। मैं इन मांगों का पूर्ण समर्थन करता हूँ।

- मैं हमारे आदरणीय प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी को बधाई और धन्यवाद देता हूँ कि उन्होंने रेलवे का ना सिर्फ 'Revamp' किया है, बल्कि आज उसे 'Global Level' पर एक नई 'Recognition' दी है।

- रेलवे सिर्फ एक विभाग नहीं है; यह एक बहुत बड़ी 'Responsibility' है देश को जोड़ने की, देश के लोगों को जोड़ने की, देश की संस्कृति को जोड़ने की, और सबसे महत्वपूर्ण, एक आम आदमी का जीवन और सुलभ बनाने की।

- भारतीय रेल इस देश का सबसे बड़ा रोजगार देने वाला संस्थान है, जहाँ 1.3 मिलियन लोग दिन-रात देश की सेवा में लगे हैं।

* Speech was laid on the Table.

- जब हम रेलवे के इतिहास को देखते हैं, तो यह केवल पटरियों का जाल नहीं है। यह भारत के स्वाभिमान और स्वतंत्रता संग्राम की नींव है।
- मैं सरकार को याद दिलाना चाहता हूँ कि राष्ट्रपिता महात्मा गांधी की उस महान क्रांति की शुरुआत भी रेलवे से ही हुई थी।
- दक्षिण अफ्रीका के स्टेशन पर जब गांधी जी को उनके फर्स्ट क्लास टिकट के बावजूद केवल उनके रंग के कारण ट्रेन से बाहर फेंक दिया गया था, तो उस कड़कड़ाती ठंड में उन्होंने जिस सत्याग्रह का संकल्प लिया, उसी ने आगे चलकर ब्रिटिश साम्राज्य की जड़ें हिला दीं।
- गांधी जी ने भारत लौटकर भी इसी रेल के Third Class में यात्रा कर पूरे भारत की पीड़ा को समझा था।
- हम लोग जब पहले विदेश जाते थे, तो चाहे जापान हो या 'Euro Rail' हो, उसे देखकर केवल कल्पना करते थे।
- लेकिन आज उस कल्पना को 'World Class Stations' और 'Vande Bharat' के माध्यम से आज हम पूरा होते देख रहे हैं।
- आज जब मैं 'Foreign Travellers' के वीडियो देखता हूँ जो ट्रेन की यात्रा करके अयोध्या जाते हैं या जयपुर जाते हैं, तो जिस प्रकार वे इसकी तारीफ करते हैं, वह हम सबके लिए गर्व का विषय है और पूरे सदन को इसके लिए मंत्री जी का धन्यवाद करना चाहिए।

2. Achievement of Railways and History

- कार्ल मार्क्स ने एक बार लिखा था, "The railway-system will therefore become, in India, truly the forerunner of modern industry." आज हम उस दूरदर्शी सोच को मोदी सरकार के नेतृत्व में सच होते देख रहे हैं।
- भारतीय रेल का इतिहास हमारे संघर्ष, हमारी संवेदना और हमारी शक्ति का इतिहास है। स्वतंत्रता आंदोलन में देशभक्तों को एक कोने से दूसरे कोने तक पहुँचाने से लेकर, युद्ध के समय

हमारी वीर सेना और रसद को मोर्चे पर पहुँचाने तक, रेलवे हमेशा राष्ट्र की ढाल बनी है।

- हाल ही में जब COVID-19 के भयंकर संकट ने देश को घेरा था, तब इसी भारतीय रेल ने 'Oxygen Express' चलाकर लाखों लोगों की सांसें बचाई थीं।
- प्रधानमंत्री नरेंद्र मोदी जी का रेलवे से नाता केवल एक प्रशासक का नहीं है, बल्कि एक ऐसे व्यक्ति का है जिसने अपना बचपन रेलवे के प्लेटफॉर्मों पर बिताया है।
- इसीलिए उन्होंने रेलवे को Political Tool नहीं, बल्कि विकास का इंजन बनाया। पहले सरकारें रेलवे का इस्तेमाल केवल चुनाव जीतने के लिए करती थीं, लेकिन आज यह बुनियादी ढांचे और सुरक्षा पर केंद्रित है।
- मोदी जी के इसी विजन के कारण रेलवे अब केवल एक परिवहन का साधन नहीं रह गया है, बल्कि यह एक सशक्त, सुरक्षित और आत्मनिर्भर भारत की धड़कन बन चुका है।

3. Railway and Union Budget 2026-27

- देश के विकास में रेलवे का योगदान बहुत बड़ा है और उस योगदान को और मजबूती देने के लिए ही सरकार ने इस वर्ष Union Budget 2026-27 में रेलवे मंत्रालय को अब तक का अपना Highest-ever allocation दिया है।
- रेलवे मंत्रालय का Total Outlay 22,78,030 करोड़ है। इसके अतिरिक्त, 'Capital Expenditure' को 22,93,030 करोड़ पर निर्धारित किया गया है, जो ओवरऑल रेलवे नेटवर्क को मजबूत करने के साथ 'Project Execution' को तेज करेगा।
- वर्ष 2014-15 में ग्राँस बजटीय आवंटन मात्र 232,300 करोड़ था, जो 2025-26 तक लगभग 8 गुना बढ़कर 22,52,200 करोड़ हो गया है।
- पर्यावरण के अनुकूल पैसेंजर सिस्टम को बढ़ावा देने के लिए, हम शहरों के बीच 'Growth Collectors' के रूप में सात 'High Speed Rail Corridors' विकसित करेंगे।
- योजनाबद्ध 4,000 किलोमीटर के इन हाई-स्पीड कॉरिडोरों से ₹16 लाख करोड़ का भारी

निवेश आने की उम्मीद है।

- सुरक्षा सरकार की सर्वोच्च प्राथमिकता है, जिसके लिए विशेष रूप से लगभग ₹1.20 लाख करोड़ निर्धारित किए गए हैं। इन निरंतर निवेशों के कारण रेल दुर्घटनाओं में लगभग 95% की कमी आई है।
- सुरक्षा को और पुख्ता करने के लिए 'Kavach' (Automatic Train Protection System) का तेजी से विस्तार, CCTV कैमरों की स्थापना, और OHE सिस्टम का अपग्रेडेशन युद्ध स्तर पर जारी है।

यह गर्व का विषय है कि रेलवे तकनीक का सबसे महत्वपूर्ण हिस्सा, यानी Propulsion Systems, जो अब पूरी तरह से भारत में डिज़ाइन और निर्मित हो रहा है, उसे अमेरिका, स्विट्ज़रलैंड, जर्मनी, फ्रांस और स्पेन जैसे शीर्ष देशों को Export किया जा रहा है।

बुनियादी ढांचे के निर्माण में रिकॉर्ड उपलब्धियां हासिल की गई हैं। 35,000 किमी नए ट्रैक बिछाए गए हैं, 47,000 किमी का विद्युतीकरण पूरा हुआ है और ब्रॉड गेज नेटवर्क का विद्युतीकरण 99.5% से अधिक हो गया है, जो कि यूके (39%), रूस (52%) और चीन (82%) से कहीं अधिक है।

आज 14 रेलवे जोन और 25 राज्य/केंद्र शासित प्रदेश 100% विद्युतीकृत हैं। रेलवे पर्यावरण के प्रति भी सजग है; यह सड़क परिवहन की तुलना में 95% कम प्रदूषण फैलाता है, जो प्रधानमंत्री जी के 'Green Transport' विजन को दर्शाता है।

सुविधाओं की बात करें तो 2025 तक नेटवर्क पर 164 वंदे भारत सेवाएं चल रही हैं, जिनमें से 15 केवल 2025 में शुरू की गईं।

लंबी दूरी के लिए जल्द ही 'Vande Bharat Sleeper' आ रही है। आम आदमी के लिए पूरी तरह से नॉन-एसी 30 अमृत भारत ट्रेनें चल रही हैं।

शॉर्ट-डिस्टेंस मोबिलिटी के लिए 'Namo Bharat Rapid Rail' की 2 सेवाएं भुज अहमदाबाद और जयनगर-पटना के बीच शुरू हो चुकी हैं।

त्योहारी भीड़ को संभालने के लिए 2025 में रिकॉर्ड 43,000 से अधिक स्पेशल ट्रेन ट्रिप संचालित

किए गए जिनमें महाकुंभ के लिए 17,340, होली के लिए 1,144, गर्मियों के लिए 12,417 और छठ पूजा के लिए 12,383 ट्रिप शामिल हैं।

स्टेशनों के विकास में, 155 स्टेशनों को 'World-Class' सुविधाओं के साथ पूरी तरह से आधुनिक बनाया जा चुका है, और 1,182 अमृत भारत स्टेशनों पर काम चल रहा है।

2025 में 225,000 करोड़ से अधिक की 2 परियोजनाएं राष्ट्र को समर्पित की गईं। माल ढुलाई में, भारत दुनिया का दूसरा सबसे बड़ा 'Freight Carrier' बन गया है और हम 2029-30 तक 3,000 Million Tonnes के लक्ष्य की ओर बढ़ रहे हैं। 'Dedicated Freight Corridors' पर आज प्रतिदिन 400 से अधिक ट्रेनें दौड़ रही हैं।

ट्रैक इंफ्रास्ट्रक्चर में भी अभूतपूर्व काम हुआ है। अप्रैल से 30 नवंबर 2025 के बीच 900 किलोमीटर से अधिक नई ट्रैक लाइनें चालू की गईं।

2025 में 6,880 ट्रैक किमी पुरानी रेलों को बदला गया, 7,051 ट्रैक किमी का सम्पूर्ण नवीनीकरण हुआ और 9,277 टर्न आउट (Turnouts) बदले गए। 2014-25 के दौरान कुल 34,428 किमी नए ट्रैक बिछाए गए (8.57 किमी/दिन की औसत से), जो 2009-14 के 4.2 किमी/दिन से दोगुने से भी अधिक है।

ट्रैक मेंटेनेंस के लिए 61 नई मशीनें लाई गई हैं। सेक्शनल स्पीड बढ़ाई गई है-599 ट्रैक किमी पर 130 kmph और 4,069 ट्रैक किमी पर 110 kmph की गति हासिल की गई है।

2025 में 1,161 ROBs/RUBs का निर्माण हुआ है और पिछले 11 वर्षों में 13,600 पुल पूरे किए गए (जो 2004-14 के 4,148 से तीन गुना ज्यादा हैं)। 2025-26 (नवंबर तक) 268 मानवरहित क्रॉसिंग (MLCs) हटाए गए हैं।

4,224 LHB कोच बने, जो पिछले साल से 18% अधिक हैं; पिछले 11 वर्षों में भारतीय रेल ने 42,600 से अधिक सुरक्षित LHB कोच बनाकर 'Atmanirbhar Bharat' को सशक्त किया है।

4. Development of Railways in Haryana

मैं हरियाणा प्रदेश की बात करना चाहूंगा, जिसे इस बजट में 23,566 करोड़ का रिकॉर्ड

Allocation मिला है।

यह राशि 2014 के बजट का ।। गुना है! हरियाणा में वर्तमान में ₹12,000 करोड़ के रेलवे प्रोजेक्ट्स पर काम चल रहा है।

हरियाणा ने 100% Electrification का लक्ष्य हासिल कर लिया है और डेडिकेटेड फ्रेट कॉरिडोर का सीधा लाभ हमारे प्रदेश के उद्योगों को मिल रहा है।

आंकड़े गवाह हैं कि 2014 से लेकर अब तक हरियाणा में 823 किमी नई ट्रैक बिछाई गई है। यह कोई साधारण आंकड़ा नहीं है, महोदय, यह संयुक्त अरब अमीरात (UAE) के पूरे रेल नेटवर्क के बराबर है।

वर्तमान में हरियाणा में 14 नए रेलवे ट्रैकों पर काम चल रहा है। ₹15,875 करोड़ की लागत से 1195 किमी नए ट्रैक बिछाए जाएंगे।

2014 से 2025 के बीच प्रदेश में 121 ट्रैकों का विद्युतीकरण पूरा हुआ और 534 रेलवे प्लाईओवर और अंडरब्रिज का निर्माण हुआ है।

रेलवे आधुनिकीकरण के लिए 'Kavach' प्रोजेक्ट्स के तहत ₹398 करोड़ आवंटित किए गए हैं।

इस दौरान हरियाणा को पांच वंदे भारत एक्सप्रेस ट्रेनों की कनेक्टिविटी मिली है।

वर्तमान में राज्य के 144 रेलवे स्टेशनों पर वाई-फाई की सुविधा उपलब्ध कराई गई है और 34 स्टेशनों को 'अमृत स्टेशन' के रूप में विकसित किया जा रहा है।

5. Demand for Kurukshetra Parliamentary Constituency

जहाँ मैं सरकार की इन शानदार उपलब्धियों की सराहना करता हूँ, वहीं मैं इस गरिमामयी सदन का ध्यान हरियाणा, विशेष रूप से कुरुक्षेत्र, कैथल, नरवाना, जींद और रोहतक में रेलवे कनेक्टिविटी को और मजबूत करने की अत्यंत महत्वपूर्ण मांगों की ओर आकर्षित करना चाहता हूँ।

पहली मांग: अमृतसर-चंडीगढ़ एक्सप्रेस (14541/42) को कुरुक्षेत्र, कैथल, जींद, रोहतक और बहादुरगढ़ होते हुए एक अतिरिक्त रैक (Additional Rake) के साथ दिल्ली तक विस्तारित करने की तत्काल आवश्यकता है।

वर्तमान में, इस मार्ग से अमृतसर (जो कि पवित्र श्री हरमंदिर साहिब का घर है) तक कोई सीधी दैनिक ट्रेन नहीं है। यह इस क्षेत्र के सिख और पंजाबी समुदायों की लंबे समय से लंबित मांग है, जिसे पूरा करना हमारी नैतिक जिम्मेदारी है।

दूसरी मांग: हरियाणा और राजस्थान के अंतरराष्ट्रीय सीमावर्ती क्षेत्रों के बीच कनेक्टिविटी में सुधार के लिए, खजुराहो कुरुक्षेत्र गीता जयंती एक्सप्रेस (11841/42) को एक अतिरिक्त रैक के साथ कैथल, नरवाना, जाखल और बठिंडा के रास्ते श्रीगंगानगर या सूरतगढ़ तक विस्तारित किया जाना चाहिए।

तीसरी मांग: चंडीगढ़ से रामेश्वरम तक एक नई साप्ताहिक या द्वि-साप्ताहिक ट्रेन सेवा शुरू की जाए, जो कुरुक्षेत्र, पानीपत, भिवानी, रेवाड़ी, रींगस, अजमेर, आबू रोड, अहमदाबाद, सूरत, वसई, पुणे और चेन्नई होते हुए जाए। यह कई प्रमुख धार्मिक, औद्योगिक और वाणिज्यिक केंद्रों को जोड़ेगी। यह ट्रेन खाटू श्याम जी और सालासर बालाजी जैसे महत्वपूर्ण तीर्थस्थलों की यात्रा को भी सुलभ बनाएगी।

चौथी मांग: बेहतर प्रशासन और परिचालन दक्षता (Operational Efficiency) के लिए अंबाला-कुरुक्षेत्र-कैथल-नरवाना रेलवे सेक्शन को उत्तर रेलवे के दिल्ली डिवीजन से हटाकर उत्तर रेलवे के अंबाला डिवीजन में स्थानांतरित किया जाना चाहिए।

पांचवीं मांग: ज्योतिसर, पिंडारसी, ग्योंग और सजुमा जैसे रेलवे हॉल्ट स्टेशनों को Crossing Stations में अपग्रेड किया जाना चाहिए। वर्तमान में 80 किलोमीटर के लंबे स्ट्रेच में केवल तीन क्रॉसिंग स्टेशन हैं, जिसके कारण अक्सर ट्रेनों में देरी और भारी कंजेशन होता है। इन्हें अपग्रेड करने से Line Capacity में काफी वृद्धि होगी।

छठी मांग: कुरुक्षेत्र जंक्शन रेलवे स्टेशन को टर्मिनल सुविधाओं के साथ विकसित किया जाना चाहिए, जिसमें पिट लाइन, सिक लाइन, कोच केयर कॉम्प्लेक्स और अतिरिक्त स्टेबलिंग लाइनें शामिल हों।

मेरे संसदीय क्षेत्र कुरुक्षेत्र के अंतर्गत आने वाले जिला मुख्यालय कैथल का रेलवे बुनियादी ढांचा

अत्यंत जर्जर है। यहाँ 24 डिब्बों वाली ट्रेनों के लिए प्लेटफार्म केवल 10 डिब्बों का है, जिससे यात्रियों को भारी जोखिम उठाना पड़ता है।

स्टेशन पर कोच डिस्प्ले, लिफ्ट, एस्केलेटर, स्वच्छ पेयजल और प्लेटफार्म नंबर 3 जैसी मूलभूत सुविधाओं का भी घोर अभाव है।

मेरी स्पष्ट मांग है कि यात्रियों की सुरक्षा और सुविधा के लिए कैथल रेलवे स्टेशन को तुरंत 'अमृत भारत स्टेशन योजना' में शामिल कर इसका आधुनिकीकरण किया जाए। इससे कुरुक्षेत्र से और अधिक ट्रेनें शुरू हो सकेंगी और पूरे क्षेत्र की रेलवे कनेक्टिविटी में क्रांतिकारी सुधार होगा।

6. Conclusion

अंत में मैं यही कहना चाहूँगा कि भारतीय रेल केवल पटरियों का एक ढांचा नहीं है, बल्कि यह 140 करोड़ भारतीयों की आकांक्षाओं और सपनों का एक जीवंत माध्यम है।

प्रधानमंत्री श्री नरेंद्र मोदी जी और मंत्री श्री अश्विनी वैष्णव जी के कुशल नेतृत्व में हम भारतीय रेलवे को उस स्वर्णिम युग की ओर ले जा रहे हैं जहाँ हमारी तकनीक, हमारी सुरक्षा और हमारी गति पूरी दुनिया के लिए एक मिसाल बन रही है।

'Make in India' और 'Atmanirbhar Bharat' की गूँज आज रेलवे के हर एक पुर्जे में सुनाई देती है।

मुझे पूर्ण विश्वास है कि सरकार कुरुक्षेत्र और हरियाणा की जनता की जिन वाजिब मांगों को मैंने यहाँ रखा है, उन पर पूरी संवेदनशीलता के साथ विचार करेगी और उन्हें जल्द से जल्द पूरा करेगी ताकि विकास की यह तेज रफ्तार ट्रेन समाज के अंतिम व्यक्ति तक पहुंच सके।

मैं एक बार पुनः वर्ष 2026-27 के इन अनुदान मांगों का पुरजोर समर्थन करता हूँ। अपनी बात में इन पंक्तियों के साथ समाप्त करूँगा:

"विरासत भी, विकास भी, यही है नए भारत की पहचान,

उन्नति के हर पथ पर, बढ़ रहा है हमारा हिंदुस्तान।

रेल की रफ्तार में है, करोड़ों सपनों की उड़ान,

सक्षम नेतृत्व से निखर रहा है, आत्मनिर्भर भारत का मान ।"

धन्यवाद । जय हिन्द!

