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Wednesday, March 25, 2026

Chaitra 4, 1948 (Saka)

LOK SABHA DEBATES

(Original Version)

Seventh Session

(Eighteenth Lok Sabha)



(Vol. XV contains Nos. 21 to 31)

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LOK SABHA DEBATES

LOK SABHA

Wednesday, March 25, 2026/ Chaitra 4, 1948 (Saka)

The Lok Sabha met at Eleven of the Clock.

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

माननीय अध्यक्ष : माननीय सदस्यगण, सुबह जब आप संसद सदन में आएंगे, तो सदन की कार्यसूची को पढ़कर आने की आदत बनाइए।

OBITUARY REFERENCES

माननीय अध्यक्ष : माननीय सदस्यगण, अत्यंत दुःख के साथ, मैं सभा को हमारे दो पूर्व साथियों के निधन के बारे में सूचित करना चाहता हूँ।

श्री विष्णु मोदी जी राजस्थान के अजमेर संसदीय निर्वाचन क्षेत्र से 8वीं लोक सभा के सदस्य थे। उन्होंने अधीनस्थ विधान संबंधी संसदीय स्थायी समिति और सभा पटल पर रखे जाने वाले पत्रों संबंधी समिति के सदस्य के रूप में कार्य किया। इससे पहले श्री मोदी दो कार्यकालों तक राजस्थान विधान सभा के सदस्य भी रहे।

श्री विष्णु मोदी जी का निधन 75 वर्ष की आयु में 21 मार्च, 2026 को जयपुर में हुआ।

श्री दत्ता मेघे महाराष्ट्र के नागपुर संसदीय निर्वाचन क्षेत्र से 10वीं लोक सभा, रामटेक संसदीय निर्वाचन क्षेत्र से 11वीं लोक सभा और वर्धा संसदीय निर्वाचन क्षेत्र से 12वीं और 15वीं लोक सभा के सदस्य रहे।

श्री मेघे विभिन्न संसदीय समितियों के सदस्य भी रहे। वे राज्य सभा के सदस्य भी रहे। इससे पहले, वे तीन कार्यकालों तक महाराष्ट्र विधान परिषद के सदस्य रहे और महाराष्ट्र विधान परिषद में नेता, प्रतिपक्ष भी रहे। श्री मेघे ने महाराष्ट्र सरकार में विभिन्न मंत्रालयों में मंत्री के रूप में भी अपनी सेवाएं दीं।

श्री दत्ता मेघे का निधन 89 वर्ष की आयु में 22 मार्च, 2026 को नागपुर में हुआ।

यह सभा अपने दो पूर्व साथियों के निधन पर गहरा शोक व्यक्त करती है और शोक संतप्त परिवारों के प्रति अपनी गहरी संवेदना व्यक्त करती है। अब यह सभा दिवंगत आत्माओं के सम्मान में कुछ देर मौन रहेगी।

11.03 hrs

The Members then stood in silence for a short while.

माननीय अध्यक्ष : ॐ शांति: शांति: शांति: ।

11.05½ hrs**ORAL ANSWERS TO QUESTIONS**

@Starred Question Nos. 461, 463 to 466

माननीय अध्यक्ष : प्रश्न काल – प्रश्न संख्या 461 – श्री राजेश रंजन जी ।

श्री राजेश रंजन : अध्यक्ष महोदय, मैंने सुना है कि आपकी तबियत खराब थी ।

माननीय अध्यक्ष : नहीं, नहीं ।

लंबी दूरी की रेलगाड़ियों में अत्यधिक भीड़भाड़ की स्थिति की समीक्षा

***461. श्री राजेश रंजन:**

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने विगत पांच वर्षों के दौरान लंबी दूरी की रेलगाड़ियों में लगातार बढ़ती प्रतीक्षा सूची और अत्यधिक भीड़भाड़ की स्थिति की कोई व्यापक समीक्षा की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) उक्त अवधि के दौरान विशेषकर बिहार सहित पूर्वी राज्यों को जोड़ने वाले मार्गों पर प्रतीक्षा सूची में शामिल यात्रियों की संख्या और सृजित की गई अतिरिक्त क्षमता का राज्य/संघ राज्य क्षेत्र और मार्ग-वार ब्यौरा क्या है;
- (ग) क्या यात्रियों की मांग में वृद्धि और रेल क्षमता के विस्तार के बीच अंतर की पहचान की गई

@ 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.

है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) रेलवे के रिकार्ड राजस्व के बावजूद कन्फर्म टिकटों की लगातार कमी होने के क्या कारण हैं; और

(ङ) यात्री क्षमता और सेवा उपलब्धता के आवधिक मूल्यांकन के लिए स्थापित किए गए निगरानी और मूल्यांकन तंत्र का ब्यौरा क्या है?

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

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

विवरण

(क) से (ङ): भारतीय रेल में रेलगाड़ियों का अधिभोगिता स्वरूप कम व्यस्त और व्यस्ततम अवधि के दौरान भिन्न-भिन्न होता है। व्यस्ततम अवधि के दौरान, विशेष रूप से लोकप्रिय मार्गों पर रेलगाड़ियों की अधिभोगिता 100% रहती है, जबकि कम व्यस्त अवधि और कम लोकप्रिय मार्गों पर, अधिभोगिता कम रहती है।

प्रतीक्षा सूची पैटर्न की नियमित आधार पर निगरानी की जाती है और अतिरिक्त मांग को पूरा करने के लिए, भारतीय रेल द्वारा नई रेलगाड़ियां चलाने, मौजूदा रेलगाड़ियों के फेरे बढ़ाने/मौजूदा रेलगाड़ियों का विस्तार करने, स्थायी आधार पर मौजूदा रेलगाड़ियों में सवारी डिब्बों की संख्या बढ़ाने आदि जैसे विभिन्न कदम उठाए गए हैं। इसके अलावा, प्रतीक्षा सूची की सीमा को रेलगाड़ी में उपलब्ध उस श्रेणी में उपलब्ध सीटों की क्षमता से जोड़कर युक्तिसंगत बनाया गया है।

पिछले पांच वर्षों अर्थात् 2021-22 से 2025-26 (फरवरी 2026 तक) के दौरान, 1024 रेलगाड़ियां शुरू की गईं, 907 रेलगाड़ियों का विस्तार किया गया, 168 रेलगाड़ियों के फेरे बढ़ाए गए और 4651 सवारी डिब्बे जोड़े गए। चूंकि रेल नेटवर्क राज्य की सीमाओं के आर-पार फैला होता है, इसलिए नेटवर्क की आवश्यकतानुसार, ऐसी सीमाओं के आर-पार रेलगाड़ियां चलाई जाती हैं। बहरहाल, यात्रा के आरंभ/यात्रा की समाप्ति के आधार पर, भारतीय रेल ने 2021-22 से

2025-26 (फरवरी 2026) के दौरान, पूर्वी/पूर्वोत्तर क्षेत्र में स्थित विभिन्न स्टेशनों की आवश्यकताओं को पूरा करने के लिए 444 रेलगाड़ी सेवाएं शुरू की हैं, जिनमें बिहार राज्य में आने वाले स्टेशनों को सेवित करने वाली निम्नलिखित 75 जोड़ी रेलगाड़ियां शामिल हैं:-

क्र. सं.	रेलगाड़ी सं. और नाम
1	11015/11016 लोकमान्य तिलक(टी)-सहरसा अमृत भारत एक्सप्रेस
2	13212/13211 दानापुर-जोगबनी एक्सप्रेस
3	13213/13214 जोगबनी-सहरसा एक्सप्रेस
4	13229/13230 राजेंद्र नगर-गोड्डा एक्सप्रेस
5	13251/13252 पटना-आनंद विहार(टी) एक्सप्रेस
6	13334/13333 पटना-दुमका एक्सप्रेस
7	13697/13698 गया-दिल्ली अमृत भारत एक्सप्रेस
8	14048/14047 दिल्ली-सीतामढ़ी अमृत भारत एक्सप्रेस
9	14628/14627 छेहरटा-सहरसा अमृत भारत एक्सप्रेस
10	15133/15134 छपरा-आनंद विहार (टी) अमृत भारत एक्सप्रेस
11	15135/15136 छपरा-अमृतसर एक्सप्रेस
12	15293/15294 मुजफ्फरपुर-चर्लपल्ली अमृत भारत एक्सप्रेस
13	15501/15502 रक्सौल-जोगबनी एक्सप्रेस
14	15505/15506 सहरसा-पाटलिपुत्र एक्सप्रेस
15	15507/15508 दरभंगा-पाटलिपुत्र एक्सप्रेस
16	15555/15556 बापूधाम मोतिहारी-पाटलिपुत्र मेमू
17	15557/15558 दरभंगा-आनंद विहार (टी) अमृत भारत एक्सप्रेस
18	15561/15562 दरभंगा-गोमती नगर अमृत भारत एक्सप्रेस
19	15567/15568 बापूधाम मोतिहारी-आनंद विहार (टी) अमृत भारत एक्सप्रेस
20	15589/15590 मुजफ्फरपुर-हड़पसर एक्सप्रेस

21	15701/15702 कटिहार-सिलीगुड़ी एक्सप्रेस
22	15723/15724 जोगबनी-सिलीगुड़ी एक्सप्रेस
23	16601/16602 इरोड-जोगबनी अमृत भारत एक्सप्रेस
24	18119/18120 टाटानगर-जयनगर एक्सप्रेस
25	19623/19624 मदार-दरभंगा अमृत भारत एक्सप्रेस
26	19801/19802 सोगरिया केबिन-दानापुर एक्सप्रेस
27	20893/20894 टाटानगर-पटना वंदे भारत एक्सप्रेस
28	21893/21894 टाटानगर-पटना वंदे भारत एक्सप्रेस
29	21895/21896 टाटानगर-पटना वंदे भारत एक्सप्रेस
30	22233/22234 न्यू जलपाईगुड़ी-पटना वंदे भारत एक्सप्रेस
31	22303/22304 हावड़ा-गया वंदे भारत एक्सप्रेस
32	22309/22310 हावड़ा-भागलपुर वंदे भारत एक्सप्रेस
33	22345/22346 पटना-गोमती नगर वंदे भारत एक्सप्रेस
34	22347/22348 हावड़ा-पटना वंदे भारत एक्सप्रेस
35	22349/22350 पटना-रांची वंदे भारत एक्सप्रेस
36	22357/22358 गया-लोकमान्य तिलक(टी) एक्सप्रेस
37	22361/22362 राजेंद्र नगर-नई दिल्ली अमृत भारत एक्सप्रेस
38	26301/26302 जोगबनी-दानापुर वंदे भारत एक्सप्रेस
39	26501/26502 गोरखपुर-पाटलिपुत्र वंदे भारत एक्सप्रेस
40	53201/53202 पटना-बक्सर पैसेंजर
41	53203/53204 झांझा-दानापुर पैसेंजर
42	53237/53238 गया-पटना जंक्शन पैसेंजर
43	53239/53240 गया-पटना जंक्शन पैसेंजर
44	53241/53242 गौनाहा-नरकटियागंज पैसेंजर
45	55037/55038 सीवान-थावे पैसेंजर

46	55121/55122 सीवान-समस्तीपुर पैसेंजर
47	55501/55502 झंझारपुर-लौकहा बाज़ार पैसेंजर
48	55503/55504 झंझारपुर-लौकहा बाज़ार पैसेंजर
49	55583/55584 रक्सौल जंक्शन-नरकटियागंज जंक्शन पैसेंजर
50	63273/63274 राजगीर-पटना मेमू
51	63275/63276 किऊल-पटना मेमू
52	63329/63330 गया-पाटलिपुत्र मेमू
53	63331/63332 किऊल-मोकामा मेमू
54	63333/63334 पाटलिपुत्र-बलिया मेमू
55	63357/63358 फतुहा-हिलसा मेमू
56	63359/63360 सहरसा-दौरम मधेपुरा मेमू
57	63361/63362 नरकटियागंज-गौहाना मेमू
58	63375/63376 सहरसा-सुपौल मेमू
59	63377/63378 लहेरियासराय-सहरसा डेमू
60	63379/63380 लहेरियासराय-सहरसा डेमू
61	63381/63382 लहेरियासराय-सहरसा डेमू
62	63383/63384 वैशाली-कोडरमा मेमू
63	63389/63390 नवादा-पटना मेमू
64	63411/63412 साहिबगंज-भागलपुर मेमू
65	73433/73434 सुल्तानगंज-देवघर डेमू
66	75213/75214 रक्सौल जंक्शन-मेहसी मेमू स्पेशल मेमू
67	75215/75216 रक्सौल जंक्शन-जयनगर पैसेंजर
68	75221/75222 सोनपुर जंक्शन-वैशाली डेमू
69	75223/75224 बिहारीगंज-पूर्णिया कोर्ट डेमू
70	75225/75226 सहरसा-पूर्णियाकोर्ट डेमू

71	75249/75250 सहरसा-अम्हा पिपरा डेमू
72	75251/75252 सहरसा-समस्तीपुर जंक्शन डेमू
73	75273/75274 इस्लामपुर-पटना डेमू
74	75751/75752 तेलता-राधिकापुर डेमू
75	94803/94804 जयनगर-पटना जंक्शन नमो भारत रैपिड रेल एक्सप्रेस

अनारक्षित सवारी डिब्बों में यात्रा करने वाले यात्रियों की मांग को पूरा करने के उद्देश्य से, रेलवे ने सामान्य श्रेणी में यात्रा की मांग करने वाले यात्रियों के लिए सुविधाओं में अत्यधिक वृद्धि की है। पिछले वित्त वर्ष 2024-25 के दौरान ही, विभिन्न लंबी दूरी की रेलगाड़ियों में 1250 सामान्य सवारी डिब्बों का उपयोग किया गया है। चालू वित्त वर्ष (फरवरी, 2026 तक) में स्थायी वृद्धि के लिए 860 सवारी डिब्बों का उपयोग किया गया है।

निम्न और मध्यम आय वर्ग के परिवारों की यात्रा की मांग को पूरा करने के लिए, भारतीय रेल ने 17,000 गैर-वातानुकूलित सवारी डिब्बों (सामान्य/स्लीपर) का विनिर्माण शुरू किया है।

भारतीय रेल में, गैर-वातानुकूलित सवारी डिब्बों का प्रतिशत लगभग 70 प्रतिशत है, जैसा कि नीचे दर्शाया गया है:

सवारी डिब्बों का वितरण:

गैर-वातानुकूलित सवारी डिब्बे (सामान्य और स्लीपर)	लगभग 62,000	लगभग 70%
वातानुकूलित सवारी डिब्बे	लगभग 27,000	लगभग 30%
कुल सवारी डिब्बे	लगभग 89,000	100%

सामान्य सवारी डिब्बों की अधिक उपलब्धता के कारण, सामान्य/अनारक्षित सवारी डिब्बों में यात्रा करने वाले यात्रियों की संख्या में वृद्धि की प्रवृत्ति देखी गई है जैसा कि नीचे दिखाया गया है:

सामान्य/अनारक्षित डिब्बों में यात्रियों की संख्या:

वर्ष	यात्रियों की संख्या
2020-21	99 करोड़ (कोविड वर्ष)
2021-22	275 करोड़ (कोविड वर्ष)
2022-23	553 करोड़
2023-24	609 करोड़
2024-25	651 करोड़

गैर-वातानुकूलित यात्रियों के लिए उपलब्ध सीटों की संख्या में भी वृद्धि हुई है। वर्तमान संरचना इस प्रकार है:

सीटों का वितरण:

गैर-वातानुकूलित सीटें	लगभग 54 लाख	लगभग 78%
वातानुकूलित सीटें	लगभग 15 लाख	लगभग 22%
कुल	लगभग 69 लाख	100%

इसके अलावा, सामान्य और गैर-वातानुकूलित शयनयान सवारी डिब्बों का उपयोग करने वाले यात्रियों के लिए अधिक स्थान प्रदान करने के उद्देश्य से, मेल/एक्सप्रेस गाड़ियों की संरचना के संबंध में मौजूदा नीति के अनुसार, 22 सवारी डिब्बों की एक गाड़ी में 12 (बारह) सामान्य श्रेणी और शयनयान श्रेणी के गैर-वातानुकूलित सवारी डिब्बे और 08 (आठ) वातानुकूलित सवारी डिब्बे मुहैया कराए जाते हैं, फलस्वरूप सामान्य और गैर-वातानुकूलित शयनयान सवारी डिब्बों का उपयोग करने वाले यात्रियों को अधिक स्थान उपलब्ध कराया जा रहा है।

इसके अलावा, अनारक्षित स्थान का लाभ उठाने के इच्छुक यात्रियों की आवश्यकताओं को पूरा करने के लिए, भारतीय रेल किफायती यात्रा के लिए अनारक्षित गैर-वातानुकूलित यात्री

रेलगाड़ियों/एमईएमयू/ईएमयू आदि का परिचालन करती है, जो मेल/एक्सप्रेस सेवाओं में उपलब्ध अनारक्षित स्थान (सवारी डिब्बों) के अतिरिक्त हैं।

समाज के सभी वर्गों को किफायती, अच्छी गुणवत्ता वाली सेवाएं प्रदान करने के उद्देश्य से, भारतीय रेल ने विभिन्न प्रकार की रेलगाड़ियां विकसित की हैं, जिनमें से कुछ इस प्रकार हैं:-

वंदे भारत सेवाएं:

भारतीय रेल ने यात्रियों के यात्रा अनुभव में सुधार लाने के उद्देश्य से आधुनिक सवारी डिब्बों, उन्नत संरक्षा विशेषताओं और यात्री सुविधाओं वाले स्वदेशी रूप से डिजाइन और विनिर्मित वंदे भारत रेलगाड़ियां (चेयर कार/स्लीपर) शुरू की हैं।

वंदे भारत (चेयर कार/स्लीपर) रेलगाड़ी सेवाएं:

इन वंदे भारत चेयर कार गाड़ियों में निम्नलिखित विशेषताएं हैं:

- झटका मुक्त सेमी परमानेंट कपलर।
- कवच से सुसज्जित।
- केंद्रीकृत रूप से नियंत्रित स्वचालित प्लग दरवाजे और पूरी तरह से सीलबंद चौड़े गैंगवे
- सभी सवारी डिब्बों में आपातकालीन अलार्म पुश बटन और टॉक बैक इकाई
- बेहतर अग्नि संरक्षा-विद्युत कैबिनेटों और शौचालयों में एरोसोल आधारित अग्नि संसूचन और शमन प्रणाली।
- 180/160 किलोमीटर प्रति घंटे की डिजाइन/परिचालन गति के साथ उच्चतर त्वरण।
- वॉइस रिकॉर्डिंग सुविधा और क्रैश हार्डन्ड मेमोरी के साथ चालक-गार्ड संपर्क।
- यात्री क्षेत्र के भीतर स्वच्छता मानकों में सुधार के लिए अनुकूलित हवा से 99% हानिकारक बैक्टीरिया को निष्क्रिय करने के लिए, एयर कंडीशनिंग इकाइयों में स्वदेशी रूप से विकसित यूवी-सी लैंप आधारित विसंक्रमण प्रणाली लगाई गई है।
- बेहतर यात्रा अनुभव
- सभी सवारी डिब्बों में सीसीटीवी।

- दिव्यांग यात्रियों के लिए ड्राइविंग कोच में दोनों तरफ विशेष शौचालय।
- दूरस्थ निगरानी के लिए कोच कंडीशन निगरानी प्रणाली (सीसीएमएस)।

15.03.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 162 (81 जोड़ी) वंदे भारत रेलगाड़ी सेवाएं (चेयर कार) एक्सप्रेस परिचालित की जा रही हैं:-

क्र. सं.	रेलगाड़ी सं. और नाम
1	22435/22436 नई दिल्ली-वाराणसी वंदे भारत एक्सप्रेस
2	22439/22440 श्री माता वैष्णो देवी कटरा-नई दिल्ली वंदे भारत एक्सप्रेस
3	20901/20902 गांधीनगर कैपिटल-मुंबई सेंट्रल वंदे भारत एक्सप्रेस
4	22447/22448 अम्ब अंदौरा-नई दिल्ली वंदे भारत एक्सप्रेस
5	20607/20608 मैसूर-एमजीआर चेन्नई सेंट्रल वंदे भारत एक्सप्रेस
6	20825/20826 नागपुर-बिलासपुर वंदे भारत एक्सप्रेस
7	22301/22302 न्यू जलपाईगुड़ी-हावड़ा वंदे भारत एक्सप्रेस
8	20833/20834 सिकंदराबाद-विशाखापत्तनम वंदे भारत एक्सप्रेस
9	22223/22224 साईनगर शिरडी-छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस
10	22225/22226 सोलापुर-छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस
11	20171/20172 निजामुद्दीन-रानी कमलापति वंदे भारत एक्सप्रेस
12	20701/20702 तिरुपति-सिकंदराबाद वंदे भारत एक्सप्रेस
13	20643/20644 कोयंबटूर-चेन्नई वंदे भारत एक्सप्रेस
14	20977/20978 चंडीगढ़-अजमेर वंदे भारत एक्सप्रेस
15	20633/20634 तिरुवनंतपुरम-कासरगोड वंदे भारत एक्सप्रेस
16	22895/22896 पुरी-हावड़ा वंदे भारत एक्सप्रेस
17	22457/22458 देहरादून-आनंद विहार वंदे भारत एक्सप्रेस
18	22227/22228 गुवाहाटी-न्यू जलपाईगुड़ी वंदे भारत एक्सप्रेस
19	20911/20912 नागपुर-इंदौर वंदे भारत एक्सप्रेस
20	22229/22230 मडगांव-छत्रपति शिवाजी महाराज (टी) वंदे भारत एक्सप्रेस