***श्रीमती शांभवी (समस्तीपुर) :** धन्यवाद ! मुझे आज रेलवे मंत्रालय से संबंधित अनुदान मांगों पर हो रही इस अत्यंत महत्वपूर्ण चर्चा करने का अवसर दिया । भारतीय रेलवे केवल यातायात का एक साधन नहीं है, बल्कि यह हमारे देश की जीवनरेखा है जो उत्तर से दक्षिण और पूरब से पश्चिम तक पूरे भारत को एक सूत्र में पिरोती है । मैं माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री जी का हृदय से धन्यवाद करती हूँ, जिनके दूरदर्शी नेतृत्व में भारतीय रेलवे एक स्वर्णिम युग से गुजर रही है।

अगर हम 2014 से पहले के रेलवे और आज के रेलवे की तुलना करें, तो यह स्पष्ट हो जाता है कि विकास की गति क्या होती है । 2004 से 2014 तक रेलवे के लिए मात्र 3.62 लाख करोड़ रुपये का पूंजीगत व्यय (Capex) आवंटित किया गया था ।

लेकिन 2014 के बाद से अब तक यह बजट बढ़कर 17 लाख करोड़ रुपये से अधिक हो गया है । यानी बजट में 9 गुना से अधिक की वृद्धि हुई है । यह केवल एक आंकड़ा नहीं है. यह इस सरकार की उस प्रतिबद्धता को दर्शाता है जिसमें आम आदमी की यात्रा को सुरक्षित, सुगम और आधुनिक बनाने का संकल्प है ।

दशकों तक जिस रेलवे को केवल राजनीतिक लाभ के लिए इस्तेमाल किया जाता था, आज वह विकास और आधुनिकीकरण का सबसे बड़ा प्रतीक बन चुका है । आज रेलवे स्टेशनों की तस्वीर बदल रही है, पटरियों का जाल तेजी से बिछ रहा है और सबसे गरीब व्यक्ति भी विश्वस्तरीय सुविधाओं वाली ट्रेनों में सफर करने का सपना पूरा कर रहा है ।

इसी प्रगतिशील सोच और राष्ट्र-निर्माण के संकल्प के साथ, मैं सरकार द्वारा रेलवे में किए गए ऐतिहासिक कार्यों का समर्थन करने और अपने संसदीय क्षेत्र की कुछ महत्वपूर्ण मांगों को सदन के

* Speech was laid on the Table.

पटल पर रखने के लिए खड़ी हुई हूँ।

भारतीय रेलवे ने पिछले कुछ वर्षों में जिस तरह से यात्री सुविधाओं में क्रांति लाई है, वह अद्भुत है।

आज हमारे देश में कई विश्वस्तरीय ट्रेनें पटरियों पर दौड़ रही हैं।

आने वाले 2 से 3 वर्षों में 200 नई वंदे भारत ट्रेनें, 100 अमृत भारत ट्रेनें, 50 नमो भारत रैपिड रेल और 17,500 जनरल नॉन-एसी कोच देश की जनता को समर्पित किए जाएंगे, जो आम जनता के यात्रा अनुभव को पूरी तरह बदल देंगे।

ट्रेनें तभी तेज दौड़ सकती हैं जब ट्रैक मजबूत हों। 2014 से अब तक देश में 31,000 किलोमीटर से अधिक नए रेलवे ट्रैक बिछाए गए हैं। इसके अलावा, सुरक्षा सुनिश्चित करने के लिए 45,000 किलोमीटर से अधिक पुराने ट्रैकों का नवीनीकरण किया गया है।

हम अपनी ट्रेनों के बेड़े को पुराने कोचों से हटाकर नए, सुरक्षित और मजबूत LHB कोचों से बदल रहे हैं। 2014 से अब तक 37,000 से अधिक LHB कोच बनाए जा चुके हैं।

साल 2024-25 में ही 7,134 कोचों का निर्माण हुआ है, जो पिछले साल (6,541) से 9 प्रतिशत अधिक है। रेलवे इंजन (Locomotives) के निर्माण में भी 19 प्रतिशत की वृद्धि हुई है। 2024-25 में 1,681 इंजन बने हैं, जो यूरोप, उत्तरी अमेरिका, दक्षिणी अमेरिका, अफ्रीका और ऑस्ट्रेलिया के कुल उत्पादन से भी ज्यादा है।

यात्रियों की सुरक्षा हमारी सरकार की सर्वोच्च प्राथमिकता है। इसी दिशा में 'कवच' (Kavach Automatic Train Protection System) एक युगांतरकारी कदम है।

यह पूरी तरह से भारत में विकसित एक स्वदेशी तकनीक है, जिसे सुरक्षा के सर्वोच्च स्तर (SIL-4) का प्रमाण पत्र मिला हुआ है।

यदि लोको पायलट किसी कारणवश ब्रेक लगाने में विफल रहता है, तो 'कवच' सिस्टम गति सीमा के भीतर स्वचालित रूप से ब्रेक लगा देता है। यह खराब मौसम में भी ट्रेनों को सुरक्षित चलाने में मदद करता है।

दक्षिण मध्य और उत्तर मध्य रेलवे के 1,548 रूट किलोमीटर पर इसे सफलतापूर्वक लागू किया

जा चुका है। वर्तमान में दिल्ली-मुंबई और दिल्ली-हावड़ा कॉरिडोर (लगभग 3,000 रूट किलोमीटर) पर काम तेजी से चल रहा है, जिसमें से 1,081 किलोमीटर पर ट्रैक किनारे का काम पूरा हो चुका है।

इसके साथ ही, रेलवे में दुर्घटनाओं को खत्म करने के लिए मानवरहित रेलवे क्रॉसिंग (ULC) को 100 प्रतिशत समाप्त कर दिया गया है। देश भर में 12,000 से अधिक रोड ओवर ब्रिज (ROB) और रोड अंडर ब्रिज (RUB) बनाए गए हैं। अकेले 2024-25 में 1,256 नए ROB/RUB का निर्माण हुआ है।

रेलवे स्टेशनों पर सभी यात्रियों, विशेषकर बुजुर्गों और दिव्यांगजनों की सुविधा के लिए 1,790 लिफ्ट और 1,602 एस्केलेटर लगाए गए हैं। 6,000 से अधिक स्टेशनों को मुफ्त वाई-फाई सुविधा से जोड़ा गया है।

भारतीय रेलवे पर्यावरण संरक्षण में भी विश्व का नेतृत्व कर रही है: 2030 तक 'नेट जीरो कार्बन उत्सर्जन' का लक्ष्य रखा गया है।

वर्तमान में ब्रॉड गेज नेटवर्क का 98 प्रतिशत से अधिक हिस्सा विद्युतीकृत (Electrified) हो चुका है।

2004 से 2014 के बीच केवल 5,188 किलोमीटर का विद्युतीकरण हुआ था, जबकि 2014 से 2025 के बीच 45,000 किलोमीटर से अधिक का विद्युतीकरण पूरा किया गया। इससे रेलवे को सालाना 2,960 करोड़ रुपये की बचत हो रही है।

2,000 से अधिक रेलवे स्टेशनों को सौर ऊर्जा (Solar powered) से लैस किया गया है और 100 प्रतिशत स्टेशनों व सर्विस बिल्डिंग्स में LED लाइटें लगाई गई हैं।

माननीय प्रधानमंत्री जी ने हाल ही में इंफ्रास्ट्रक्चर के कई अद्भुत प्रोजेक्ट्स देश को समर्पित किए हैं। जम्मू-कश्मीर में दुनिया का सबसे ऊंचा रेलवे आर्च ब्रिज 'चिनाब ब्रिज (नदी से 359 मीटर ऊंचा) और भारत का पहला केबल-स्टे रेल ब्रिज 'अंजी खड्ड ब्रिज' चालू हो चुके हैं।

भारत का पहला वर्टिकल लिफ्ट रेल सी-ब्रिज 'नया पंबन ब्रिज' रामेश्वरम को मुख्य भूमि से जोड़

रहा है। सामरिक दृष्टि से महत्वपूर्ण कोसी रेल महासेतु का भी उद्घाटन हो चुका है।

माल ढुलाई (Freight Loading) में भी अभूतपूर्व प्रगति हुई है। 2004-14 के बीच जहां 8.473 मीट्रिक टन लोडिंग हुई थी, वहीं 2014-25 में यह आंकड़ा 14,200 मीट्रिक टन के पार चला गया है।

2024-25 में 1,617.38 MT के साथ अब तक का सबसे बड़ा रिकॉर्ड दर्ज किया गया है। डेडिकेटेड फ्रेट कॉरिडोर (DFC) जिसका एक किलोमीटर भी 2014 से पहले चालू नहीं था, आज 96 प्रतिशत (2843 किमी) पूरा हो चुका है।

'वन स्टेशन वन प्रोडक्ट' (OSOP) योजना के तहत 1,979 स्टेशनों पर 2,266 आउटलेट खोले गए हैं, जिससे हमारे स्थानीय कारीगरों, बुनकरों और कुम्हारों को 107.89 करोड़ रुपये की शानदार आय हुई है।

राष्ट्रीय स्तर पर हो रहे इन अभूतपूर्व कार्यों की मैं सराहना करती हूँ। इसी विकास की कड़ी में, मैं अपने संसदीय क्षेत्र 'समस्तीपुर' की जनता की कुछ अत्यंत महत्वपूर्ण और जायज मांगों को माननीय रेल मंत्री जी के समक्ष रखना चाहती हूँ।

मेरे क्षेत्र के विभिन्न सामाजिक संगठनों, जनप्रतिनिधियों और स्थानीय निवासियों द्वारा लगातार यह मांग की जा रही है कि क्षेत्र में यातायात सुविधाओं को सुदृढ़ किया जाए।

स्थानीय निवासियों की सुविधा के लिए निम्नलिखित स्टेशनों पर इन ट्रेनों का ठहराव अत्यंत आवश्यक है:

किशनपुर स्टेशन पर: जननायक एक्सप्रेस (15211/12), मिथिलांचल एक्सप्रेस (13155/56) और जयनगर-पटना इंटरसिटी एक्सप्रेस (15549/50) 1

हायाघाट स्टेशन पर: जानकी एक्सप्रेस (15283/84), जोगबानी-दानापुर एक्सप्रेस (13211/12) और मिथिलांचल एक्सप्रेस (13155/56) 1

खुदीराम बोस पूसा स्टेशन पर: अवध असम एक्सप्रेस (15909/10), शहीद एक्सप्रेस (14673/74), पवन एक्सप्रेस (11061/62) और जननायक एक्सप्रेस (15211/12) 1

रुसेरा घाट स्टेशन पर: उदयपुर सिटी एक्सप्रेस (19601/02) और कर्मभूमि एक्सप्रेस (12407/08)

समस्तीपुर जंक्शन पर: बरौनी-नई दिल्ली क्लोन एक्सप्रेस (15549/50)¹

समस्तीपुर से पटना होते हुए वाराणसी तक एक नई 'वंदे भारत एक्सप्रेस' चलाने का प्रस्ताव रेलवे बोर्ड को जल्द भेजा जाए।

दरभंगा-पुणे एक्सप्रेस (11033/34) जो अभी साप्ताहिक है, और जयनगर-राउरकेला एक्सप्रेस (18105/06) जो सप्ताह में तीन दिन चलती है। इन दोनों को जनहित में 'प्रतिदिन' चलाया जाए।

समस्तीपुर-कटिहार या दरभंगा-कटिहार पैसेंजर में से किसी एक ट्रेन को समस्तीपुर से खोलने का प्रावधान किया जाए।

मुजफ्फरपुर से आनंद विहार के बीच चलने वाली सप्तक्रांति एक्सप्रेस (12557/58) का रैक मुजफ्फरपुर में लगभग 11 घंटे तक खाली खड़ा रहता है। मेरा अनुरोध है कि इस ट्रेन का मार्ग विस्तार कर इसे समस्तीपुर से चलाया जाए।

धार्मिक और शैक्षिक ट्रेनें: मिथिलांचल के लोगों को अपने पूर्वजों के पिंड दान के लिए गया जाना पड़ता है, जिसमें कई ट्रेनें बदलनी पड़ती हैं। अतः दरभंगा या समस्तीपुर से गयाजी के लिए एक नई सीधी ट्रेन चलाई जाए। साथ ही, मेडिकल और इंजीनियरिंग की तैयारी करने वाले छात्रों के भविष्य को देखते हुए बरौनी से कोटा के लिए एक नई ट्रेन शुरू की जाए।

धलवारा स्टेशन पर यात्रियों के लिए एक अच्छा प्रतीक्षालय (Waiting Room) और स्वच्छ पेयजल की व्यवस्था की जाए।

हायाघाट स्टेशन पर जनता की सुविधा के लिए आरक्षण (Reservation) टिकट काउंटर खोला जाए।

रुसेरा घाट स्टेशन के दोनों प्लेटफॉर्म पर यात्री शेड (Shed) का विस्तार किया जाए।

माधुरी चौक FOB (फुट ओवर ब्रिज) और थानेश्वर FOB पर प्रकाश की समुचित व्यवस्था की जाए ताकि रात में यात्रियों को परेशानी न हो।

कुशेश्वरस्थान रेलवे स्टेशन: अंत में एक बहुत महत्वपूर्ण विषय की ओर ध्यान दिलाना चाहती हूँ। कुशेश्वरस्थान रेलवे स्टेशन के निर्माण की योजना शुरू में उसके मूल स्थान पर ही बनाई गई थी। लेकिन उस समय वहां 'पक्षी विहार होने के कारण इसे 1.3 किलोमीटर आगे स्थानांतरित कर दिया गया था।

अब पुराने स्थान पर पक्षी विहार से संबंधित कोई प्रतिबंध नहीं है, इसलिए व्यापक जनहित और स्थानीय निवासियों की सुगम पहुंच के लिए मेरा कड़ा अनुरोध है कि स्टेशन का निर्माण उसी के मूल प्रस्तावित स्थान पर ही किया जाए।

अंत में मैं यही कहना चाहूंगी कि एक ओर जहाँ हमारा देश रेलवे के क्षेत्र में तेज गति से दौड़ती वंदे भारत, कवच जैसी विश्वस्तरीय सुरक्षा तकनीक और विद्युतीकरण के साथ महाशक्ति बनने की ओर अग्रसर है, वहीं दूसरी ओर हमारे ग्रामीण और छोटे शहरों की जनता भी इसी विकास की धारा से जुड़ना चाहती है।

प्रधानमंत्री जी के 'सबका साथ, सबका विकास' के मंत्र का असली अर्थ तभी सिद्ध होता है जब मेरे समस्तीपुर के आम किसान, छात्र और बुजुर्ग को अपने गांव के स्टेशन से देश के किसी भी कोने में जाने के लिए सुलभ रेल सेवा मिल सके।

मुझे पूर्ण विश्वास है कि हमारी संवेदनशील सरकार और यशस्वी रेल मंत्री जी मेरी इन सभी मांगों को पूरी गंभीरता से लेंगे और समस्तीपुर की जनता को निराश नहीं होने देंगे। जनहित को ध्यान में रखते हुए मेरा मंत्रालय से करबद्ध निवेदन है कि इन सभी बिंदुओं पर यथाशीघ्र आवश्यक प्रशासनिक और तकनीकी कार्रवाई करने का कष्ट करें।

इन्हीं शब्दों के साथ, मैं रेल मंत्रालय की अनुदान मांगों का पूर्ण समर्थन करती हूँ और एक बार फिर आपको धन्यवाद देती हूँ कि आपने मुझे अपनी बात रखने का पर्याप्त समय दिया।

***श्री रमेश अवस्थी (कानपुर) :** आज मैं इस सदन में रेलवे की अनुदान मांगों के समर्थन में एक ऐसे भारत की तस्वीर देख रहा हूँ, जो अब रुकना नहीं, बल्कि रफ्तार के साथ उड़ना जानता है।

पहले रेलवे की चर्चा होती थी तो जहन में धुंआ, देरी और बदहाली की तस्वीर आती थी। लेकिन आज जब हम रेलवे की बात करते हैं, तो माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के संकल्प और माननीय रेल मंत्री श्री अश्विनी वैष्णव जी के अथक परिश्रम से हमारे सामने वंदे भारत जैसी आधुनिक ट्रेन, कवच जैसी सुरक्षा और अमृत भारत जैसे वर्ल्ड-क्लास स्टेशनों की चमक दिखाई देती है।

1. राष्ट्रीय गौरव: गुलामी की बेड़ियों से मुक्ति

प्रधानमंत्री जी ने लाल किले की प्राचीर से कहा था कि हमें गुलामी की मानसिकता से मुक्त होना है। कल तक हम तकनीकी के लिए दुनिया का मुँह ताकते थे, आज भारत ने दुनिया को 'वंदे भारत' जैसी स्वदेशी सेमी हाई स्पीड ट्रेन देकर अपनी इंजीनियरिंग का लोहा मनवाया है।

आज भारतीय रेलवे दुनिया का सबसे बड़ा 'ग्रीन रेलवे' बनने की ओर अग्रसर है। 100% विद्युतीकरण का लक्ष्य केवल एक आंकड़ा नहीं, बल्कि हमारी आने वाली पीढ़ियों के लिए एक स्वच्छ पर्यावरण का वादा है।

2 उत्तर प्रदेश: विकास का नया इंजन

उत्तर प्रदेश के बारे में कभी कहा जाता था कि यहाँ विकास की पटरी उखड़ी हुई है। लेकिन आज मोदी जी और योगी जी की जुगलबंदी ने यूपी को 'एक्सप्रेस प्रदेश' के साथ-साथ 'रेलवे हब' बना दिया है।

आज यूपी के हर कोने से वंदे भारत गुजरती है।

प्रदेश के 150 से अधिक स्टेशनों का कायाकल्प हो रहा है। यह केवल ईंट-पत्थर की इमारतें नहीं हैं, यह यूपी के उस गरीब और मध्यम वर्ग के सम्मान का प्रतीक है, जो कभी धूल भरे स्टेशनों पर

* Speech was laid on the Table.