21	22349/22350 रांची-पटना वंदे भारत एक्सप्रेस
22	20661/20662 धारवाड़-बेंगलुरु वंदे भारत एक्सप्रेस
23	20173/20174 रीवा-रानी कमलापति वंदे भारत एक्सप्रेस
24	22549/22550 गोरखपुर-प्रयागराज वंदे भारत एक्सप्रेस
25	12461/12462 साबरमती-जोधपुर वंदे भारत एक्सप्रेस
26	22925/22926 ओखा-अहमदाबाद वंदे भारत एक्सप्रेस
27	20665/20666 तिरुनेलवेली-चेन्नई एगमोर वंदे भारत एक्सप्रेस
28	20677/20678 नरसापुर-चेन्नई वंदे भारत एक्सप्रेस
29	20703/20704 यशवंतपुर-काचीगुडा वंदे भारत एक्सप्रेस
30	20631/20632 तिरुवनंतपुरम-मंगलुरु वंदे भारत एक्सप्रेस
31	26963/26964 उदयपुर-असरवा वंदे भारत एक्सप्रेस
32	22347/22348 पटना-हावड़ा वंदे भारत एक्सप्रेस
33	20835/20836 पुरी-राउरकेला वंदे भारत एक्सप्रेस
34	20897/20898 रांची-हावड़ा वंदे भारत एक्सप्रेस
35	22415/22416 नई दिल्ली-वाराणसी वंदे भारत एक्सप्रेस
36	20641/20642 कोयंबटूर-बेंगलुरु कैंट वंदे भारत एक्सप्रेस
37	20645/20646 मंगलुरु-मडगांव वंदे भारत एक्सप्रेस
38	20705/20706 छत्रपति शिवाजी महाराज (टी)-नांदेड़ वंदे भारत एक्सप्रेस
39	22477/22478 श्री माता वैष्णो देवी कटरा-नई दिल्ली वंदे भारत एक्सप्रेस
40	22425/22426 आनंद विहार-अयोध्या कैंट वंदे भारत एक्सप्रेस
41	22487/22488 अमृतसर-दिल्ली वंदे भारत एक्सप्रेस
42	22962/22961 मुंबई सेंट्रल-अहमदाबाद वंदे भारत एक्सप्रेस
43	20707/20708 विशाखापत्तनम-सिकंदराबाद वंदे भारत एक्सप्रेस
44	20663/20664 चेन्नई-मैसूर वंदे भारत एक्सप्रेस
45	22233/22234 पटना-न्यू जलपाईगुड़ी वंदे भारत एक्सप्रेस

46	22470/22469 खजुराहो-निजामुद्दीन वंदे भारत एक्सप्रेस
47	22231/22232 बेंगलुरु-कलबुर्गी वंदे भारत एक्सप्रेस
48	20841/20842 विशाखापत्तनम-भुवनेश्वर वंदे भारत एक्सप्रेस
49	22345/22346 गोमती नगर-पटना वंदे भारत एक्सप्रेस
50	20887/20888 वाराणसी-रांची वंदे भारत एक्सप्रेस
51	22545/22546 देहरादून-लखनऊ जंक्शन वंदे भारत एक्सप्रेस
52	22490/22489 वाराणसी-मेरठ सिटी वंदे भारत एक्सप्रेस
53	20627/20628 नागरकोविल-चेन्नई एमोर वंदे भारत एक्सप्रेस
54	20671/20672 बेंगलुरु कैंट-मदुरै वंदे भारत एक्सप्रेस
55	22500/22499 देवघर-वाराणसी वंदे भारत एक्सप्रेस
56	22309/22310 जमालपुर-हावड़ा वंदे भारत एक्सप्रेस
57	20871/20872 राउरकेला-हावड़ा वंदे भारत एक्सप्रेस
58	20893/20894 पटना-टाटानगर वंदे भारत एक्सप्रेस
59	20892/20891 टाटानगर-ब्रह्मपुर वंदे भारत एक्सप्रेस
60	22303/22304 गया-हावड़ा वंदे भारत एक्सप्रेस
61	20669/20670 पुणे-हुबली वंदे भारत एक्सप्रेस
62	20673/20674 पुणे-छत्रपति शाहू महाराज (टी) वंदे भारत एक्सप्रेस
63	20101/20102 सिकंदराबाद-नागपुर वंदे भारत एक्सप्रेस
64	20829/20830 विशाखापत्तनम-दुर्ग वंदे भारत एक्सप्रेस
65	21893/21894 पटना-टाटानगर वंदे भारत एक्सप्रेस
66	21895/21896 पटना-टाटानगर वंदे भारत एक्सप्रेस
67	20176/20175 बनारस-आगरा कैंट वंदे भारत एक्सप्रेस
68	26901/26902 वेरावल-साबरमती वंदे भारत एक्सप्रेस
69	26401/26402 श्रीनगर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
70	26403/26404 श्रीनगर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस

71	26502/26501 पाटलिपुत्र-गोरखपुर वंदे भारत एक्सप्रेस
72	26751/26752 केएसआर बेंगलुरु-बेलगावी वंदे भारत एक्सप्रेस
73	26406/26405 अमृतसर-श्री माता वैष्णो देवी कटरा वंदे भारत एक्सप्रेस
74	26101/26102 पुणे-अजनी वंदे भारत एक्सप्रेस
75	26302/26301 जोगबनी-दानापुर वंदे भारत एक्सप्रेस
76	26481/26482 दिल्ली कैंट-जोधपुर वंदे भारत एक्सप्रेस
77	26471/26472 दिल्ली कैंट-बीकानेर वंदे भारत एक्सप्रेस
78	26462/26461 दिल्ली-फिरोजपुर कैंट वंदे भारत एक्सप्रेस
79	26651/26652 एरणाकुलम-केएसआर बेंगलुरु वंदे भारत एक्सप्रेस
80	26506/26505 खजुराहो-बनारस वंदे भारत एक्सप्रेस
81	26504/26503 सहारनपुर-गोमतीनगर वंदे भारत एक्सप्रेस

वंदे भारत स्लीपर रेलगाड़ी सेवा:

लंबी दूरी के यात्रियों को कम यात्रा समय के साथ आरामदायक यात्रा प्रदान करने के लिए, वंदे भारत एक्सप्रेस के स्लीपर संस्करण को स्वदेशी रूप से डिजाइन और विकसित किया गया है। इन वंदे भारत स्लीपर रेलगाड़ियों में प्रदान की गई व्यापक तकनीकी प्रगति और सुरक्षा सुविधाएँ निम्नानुसार हैं:

- झटका मुक्त सेमी परमानेंट कपलर और एंटी क्लाइम्बर्स।
- कवच से सुसज्जित।
- 180/160 किलोमीटर प्रति घंटे की डिजाइन/परिचालन गति के साथ उच्च त्वरण।
- ईएन मानकों के अनुरूप कार बॉडी का क्रैशवर्थी डिजाइन।
- अग्नि संरक्षा मानकों के अनुपालन के लिए प्रत्येक सवारी डिब्बे के अंत में अग्नि अवरोधक दरवाजे।
- विद्युत कैबिनेट और शौचालयों में एरोसोल आधारित अग्नि संसूचन एवं शमन प्रणाली।

- ऊर्जा दक्षता के लिए पुनरुत्पादक ब्रेकिंग प्रणाली।
- यात्री क्षेत्र के भीतर स्वच्छता मानकों में सुधार के लिए अनुकूलित हवा से 99% हानिकारक बैक्टीरिया को निष्क्रिय करने के लिए, एयर कंडीशनिंग इकाइयों में स्वदेशी रूप से विकसित यूवी-सी लैंप आधारित विसंक्रमण प्रणाली लगाई गई है।
- केंद्रीकृत रूप से नियंत्रित स्वचालित प्लग दरवाजे और पूरी तरह से सीलबंद चौड़े गैंगवे।
- सभी डिब्बों में सीसीटीवी कैमरे।
- आपातकालीन स्थिति में यात्री और गाड़ी प्रबंधक/लोको पायलट के बीच संप्रेषण के लिए आपातकालीन टॉक-बैक इकाई।
- दिव्यांगजन यात्रियों के लिए प्रत्येक छोर पर ड्राइविंग कोच में विशेष शौचालय।
- यात्री सुविधाओं जैसे वातानुकूलन, सैलून प्रकाश व्यवस्था आदि की स्थिति पर निगरानी के लिए केंद्रीकृत सवारी डिब्बा निगरानी प्रणाली।
- ऊपरी बर्थ पर आसानी से चढ़ने के लिए एर्गोनॉमिक रूप से डिज़ाइन की गई सीढ़ी।

15.03.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 02 वंदे भारत स्लीपर एक्सप्रेस रेलगाड़ियां परिचालित की जा रही हैं:

क्र. सं.	रेलगाड़ी सं. और नाम
1	27575/27576 हावड़ा - कामाख्या वंदे भारत स्लीपर एक्सप्रेस

अमृत भारत सेवाएं:

निम्न और मध्यम आय वर्ग के परिवारों को परिवहन का किफायती साधन सुलभ कराने के लिए, भारतीय रेल ने अमृत भारत सेवाओं की शुरुआत की है जो पूरी तरह से गैर-वातानुकूलित आधुनिक रेलगाड़ियां हैं। 15.03.2026 की स्थिति के अनुसार, 60 सेवाएं पहले से ही परिचालन में हैं। अमृत भारत एक्सप्रेस की वर्तमान संरचना में 11 सामान्य श्रेणी के सवारी डिब्बे, 8 शयनयान

श्रेणी के सवारी डिब्बे, 1 रसोई-यान और 2 सामान-सह-दिव्यांगजन सवारी डिब्बे होते हैं।

इन रेलगाड़ियों में उच्च गति और उन्नत संरक्षा मानकों जैसी विशेषताओं सहित निम्नलिखित उन्नत विशेषताएं व सुविधाएं विद्यमान हैं:

- वंदे भारत स्लीपर के समान उन्नत रूप और अनुभूति वाली सीटों और शायिकाओं की बेहतर साज-सज्जा।
- झटका मुक्त सेमी-ऑटोमेटिक कपलर।
- क्रैश ट्यूब के प्रावधान से सवारी डिब्बों में बेहतर क्रैशवर्दीनैसा।
- सभी सवारी डिब्बों और सामान कक्ष में सीसीटीवी प्रणाली का प्रावधान।
- शौचालयों का बेहतर डिज़ाइन।
- बर्थ पर आसानी से चढ़ने के लिए सीढ़ी का बेहतर डिज़ाइन।
- बेहतर एलईडी लाइट फिटिंग और चार्जिंग सॉकेट।
- ईपी युक्त ब्रेकिंग प्रणाली का प्रावधान।
- शौचालयों और इलेक्ट्रिकल क्यूबिकल्स में एरोसोल आधारित अग्निशमन प्रणाली।
- यूएसबी टाइप-ए और टाइप-सी मोबाइल चार्जिंग सॉकेट।
- यात्री और गार्ड/रेलगाड़ी प्रबंधक के बीच पारस्परिक संप्रेषण के लिए आपातकालीन टॉक-बैक प्रणाली।
- उन्नत तापन क्षमता वाले गैर-वातानुकूलित रसोई-यान।
- आसानी से जोड़ने और अलग करने के लिए त्वरित मोचन प्रणाली वाले पूर्ण रूप से सीलबंद गेंगवे।

15.03.2026 की स्थिति के अनुसार, भारतीय रेल नेटवर्क पर निम्नलिखित 60 अमृत भारत एक्सप्रेस सेवाओं (30 जोड़ी) का परिचालन किया जा रहा है:-

क्र. सं.	रेलगाड़ी सं. और नाम
1	11015/11016 लोकमान्य तिलक (टी)-सहरसा अमृत भारत एक्सप्रेस
2	13697/13698 गया-दिल्ली अमृत भारत एक्सप्रेस
3	15293/15294 मुजफ्फरपुर-चर्लपल्ली अमृत भारत एक्सप्रेस
4	15557/15558 दरभंगा-आनंद विहार (टर्मिनस) अमृत भारत एक्सप्रेस
5	15561/15562 दरभंगा-गोमतीनगर अमृत भारत एक्सप्रेस
6	15567/15568 बापूधाम मोतिहारी-आनंद विहार (टी) अमृत भारत एक्सप्रेस
7	22361/22362 राजेंद्रनगर (टी)-नई दिल्ली अमृत भारत एक्सप्रेस
8	13433/13434 एसएमवीटी बेंगलुरु-मालदा टाउन अमृत भारत एक्सप्रेस
9	13435/13436 मालदा टाउन-गोमतीनगर अमृत भारत एक्सप्रेस
10	15133/15134 छपरा-आनंद विहार (टी) अमृत भारत एक्सप्रेस
11	14047/14048 सीतामढ़ी-दिल्ली अमृत भारत एक्सप्रेस
12	14627/14628 सहरसा-छेहरटा अमृत भारत एक्सप्रेस
13	19623/19624 मदार-दरभंगा अमृत भारत एक्सप्रेस
14	16601/16602 इरोड-जोगबनी अमृत भारत एक्सप्रेस
15	19021/19022 उधना-ब्रह्मपुर अमृत भारत एक्सप्रेस
16	15671/15672 कामाख्या-रोहतक अमृत भारत एक्सप्रेस
17	20609/20610 न्यू जलपाईगुड़ी-तिरुचिरापल्ली अमृत भारत एक्सप्रेस
18	16597/16598 एसएमवीटी बेंगलुरु-अलीपुरद्वार अमृत भारत एक्सप्रेस
19	11031/11032 पनवेल-अलीपुरद्वार अमृत भारत एक्सप्रेस
20	16107/16108 ताम्बरम-सांतरागाछी अमृत भारत एक्सप्रेस
21	13065/13066 हावड़ा-आनंद विहार (टर्मिनस) अमृत भारत एक्सप्रेस