बैठने को मजबूर था ।

3. मेरा कानपुर: यादें, भावनाएं और भविष्य (भावनात्मक जुड़ाव)

मैं उस कानपुर से आता हूँ जिसे 'पूर्व का मैनचेस्टर' कहा जाता था । कानपुर के लोगों के लिए रेलवे केवल यात्रा का साधन नहीं, उनकी आजीविका है ।

अनवरगंज-मंधना एलिवेटेड ट्रैक: यह कानपुर की जनता के लिए केवल एक प्रोजेक्ट नहीं, बल्कि एक वरदान है । दशकों से हमारे शहर की धड़कनें 18 रेलवे क्रॉसिंगों पर थमी रहती थीं । एम्बुलेंस फंसी रहती थी, बच्चे स्कूल के लिए लेट होते थे । आज मोदी सरकार ने उस दर्द को समझा और एलिवेटेड ट्रैक की सौगात देकर कानपुर को जाम-मुक्त करने का ऐतिहासिक काम किया है ।

कानपुर सेंट्रल का कायाकल्प: जब मैं कानपुर सेंट्रल के पुनर्विकास की तस्वीरें देखता हूँ, तो गर्व होता है कि मेरे शहर का स्टेशन अब एयरपोर्ट को मात देगा । ₹700 करोड़ से अधिक का यह निवेश कानपुर के व्यापारियों और युवाओं के लिए समृद्धि के नए द्वार खोलेगा ।

4. रेल मंत्री जी से कुछ 'दिल की मांगें'

जहाँ इतना काम हुआ है, वहीं उम्मीदें भी अपार हैं । मैं प्रधानमंत्री जी के विजन पर भरोसा करते हुए कुछ मांगें रखता हूँ

कानपुर के औद्योगिक स्वरूप को देखते हुए कानपुर से मुंबई और सूरत के लिए एक विशेष 'व्यापार एक्सप्रेस' (वंदे भारत श्रेणी) की मांग करता हूँ ।

कानपुर के पुराने मिल मजदूरों और युवाओं के लिए रेलवे के लॉजिस्टिक्स सेक्टर में नए अवसर सृजित किए जाएं ।

पनकी धाम को पूरी तरह से एक अत्याधुनिक सैटेलाइट स्टेशन बनाया जाए ताकि शहर के पश्चिम छोर के लोगों को मुख्य स्टेशन की भीड़ से राहत मिले ।

निष्कर्ष

अंत में बस इतना ही कहूँगा कि यह बजट केवल 'खर्च' का ब्यौरा नहीं है, यह 'आत्मनिर्भर 'भारत' का निवेश है । मोदी जी के नेतृत्व में पटरी वही है, लेकिन सोच नई है । इंजन वही है, लेकिन विजन

नया है। और इसी विजन के साथ हमारा कानपुर और हमारा देश तेजी से आगे बढ़ रहा है। मैं इन अनुदान मांगों का हृदय से समर्थन करता हूँ।

माँगे

- 1- कानपुर से दिल्ली तक रात्रि 10 से 11 कानपुर मेल नाम से एक्सप्रेस ट्रेन
- 2- अयोध्या से आगरा आने वाली वंदेभारत ट्रेन मथुरा तक बढ़ाने की मांग
- 3- कानपुर से जयपुर, मुम्बई, सूरत, पुणे के लिए अतिरिक्त ट्रेने, कानपुर से देहारादून और कानपुर से इंदौर ट्रेन की मांगा।

19.00 hrs

डॉ. इन्द्रा हांग सुब्बा (सिक्किम) : सभापति महोदया, मैं रेल मंत्रालय की डिमांड फॉर ग्रांट्स, 2026-27 का समर्थन करने के लिए खड़ा हुआ हूँ। मैं सिक्किम राज्य को रिप्रेजेंट करता हूँ और नार्थ ईस्टर्न रीजन में सबसे ज्यादा बीते सात दशकों में सबसे कम रेल नेटवर्क का विकास किसी रीजन में हुआ है तो वह नार्थ ईस्टर्न रीजन में हुआ है।

विगत दस साल में जिस तरह से रेलवे का इन्फ्रास्ट्रक्चर और रेलवे कनेक्टिविटी बढ़ाया गया है, उसके लिए मैं प्रधानमंत्री जी और माननीय रेल मंत्री जी को धन्यवाद देता हूँ। मैं जिस क्षेत्र से आता हूँ, आज तक सिक्किम में कोई भी रेलवे की कनेक्टिविटी नहीं है। लेकिन जिस तरह से 2014 के बाद सेवक से रंगपो तक जाने की रेल लाइन का प्रोग्रेस हुआ है, सेवोक-रंगपो रेलवे प्रोजेक्ट का जिस तरह प्रोग्रेस देखा गया है, उसे देखकर मुझे लगता है कि अगले दो से तीन साल के अंदर सिक्किम में पहली बार रेल पहुंच जाएगा।

मैं इसके लिए माननीय रेल मंत्री जी को धन्यवाद देता हूँ। उनके नेतृत्व में, आज की एनडीए सरकार के नेतृत्व काम हो रहा है जबकि इसे वर्ष 2008-09 में ही कन्सेप्टुअलाइज किया गया था, उस समय में ही शिलान्यास किया गया था, लेकिन वर्ष 2020 तक भी 4 हजार करोड़ रुपये में से केवल 682 करोड़ रुपये ही खर्च किया गया था। वर्ष 2020 से लेकर आज तक कम से कम 8 हजार करोड़ रुपये खर्च किया गया है और 85 परसेंट से ज्यादा सेवोक-रंगपो रेलवे प्रोजेक्ट

कम्पलीशन में है।

मुझे पूरा आशा है कि वर्ष 2028 तक सेवक से लेकर रंगपो तक की रेल लाइन कम्पलीट हो जाएगा। मैं आज हृदय से सारे सिक्किम और विशेषकर नामची, सांखे और गेजिंग डिस्ट्रिक्ट के नागरिकों की तरफ से मैं रेल मंत्री जी को धन्यवाद देता हूँ।

पिछले साल 2024 के दिसम्बर में रिक्वेस्ट किया था और वहां पर एक 75 किलोमीटर का नया रेल लाइन का प्रपोजल लेकर मंत्री जी के पास गए थे। उन्होंने एक ही मीटिंग में इसके लिए फाइनल लोकेशन सर्वे के लिए 8 करोड़ रुपये सैंक्शन कर दिया है, मैं इसके लिए आभार व्यक्त करता हूँ। यह स्ट्रेटजिकली बहुत ही इम्पोर्टेंट है।

यह रेलवे लाइन जहां पहुंच रहा है, वहां इंडो नेपाल बार्डर है। सिक्किम सरकार की तरफ से इंटीग्रेटेड बॉर्डर चेक पोस्ट बनाने का प्रपोजल चल रहा है और नेपाल के साथ इस्टर्न साइड में जिस तरह का रिलेशन होना चाहिए, वह रिलेशन भी अच्छा होगा, इसका मुझे पूरा विश्वास है।

हमें यह बताते हुए खुशी हो रहा है कि आज केवल रेल लाइन एक्सेसिबल ही नहीं हुई है, इसको मार्डनाइज भी किया गया है, इसको ज्यादा एफोर्डेबल भी बनाया जा रहा है और स्पीड पर भी ध्यान दिया जा रहा है।

सभापति महोदया, इस बार के बजट में हाई स्पीड ट्रेन एनाउन्स कर दिया गया है। इसमें वाराणसी से सिलीगुड़ी तक एक हाई स्पीड ट्रेन है, इसके लिए भी हम धन्यवाद देना चाहते हैं। सिक्किम टूरिस्ट के रेवेन्यू पर ज्यादा डिपेंड करता है। सिक्किम में बड़े-बड़े इंडस्ट्रीज नहीं हैं। जितना भी कनेक्टिविटी अच्छा हो, उतना ही ज्यादा हाई वैल्यू टूरिस्ट आने का चांसेज बढ़ता है।

महोदया, लास्ट सेवेन डिकेड्स में और सिक्किम के भारत में मर्ज हुए 60 सालों में हमने एक चीज रियलाइज की है कि जब कनेक्टिविटी अच्छी नहीं होती है, तो विकास कहीं न कहीं रुक जाता है। विकास उस लेवल पर नहीं हो सकता है। हमने कई कंपनियों से बात की, फूड प्रोसेसिंग इंडस्ट्री ले जाने के लिए हमने रिक्वेस्ट भी की। सब इंट्रेस्टेड रहते हैं, क्योंकि सिक्किम ऑर्गेनिक स्टेट हैं। वहां ऑर्गेनिक प्रोड्यूस करने में इंट्रेस्ट दिखाते हैं। बाद में जब कनेक्टिविटी की बात

आती है, तो पता चलता है कि वहां रेलवेज नहीं है। अतः कई कंपनीज उस वजह से रिलक्टेड हो जाती है, लेकिन पिछले 5 और 10 सालों में जिस तरह से सिक्किम जाने की कनेक्टिविटी को इम्प्रूव करने के लिए काम किया जा रहा है। रेलवे कनेक्टिविटी को भी बढ़ाया जा रहा है और अगले 2 से 3 सालों में रंगपो तक यह पहुंच जाएगी। हमें बहुत खुशी है कि रंगपो से गंगटोक तक रेलवे का डीपीआर भी अब सैक्शन हो चुका है। सिक्किम में भी जब रेलवे कनेक्टिविटी जाएगी, तो यह केवल सिक्किम की कनेक्टिविटी नहीं रहेगी। 45 किलोमीटर की रेलवे लाइन में से लगभग 40 किलो मीटर टनलिंग और ब्रिजेस है। यह एक इंजीनियरिंग मार्वल है। वेस्टर्न हिमालय से ज्यादा फ्रेजाइल ईस्टर्न हिमालय है। ईस्टर्न हिमालय फ्रेजाइल होते हुए भी जिस तरह की तकनीक यूज करके टनलिंग की गई है, जिस तरह की रेलवे लाइन आज जा रही है, यह ब्रेकथ्रू होने के बाद यह रेलवे लाइन शुरू होने के बाद भारत के लिए यह एक अनप्रीसिडेंटेड उदाहरण रहेगा। आने वाले दिनों में सिक्किम के डेवलपमेंट की जो ट्रेजेक्ट्री है। यह डेवलपमेंट ट्रेजेक्ट्री भी चेंज हो जाएगी। मैं रेल मंत्री जी को हृदय से पुनः आभार व्यक्त करता हूँ और अनुरोध करता हूँ कि जो प्रोजेक्ट अभी बन रहा है और जो दो प्रोजेक्ट्स बनने वाले हैं, उनको भी मंत्रालय स्पीड-अप कर दे, ताकि सिक्किम की प्रत्येक जनता इसका फायदा ले सकें। धन्यवाद।

श्री नारायणदास अहिरवार (जालौन) : सभापति महोदया, वर्ष 2026-27 के आम बजट पर चर्चा के अवसर पर अपने संसदीय क्षेत्र की जनता तथा समाजवादी पार्टी की ओर और से मुझे सदन में अपने विचार रखने का अवसर देने के लिए मैं आपका आभार व्यक्त करता हूँ।

महोदया, आज देश के करोड़ों गरीब नागरिक महंगाई, बेरोजगारी और बढ़ती रोजमर्रा की लागत से परेशान हैं। महिलाओं के विरुद्ध बढ़ते अपराध भी एक गंभीर सामाजिक समस्या बन चुके हैं, लेकिन इस बजट में इनके लिए कोई विशेष प्रावधान नहीं है। बुन्देलखण्ड क्षेत्र कई वर्षों से पिछड़ेपन, सूखा, बेरोजगारी और पलायन की समस्या से जूझ रहा है। इसके बावजूद इस बजट में जालौन का कहीं उल्लेख नहीं किया गया है। बजट में 7 हाई-स्पीड रेल कॉरिडोर, नए जलमार्ग और मिनरल कॉरिडोर की घोषणाएँ की गई हैं, लेकिन आज़ादी के 79 वर्ष बाद भी जालौन के

मुख्यालय उरई तथा आसपास के जिले हमीरपुर और कानपुर देहात से नई दिल्ली के लिए कोई सीधी रेल सेवा नहीं है। इस विषय में कई बार सदन और पत्रों के माध्यम से सरकार को अवगत कराया गया, लेकिन अभी तक कोई ठोस कदम नहीं उठाया गया है। सिर्फ अश्वासन मिला।

महोदया, जालौन सहित पूरे बुन्देलखण्ड की सबसे बड़ी समस्या रोजगार की कमी है। यहाँ उद्योग और रोजगार के अवसर बहुत कम हैं, इसलिए क्षेत्र के युवा पलायन करने को मजबूर हैं। इस बजट में न औद्योगिक क्लस्टर, न एमएसएमई हब और न ही कृषि आधारित उद्योगों की कोई योजना इस क्षेत्र के लिए दी गई है। उच्च शिक्षा, तकनीकी शिक्षा और व्यावसायिक प्रशिक्षण की कमी के कारण यहाँ के युवाओं का भविष्य प्रभावित हो रहा है। बजट में बुन्देलखण्ड के लिए कोई विशेष शैक्षिक प्रावधान नहीं किया गया है।

महोदया, बुन्देलखण्ड के किसान आज भी सिंचाई, बिजली, खाद, बीज और बाज़ार की समस्याओं से जूझ रहे हैं, लेकिन किसानों के लिए कोई विशेष पैकेज या लागत कम करने की ठोस योजना इस बजट में नहीं है। स्वास्थ्य सेवाओं की स्थिति भी कमजोर है। जालौन में विशेषज्ञ डॉक्टरों और आधुनिक सुविधाओं की कमी है। गंभीर मरीजों को झांसी, कानपुर या दिल्ली भेजना पड़ता है, जबकि इस बजट में मेडिकल कॉलेज या सुपर स्पेशलिटी अस्पताल का कोई प्रावधान नहीं किया गया है।

महोदया, मैं जालौन और पूरे बुन्देलखण्ड के विकास के लिए अपनी कुछ मांगें सरकार के समक्ष रखना चाहता हूँ। श्रमशक्ति एक्सप्रेस (12451/12452) जो नई दिल्ली से चलकर कानपुर पहुँचती है और कई घंटे वहीं खड़ी रहती है, इस ट्रेन को जिला मुख्यालय उरई तक बढ़ाया जाए, ताकि क्षेत्र के लोगों को दिल्ली जाने के लिए सीधी रेल सुविधा मिल सके।

छपरा एक्सप्रेस, जो बरौनी से चलकर ग्वालियर तक जाती है और लंबे समय तक वहीं खड़ी रहती है, इस ट्रेन को दिल्ली तक बढ़ाया जाए और इसे दिल्ली-ग्वालियर-बरौनी मार्ग पर चलाया जाए। साथ ही कोच-जालौन-भिंड-इटावा होते हुए ग्वालियर तक नई रेलवे लाइन बनायी जाए, जिससे उत्तर प्रदेश और मध्य प्रदेश के लोगों को दिल्ली तक बेहतर रेल सम्पर्क मिल सके।

गतिमान एक्सप्रेस, जो निजामुद्दीन से झांसी तक चलती है, उसे लगभग 117 किलोमीटर बढ़ाकर उरई तक चलाया जाए, जिससे यात्रियों को दिल्ली तक आने में सुविधा होगी और इससे रेलवे को भी राजस्व मिलेगा। इसके अलावा जालौन और बुन्देलखंड के विकास के लिए विश्वविद्यालय, पॉलिटेक्निक और आईआईटी की स्थापना, कौशल विकास केन्द्र, मेडिकल कॉलेज या सुपर स्पेशियलिटी अस्पताल, जिला अस्पताल का आधुनिकीकरण और स्थानीय स्तर पर रोजगार के अवसर उपलब्ध कराने की योजनाएं बजट में शामिल की जाएं ताकि पलायन रुके और क्षेत्र का विकास हो सके।

महोदया, आपने मुझे बोलने का समय दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

SHRI TANGELLA UDAY SRINIVAS (KAKINADA): The Indian Railways is not merely a transport network; it is the economic backbone of India. Every day it carries more than two crore passengers and transports nearly 1.6 billion tonnes of freight annually; connecting farms to markets, industries to ports, and people to opportunities. The Demand for Grant of the Ministry of Railways is, therefore, not just about expenditure; it reflects the scale of India's infrastructure ambition.

The Union Budget 2026-27 allocates a historic Rs. 2.81 lakh crore to Indian Railways, with nearly 99 per cent directed towards capital investment. This clearly shows that the Government is not merely maintaining the system but transforming it for the future. This transformation is a direct result of the infrastructure-first vision of hon. Prime Minister Shri Narendra Modi *ji*, who has given Indian Railways its boldest mandate in decades. Executing that vision with a rare technical depth is our hon. Railway Minister Shri Ashwini Vaishnaw *ji*, perhaps the first Railway Minister who understands the railway technology

not just administratively, but as an engineer and industry professional. Under his direct leadership, Kavach 4.0 -- operating at Safety Integrity Level 4, the highest standard in the world -- is being deployed across key corridors. As a result, train accidents have fallen dramatically from an average of 171 per year during 2004-2014 to just 11 in 2025-26. The Vande Bharat trains now accelerate from zero to 100 kilometres/hour in just 52 seconds, reflecting India's technological advancement in railways. He has also committed that India's hydrogen-powered locomotive will be developed entirely indigenously -- designed here, built here, and exported from here -- reflecting the true spirit of Atmanirbhar Bharat.