22	22587/22588 सियालदह-बनारस अमृत भारत एक्सप्रेस
23	20603/20604 न्यू जलपाईगुड़ी-नागरकोविल अमृत भारत एक्सप्रेस
24	15949/15950 डिब्रूगढ़-गोमती नगर अमृत भारत एक्सप्रेस
25	16121/16122 ताम्बरम-तिरुवनंतपुरम सेंट्रल अमृत भारत एक्सप्रेस
26	16329/16330 नागरकोविल-मंगलुरु अमृत भारत एक्सप्रेस
27	17041/17042 चर्लपल्ली-तिरुवनंतपुरम नॉर्थ अमृत भारत एक्सप्रेस
28	16619/16620 पोदनूर-धनबाद अमृत भारत एक्सप्रेस
29	16357/16358 नागरकोविल-चर्लपल्ली अमृत भारत एक्सप्रेस
30	15673/15674 चर्लपल्ली-कामाख्या अमृत भारत एक्सप्रेस

नमो भारत रैपिड रेल सेवाएं:

भारतीय रेल ने नमो भारत रैपिड रेल सेवाएं शुरू की हैं। इन सेवाओं का उद्देश्य कम दूरी की यात्रा के लिए उपनगरीय और क्षेत्रीय यात्रियों के यात्रा अनुभव में सुधार करना है। नमो भारत रैपिड रेल की प्रमुख विशेषताएं निम्नलिखित हैं:

1. केंद्रीय रूप से नियंत्रित डबल लीफ स्वचालित स्लाइडिंग दरवाजे।
2. संरक्षा और यात्रियों की निगरानी के लिए सीसीटीवी।
3. कुशन वाली सीटों और सीलबंद लचीले गलियारे के साथ मॉड्यूलर आंतरिक सज्जा।
4. आपातकालीन बातचीत प्रणाली।
5. ऊर्जा कुशल प्रकाश व्यवस्था के साथ एलईडी लाइटों की निरंतर व्यवस्था।
6. निर्वात निष्कासन के साथ एफआरपी मॉड्यूलर टॉयलेट।
7. वातानुकूलित ड्राइवर कैब के साथ पूर्णतः वातानुकूलित गाड़ियां।

15.03.2026 की स्थिति के अनुसार, निम्नलिखित 4 नमो भारत रैपिड रेल सेवाओं का परिचालन किया जा रहा है:-

क्र. सं.	रेलगाड़ी सं. और नाम
1	94801/94802 अहमदाबाद-भुज नमो भारत रैपिड रेल
2	94803/94804 जयनगर-पटना नमो भारत रैपिड रेल

स्पेशल रेलगाड़ियां

भारतीय रेल त्यौहारों, छुट्टियों आदि के दौरान यात्रियों की अतिरिक्त आवश्यकताओं को पूरा करने और नियमित सेवाओं द्वारा उपलब्ध स्थान के अतिरिक्त स्थान उपलब्ध कराने के लिए स्पेशल रेलगाड़ी सेवाएं भी परिचालित करती है।

तदनुसार, गर्मियों/सर्दियों की छुट्टियों, त्यौहारों के दौरान यात्रियों की सुविधा के लिए भारतीय रेल नेटवर्क में परिचालित स्पेशल रेलगाड़ियों की संख्या निम्नानुसार है:

वर्ष	फेरों की संख्या
2023-24	लगभग 40,500
2024-25	लगभग 85,400
2025-26 (फरवरी, 2026 तक)	लगभग 74,800

अमृत भारत स्टेशन

रेल मंत्रालय द्वारा दीर्घकालिक दृष्टिकोण के साथ रेलवे स्टेशनों के पुनर्विकास हेतु अमृत भारत स्टेशन योजना शुरू की गई है।

इस योजना में रेलवे स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और उनका चरणबद्ध कार्यान्वयन करना शामिल हैं। मास्टर प्लान बनाने में निम्नलिखित शामिल हैं:

- रेलवे स्टेशन और परिचलन क्षेत्रों तक पहुँच में सुधार
- रेलवे स्टेशन का शहर के दोनों भागों के साथ एकीकरण

- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े ऊपरी पैदल पुल/एयर कॉन्कोर्स का प्रावधान
- लिफ्ट/स्वचालित सीढ़ी/रैम्प का प्रावधान
- प्लेटफॉर्म की सतह में सुधार/सतह का निर्माण और प्लेटफॉर्म पर कवर का प्रावधान
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र, यातायात के विभिन्न साधनों के साथ एकीकरण
- दिव्यांगजनों के लिए सुविधाएँ
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक रेलवे स्टेशन पर आवश्यकता को देखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, भूसुदर्शनीकरण आदि का प्रावधान।

इस योजना में आवश्यकतानुसार, चरणबद्ध एवं व्यवहार्य रूप से दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित रेलपथ का प्रावधान आदि तथा दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की परिकल्पना भी की गई है।

अब तक, अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए 1338 स्टेशनों को चिह्नित किया गया है, जिनमें से 98 स्टेशन बिहार में स्थित हैं। बिहार में अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए चिह्नित किए गए स्टेशनों के नाम निम्नलिखित हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	98	अनुग्रह नारायण रोड, आरा, अररिया कोर्ट, बख्तियारपुर, बांका, बनमनखी, बापूधाम मोतिहारी, बड़हिया, बरौनी, बाढ़, बारसोई जंक्शन, बेगूसराय, बेतिया, भभुआ रोड, भागलपुर, भगवानपुर, बिहारशरीफ, बिहिया, बिक्रमगंज, बक्सर, चकिया, चौसा,

	छपरा, दलसिंह सराय, दरभंगा, दौराम मधेपुरा, डेहरी ऑन सोन, ढोली, दिघवारा, डुमरांव, दुर्गौंती, एकमा, फतुहा, गया, घोड़ासहन, गुरारू, हाजीपुर जंक्शन, जमालपुर जंक्शन, जमुई, जनकपुर रोड, जयनगर, जहानाबाद, झंझारपुर, कहलगांव, करहागोला रोड, कटिहार जंक्शन, खगड़िया जंक्शन, किशनगंज, कुदरा, लाभा, लहेरिया सराय, लखमीनिया, लखीसराय जंक्शन, मधुबनी, महेशखूंट, मैरवा, मानसी जंक्शन, मसरख, मोकामा, मोतीपुर, मुंगेर, मुजफ्फरपुर जंक्शन, नबीनगर रोड, नरकटियागंज जंक्शन, नौगछिया, नवादह, पहाड़पुर, पाटलिपुत्र, पटना जंक्शन, पीरो, पीरपैंती, रफीगंज, रघुनाथपुर, राजेंद्र नगर टर्मिनल (पटना), राजगीर, राम दयालु नगर, रक्सौल, सबौर, सगौली, सहरसा, साहेबपुर कमाल, सकरी, सलौना, सालमारी, समस्तीपुर, सासाराम, शाहपुर पटोरी, शिवनारायणपुर, सिमरी बख्तियारपुर, सिमुलतला, सीतामढ़ी, सीवान, सोनपुर जंक्शन, सुल्तानगंज, सुपौल, तारेगना, ठाकुरगंज, थावे

बिहार में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तीव्र गति से शुरू किए गए हैं। अब तक, इस योजना के अंतर्गत बिहार में 02 स्टेशनों (पीरपैंती और थावे) पर निर्माण कार्य पूरे कर लिए गए हैं।