Hon. Chairperson, Madam, this transformation is clearly reflected in Andhra Pradesh as well. In the Railway Budget of 2026-27, the State has been allocated Rs. 10,134 crore, while the projects worth Rs. 92,649 crore are currently under implementation, nearly 11 times the average allocation during the UPA era.

The State has achieved 100 per cent rail electrification; over 1,560 kilometres of new railway lines have been added; and 21 stations are being redeveloped under the Amrit Bharat Station Scheme. This reflects the strong coordination between the hon. Prime Minister Shri Narendra Modi *ji*, Chief Minister Shri Nara Chandrababu Naidu Garu, and Deputy Chief Minister Shri Pawan Kalyan Garu, who are collectively driving infrastructure development in Andhra Pradesh.

However, Madam Chairperson, I wish to draw the attention of the hon.

Minister to one strategic project that can transform the coastal economy of Andhra Pradesh, the Annavaram-Bapatla Coastal Railway Corridor.

Andhra Pradesh has one of the longest coastlines in the country, with major ports – Kakinada Gateway, Machilipatnam, Mulapeta, Ramayapatnam, and Krishnapatnam – rapidly expanding under the Sagarmala vision. Yet there is no dedicated railway corridor running parallel to this coast. The proposed 335- kilometre corridor would directly connect these ports, coastal towns, fishing communities, and industrial clusters, while also providing an alternative railway route between Visakhapatnam and Chennai. Nearly 200 kilometres of this alignment already exists or is under construction. Only 130 kilometres of new railway line is required. This is not merely a regional project but it is a national logistic project that will strengthen port connectivity, support coastal industrialization, and improve freight efficiency along the eastern seaboard. I urge the hon. Railway Minister to prioritize its feasibility study and early sanction.

I also raise a pressing concern at Tuni station where over 40,000 people including women, children, and senior citizens cross railway tracks daily through a narrow and an unsafe culvert. During the rainy season, it is very pathetic to see the situation there. Children cross it with water passing through.

I have already written a letter to the hon. Minister that the road under bridge proposed here be sanctioned at the earliest. Hon. Speaker, Indian Railways has always been the engine of Indian development. As we move towards 'Viksit Bharat@2047', it must also power the aspirations of coastal

Andhra Pradesh and the vision of 'Swarnandhra@2047'.

With these words, I support the Demand for Grant for the Ministry of Railways. Jai Hind. Thank you, Chairperson.

SHRI DURAI VAIKO (TIRUCHIRAPPALLI): First and foremost, I would like to thank our Railway Minister, Shri Ashwini Vaishnaw, for granting the No Objection Certificate for construction of an elevated rotary bridge on the railway lands located at G-Corner Junction, Ponmalai, on the Tiruchi–Chennai National Highway. This decision has provided a long awaited solution for a 16-year old problem faced by the people of my constituency. More than 100 lives were lost at this identified black spot known as 'G-Corner Junction'. No more lives will be lost. Thank you, Sir.

I would also like to thank hon. Minister for converting the Tiruchi-Tambaram special train into a regular service and for providing stoppages for the Tiruchi-Tambaram train as well as the Chozhan Express at the Thiruverumbur Railway Station. I also thank the hon. Minister for providing stoppages of the Rameshwaram-Banaras Express and the Rameshwaram-Ayodhya Express at Pudukottai Railway Station. These stoppages are going to benefit thousands of commuters. Thank you, Sir.

However, there are still several long pending demands that require the attention of the hon. Minister. I request the Minister to expedite the necessary processes and take early action for the construction of railway over bridges at important level-crossings in and around Tiruchirappalli Parliamentary constituency to ensure public safety and smooth traffic movement.

These include the ROB at Level Crossing No. 355 at Keeranur on the Trichy-Karaikudi section, the ROB at Level Crossing No. 332 at Udayanpatti on the Trichy-Karaikudi section, the ROB at Level Crossing No. 265 at Inamkulathur on the Trichy–Dindigul section, and the ROB at Level Crossing No. 244 at Srirangam on the Trichy-Chennai section. Some of these projects have been at the DPR stage for a long time, and their early implementation is essential to prevent accidents and reduce severe traffic congestion at these busy crossings.

I would also like to bring to the attention of this House that my State of Tamil Nadu has not received its fair share of funds and priority in terms of railway projects. Some of the sanctioned projects have not received timely allocation of funds, and projects which have been allocated funds were not given the necessary clearances for their timely implementation.

During the current financial year 2025-26, Tamil Nadu lost nearly Rs.300 crore allocated for track doubling due to pending DPR approvals. Track doubling proposals for the following routes were approved seven years back in 2019, and funds to the tune of Rs.300 crore were allocated during the current year. These routes are Katpadi–Villupuram route, Salem–Karur–Dindigul route, and Erode–Karur route.

DPR approvals for these projects have been pending for the past seven years. Fair allocation of funds, timely implementation of projects, cooperative federalism, and avoiding political prejudice are very essential for upholding the concept of “One India, Mother India”. Tamil Nadu deserves its fair share of

funds, its due share of funds and projects.

Thank you, Madam.

एडवोकेट चन्द्र शेखर (नगीना) : धन्यवाद, सभापति महोदया ।

मैं आपको धन्यवाद देता हूँ कि आपने मुझे रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर चर्चा में भाग लेने का अवसर दिया ।

महोदया, भारतीय रेल केवल पटरियों पर चलने वाली गाड़ियों का नाम नहीं है, बल्कि यह भारत की अर्थव्यवस्था की धड़कन और सामाजिक एकता की सबसे मजबूत कड़ी है । आज भारतीय रेल दुनिया के सबसे बड़े रेल नेटवर्कों में से एक है । देश में लगभग 68,000 किलोमीटर से अधिक का रेल नेटवर्क है । प्रतिदिन लगभग 13,000 से अधिक यात्री ट्रेनें और 8,000 से अधिक मालगाड़ियाँ चलती हैं । हर दिन लगभग 2.4 करोड़ यात्री रेलवे से यात्रा करते हैं । प्रतिदिन करीब 40 लाख टन से अधिक माल रेलवे के माध्यम से ढोया जाता है । रेलवे में लगभग 12 लाख कर्मचारी कार्यरत हैं, लेकिन इतने बड़े तंत्र के बावजूद आज भी करोड़ों यात्रियों को भीड़, असुविधा और असुरक्षा का सामना करना पड़ता है ।

मैं कहना चाहता हूँ कि रेल की पटरियों पर केवल ट्रेनें नहीं चलतीं, उन पर करोड़ों भारतीयों के सपने चलते हैं और जब व्यवस्था कमजोर होती है, तो सपने भी पटरी से उतर जाते हैं ।

सभापति महोदया, सरकार ने वर्ष 2026-27 के लिए रेलवे के लिए लगभग 2.93 लाख करोड़ रुपये का पूंजीगत निवेश प्रस्तावित किया है । सरकार इसे ऐतिहासिक बता रही है, लेकिन सवाल यह है कि क्या यह निवेश वास्तव में यात्रियों की सुविधाओं, सुरक्षा और रोजगार में दिखाई दे रहा है? आज भी हजारों किलोमीटर ट्रैक्स पुराने हैं, कई जगहों पर सिग्नलिंग सिस्टम कमजोर है और स्टेशनों पर मूलभूत सुविधाओं की कमी है ।

महोदया, रेल सुरक्षा सबसे महत्वपूर्ण विषय है । मैं स्पष्ट कहना चाहता हूँ कि रेल में सुरक्षा केवल रिपोर्टों से नहीं आती, सुरक्षा जमीन पर किए गए काम से आती है । आज भी हजारों किलोमीटर ट्रैक्स का नवीनीकरण होना बाकी है और कर्मचारियों की कमी भी एक गंभीर समस्या

है।

महोदया, भारतीय रेल कभी देश का सबसे बड़ा रोजगार देने वाला संस्थान हुआ करता था और सामाजिक न्याय की भावना को मजबूत करने में इसकी बड़ी भूमिका रही है, लेकिन आज रेलवे में लगभग 3 लाख से अधिक पद खाली पड़े हैं और प्रमोशन से जुड़े अनेकों मुद्दे सामने आते हैं। माननीय मंत्री जी यहां मौजूद हैं। मैं सरकार से पूछना चाहता है कि जब देश का युवा रोजगार के लिए दर-दर भटक रहा है, तो रेलवे में इतने पद खाली क्यों पड़े हैं? देश का युवा अवसर मांग रहा है और रेलवे में खाली पद इंतजार कर रहे हैं। ऐसा क्यों है?

महोदया, मैं इस सदन के माध्यम से एक बहुत महत्वपूर्ण विषय उठाना चाहता हूँ। रेलवे में अनुसूचित जाति, अनुसूचित जनजाति और अन्य पिछड़ा वर्ग के युवाओं को अवसर मिलना कम हो गए हैं, क्योंकि भर्ती नहीं निकल रही है। मैं मंत्री जी से आग्रह करूंगा कि रेलवे में एस.सी., एस.टी., और ओबीसी के आरक्षित पदों को शीघ्र भरा जाए, भर्ती प्रक्रियाओं को तेज और पारदर्शी बनाया जाए, रेलवे के प्रशिक्षण संस्थानों में इन वर्गों के युवाओं के लिए विशेष प्रशिक्षण कार्यक्रम शुरू किए जाएं, रेलवे कॉलोनियों में कर्मचारियों के कल्याण कार्यक्रमों में सामाजिक न्याय की भावना को मजबूत किया जाए।

मैं कहना चाहता हूँ कि जब तक देश के अंतिम व्यक्ति को अवसर नहीं मिलेगा, तब तक विकास अधूरा रहेगा। बाबा साहब डॉ. भीमराव अम्बेडकर की भावना भी यही थी कि सरकारी संस्थान सामाजिक न्याय के मजबूत स्तम्भ बनें और सरकार भी इस बात का वादा करती है।

महोदया, आज सामान्य श्रेणी में यात्रा करने वाले यात्रियों की स्थिति बेहद कठिन है। ट्रेनों में अत्यधिक भीड़, लंबी वेटिंग लिस्ट, स्टेशनों पर सुविधाओं की कमी के कारण देश की जनता त्रस्त है। ऐसा लगता है कि आम यात्रियों की समस्याओं को उतनी प्राथमिकता नहीं दी जा रही, जितनी दी जानी चाहिए।

मैं कहना चाहता हूँ कि रेलवे केवल अमीरों की तेज ट्रेन नहीं होनी चाहिए, रेलवे गरीब और आम आदमी की जीवनरेखा भी होनी चाहिए। मैं माननीय मंत्री जी से कहना चाहता हूँ कि जब

रिजर्वेशन करवाते हैं तो उस समय वेटिंग नज़र आती है, पर जब ट्रेन में जाते हैं, चूंकि हम तो खुद सफर करते हैं, तो उस समय ट्रेन खाली मिलती है। यह किस तरह का भ्रष्टाचार है। इसकी आपको जानकारी करनी चाहिए। आपको रेलवे में जनरल डिब्बों की संख्या बढ़ानी चाहिए।

महोदया, इसके साथ-साथ माननीय मंत्री जी से मेरे अपने क्षेत्र से जुड़ी हुई मांग है। आप मुझे यह बता दें कि मैं एक टांग पर खड़ा होकर यह बताऊं या दोनों टांगों पर खड़ा होकर बताऊं, जिससे विपक्ष के सांसदों की तरफ भी आपका ध्यान आकर्षित हो जाए? सरकार की तरफ से जितने लोगों ने बोला है, सभी ने आपकी बड़ाई की। हम लोग भी बड़ाई करते हैं। अगर आप हमें यह अवसर दे दें तो आपकी और बड़ाई कर दूं, इसलिए मैं यह पूछ रहा हूं कि क्या मैं एक टांग पर खड़ा होकर बोलूं, जिससे आप अपनी निगरानी बनाएंगे या फिर दोनों टांगों पर खड़ा होकर बोलूं, जिससे आपका ध्यान हमारी तरफ आकर्षित हो जाए?

मेरी माननीय मंत्री जी से मांग है कि अमृत भारत स्टेशन योजना के अंतर्गत नगीना रेलवे स्टेशन के नवीनीकरण का काम जल्द से जल्द पूरा हो जाए। इसके साथ-साथ नगीना रेलवे स्टेशन के प्लेटफॉर्म नम्बर-2 की लम्बाई बढ़ा दी जाए, क्योंकि वहां महिलाओं को पीछे के डिब्बे से नीचे उतरना पड़ता है। यह बात मैंने कई बार कही है, इसलिए मैंने माननीय मंत्री जी से कहा कि मैं एक टांग पर खड़ा होकर बोल देता हूं, कम से कम अब तो सुन ली जाए और अपना ध्यान तो मेरी बातों की तरफ आकर्षित की जाए।

नगीना और आस-पास के क्षेत्रों के लाखों लोग दिल्ली, हरिद्वार और लखनऊ की यात्रा करते हैं, इसलिए यह आवश्यक है कि दिल्ली और हरिद्वार जाने वाली प्रमुख एक्सप्रेस ट्रेनों का ठहराव नगीना लोक सभा क्षेत्र में बढ़ाया जाए। नजीबाबाद-नगीना-धामपुर रेल मार्ग पश्चिमी उत्तर प्रदेश के लिए बहुत महत्वपूर्ण है। मैं मंत्री जी से मांग करूंगा कि इस रेल सेक्शन के इन्फ्रास्ट्रक्चर को मजबूत किया जाए। नगीना क्षेत्र के लोगों की सुविधा के लिए दिल्ली और लखनऊ के लिए नई इंटरसिटी ट्रेन चलाई जाए। इससे क्षेत्र के छात्रों और व्यापारियों को बड़ा लाभ मिलेगा। धामपुर और नगीना से दिल्ली के लिए सीधी ट्रेन चलाई जाए। नजीबाबाद से नगीना व धामपुर होते हुए

मुंबई के लिए ट्रेन चलाई जाए। यह मेरी बहुत पुरानी मांग हो गयी है, लम्बे समय से मैं यह मांग कर रहा हूँ। मेरी यह मांग पूरी हो जाए।

स्योहारा, कीरतपुर, हल्दौर, नगीना, धामपुर आदि स्थानों पर फ्लाईओवर और अंडरपास का काम जल्द से जल्द कराए जाए। आपको याद होगा कि आप यह कहते हैं और बहुत सारे मंत्री जी कहते हैं कि एक-एक मिनट कीमती है। एक मिनट की जो वैल्यू है, वह यहां पता लगती है, लेकिन यहां पन्द्रह-पन्द्रह, बीस-बीस मिनट खड़े होना पड़ता है। यह 'डिजिटल इंडिया' का युग है, सरकार की तरफ से 'विश्व गुरु' भारत की बात होती है। वह कहां है? कितने फाटक ऐसे हैं, जिन पर अभी काम होना बाकी है।

मुजफ्फरनगर में शुक्रताल एक बहुत बड़ा तीर्थ है। गुरु गद्दी अखण्ड ज्योति सतगुरु समनदास जी महाराज का स्थान है। वहां लाखों श्रद्धालु जाते हैं। उसको भी रेल की किसी कनेक्टिविटी से जोड़िए। इससे अर्थव्यवस्था में भी फायदा होगा और उस तीर्थ को जो मानने वाले लोग हैं, वे भी आपको धन्यवाद देंगे।

महोदया, अन्त में, मैं केवल यह बात कहना चाहता हूँ कि भारतीय रेल केवल लोहे की पटरियों पर नहीं चलती, यह देश के विश्वास और उम्मीदों पर चलती है। अगर इस विश्वास को मजबूत करना है, तो रेलवे को सच में मजबूत करना होगा।

सभापति महोदया, नगीना लोक सभा क्षेत्र दूसरे राज्यों को भी जोड़ती है। इधर हरिद्वार है और उधर कोटद्वार है। ये नगीना से होकर निकलते हैं। दोनों राज्यों का वह जोड़ है। मेरा माननीय मंत्री जी से निवेदन है कि मैंने नगीना के संबंध में जो मांगें रखी हैं, अगर आप इनको पूरा करेंगे तो यह स्पष्ट होगा कि आपकी कथनी और करनी में फर्क नहीं है, लेकिन अगर आप सिर्फ सत्ता पक्ष के लोगों का ही काम करेंगे तो इससे यह स्पष्ट होगा कि आपकी सरकार सबकी सरकार नहीं है, आपकी सरकार सिर्फ अपने लोगों की सरकार है और जहां के लोगों ने आपके खिलाफ वोट किया है, उनके अधिकारों का संरक्षण भी आपको करना ही पड़ेगा, क्योंकि आप तो मंत्री हैं, आप किसी पार्टी के नहीं हैं, इसलिए आपको उन लोगों के अधिकारों का संरक्षण भी करना पड़ेगा, यह भी मैं

आपसे आग्रह करता हूँ।

सभापति महोदया, बहुत-बहुत धन्यवाद। जय भीम, जय भारत।

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव) : सभापति महोदया, मैं रेलवे की अनुदान मांगों की चर्चा पर बोलने के लिए खड़ा हुआ हूँ। हमारा क्षेत्र चारों ओर से औद्योगिक गतिविधियों का एक बड़ा सेंटर है। वापी, सिलवासा, दमन, भिलाड और वलसाड सहित पूरा क्षेत्र देश के प्रमुख औद्योगिक कॉरिडोर में आता है। यहाँ के उद्योगों में देश के लगभग हर राज्य से लाखों-लाख प्रवासी मजदूर काम करने के लिए आते हैं और यहां निवास करते हैं।

महोदया, इसके साथ-साथ हमारा दमन और दीव अंतर्राष्ट्रीय स्तर का पर्यटन स्थल है। इस दृष्टि से भी यह अत्यंत महत्वपूर्ण है। हमारे क्षेत्र में रेलवे कनेक्टिविटी और सुविधाओं का विस्तार केवल स्थानीय आवश्यकता नहीं, बल्कि राष्ट्रीय आर्थिक गतिविधियों के लिए भी अत्यंत महत्वपूर्ण है।