अन्य स्टेशनों पर विकास के लिए कार्यकलाप भी तीव्र गति से शुरू किए गए हैं और इनमें से कुछ स्टेशनों की प्रगति नीचे दी गई है:

- डुमरांव स्टेशन: नए स्टेशन भवन, नए प्लेटफार्म, परिचलन क्षेत्र, पार्किंग और अतिरिक्त ऊपरी पैदल पुल के कार्य शुरू कर दिए गए हैं।
- किशनगंज स्टेशन: प्लेटफॉर्म सं. 1 और 2 पर प्लेटफॉर्म की सतह निर्माण, प्लेटफॉर्म सं. 1 और 2 पर पीने के पानी के नल, परिचलन क्षेत्र में सुधार, द्वितीय प्रवेश द्वार पर पार्किंग, पहुंच मार्ग और चारदीवारी के कार्य पूरे कर लिए गए हैं। बागवानी और 12 मीटर चौड़े ऊपरी पैदल पुल के कार्य शुरू कर दिए गए हैं।

- सालमारी स्टेशन: स्टेशन भवन के सुधार, प्लेटफार्म सं. 1 और प्लेटफार्म सं. 1 पर प्लेटफार्म शेल्टर के विस्तार और उन्नयन के कार्य पूरे कर लिए गए हैं। परिचलन क्षेत्र और 3 मीटर चौड़े ऊपरी पैदल पुल के कार्य शुरू कर दिए गए हैं।
- सिमुलतला स्टेशन: दूसरे प्रवेश द्वार पर स्टेशन भवन, प्लेटफॉर्म सं. 1 और 2 का विस्तार, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म नवीकरण, परिचलन क्षेत्र, पार्किंग, साइनेज, कोच इंडिकेशन बोर्ड और ट्रेन इंडिकेशन बोर्ड के कार्य पूरे कर लिए गए हैं। एस्केलेटर संस्थापन का कार्य शुरू कर दिया गया है।
- ठाकुरगंज स्टेशन: प्लेटफॉर्म सं. 1 को ऊंचा करने, प्लेटफॉर्म सं. 2 पर प्लेटफॉर्म की सतह निर्माण, प्लेटफॉर्म सं. 1 और 2 पर प्लेटफॉर्म शेल्टर और 12 मीटर चौड़े ऊपरी पैदल पुल के कार्य पूरे कर लिए गए हैं। प्लेटफॉर्म सं. 1 पर प्लेटफॉर्म की सतह निर्माण, प्लेटफॉर्म सं. 2 पर शौचालय, कोच इंडिकेशन बोर्ड और ट्रेन इंडिकेशन बोर्ड के कार्य शुरू कर दिए गए हैं। इसके अलावा, भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर प्रक्रिया है और इस संबंध में कार्य सापेक्ष प्राथमिकता और धन की उपलब्धता के अध्यधीन, आवश्यकतानुसार किए जाते हैं। स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण स्टेशन की कोटि/स्थिति/संभाले गए यातायात आदि के आधार पर किया जाता है।

रेल मंत्रालय ने 76 स्टेशनों पर भीड़ प्रबंधन के लिए होल्डिंग क्षेत्र प्रदान करने की योजना बनाई है। भीड़ प्रबंधन योजना के लिए यात्री होल्डिंग क्षेत्र में बैठने, पीने के पानी, शौचालय, टिकट सुविधा, सूचना प्रदर्शन, सुरक्षा जांच आदि जैसी बुनियादी सुविधाओं के साथ एक आरामदायक, सुव्यवस्थित स्थान की परिकल्पना की गई है। व्यस्त अवधि के दौरान अधिक यात्री यातायात को कुशलतापूर्वक प्रबंधित करने के लिए इन सुविधाओं की योजना बनाई गई है।

नई दिल्ली रेलवे स्टेशन पर स्थापित यात्री होल्डिंग क्षेत्र ने विशेष रूप से व्यस्त यात्रा अवधि के दौरान भीड़भाड़ को कम करने और यात्रियों की सुविधा बढ़ाने में काफी सहायता की है।

होलिडिंग क्षेत्र में यात्रियों के लिए कई प्रकार की सुविधाएं उपलब्ध हैं, जिनमें टिकट काउंटरों की बढ़ी हुई संख्या, स्वचालित टिकट वेंडिंग मशीन (एटीवीएम), जन उद्घोषणा प्रणाली, इलेक्ट्रॉनिक ट्रेन इन्फॉर्मेशन डिस्प्ले बोर्ड, सीसीटीवी निगरानी, सामान स्कैनर, डोर फ्रेम मेटल डिटेक्टर (डीएफएमडी), निर्बाध बिजली आपूर्ति, बेहतर रात्रि प्रकाश व्यवस्था, हाई वॉल्यूम लो स्पीड (एचवीएलएस) पंखे, अग्निशमन प्रणाली, बिजली से बचाव प्रणाली, आरओ पेयजल और पुरुषों, महिलाओं और दिव्यांगजनों के लिए बैठने की व्यवस्था सहित अलग शौचालय शामिल हैं।

अन्य स्टेशनों पर होलिडिंग क्षेत्रों की व्यवस्था करना योजना/निष्पादन के विभिन्न चरणों में है। योजना एक पुनरावृत्त प्रक्रिया है जिसके लिए इष्टतमीकरण की आवश्यकता होती है और इस तरह के इष्टतमीकरण के लिए समय-सीमा और अन्य ब्यौरे इस स्तर पर नहीं दिए जा सकते।

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग की स्वीकृति, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति ब्राउन फील्ड संबंधी चुनौतियों जैसे जनोपयोगी सेवाओं को स्थानांतरित करना (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं) अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं।

अमृत भारत स्टेशन योजना सहित स्टेशनों के विकास/उन्नयन/आधुनिकीकरण को आम तौर पर योजना शीर्ष-53 'ग्राहक सुविधाओं' के तहत वित्तपोषित किया जाता है। योजना शीर्ष-53 के तहत आवंटन और व्यय का विवरण क्षेत्रीय रेलवे-वार रखा जाता है और कार्य-वार या स्टेशन-वार या राज्य-वार नहीं। बिहार चार रेलवे जोनों अर्थात् पूर्व रेलवे, पूर्वोत्तर सीमा रेलवे, पूर्वोत्तर रेलवे और पूर्व मध्य रेलवे के अधिकार क्षेत्र में आता है। इन जोनों के लिए, चालू वर्ष के लिए

₹1,828 करोड़ का आवंटन (संशोधित अनुमान) किया गया है, जिसमें से अब तक ₹1,793 करोड़ का व्यय (फरवरी, 2026 तक) उपगत किया गया है।

बिहार में किए गए प्रमुख विकास कार्यः:

रेल बजट:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,132 करोड़ रुपए प्रति वर्ष
2025-26	10,066 करोड़ रुपए (लगभग 9 गुना)

रेलपथ निर्माण:

वर्ष 2009-14 और 2014-25 के दौरान बिहार राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ को कमीशन करने/बिछाने का विवरण निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	318 कि.मी.	63.6 कि.मी. प्रति वर्ष
2014-25	1,899 कि.मी.	172.6 कि.मी. प्रति वर्ष (2.5 गुना से अधिक)