महोदया, रेलवे केवल पटरियों और ट्रेनों का नेटवर्क ही नहीं है, बल्कि भारत की विकास यात्रा का सबसे मजबूत इंजन है। हम चाहते हैं कि हमारा क्षेत्र भी इस विकास यात्रा में सहभागी बने। हमारा दीव छोटा है, किन्तु एक अत्यंत महत्वपूर्ण पर्यटन स्थल है। अगर धरती पर कश्मीर को स्वर्ग माना जाता है तो हमारा दीव भी इस स्वर्ग से कम नहीं है। किन्तु, रेल कनेक्टिविटी के अभाव के कारण यह खूबसूरत प्रदेश देश और विदेश के पर्यटकों से अछूता रह जाता है।

महोदया, मैं सरकार से निवेदन करता हूँ कि रेलवे कनेक्टिविटी के लिए दीव के निकट स्थित देलवाड़ा रेलवे स्टेशन को आधुनिक सुविधाओं के साथ विकसित किया जाए। अगर यहां पर महत्वपूर्ण एवं लोकल ट्रेनों का स्टॉपेज दिया जाये तो यह पूरे दीव क्षेत्र के लिए एक महत्वपूर्ण प्रवेश द्वार बन सकता है।

महोदया, मैं दमन को बेहतर रेलवे कनेक्टिविटी देने के लिए सी-लिंक की तर्ज पर एक आधुनिक मोनो रेल/लाइट मेट्रो प्रणाली विकसित करने की मांग करता हूँ, जो उड़वाड़ा रेलवे स्टेशन से प्रारंभ होकर नानी दमन और मोटी दमन को जोड़ते हुए वापी रेलवे स्टेशन तक पहुंचे।

इससे दमन क्षेत्र के लाखों लोगों को सुविधा मिलेगी और पर्यटकों के लिए आकर्षण का एक केंद्र भी बनेगा। इस योजना से पर्यटन के साथ-साथ औद्योगिक गतिविधियों को भी अत्यंत बड़ी गति मिलेगी।

माननीय रेल मंत्री जी, मैंने आपसे व्यक्तिगत रूप से मुलाकात कर अपने क्षेत्र में लगभग 10 महत्वपूर्ण ट्रेनों के ठहराव की मांग भी रखी है। इन ट्रेनों के ठहराव की तकनीकी और यात्री संख्या के आधार पर फिजिबिलिटी भी उपलब्ध है। आप इन ट्रेनों की ठहराव सुनिश्चित करें। वापी रेलवे स्टेशन पर राजधानी एक्सप्रेस और दूरंतो एक्सप्रेस जैसी महत्वपूर्ण ट्रेनों का भी ठहराव दिया जाए।

महोदया, वापी स्टेशन के नजदीकी प्रदेश आज देश के सबसे बड़े औद्योगिक केंद्रों में से एक है। यहाँ लाखों-लाख उत्तर भारतीय मजदूर निवास करते हैं। वे लाखों की संख्या में प्रतिदिन आवागमन करते हैं।

माननीय मंत्री जी, उनकी ओर से मैं आपसे प्रार्थना करता हूँ कि उनके लिए बांद्रा टू गाजीपुर ट्रेन जो अभी सप्ताह में केवल 2 दिन चलती है, इसे प्रतिदिन चलाया जाए। गोरखपुर हमसफर को वैकेशन के दरम्यान प्रतिदिन चलाया जाये। वलसाड़ से वाराणसी श्रमिक एक्सप्रेस अभी सप्ताह में केवल एक दिन है, इसे कम से कम सप्ताह में 3 दिन चलाया जाए। हॉलिडे स्पेशल ट्रेन, जो मुंबई से बनारस तक चल रही है। यह ट्रेन मुंबई में ही फुल हो जाती है। इसलिए, हमारी मांग है कि ऐसी ट्रेन हॉलिडे के दिनों में उमारगाम से बनारस के लिए अलग से सप्ताह में 3 दिन चलाई जाए। इसके साथ ही उत्तर भारत की ओर जाने वाली ट्रेनों के स्टॉपेज के समय वापी स्टेशन पर बढ़ाया जाए। साथ ही गुजरात मेल, एकता नगर एक्सप्रेस, गोल्डन टेम्पल एक्सप्रेस, अमृतसर एक्सप्रेस ट्रेनों का वापी स्टेशन पर ठहराव दिया जाए।

महोदया, हमारा उड़वाड़ा पारसियों का पवित्र स्थान है, जहाँ पवित्र अगियारी आयी है। उड़वाड़ा स्टेशन पर फ्लाईंग रानी एक्सप्रेस के लिए अप एवं डाउन के लिए स्टॉपेज दिया जाए। इसके साथ ही मैं विशेष रूप से अनुरोध करना चाहता हूँ कि वापी के साथ-साथ वलसाड़ और भिलाड़ रेलवे स्टेशनों के भी समग्र विकास की योजना बनाई जाए और जरूरी ट्रेनों के स्टॉपेज दिए

जाए, ताकि इनके विस्तार से औद्योगिक क्षेत्र के यात्रियों को बेहतर सुविधाएं मिल सकें। इसके अतिरिक्त, मैं मुंबई और अहमदाबाद के बीच चलने वाली ट्रेनों की संख्या बढ़ाने की भी मांग करता हूँ। सहरसा ट्रेन को वापी स्टेशन के प्लेटफॉर्म नंबर 3 पर ही नियत किया जाए।

महोदया, हमारे औद्योगिक क्षेत्र में बड़ी संख्या में लोग प्रतिदिन रोजगार के लिए मुंबई और गुजरात के विभिन्न शहरों से आवागमन करते हैं। इसलिए, दैनिक कामकाजी लोगों के लिए लोकल एवं मेमू ट्रेनों की संख्या बढ़ायी जाए। यदि हमारे क्षेत्रों में रेलवे अवसंरचना का समुचित विकास किया जाए तो इससे न केवल स्थानीय लोगों को सुविधा मिलेगी, बल्कि औद्योगिक उत्पादन, पर्यटन और रोजगार के अवसरों में भी अत्यंत वृद्धि होगी।

महोदया, वापी रेलवे स्टेशन को विकसित किया जा रहा है। इसके लिए मैं माननीय मंत्री जी का आभार व्यक्त करता हूँ। किन्तु, अभी वापी स्टेशन पर यात्रियों के लिए एसी वेटिंग रूम, स्लीपर वेटिंग रूम और लेडीज वेटिंग रूम की व्यवस्था नहीं है। जब से स्टेशन का विकास कार्य शुरू हुआ है, तब से ही टॉयलेट तोड़ दिए गए हैं। इसके चलते पर्याप्त टॉयलेट फैसिलिटी के अभाव में यात्रियों को बहुत समस्या हो रही है। विशेष रूप से हमारी माताएं, बहनें और बेटियों को समस्या हो रही है।

मैंडम, मैं निवेदन करता हूँ की जब तक नए शौचालय नहीं बनते, तब तक वैकल्पिक व्यवस्था की जाये। ऐसा ही हाल गुजरात रेलवे पुलिस का भी है। उनके बैठने तक की अभी व्यवस्था नहीं है उनके लिए भी वैकल्पिक व्यवस्था की जाये।

अंत में, मैं माननीय रेल मंत्री जी से आग्रह करता हूँ कि हमारे औद्योगिक क्षेत्र में यात्रियों की बढ़ती मांग और साउथ गुजरात में सूरत के बाद सबसे अधिक रेवेन्यु देना वाला महत्वपूर्ण स्टेशन होने के बावजूद, वापी रेलवे स्टेशन से यात्रा शुरू करने वाले यात्रियों के लिए VIP/MP कोटा की उपलब्धता अत्यंत सीमित बनी हुई है। इस क्षेत्र के ज्यादा यात्रियों की संख्या और आर्थिक महत्व को देखते हुए, मैं रेल मंत्रालय से अनुरोध करता हूँ कि कृपया वापी रेलवे स्टेशन से महत्वपूर्ण ट्रेन जैसी वंदे भारत एक्सप्रेस सहित की 20 ट्रेनों की सूची हमने माननीय मंत्री जी से मुलाकात के समय दी है। उन ट्रेनों में वीआईपी एमपी कोटा उपलब्ध कराया जाये।

महोदया, मैं यह भी उल्लेख करना चाहता हूँ कि यह विषय केवल मेरे क्षेत्र का नहीं, बल्कि पूरे क्षेत्र के जनप्रतिनिधियों की साझा अपेक्षा है। हमारे क्षेत्र का प्रतिनिधित्व तीन सांसद करते हैं- भारतीय जनता पार्टी के सांसद श्री धवल भाई पटेल जी, श्रीमती कलाबेन देलकर जी और मैं निर्दलीय सांसद उमेश पटेल। हम सभी की यह साझा अपेक्षा है कि इस पूरे औद्योगिक और पर्यटन क्षेत्र को रेलवे की बेहतर सुविधाएँ मिलें। मुझे पूर्ण विश्वास है कि माननीय रेल मंत्री जी हमारे क्षेत्र की इन जनभावनाओं और आवश्यकताओं पर सकारात्मक विचार करेंगे।

धन्यवाद।

श्री अनिल फिरोजिया (उज्जैन) : सभापति महोदया, मैं इस सदन के माध्यम से रेल की अनुदानों की मांगों पर चर्चा के समर्थन में विचार व्यक्त करने के लिए खड़ा हुआ हूँ। सबसे पहले मैं देश के माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी का हृदय से आभार व्यक्त करना चाहता हूँ, जिनके दूरदर्शी नेतृत्व में भारतीय रेल आज एक नए परिवर्तन और आधुनिकता के युग में प्रवेश कर रही है।

भारतीय रेल केवल एक परिवहन व्यवस्था नहीं है, बल्कि यह देश की अर्थव्यवस्था की रीढ़ है और भारत की एकता और अखंडता को मजबूत करने वाला एक महत्वपूर्ण माध्यम है। यह विश्व के सबसे बड़े रेल नेटवर्कों में से एक है, जो प्रतिदिन करोड़ों यात्रियों और विशाल मात्रा में माल का परिवहन करता है।

महोदया, देश की बढ़ती जनसंख्या, तेजी से हो रहा शहरीकरण और बढ़ती आर्थिक गतिविधियों को देखते हुए रेलवे अवसंरचना का विस्तार अत्यंत आवश्यक हो गया है। इसी को ध्यान में रखते हुए सरकार ने रेलवे के आधुनिकीकरण, क्षमता विस्तार, सुरक्षा और नई तकनीकों के उपयोग को सर्वोच्च प्राथमिकता दी है। मुझे यह बताते हुए अत्यंत प्रसन्नता हो रही है कि वर्ष 2026-27 के केंद्रीय बजट में भारतीय रेल के लिए लगभग 2 लाख 78 हजार करोड़ रुपये का प्रावधान किया गया है, जो कि रेलवे के इतिहास का अब तक का सबसे बड़ा बजट आवंटन है। यह भू आवंटन वर्ष 2013-14 के मुकाबले कई गुना अधिक है। यह स्पष्ट रूप से दर्शाता है कि वर्तमान

सरकार रेलवे के विकास को देश की प्रगति का प्रमुख आधार मानती है।

महोदया, पिछले कुछ वर्षों में रेलवे अवसंरचना पर अभूतपूर्व निवेश किया गया है। नई रेल लाइनों का निर्माण, पुराने मार्गों का दोहरीकरण, मल्टी ट्रैकिंग, आधुनिक कोच, उन्नत सिग्नलिंग प्रणाली और सुरक्षा से जुड़े कार्यों में निरंतर तेजी आई है। वर्ष 2026-27 में नई रेल लाइनों के निर्माण के लिए बजट में लगभग 20 प्रतिशत की वृद्धि की गई है, जबकि ट्रैक दोहरीकरण के लिए लगभग 30 प्रतिशत अधिक धनराशि का प्रावधान किया गया है। इससे रेलवे मार्गों पर भीड़भाड़ कम होगी, ट्रेनों की गति बढ़ेगी और यात्रियों को अधिक सुविधाजनक यात्रा का अनुभव मिलेगा।

महोदया, भारतीय रेल के इतिहास में विद्युतीकरण के क्षेत्र में भी ऐतिहासिक उपलब्धि हासिल की गई है। वर्ष 2014 से पहले केवल लगभग 33 प्रतिशत रेल नेटवर्क का विद्युतीकरण हुआ था, जबकि आज लगभग 99 प्रतिशत ब्रॉड गेज नेटवर्क का विद्युतीकरण हो चुका है। यह उपलब्धि भारत को विश्व के कई विकसित देशों से भी आगे खड़ा करती है। विद्युतीकरण से न केवल डीजल पर निर्भरता कम हुई है बल्कि पर्यावरण संरक्षण की दिशा में भी यह एक महत्वपूर्ण कदम है। इससे कार्बन उत्सर्जन कम हुआ है और ऊर्जा की बचत भी हुई है।

माननीय सभापति महोदया, आज भारत में हाई स्पीड रेल के क्षेत्र में भी क्रांतिकारी परिवर्तन हो रहे हैं। मुंबई-अहमदाबाद हाई स्पीड रेल कॉरिडोर देश की पहली बुलेट ट्रेन परियोजना है, जो लगभग 508 किलोमीटर लंबी है और इसके माध्यम से मुंबई से अहमदाबाद की यात्रा लगभग 2 घंटे में पूरी हो सकेगी।

इसके अतिरिक्त सरकार ने देश के विभिन्न प्रमुख शहरों को जोड़ने के लिए सात नए हाई स्पीड रेल कॉरिडोर विकसित करने की योजना बनाई है। इनमें दिल्ली-वाराणसी, मुंबई-पुणे, चेन्नई-बेंगलुरु, बेंगलुरु-हैदराबाद जैसे महत्वपूर्ण मार्ग शामिल हैं। इससे देश में तेज, सुरक्षित और आधुनिक परिवहन व्यवस्था विकसित होगी।

माननीय सभापति महोदया, देश की लॉजिस्टिक व्यवस्था को मजबूत बनाने के लिए डेडिकेटेड फ्रेट कॉरिडोर का निर्माण भी तेजी से किया जा रहा है। पूर्वी और पश्चिमी माल गलियारों

का अधिकांश कार्य पूरा हो चुका है। इन परियोजनाओं से माल परिवहन तेज होगा, लागत कम होगी और उद्योगों को भी बड़ा लाभ मिलेगा।

इसके साथ ही 'गति शक्ति कार्गो टर्मिनल' की स्थापना भी की जा रही है, जिससे आधुनिक लॉजिस्टिक्स प्रणाली विकसित हो रही है और निजी निवेश को भी प्रोत्साहन मिल रहा है। रेल सुरक्षा के क्षेत्र में भी सरकार ने महत्वपूर्ण कदम उठाए हैं। 'कवच' जैसी स्वदेशी स्वचालित ट्रेन सुरक्षा प्रणाली का विस्तार किया जा रहा है, जिससे ट्रेन दुर्घटनाओं में उल्लेखनीय कमी आई है। इसके अलावा आधुनिक सिग्नलिंग, ड्रोन निरीक्षण, एआई आधारित निगरानी प्रणाली और अन्य तकनीकों का उपयोग करके रेलवे संचालन को और अधिक सुरक्षित बनाया जा रहा है।

माननीय सभापति महोदया, यात्रियों की सुविधा और अनुभव को बेहतर बनाने के लिए भी अनेक पहले की गई हैं। आज देशभर में वंदे भारत ट्रेनें तेज गति और आधुनिक सुविधाओं के साथ यात्रियों को बेहतर सेवा प्रदान कर रही हैं। इसके साथ ही अमृत भारत एक्सप्रेस जैसी ट्रेनें कम और मध्यम आय वर्ग के लोगों के लिए सस्ती और आरामदायक यात्रा का विकल्प प्रदान कर रही हैं। रेलवे स्टेशनों के आधुनिकीकरण के लिए अमृत भारत स्टेशन योजना के अंतर्गत देश के 1300 से अधिक स्टेशनों का पुनर्विकास किया जा रहा है। भारतीय रेल आज केवल परिवहन का साधन नहीं रह गई है, बल्कि यह देश के आर्थिक विकास, क्षेत्रीय संतुलन और सामाजिक समरसता का महत्वपूर्ण माध्यम बन चुकी है।

मैं विश्वास के साथ कह सकता हूँ कि माननीय प्रधान मंत्री जी और माननीय रेल मंत्री जी के नेतृत्व में भारतीय रेल आने वाले वर्षों में और अधिक आधुनिक, सुरक्षित और विश्वस्तरीय परिवहन प्रणाली के रूप में विकसित होगी।

माननीय सभापति महोदया, हमारे माननीय रेल मंत्री जी बड़े सहज, सरल और हमेशा मुस्कुराते रहते हैं। उनके सिर पर कभी भी चिंता की रेखा नहीं दिखती है। उज्जैन-झालावाड़ नई रेल लाइन के लिए वर्ष 2024 में रेल मंत्रालय द्वारा फाइनल लोकेशन सर्वे की स्वीकृति प्रदान की गई। इसके बाद डीपीआर बनाकर पश्चिम रेलवे, मध्य जबलपुर द्वारा नवंबर माह में इसे रेलवे बोर्ड

को स्वीकृति हेतु अनुशंसा के साथ गतिशक्ति परियोजना में शामिल करने के लिए अग्रेषित किया गया है।

माननीय सभापति महोदया, मैं आपके माध्यम से माननीय रेल मंत्री जी का ध्यान आकर्षित करना चाहता हूँ कि हमारी जनता भी इस रेल लाइन के लिए बहुत लालायित है और जनता कहती भी है कि मोदी है तो मुमकिन है और रेल मंत्री अश्विनी वैष्णव जी हैं तो यह संभव भी है। मैं रेल मंत्री जी से आग्रह करता हूँ कि इस अत्यंत महत्वपूर्ण नई रेल लाइन परियोजना को शीघ्र स्वीकृति प्रदान की जाए। ऐतिहासिक रूप से भी इस क्षेत्र में रेल संपर्क रहा है। वर्ष 1936 में सिंधिया राजघराने द्वारा उज्जैन से आगरा के बीच नैरोगेज रेल लाइन प्रारंभ की गई थी, जो लगभग 70 किलोमीटर लंबी थी। आपातकाल के दौरान इस रेल लाइन को कांग्रेस सरकार के द्वारा उखाड़ फेंक दिया गया।

दूसरा महत्वपूर्ण विषय कोटा-नागदा मेमू ट्रेन का रतलाम तक विस्तार का है। कोविड से पूर्व यह ट्रेन 'मेला स्पेशल' के रूप में रतलाम से कोटा के बीच चलती थी, जिससे क्षेत्र की जनता को बहुत सुविधा मिलती थी। कोविड काल में इसका संचालन बंद कर दिया गया और बाद में इसे केवल कोटा-नागदा के बीच मेमू ट्रेन के रूप में चलाया गया।

मेरे क्षेत्र के नागरिक लंबे समय से इस ट्रेन को नागदा से रतलाम तक बढ़ाने की मांग कर रहे हैं। मैं स्वयं भी कई बार माननीय रेल मंत्री जी तथा संबंधित अधिकारियों से इस विषय में अनुरोध कर चुका हूँ। मुझे पूर्ण विश्वास है कि हमारे क्षेत्र की जनता को माननीय मंत्री जी का आशीर्वाद मिलेगा।

तीसरा महत्वपूर्ण विषय उज्जैन-फतेहाबाद-चंद्रवतीगंज रेल लाइन के दोहरीकरण से जुड़ा है। वर्ष 2024 में इस परियोजना को स्वीकृति प्रदान की गई थी, किंतु वर्तमान में इसका कार्य रुका हुआ है। आगामी सिंहस्थ, 2028 को ध्यान में रखते हुए इस 21 किलोमीटर लंबी रेल लाइन का दोहरीकरण अत्यंत आवश्यक है। लाखों-करोड़ों श्रद्धालु सिंहस्थ के अवसर पर उज्जैन आते हैं, इसलिए इस परियोजना को तत्काल प्रारंभ किया जाए। इंदौर-उज्जैन से दिल्ली एवं मुंबई के लिए

वंदे भारत स्लीपर ट्रेन प्रारंभ की जाए। इंदौर-उज्जैन से पटना एवं कोलकाता के लिए अमृत भारत ट्रेन चलाई जाए। इंदौर-उज्जैन से अयोध्या धाम के लिए तथा जैन तीर्थ पालीताना (भावनगर) के लिए नई ट्रेन शुरू की जाए। नागदा से बडौदा तक दो लाइन को चार लाइन में करने की परियोजना को स्वीकृति प्रदान करने का कष्ट करें। इसके साथ मैं आपसे एक और मांग करना चाहता हूँ, जो कि महत्वपूर्ण है। दिल्ली और मुंबई से देश के सभी 12 ज्योतिर्लिंगों को वंदे भारत ट्रेनों के माध्यम से जोड़ने की एक विशेष योजना को स्वीकृत करें। कोटा-सिरसा ट्रेन का रैक कोटा में लगभग 18 घंटे खड़ा रहता है। यदि इस ट्रेन का विस्तार उज्जैन या इंदौर तक कर दिया जाए तो इसका बेहतर उपयोग भी होगा और क्षेत्र की जनता को नई सुविधा भी प्राप्त होगी। इसी प्रकार उज्जैन, देवास, इंदौर, फतेहाबाद, रतलाम और नागदा के बीच मेमू ट्रेन चलाई जाए, जिससे पूरे क्षेत्र के दैनिक मजदूर यात्री और छोटे-छोटे व्यावसायियों को उसका लाभ मिले।

सभापति महोदया, उज्जैन-इंदौर के बीच नमो भारत ट्रेन का प्रस्ताव भी लंबे समय से रेलवे बोर्ड में लंबित है। माननीय मंत्री जी अगर आप इसे स्वीकृति प्रदान कर देंगे, तो हमारे ऊपर बड़ी कृपा होगी। इसके अतिरिक्त उज्जैन-इंदौर वाया फतेहाबाद रेल मार्ग पर दूरी कम की जाए।

सभापति महोदया, आपने मुझे बोलने का अवसर दिया, मैं आपको बहुत-बहुत धन्यवाद अर्पित करता हूँ। जय महाकाल।

श्री उज्ज्वल रमण सिंह (इलाहाबाद) : माननीय सभापति जी, आप हमारी भी सभापति हैं, मैं उम्मीद करूंगा कि मुझे भी बोलने के लिए इतना ही समय दिया जाए।

मैं रेल मंत्रालय की अनुदान की मांगों वर्ष 2026-27 पर चर्चा में भाग लेते हुए यह कहना चाहता हूँ कि माननीय मंत्री जी आपकी सरकार ने वादा किया था कि हवाई चप्पल वाले को भी हवाई जहाज में चलाएंगे, लेकिन हुआ क्या? आपने उन्हें रेलगाड़ी से भी उतार दिया। कोविड के बाद पैसेंजर ट्रेनें ज्यादातर इलाकों में बंद हो गयी हैं। आज परिस्थिति यह है कि आम आदमी चढ़े तो चढ़े किसमें? वह वंदे भारत पर चढ़े, एक्सप्रेस ट्रेन पर चढ़े, मेल ट्रेन पर चढ़े, क्योंकि पैसेंजर ट्रेनें तो बंद हो गयी हैं। यह केवल परिवहन का माध्यम नहीं है, बल्कि यह देश की आर्थिक प्रगति और

सामाजिक समावेश की जीवन रेखा है। करोड़ों लोग प्रतिदिन अपनी रोजगार, शिक्षा और व्यवसाय के लिए रेलवे पर निर्भर हैं। सरकार ने रेलवे के लिए लगभग 2.9 लाख करोड़ रुपये का पूंजीगत व्यय प्रस्तावित किया है, लेकिन ऑपरेटिंग रेशियो देखें तो 98 प्रतिशत के आस-पास है। आप जितना कमाते हैं, उसका पूरा खर्चा संचालन में चला जाता है। आपके पास विकास और आधुनिकीकरण के लिए सीमित संसाधन हैं। रेलवे की आय का बड़ा हिस्सा माल ढुलाई से आता है और माल ढुलाई का राजस्व भी खाली कोयले से आता है। चूंकि हमारा क्षेत्र वहां से आता है, जहां से कोयला निकल कर जाता है। जब देश धीरे-धीरे स्वच्छ ऊर्जा की ओर बढ़ रहा है, तब भविष्य में यह मॉडल एक चुनौती बनता जा रहा है। इसलिए रेलवे को कंटेनर परिवहन, ई-कॉमर्स लॉजिस्टिक्स और गैर-थोक माल ढुलाई जैसे नए क्षेत्रों पर अधिक ध्यान देने की जरूरत है। मैं कहना चाहता हूं कि:

“कोयले की कालिख में चेहरा छिपाते हो तुम,
अंधेरे का डर दिखाकर रोशनी बेचते हो तुम।
रेल की रफ्तार तो बस कागजों की जीनत में है,
सच तो ये है कि हर मोड़ पर थक जाते हो तुम।”

आज स्थिति क्या है? मैं 50 वर्षों से देखता चला आ रहा हूं कि अगर आप गाजियाबाद से दिल्ली तक जाएं तो वही एक घंटा लगता है। इसमें कभी कमी नहीं आयी है। जितनी क्रॉसिंग्स थी, उस पर आपने बेहतर व्यवस्था करने का काम नहीं किया। आप प्रयागराज चले जाएं, वहां का स्टेशन बन रहा है, वह कब तक पूरा होगा, इसका पता नहीं है।

जिस शहर ने पांच प्रधानमंत्री दिए हैं, पंडित जवाहर लाल नेहरू जी, लाल बहादुर शास्त्री जी, इंदिरा गांधी जी, राजीव गांधी जी और विश्वनाथ प्रताप सिंह जी उनके स्टेशनों का क्या हाल है?

मैं आपसे कहना चाहता हूं-

“वक्त के आईने में अपनी सुस्ती तो देख लेते,
विकास के नारों में छिपी हुई मस्ती तो देख लेते।

जनता के टैक्स का पैसा पानी की तरह बहाया आपने,
अधूरे प्रोजेक्ट्स की अपनी अधूरी बस्ती तो देख लेते।”

मैं जानना चाहता हूँ कि कब तक प्रयागराज रेलवे स्टेशन का प्रोजेक्ट पूरा होगा? आपने कर्मचारियों के वेतन और पेंशन पर बड़ा व्यय किया है, लेकिन आउटसोर्सिंग के माध्यम से भर्ती की जा रही है और पूर्णकालिक भर्तियां नहीं की जा रही हैं। आज लोग परेशान हैं। आपने अहमदाबाद से मुंबई तक बुलेट ट्रेन बनायी, लेकिन दिल्ली से हावड़ा तक का प्रयागराज होते हुए जो सबसे बड़ा है अगर वहां बुलेट ट्रेन बनायी होती तो हमें खुशी होती। आपने हाई स्पीड रेल बनायी, उसे भी आप दिल्ली से बनारस लेकर गए और उसमें भी आपने प्रयागराज को काट दिया। उसमें भी प्रयागराज का नाम नहीं आया। ऐसा सौतेला व्यवहार, ऐसी बेरुखी प्रयागराज के साथ क्यों? मैं कहना चाहूंगा कि रेलवे के लिए वित्तीय अनुशासन और संसाधनों के कुशल प्रबंधन की और अधिक आवश्यकता है।

मैं अपने संसदीय क्षेत्र प्रयागराज के बारे में कहना चाहता हूँ। यह एक महत्वपूर्ण धार्मिक, शैक्षणिक और प्रशासनिक केंद्र है। यहाँ हर वर्ष लाखों लोग आते हैं और रेलवे यहाँ के जनजीवन का सबसे महत्वपूर्ण माध्यम है। मैं आपके माध्यम से आग्रह करना चाहता हूँ कि प्रयागराज-मुंबई दुरंतो एक्सप्रेस जो अभी सप्ताह में दो दिन चलती है, उसे प्रतिदिन संचालित किया जाए। प्रयाग जंक्शन, प्रयागराज संगम, फाफामऊ, प्रयागराज रामबाग और झूसी स्टेशनों को प्रशासनिक रूप से उत्तर मध्य रेलवे में विलय किया जाए ताकि प्रबंधन अधिक प्रभावी हो सके। अभी हमारे यहां नॉर्थ रेलवे, नॉर्थ-ईस्टर्न और नॉर्थ सेंट्रल जोन हैं मेरी मांग है कि नॉर्थ सेंट्रल में पूरा प्रयागराज लिया जाए। उत्तर प्रदेश की राजधानी लखनऊ के लिए सुबह के समय वंदे भारत जैसी सुपरफास्ट ट्रेन का संचालन शुरू किया जाए। प्रयागराज से योग नगरी ऋषिकेश जाने वाली हरिद्वार एक्सप्रेस को सप्ताह में तीन दिन की जगह प्रतिदिन चलाया जाए और कोचों की संख्या बढ़ाई जाए। प्रयागराज-अहमदाबाद सुपरफास्ट एक्सप्रेस जो सप्ताह में केवल एक दिन चलती है, उसे कम से कम तीन दिन संचालित किया जाए क्योंकि अहमदाबाद के लिए यहाँ से बड़ी संख्या में

यात्रियों की आवाजाही है। सूबेदारगंज स्टेशन का नाम बदलकर प्रयागराज कैंट किया जाए ताकि यात्रियों को पहचानने में आसानी हो। प्रयागराज से पुणे होते हुए बेंगलुरु के लिए सीधी ट्रेन शुरू की जाए। आपने आईजोल के लिए राजधानी ट्रेन शुरू की है, लेकिन प्रयागराज में उसका स्टॉपेज नहीं दिया।

मैं माननीय मंत्री जी से कई बार मिला हूँ कि हमारे यहां कठौली गांव हैं, जहां से चार लाइनें गुजरती हैं। वह गांव रोड से कट चुका है। वहां के लिए मैंने अंडरपास की मांग की थी, उसका नाम 26सी है। उस पर अंडरपास बनाने के लिए आपकी नजरेंकर्म हो जाएं तो अंडरपास बन जाए तो वहां के गांव के लोगों को फायदा हो जाए। इसी प्राकर से व्यौहरा करछना जैसे क्षेत्रों में अंडरपास का निर्माण किया जाए ताकि स्थानीय लोगों को सुरक्षित आवागमन की सुविधा मिल सके। मांडा रोड स्टेशन पर एक्सप्रेस ट्रेनों का ठहराव भी सुनिश्चित किया जाए। यहां से पूर्व प्रधानमंत्री विश्वनाथ प्रताप सिंह जी आते थे। किसी जमाने के सुप्रीम कोर्ट के चीफ जस्टिस भी वहां से थे। मेजा रोड, भीरपुर, करछना, जसरा स्टेशन, शंकरगढ़ स्टेशन पर कोई पैसेंजर ट्रेन नहीं रुकती है। मेरी मांग है कि इन स्टेशनों पर आपको ट्रेनों का स्टॉपेज देना चाहिए। जिससे आम लोगों को सुविधा हो सके।

यदि रेलवे को वास्तव में आधुनिक और जनहितकारी बनाना है तो हमें केवल बड़ी परियोजनाओं पर ही नहीं बल्कि स्थानीय आवश्यकताओं और यात्रियों की सुविधाओं पर भी समान रूप से ध्यान देना होगा।

इसी के साथ मैं आप सभी को धन्यवाद देता हूँ।

श्री विशालदादा प्रकाशबापू पाटील (सांगली) : सभापति महोदया, आपने मुझे रेल की अनुदान मांगों पर बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। There is no shame in giving credit where it is due. I think that the Railway Ministry has decentralised power very well. छोटे-छोटे जो काम हैं, Thank you so much, वे डीआरएम और जेडएम लेवल पर हो रहे हैं। जैसे रेल का एक्सटेंशन हो, प्लेटफॉर्म पर ट्रेन को

रोकना हो, ये सारे काम हो रहे हैं। बड़े काम के लिए हम आपसे रिक्वेस्ट कर रहे हैं कि अगर आप चाहेंगे तो वह हो सकता है। डीआरसीसी कमेटी का छोटा काम हो जाता है। लेकिन, वीर जी जेडआरसीसी में मैं आपसे मिला हूँ। हमारे एक-दो छोटे काम हैं, आप उनको करवा दीजिए। जो बड़े काम हैं, उसके लिए हमारे शिष्टमंडल आपसे मिले हैं। वैभववाड़ी-कोल्हापुर की लाइन के लिए अप्रूवल देना है। इसके लिए भी लोग मिले हैं। इससे सांगली की कनेक्टिविटी कोंकण बेल्ट के पोर्ट्स से हो जाएगी। हमारे यहां शुगर एक्सपोर्ट, ग्रेप्स एक्सपोर्ट और बड़े-बड़े एग्रीकल्चर प्रोडक्ट्स का एक्सपोर्ट होता है। थोड़ी कनेक्टिविटी बढ़ाने के लिए लोग आपसे मिले हैं। आपने हमारे मिराज कॉर्ड लाइन का अप्रूवल दे दिया है। मिराज-कोल्हापुर लाइन, जिसको डबलिंग करना है, उसके लिए भी आपने अप्रूवल दे दिया है। उसके लिए मैं आपका आभार मानता हूँ। कुछ चीजें और हमें चाहिए। कराड और पंढरपुर की कनेक्टिविटी सांगली डिस्ट्रिक्ट से आप करा देंगे तो जो पिलग्रिम विट्ठल दर्शन के लिए पंढरपुर जाते हैं, उनके लिए अच्छी सुविधा हो सकती है। मिराज से विटा के लिए बहुत लोग जाते हैं। उनके लिए अगर आप एक ट्रैक बना सकें तो बहुत अच्छा होगा।

महोदया, हमारे यहां कमलापुर एयरपोर्ट प्रपोज्ड है। उस कमलापुर एयरपोर्ट से चार किलोमीटर दूर माधवनगर ट्रैक्स हैं। उसका एस्टीमेट कराकर, अगर वह काम 200-400 करोड़ रुपये में हो सके तो It will be a very good airport in the future to create because that will be useful where air and train connectivity can be combined.

We have also asked for a dedicated rail corridor in my Constituency. Obviously, there are Madhavnagar, Nandre, Bhilavdi, Amnapur and Kirloskarvadi stations. जो नागपुर-पुणे में वंदे भारत ट्रेन आती है, वह 8 घंटे तक पुणे में रुकी रहती है और सांगली का डिस्टेंस तीन घंटे का है। अगर वह सांगली तक एक्सटेंड हो जाए तो तीन घंटे आगे आकर उतने समय में वह पीछे चली जाएगी। Sangli is a profit-making station with almost Rs. 20 crore of annual income coming in from passengers alone. So, if you could do it.

Further, you have also started Hubli to Pune and Kolhapur to Pune, and every day it goes through Sangli. If that could be extended to Mumbai, then it will be very useful. हुबली-मिराज ट्रेन का थोड़ा विस्तार करेंगे तो सांगली के पैसेंजर्स के लिए फायदेमंद हो सकता है। सांगली स्टेशन के लिए कुछ नई रिक्वॉयरमेंट मैंने मांगी है। सांगली के लिए चेन्नई एक्सप्रेस, पुरी एक्सप्रेस, निजामाबाद एक्सप्रेस, मंगलुरु एक्सप्रेस, हावड़ा एक्सप्रेस, we are just asking for these additional trains.

Sangli station is under NSG-4 category, but because of the income I believe that it can be in NSG-2 category. If it comes into NSG-2 category, then there are demands like escalators for the passengers, retiring rooms, cloak room, food stalls, Crew Management System, train water filling, and coaching terminal. These are small requirements that we want from you.

महोदया, किलोस्करवाड़ी में कुछ गाड़ियां रोकनी हैं। उसके लिए हमने मांग की है। बैंगलोर-एलटीटी मुम्बई एक्सप्रेस, मिराज-निजामुद्दीन एक्सप्रेस, कोल्हापुर-अहमदाबाद एक्सप्रेस, I will obviously give you a list of these separately. डेमू और मेमू ट्रेन्स को किलोस्करवाड़ी तक बढ़ाने की एक मांग है। कोल्हापुर-मिराज, बेलागावी-मिराज, लोंडा-मिराज और कैसल रॉक-मिराज ट्रेन भी बढ़ानी है।

महोदया, किलोस्करवाड़ी में आरक्षण काउंटर का समय बढ़ाना है। कम समय होता है तो लोग वहां हर समय टिकट नहीं ले पाते हैं। I have this request that you also complete the Sangli railway station and Miraj railway station. Further, the BOT project is pending in Miraj station for some reason. I would request that you complete the same at the earliest.

Thank you so much for the opportunity.

श्रीमती भारती पारधी (बालाघाट) : सभापति महोदया, आपने मुझे भारतीय रेल की अनुदान मांगों पर हो रही चर्चा में बोलने का मौका दिया, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देती हूँ।

"राहों में मुश्किलें हों तो हिम्मत और बढ़ जाती है।

जब नेतृत्व मोदी जी जैसा दूरदर्शी हो तो, मंजिलें

खुद पास आ जाती हैं।"

महोदया, हाथों की लकीरों में जैसे भाग्य रेखा का महत्व होता है, वैसे देश के विकास में रेल लाइनों का महत्व है। आज भारत जिस गति से विकास की ओर अग्रसर है, वह हमारे यशस्वी प्रधानमंत्री आदरणीय श्री नरेंद्र मोदी जी के दूरदर्शी नेतृत्व और संकल्प का परिणाम है। उनके नेतृत्व में भारत केवल विकास नहीं कर रहा है, बल्कि एक आत्मनिर्भर, आधुनिक और सशक्त भारत के निर्माण की दिशा में तेज़ी से आगे बढ़ रहा है। मैं आज इस सदन में वर्ष 2026-27 के लिए भारतीय रेल की अनुदान मांगों पर अपने विचार व्यक्त करने के लिए खड़ी हुई हूँ। इस अवसर पर मैं देश के यशस्वी प्रधानमंत्री माननीय श्री नरेंद्र मोदी जी तथा दूरदर्शी, कर्मठ और नवाचार के प्रतीक माननीय रेल मंत्री श्री अश्विनी वैष्णव जी का हृदय से अभिनंदन और आभार व्यक्त करना चाहती हूँ। उनके कुशल नेतृत्व में भारतीय रेल आज आधुनिकता, गति, सुरक्षा और आधुनिक नवाचार के नए युग में प्रवेश कर चुकी है।

महोदया, भारतीय रेल केवल एक परिवहन की व्यवस्था नहीं है, बल्कि यह भारत की आर्थिक शक्ति, सामाजिक एकता और राष्ट्रीय प्रगति की जीवन रेखा है।

लगभग 69,000 किलोमीटर से अधिक के विशाल रेल नेटवर्क के माध्यम से भारतीय रेल देश के दूरस्थ गांवों से लेकर महानगरों तक करोड़ों लोगों को जोड़ने का कार्य कर रही है। प्रतिदिन 2 करोड़ से अधिक यात्री और लाखों टन माल का परिवहन भारतीय रेल के माध्यम से होता है।

सभापति महोदया, वर्ष 2026-27 के लिए भारतीय रेल का कुल अनुमानित राजस्व लगभग 3.02 लाख करोड़ रुपये निर्धारित किया गया है, जिसमें लगभग 1.89 लाख करोड़ रुपये माल परिवहन से तथा लगभग 87,000 करोड़ रुपये यात्री सेवाओं से प्राप्त होने का अनुमान है। यह स्पष्ट

करता है कि भारतीय रेल आज देश की लॉजिस्टिक प्रणाली की रीढ़ बन चुकी है और उद्योग, खनिज, कृषि तथा व्यापार के विकास में अत्यंत महत्वपूर्ण भूमिका निभा रही है। रेल मंत्री आदरणीय अश्विनी वैष्णव जी के नेतृत्व में भारतीय रेल में तकनीकी और संरचनात्मक सुधार अभूतपूर्व गति से हो रहे हैं। आज भारत का लगभग पूरा ब्रॉडगेज रेल नेटवर्क विद्युतीकरण की दिशा में अग्रसर है। इससे न केवल ईंधन लागत में कमी आई है, बल्कि पर्यावरण संरक्षण को भी बढ़ावा मिला है।

सभापति महोदया, रेलवे सुरक्षा के क्षेत्र में भी ऐतिहासिक कार्य हुआ है। भारतीय रेल में 'कवच' नामक स्वदेशी स्वचालित ट्रेन सुरक्षा प्रणाली को तेजी से लागू किया जा रहा है। यह तकनीक ट्रेन टकराव जैसी दुर्घटनाओं को रोकने में अत्यंत महत्वपूर्ण साबित हुई है।

सभापति महोदया, प्रधानमंत्री माननीय नरेन्द्र मोदी जी के नेतृत्व में भारतीय रेल में अभूतपूर्व आधुनिकीकरण हुआ है। पिछले कुछ वर्षों में यदि हम देखें, तो हजारों किलोमीटर नई रेल लाइनों का निर्माण हुआ है, क्योंकि मोदी है तो मुमकिन है। ट्रैक दोहरीकरण और मल्टी-ट्रैकिंग की गति कई गुना बढ़ी है, क्योंकि मोदी है तो मुमकिन है। देश में वंदे भारत जैसी आधुनिक सेमी-हाई-स्पीड ट्रेनों का संचालन प्रारंभ हुआ है, क्योंकि मोदी है तो मुमकिन है। अमृत भारत स्टेशनों के अंतर्गत देश भर के लगभग 1300 से अधिक रेलवे स्टेशनों को पुनर्विकसित करने का कार्य हुआ है, क्योंकि मोदी है तो मुमकिन है।

आदरणीय सभापति महोदया, मैं अपने संसदीय क्षेत्र बालाघाट-सिवनी से जुड़े एक महत्वपूर्ण विषय का उल्लेख करना चाहूंगी। मेरे क्षेत्र में गोंदिया, बालाघाट, जबलपुर रेल लाइन के दोहरीकरण के लिए लगभग 5236 करोड़ रुपये की स्वीकृति का प्रस्ताव मध्य भारत के विकास को नई दिशा देने वाला एक ऐतिहासिक और दूरदर्शी निर्णय है।

माननीय सभापति महोदया, मैं एक छोटा सा उदाहरण देकर अपने जिले की मांग को रखूंगी कि विचारधारा और नेतृत्व का परिवर्तन कैसे होता है? मेरे जिला, जो एक ट्राइबल और पिछड़ा जिला कहलाता था, नक्सलाइट एरिया कहलाता था, मेरे यहां पर एशिया की सबसे बड़ी कॉपर की

माइन है। वहां पर 22 नवम्बर, 1982 को उद्घाटन करने के लिए उस समय की प्रधान मंत्री आदरणीय इन्दिरा गांधी जी आयी थीं, उस समय वहां पर कांग्रेस के सांसद चिन्तामन राव गौतम जी हुआ करते थे। स्वाभाविक है कि हम जैसे अपने क्षेत्रों की मांग रखते हैं, उन्होंने भी अपने क्षेत्र की मांग रखी। उस समय की प्रधान मंत्री आदरणीय इन्दिरा गांधी जी ने कहा था कि इन जंगलों में रहने वाले आदिवासियों को ट्रेन की क्या आवश्यकता है। नेतृत्व परिवर्तन होता है, विचारधारा का परिवर्तन होता है। जब वर्ष 1999 में अटल जी मेरे जिले में आए और उनके सामने ब्रॉडगेज का प्रस्ताव रखा गया, तो उन्होंने कहा कि रेल का काम नहीं रुकेगा, रेल सदैव चलती रहेगी, आगे बढ़ती रहेगी। उस समय मेरे यहां पर हम नैरोगेज से ब्रॉडगेज में आए थे। अब मोदी जी के समय में मेरे लोकसभा क्षेत्र में रेलवे लाइन का दोहरीकरण होने जा रहा है। रेलवे लाईन विकास की वाहिनी तो होती है। जबलपुर से गोंदिया रेल लाइन का सीधा कॉरीडोर बनने से मेरे क्षेत्र को, मेरे जिले को तरक्की के विकास के अवसर मिलेंगे, परन्तु इस महत्वाकांक्षी परियोजना से उत्तर से दक्षिण भारत को जोड़ने वाली रेलवे लाइन में लगभग 200 किलोमीटर की दूरी कम हो जायेगी, यह शार्टकट रूट होगा। मैं इसके लिए रेल क्रान्ति के जनक आदरणीय अश्विनी वैष्णव जी को और भारत माता को परम वैभव तक पहुंचाने वाले अवतार पुरुष माननीय मोदी जी को और मेरे नक्सल प्रभावित जिले को नक्सलमुक्त करने के लिए देश के यशस्वी गृह मंत्री आदरणीय अमित शाह जी को बहुत-बहुत धन्यवाद देती हूं कि मेरे पिछड़े जिले को विकास की राह से जोड़ने का काम इस सरकार ने किया है।

सभापति महोदया, मैं आपके माध्यम से अपने जिले की कुछ मांगों को रखना चाहती हूं। मेरी कुछ मांगें हैं, जो हमारे रेल मंत्री जी के संज्ञान में हैं। एक पेंचवली एक्सप्रेस है, जो नैनपुर में पूरा दिन खड़ी रहती है। उसका विस्तार गोंदिया तक किया जाना चाहिए और उसमें एसी कोचों को भी बढ़ाना चाहिए। चित्रकूट एक्सप्रेस का बालाघाट तक विस्तार किया जाना चाहिए। बालाघाट रेलवे स्टेशन के गुड्स को हटाकर वहां पर रेल स्टेशन को बड़ा करना है, तो उसे हट्टा या गर्गा रेलवे स्टेशन में स्थानांतरित किया जाए। जैसे मैंने कहा कि मेरे यहां पर मलाजखंड की सबसे बड़ी माइन

है, तो मलाजखंड-चिल्पी नई रेल लाइन का निर्माण किया जाए। रायपुर-जबलपुर इंटरसिटी, जो मेरे यहां आदरणीय रेल मंत्री जी ने दी है, उसमें एसी कोचों की संख्या बढ़नी चाहिए, तथा सिवनी-कटंगी नई रेल लाइन के निर्माण पर विचार किया जाना चाहिए। बालाघाट, तिरोड़ी, तुमसर रेल मार्ग का दोहरीकरण होना चाहिए।

दयोदय एक्सप्रेस को सिवनी-नैनपुर मार्ग से होते हुए जबलपुर और जयपुर के बीच संचालित कराने का काम होना चाहिए। सेवा ग्राम एक्सप्रेस को संचालित कर नैनपुर से प्रारम्भ करना चाहिए। मैं पूरे विश्वास के साथ कहना चाहती हूं कि प्रधान मंत्री नरेन्द्र मोदी जी और रेल मंत्री अश्विनी वैष्णव जी के नेतृत्व में भारतीय रेल आने वाले वर्षों में विश्व की सबसे आधुनिक और सुरक्षित रेल प्रणाली बनाने की दिशा में अग्रसर है। मैं दो लाइनों से मैं अपनी बात को समाप्त करूंगी।

“सफर आसान हो जाता है जब राहें नई बनती हैं,

मंजिलें खुद करीब आ जाती हैं जब कोशिशें सच्ची होती हैं।”

वंदे मातरम्।

20.00 hrs

(Hon. Speaker in the Chair)

माननीय अध्यक्ष : बाकी माननीय सदस्यों को कल बुला लेंगे।

अभी जितेंद्र कुमार दोहरे जी बोल लें।

श्री जितेंद्र कुमार दोहरे (इटवा) : माननीय अध्यक्ष महोदय, मैं आपके माध्यम से माननीय रेल मंत्री जी से कहूंगा कि वह इटावा लोक सभा क्षेत्र की ओर अपना ध्यान आकर्षित करें।

स्वतंत्रता संग्राम सेनानियों ने देश की आजादी में बहुत बड़ा हिस्सा लिया। उनके लिए और उनके परिजनों के लिए पूर्व में रेल यात्रा में सीट आरक्षण की सुविधा प्राप्त थी, किंतु वर्तमान में यह सुविधा उपलब्ध नहीं है। अतः स्वतंत्रता संग्राम सेनानियों एवं उनके परिजनों के लिए पुनः सीट आरक्षण की सुविधा दी जाए।

पूर्व में वरिष्ठ नागरिकों को रेल यात्रा किराये में छूट प्रदान की जाती थी, जिसे वर्तमान में

समाप्त कर दिया गया है। अतः वरिष्ठ नागरिकों को पुनः रेल यात्रा किराये में कम से कम 50 प्रतिशत की छूट दी जाए और महिलाओं एवं छात्रों को भी किराये में छूट दी जाए।

मेरे संसदीय क्षेत्र के फफूंद, अछल्दा, भरथना एवं इटावा रेलवे स्टेशनों पर कोरोना काल से बंद पड़ी ट्रेनों का संचालन पुनः प्रारम्भ किया जाए। इटावा से दिल्ली के लिए चलने वाली राजधानी एक्सप्रेस का ठहराव किया जाए, जिससे लोगों को आवागमन की सुविधा प्राप्त हो सके। इटावा-मैनपुर रोड अंडरब्रिज बना हुआ है। बरसात के समय में वह पुल बंद हो जाता है। वहां बहुत पानी भर जाता है तो वह पुल बिल्कुल बंद हो जाता है। वहां की जनता की मांग है कि वहां पर एक छोटा सा ओवरब्रिज बना दिया जाए, जिससे लोग पैदल वहां से निकल सकें।

अध्यक्ष जी, रेलवे में बहुत सारे पद खाली पड़े हुए हैं। मैं चाहता हूं कि हमारे बेरोजगार छात्रों को नौकरी, रोजगार मिले। इटावा रेलवे स्टेशन के नीचे पुलिया अत्यन्त संकरी है, जिसकी वजह से वहां से बरसात का पानी नहीं निकल पाता है। लाइन पार इलाके में कई मोहल्ले आते हैं, लाखों लोग वहां बसे हुए हैं। बरसात के समय में वहां पानी भर जाता है। अगर उन पुलियों की चौड़ाई हो जाए तो वहां पानी की समस्या से निपट सकते हैं।

महोदय, रेलवे के स्टाफ के आवास बहुत जर्जर हो चुके हैं। मैं मांग करता हूं कि ऐसे जर्जर आवास को दोबारा से नए स्टाफ आवास के रूप में बनाया जाए। मैं आपके माध्यम से दरखास्त करता हूं कि इटावा, अछल्दा, फफूंद स्टेशन्स पर ट्रेन्स का ठहराव दिया जाए। जम्मूतवी एक्सप्रेस, अजमेर एक्सप्रेस, राजधानी एक्सप्रेस, वंदे भारत एक्सप्रेस, महानंदा एक्सप्रेस, मुरी एक्सप्रेस, संगम एक्सप्रेस, ऊंचाहार एक्सप्रेस, स्वतंत्रता सेनानी एक्सप्रेस, तूफान एक्सप्रेस और लिंक एक्सप्रेस को वहां पर सभी स्टेशन्स पर रोकने का कार्य किया जाए, जिससे जनहित का कार्य हो सके।

जय भीम, जय समाजवाद।

माननीय अध्यक्ष : सदन की कार्यवाही में आज जो माननीय सदस्य सदन में बैठे हैं, कल रेलवे की अनुदान मांगों पर सबसे पहले उनको बोलने के लिए प्राथमिकता दी जाएगी। लिस्ट में किसी दल ने

नाम दे दिया होगा, तो भी पहले बैठने वालों का वरीयता में नंबर आएगा ।

मैं पहले भी कई बार यह बता चुका हूँ कि सदन से जो व्यवस्था दी जाती है, वही अंतिम व्यवस्था होती है ।

सभा की कार्यवाही मंगलवार, दिनांक 17 मार्च, 2026 को प्रातः 11 बजे तक के लिए स्थगित की जाती है ।

20.05 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Tuesday, March 17, 2026/ Phalguna 26, 1947 (Saka).*

ANNEXURE-I**(i) Member-wise Index to Starred Questions**

SI No.	Member's Name	Question Number
1	Adv Priya Saroj	323
2	Dr. Nishikant Dubey	327
3	Dr. Shivaji Bandappa Kalge	335
4	Shri Ananta Nayak	324
5	Shri Atul Garg	331
6	Shri Bhaskar Murlidhar Bhagare	328
7	Shri Daggumalla Prasada Rao	339
8	Shri Damodar Agrawal	324
9	Shri G M Harish Balayogi	326
10	Shri Govind Makthappa Karjol	334
11	Shri Gyaneshwar Patil	322
12	Shri Janardan Singh Sigriwal	336
13	Shri Kalipada Saren Kherwal	337
14	Shri Magunta Sreenivasulu Reddy	326
15	Shri Mani A	333
16	Shri Manoj Kumar	321
17	Shri N K Premachandran	330
18	Shri Naresh Ganpat Mhaske	329
19	Shri Nilesh Dnyandev Lanke	335
20	Shri Parshottambhai Rupala	325
21	Shri Rajeev Rai	338
22	Shri Rajesh Verma	331
23	Shri Shafi Parambil	332
24	Shri Shrirang Appa Chandu Barne	329
25	Shri Tariq Anwar	340
26	Smt. Kamaljeet Sehrawat	327

(ii) Member-wise Index to Unstarred Questions

SI No.	Member's Name	Question Number
1	Adv Gowaal Kagada Padavi	3889, 3761
2	Adv K. Francis George	3863
3	Adv Priya Saroj	3742
4	Adv. Adoor Prakash	3725
5	Adv. Chandra Shekhar	3701
6	Com. Selvaraj V	3900, 3831
7	Dr. Alok Kumar Suman	3741
8	Dr. Amar Singh	3703
9	Dr. Amol Ramsing Kolhe	3869, 3700
10	Dr. Anand Kumar	3794
11	Dr. Angomcha Bimol Akoijam	3834
12	Dr. Bachhav Shobha Dinesh	3761
13	Dr. Bhola Singh	3705, 3691, 3690
14	Dr. Byreddy Shabari	3706
15	Dr. C M Ramesh	3870
16	Dr. D Ravi Kumar	3886
17	Dr. D. Purandeswari	3746
18	Dr. Ganapathy Rajkumar P	3709
19	Dr. Hemang Joshi	3690, 3693
20	Dr. Hemant Vishnu Savara	3698, 3690
21	Dr. Indra Hang Subba	3688
22	Dr. K Sudhakar	3693, 3691
23	Dr. Kadiyam Kavya	3767
24	Dr. Kakoli Ghosh Dastidar	3850
25	Dr. Kalyan Vaijinathrao Kale	3755, 3698, 3691
26	Dr. Kirsan Namdeo	3757
27	Dr. M K Vishnu Prasad	3824, 3834
28	Dr. Mallu Ravi	3858

29	Dr. Manna Lal Rawat	3695, 3691, 3690
30	Dr. Mohammad Jawed	3803, 3691
31	Dr. Nishikant Dubey	3693, 3690, 3691
32	Dr. Prabha Mallikarjun	3683
33	Dr. Rajesh Mishra	3908, 3708
34	Dr. Rani Srikumar	3876
35	Dr. Sambit Patra	3699
36	Dr. Sanjay Jaiswal	3738, 3693, 3698
37	Dr. Sharmila Sarkar	3711
38	Dr. Shashi Tharoor	3731
39	Dr. Shrikant Eknath Shinde	3720
40	Dr. T Sumathy Alias Thamizhachi Thangapandian	3807
41	Km. Sudha R	3814
42	Kumari Selja	3904
43	Md. Rakibul Hussain	3815
44	Mr Pathan Yusuf	3727
45	Mrs Ruchi Vira	3762
46	Ms Iqra Choudhary	3742
47	Ms Kangna Ranaut	3751, 3691
48	Ms Sayani Ghosh	3843
49	Ms. Mahua Moitra	3787
50	Ms. Praniti Sushilkumar Shinde	3763, 3761
51	Ms. S Jothimani	3728
52	Prof. Sougata Ray	3684
53	Prof. Varsha Eknath Gaikwad	3700
54	Shri Chhotelal	3786
55	Shri Selvaganapathi T.M.	3768
56	Shri Aashtikar Patil Nagesh Bapurao	3902
57	Shri Abhay Kumar Sinha	3790

58	Shri Abhishek Banerjee	3748
59	Shri Adhikari Deepak Dev	3733
60	Shri Adhikari Soumendu	3851
61	Shri Aditya Yadav	3773
62	Shri Ajay Bhatt	3879
63	Shri Ajay Kumar Mandal	3739
64	Shri Alok Sharma	3708, 3691
65	Shri Amar Sharadrao Kale	3754
66	Shri Amarsing Tisso	3861
67	Shri Amra Ram	3715
68	Shri Anand Bhadauria	3862
69	Shri Ananta Nayak	3708
70	Shri Anil Firojiya	3897
71	Shri Anil Yeshwant Desai	3771
72	Shri Anto Antony	3721
73	Shri Anup Sanjay Dhotre	3738, 3691, 3690
74	Shri Anurag Sharma	3801
75	Shri Anurag Singh Thakur	3782
76	Shri Appalanaidu Kalisetti	3853
77	Shri Arun Bharti	3743
78	Shri Arun Govil	3682
79	Shri Arun Kumar Sagar	3686
80	Shri Arvind Dharmapuri	3820
81	Shri Arvind Ganpat Sawant	3723, 3868
82	Shri Asaduddin Owaisi	3810
83	Shri Ashok Kumar Rawat	3738, 3758, 3698, 3691, 3690
84	Shri Avimanyu Sethi	3708, 3690
85	Shri Azad Kirti Jha	3724
86	Shri B Y Raghavendra	3835
87	Shri Babu Singh Kushwaha	3816, 3770

88	Shri Baijayant Panda	3750
89	Shri Bajrang Manohar Sonwane	3882
90	Shri Balabhadra Majhi	3691
91	Shri Balashowry Vallabhaneni	3729
92	Shri Balwant Baswant Wankhade	3811
93	Shri Balya Mama Suresh Gopinath Mhatre	3766
94	Shri Bapi Halder	3759
95	Shri Bastipati Nagaraju	3800
96	Shri Benny Behanan	3907, 3742
97	Shri Bharat Singh Kushwah	3887
98	Shri Bhartruhari Mahtab	3708
99	Shri Bhaskar Murlidhar Bhagare	3700
100	Shri Bhausahab Rajaram Wakchaure	3765
101	Shri Bhojraj Nag	3693, 3758
102	Shri Bhumare Sandipanrao Asaram	3681, 3694, 3712
103	Shri Bibhu Prasad Tarai	3708
104	Shri Bidyut Baran Mahato	3698, 3708, 3690
105	Shri Brijendra Singh Ola	3838
106	Shri Brijmohan Agrawal	3844
107	Shri C N Annadurai	3874, 3780
108	Shri Captain Brijesh Chowta	3760, 3716, 3691
109	Shri Captain Viriato Fernandes	3859
110	Shri Chandra Prakash Choudhary	3716, 3690
111	Shri Chandra Prakash Joshi	3910
112	Shri Chavan Ravindra Vasantrao	3716, 3719, 3690, 3691
113	Shri Chintamani Maharaj	3719
114	Shri Damodar Agrawal	3758, 3691
115	Shri Darshan Singh Choudhary	3821
116	Shri Deepender Singh Hooda	3825

117	Shri Devesh Shakya	3770
118	Shri Dhairyasheel Sambhajirao Mane	3719, 3716, 3690, 3691
119	Shri Dharambir Singh	3714
120	Shri Dharmendra Yadav	3862
121	Shri Dilip Saikia	3698, 3690, 3708
122	Shri Dinesh Chandra Yadav	3880
123	Shri Dineshbhai Makwana	3708, 3690
124	Shri Dulu Mahato	3755, 3691
125	Shri Durai Vaiko	3839
126	Shri Dushyant Singh	3781, 3695
127	Shri E T Mohammed Basheer	3884
128	Shri Eatala Rajender	3849
129	Shri Eswarasamy K	3829
130	Shri G Kumar Naik	3909
131	Shri G Lakshminarayana	3809, 3803
132	Shri Ganesh Singh	3857
133	Shri Giridhari Yadav	3880
134	Shri Gopal Jee Thakur	3784
135	Shri Gyaneshwar Patil	3694
136	Shri Hanuman Beniwal	3701
137	Shri Harendra Singh Malik	3871
138	Shri Haribhai Patel	3693, 3708, 3691
139	Shri Harish Chandra Meena	3885
140	Shri Hasmukhbhai Somabhai Patel	3754
141	Shri Imran Masood	3855
142	Shri Jagannath Sarkar	3797
143	Shri Jagdambika Pal	3798, 3782
144	Shri Jai Prakash	3722
145	Shri Janardan Mishra	3758, 3698, 3690

146	Shri Jashubhai Bhilubhai Rathva	3769
147	Shri Jaswantsinh Sumanbhai Bhabhor	3799, 3738, 3758, 3691, 3690
148	Shri Jugal Kishore	3716, 3698, 3691, 3690
149	Shri K C Venugopal	3817, 3727
150	Shri K E Prakash	3737
151	Shri K Radhakrishnan	3726
152	Shri Kali Charan Singh	3867
153	Shri Kalyan Banerjee	3847
154	Shri Kamakhya Prasad Tasa	3832
155	Shri Kanwar Singh Tanwar	3852
156	Shri Karan Bhushan Singh	3749
157	Shri Karti P Chidambaram	3697
158	Shri Kartick Chandra Paul	3846
159	Shri Kesineni Sivanath	3687
160	Shri Khagen Murmu	3755, 3716
161	Shri Khalilur Rahaman	3898
162	Shri Kishori Lal	3684
163	Shri Kodikunnil Suresh	3845
164	Shri Kota Srinivasa Poojary	3693
165	Shri Krishna Prasad Tenneti	3698, 3693
166	Shri Kuldeep Indora	3793
167	Shri Kunduru Raghuveer	3795
168	Shri Lalji Verma	3801
169	Shri Lavu Sri Krishna Devarayalu	3788, 3719, 3716, 3690
170	Shri Laxmikant Pappu Nishad	3710
171	Shri Lumbaram Choudhary	3719, 3698, 3716, 3690
172	Shri M K Raghavan	3806
173	Shri Maddila Gurumoorthy	3745
174	Shri Madhavaneni Raghunandan Rao	3693, 3708, 3691

175	Shri Magunta Sreenivasulu Reddy	3735
176	Shri Mahesh Kashyap	3848, 3708, 3690
177	Shri Malaiyarasan D	3753
178	Shri Malvinder Singh Kang	3812
179	Shri Manish Jaiswal	3716, 3691
180	Shri Manish Tewari	3805
181	Shri Manoj Tiwari	3708, 3690, 3691
182	Shri Mansukhbhai Dhanjibhai Vasava	3878
183	Shri Miteshbhai Rameshbhai Patel	3754
184	Shri Mohibbullah	3836
185	Shri Mohite Patil Dhairyasheel Rajsinh	3875, 3700
186	Shri Mohmad Haneefa	3696
187	Shri Muhammed Hamdullah Sayeed	3892
188	Shri Murari Lal Meena	3702
189	Shri Naba Charan Majhi	3693, 3708
190	Shri Naresh Ganpat Mhaske	3720
191	Shri Naveen Jindal	3704
192	Shri Neeraj Maurya	3828, 3816, 3770
193	Shri Omprakash Bhupalsinh Alias Pavan Rajenimbalkar	3868
194	Shri P C Mohan	3779, 3691, 3690
195	Shri P P Chaudhary	3708, 3690, 3691
196	Shri Parbhubhai Nagarbhai Vasava	3758, 3690, 3691
197	Shri Parimal Suklabaidya	3693
198	Shri Patel Umeshbhai Babubhai	3689
199	Shri Prabhakar Reddy Vemireddy	3833
200	Shri Pradeep Kumar Singh	3691, 3690
201	Shri Pradeep Purohit	3717
202	Shri Pradyut Bordoloi	3707

203	Shri Praveen Khandelwal	3864
204	Shri Praveen Patel	3693, 3738, 3691
205	Shri Pushpendra Saroj	3742
206	Shri Putta Mahesh Kumar	3826
207	Shri Rahul Gandhi	3772
208	Shri Rahul Kaswan	3866, 3793, 3758
209	Shri Rahul Singh Lodhi	3735
210	Shri Raja A	3830, 3814
211	Shri Raja Ram Singh	3744
212	Shri Rajabhau Parag Prakash Waje	3893
213	Shri Rajesh Naranbhai Chudasama	3823
214	Shri Rajesh Ranjan	3778
215	Shri Rajiv Pratap Rudy	3881
216	Shri Rajkumar Roat	3774
217	Shri Rajmohan Unnithan	3901
218	Shri Raju Bista	3819
219	Shri Rakesh Rathor	3776
220	Shri Ramasahayam Raghuram Reddy	3775
221	Shri Ramashankar Vidharthi Rajbhar	3877
222	Shri Ramesh Awasthi	3758, 3691, 3690
223	Shri Ramprit Mandal	3894
224	Shri Ramvir Singh Bidhuri	3822
225	Shri Rao Rajendra Singh	3903
226	Shri Ravindra Dattaram Waikar	3720
227	Shri Ravindra Shukla Alias Ravi Kishan	3738, 3716, 3690
228	Shri Robert Bruce C	3730
229	Shri Rodmal Nagar	3716, 3693, 3691
230	Shri Sanatan Pandey	3856

231	Shri Sanjay Dina Patil	3700
232	Shri Sanjay Haribhau Jadhav	3712, 3723
233	Shri Sanjay Uttamrao Deshmukh	3890, 3712, 3723
234	Shri Saptagiri Sankar Ulaka	3802
235	Shri Sasikanth Senthil	3813
236	Shri Satish Kumar Gautam	3693, 3691, 3690
237	Shri Saumitra Khan	3719, 3698, 3691
238	Shri Selvam G	3780, 3874
239	Shri Shahu Shahaji Chhatrapati	3827
240	Shri Shivmangal Singh Tomar	3719, 3690
241	Shri Shrirang Appa Chandu Barne	3720
242	Shri Sribharat Mathukumilli	3734
243	Shri Subbarayan K	3831, 3900
244	Shri Sudhakar Singh	3692
245	Shri Sudheer Gupta	3719, 3716, 3690, 3691
246	Shri Sukanta Kumar Panigrahi	3888
247	Shri Sukhjinder Singh Randhawa	3758
248	Shri Sunil Bose	3783
249	Shri Sunil Kumar	3808
250	Shri Suresh Kumar Kashyap	3718
251	Shri Suresh Kumar Shetkar	3872
252	Shri T R Baalu	3906
253	Shri Tangella Uday Srinivas	3764
254	Shri Tapir Gao	3691, 3690
255	Shri Tatkare Sunil Dattatrey	3756
256	Shri Tejasvi Surya	3691
257	Shri Tharaniventhan M S	3685
258	Shri Ummeda Ram Beniwal	3740
259	Shri V K Sreekandan	3713
260	Shri Varun Chaudhry	3842

261	Shri Vijay Baghel	3841, 3738, 3691
262	Shri Vijayakumar Alias Vijay Vasanth	3747
263	Shri Virendra Singh	3865
264	Shri Vishaldada Prakashbapu Patil	3761
265	Shri Vishnu Datt Sharma	3752
266	Shri Vishnu Dayal Ram	3693, 3698, 3691, 3690
267	Shri Vishweshwar Hegde Kageri	3708, 3691, 3690
268	Shri Yaduveer Wadiyar	3905
269	Shri Yogender Chandolia	3716, 3698, 3690
270	Shri Zia Ur Rehman	3792
271	Smt. Anita Nagarsingh Chouhan	3791
272	Smt. Aparajita Sarangi	3738, 3698
273	Smt. Bag Mitali	3732
274	Smt. Bharti Pardhi	3720
275	Smt. Delkar Kalaben Mohanbhai	3694, 3681, 3712
276	Smt. Geniben Nagaji Thakor	3873
277	Smt. Harsimrat Kaur Badal	3854
278	Smt. Himadri Singh	3691, 3690
279	Smt. June Maliah	3785
280	Smt. Jyotsna Charandas Mahant	3891
281	Smt. Kamlesh Jangde	3698, 3708, 3690
282	Smt. Krishna Devi Shivshankar Patel	3895
283	Smt. Mahima Kumari Mewar	3693, 3708, 3691
284	Smt. Mala Rajya Laxmi Shah	3690
285	Smt. Mala Roy	3804
286	Smt. Manju Sharma	3837
287	Smt. Poonamben Hematbhai Maadam	3896
288	Smt. Pratima Mondal	3860

289	Smt. Rachna Banerjee	3789
290	Smt. Roopkumari Choudhary	3736
291	Smt. Sajda Ahmed	3899
292	Smt. Sandhya Ray	3777
293	Smt. Sanjna Jatav	3755, 3708, 3690
294	Smt. Satabdi Roy	3796
295	Smt. Shobhanaben Mahendrasinh Baraiya	3708, 3693, 3690
296	Smt. Smita Uday Wagh	3708, 3719, 3691
297	Smt. Supriya Sule	3875, 3700
298	Thiru Arun Nehru	3840
299	Thiru Dayanidhi Maran	3883
300	Thiru Dr. S Jagathratchakan	3818
301	Thiru Thanga Tamilselvan	3709

ANNEXURE-II**(i) Ministry-wise Index to Starred Questions**

Corporate Affairs	: 327
Culture	: 321, 334, 339
Education	: 332, 335, 338, 340
Environment, Forest and Climate Change	:
Finance	: 322, 325, 329, 333, 336, 337
Labour and Employment	: 323, 328, 330
Skill Development and Entrepreneurship	: 326
Tourism	:
Youth Affairs and Sports	: 324, 331

(ii) Ministry-wise Index to Unstarred Questions

Corporate Affairs	: 3683, 3686, 3721, 3738, 3740, 3749, 3758, 3785, 3796, 3797, 3805, 3812, 3813, 3820, 3843, 3885, 3899, 3905
Culture	: 3702, 3708, 3711, 3719, 3725, 3737, 3747, 3765, 3768, 3776, 3784, 3790, 3798, 3829, 3837, 3861, 3864, 3869, 3873, 3889, 3896
Education	: 3681, 3682, 3690, 3693, 3694, 3699, 3703, 3709, 3713, 3715, 3717, 3729, 3732, 3742, 3743, 3753, 3756, 3757, 3759, 3788, 3801, 3808, 3814, 3816, 3818, 3819, 3821, 3822, 3825, 3827, 3836, 3855, 3858, 3860, 3863, 3866, 3868, 3870, 3875, 3880, 3883, 3888, 3892, 3893, 3894, 3897, 3902, 3908
Environment, Forest and Climate Change	: 3689, 3706, 3707, 3718, 3724, 3727, 3731, 3733, 3741, 3752, 3755, 3761, 3770, 3779, 3782, 3783, 3838, 3841, 3844, 3854, 3871, 3872, 3878, 3887, 3890, 3903, 3909
Finance	: 3684, 3685, 3687, 3691, 3695, 3698, 3700, 3710, 3714, 3722, 3726, 3728, 3734, 3748, 3751, 3754, 3762, 3771, 3774, 3781, 3787, 3789, 3791, 3803, 3804, 3806, 3831, 3839, 3846, 3847, 3848, 3849, 3850, 3851, 3852, 3859, 3867, 3874, 3882, 3884, 3900, 3901
Labour and Employment	: 3704, 3705, 3712, 3720, 3745, 3767, 3769, 3772, 3778, 3792, 3793, 3823, 3824, 3830, 3842, 3845, 3856, 3862, 3877, 3891, 3906, 3907

Skill Development and Entrepreneurship	: 3736, 3750, 3760, 3766, 3775, 3777, 3794, 3799, 3802, 3809, 3810, 3811, 3828, 3835, 3840, 3853, 3879, 3898
Tourism	: 3692, 3735, 3746, 3764, 3773, 3780, 3786, 3795, 3800, 3807, 3815, 3833, 3834, 3857, 3876, 3881, 3886, 3910
Youth Affairs and Sports	: 3688, 3696, 3697, 3701, 3716, 3723, 3730, 3739, 3744, 3763, 3817, 3826, 3832, 3865, 3895, 3904

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