स्वीकृत की गई परियोजनाएं:

01.04.2025 तक की स्थिति के अनुसार, बिहार में पूर्णतः/अंशतः पड़ने वाली कुल 4,663 किलोमीटर लंबाई की 86,107 करोड़ रुपए लागत वाली 52 परियोजनाएं (31 नई लाइन, 01 आमामान परिवर्तन और 20 दोहरीकरण) स्वीकृत की गई हैं, जिनमें से मार्च '2025 तक 1,014 किलोमीटर लंबाई को चालू किया गया और 29,353 करोड़ रुपए का व्यय किया गया है। सारांश निम्नानुसार है:-

कोटि	स्वीकृत की गई परियोजनाओं की संख्या	कुल लंबाई नई लाइन/आमान परिवर्तन/दोहरीकरण (कि.मी. में)	मार्च 2025 तक चालू की गई लंबाई (कि.मी. में)	मार्च 2025 तक किया गया कुल व्यय (करोड़ रु. में)
नई लाइन	31	2,691	516	16,814
आमान परिवर्तन	1	69	52	544
दोहरीकरण/बहुपथन	20	1,904	446	11,995
कुल	52	4,663	1,014	29,353

हाल ही में पूरी हुई परियोजनाएं:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली हाल ही में कुछ पूरी की गई परियोजनाओं का विवरण निम्नानुसार है:-

क्र. सं.	परियोजना	लंबाई (कि.मी. में)	लागत (करोड़ रुपए में)
1	पटना रेल सह सड़क पुल	28	3,210
2	मुंगेर रेल सह सड़क पुल	15	3,040
3	कोसी पुल	22	863
4	दनियावाँ-बिहारशरीफ नई लाइन	38	354
5	चाँदन-बांका नई लाइन	40	496
6	रामपुरहाट-मन्दारहिल नई लाइन	130	908
7	महाराजगंज-मशरख नई लाइन	35	412
8	राजगीर-तिलैया और नटेशर-इस्लामपुर नई लाइन	67	726
9	मानसी-सहरसा-पूर्णिमा आमान परिवर्तन	141	752
10	जयनगर-नरकटियागंज आमान परिवर्तन	260	967

11	कप्तानगंज-छपरा आमान परिवर्तन	234	819
12	सकरी-निर्मली और सहरसा-फारबिसगंज आमान परिवर्तन	206	2,113
13	मानसी-सहरसा, सहरसा-पूर्णिया और बनमनखी-बिहारीगंज आमान परिवर्तन	169	752
14	साहिबगंज-पीरपैती दोहरीकरण	23	129
15	महेशखुँट-थानाबिहपुर दोहरीकरण	32	115
16	हाजीपुर-रामदयालु नगर दोहरीकरण	48	367
17	पीरपैती-भागलपुर दोहरीकरण	51	493
18	बख्तियारपुर-बाढ़ दोहरीकरण	19	237
19	किऊल-गया दोहरीकरण	124	2,462
20	हाजीपुर-बछवारा दोहरीकरण	72	930
21	दरभंगा बाईपास	9	253
22	अररिया-गलगलिया (ठाकुरगंज) नई लाइन	110	2,132
23	सरायगढ़ बाईपास लाइन	5	79
24	छपरा-छपरा कचहरी तीसरी लाइन	3	33

चालू परियोजनाएं:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएं जो शुरू की गई हैं, निम्नानुसार हैं:

क्र. सं.	परियोजना	लंबाई (कि.मी. में)	लागत (करोड़ रु. में)
1	सकरी-हसनपुर नई लाइन	76	735
2	खगड़िया-कुशेश्वरस्थान नई लाइन	42	1,511
3	फतुहा-इस्लामपुर नई लाइन	167	2,882
4	कोडरमा-तिलैया नई लाइन	65	1,980

5	हाजीपुर-सगौली नई लाइन	151	2,702
6	अररिया-सुपौल नई लाइन	96	1,925
7	कुर्सेला-बिहारीगंज नई लाइन	58	194
8	विक्रमशिला-कटरिया नई लाइन	26	2,171
9	झाझा-भाटिया नई लाइन	20	588
10	पीरपैंती-जसीडीह नई लाइन	97	2,611
11	छितौनी-तमकुही रोड नई लाइन	59	1,731
12	जलालगढ़-किशनगंज नई लाइन	51	360
13	जोगबनी-बिराटनगर (नेपाल) नई लाइन	19	402
14	दरभंगा-कुशेश्वरस्थान नई लाइन	70	367
15	मोतिहारी-सीतामढ़ी नई लाइन	77	1,007
16	सीतामढ़ी-निर्मली नई लाइन	189	2,833
17	नवादा-लक्ष्मीपुर नई लाइन	137	3,121
18	आरा-भभुआ रोड नई लाइन	150	2,397
19	गया-डालटनगंज नई लाइन	137	2,861
20	मुजफ्फरपुर-दरभंगा नई लाइन	69	282
21	मुजफ्फरपुर-जनकपुर रोड नई लाइन	67	228
22	देहरी ऑन सोन-बंजारी नई लाइन	35	111
23	छपरा-मुजफ्फरपुर नई लाइन	78	1,894
24	बिहटा-औरंगाबाद नई लाइन	120	2,995
25	गया-चात्रा और गया-नटेशर नई लाइन	135	4,543
26	बांका-बाराहाट और बांका-भिटिया रोड सहित देवघर-सुल्तानगंज नई लाइन	154	665
27	सुल्तानगंज-कटोरिया नई लाइन	77	291
28	बरियारपुर-मननपुर नई लाइन	68	251

29	हथुआ-भटनी नई लाइन	80	318
30	औरंगाबाद टर्मिनल-अनुग्रह नारायण रोड नई लाइन	13	441
31	नवादा-पावापुरी नई लाइन	25	492
32	जयनगर-बिजलपुरा आमान परिवर्तन	69	790
33	धनबाद-सोननगर तीसरी लाइन	291	7,906
34	समस्तीपुर-दरभंगा दोहरीकरण	38	826
35	रामपुर डुमरा-ताल-राजेंद्र पुल-अतिरिक्त पुल और दोहरीकरण	14	2,535
36	सगौली-वाल्मीकिनगर दोहरीकरण	110	1,456
37	मानपुर के लिए गया बाइपास	2	30
38	मुजफ्फरपुर-सुगौली दोहरीकरण	101	1,586
39	बरौनी-बछवारा तीसरी और चौथी लाइन	32	486
40	सोननगर बाइपास (चिरलापोथु से बाघा बिशुनपुर तक)	10	224
41	नरकटियागंज-दरभंगा और सीतामढ़ी-मुजफ्फरपुर दोहरीकरण	256	4,080
42	छपरा-बलिया कहीं-कहीं दोहरीकरण	65	1,046
43	गोरखपुर-वाल्मीकिनगर दोहरीकरण	96	1,121
44	कटिहार-कुमेदपुर और कटिहार-मुकुरिया दोहरीकरण	65	943
45	भदौरा स्टेशन और कर्मा स्टेशन की सतह पर त्रिभुज रेखा	11	200
46	जीसी को आरा-सासाराम लाइन से जोड़ने वाले सासाराम में आरओआर	9	470

47	जगजीवन हॉल्ट से मौजूदा आरा-सासाराम लाइन को लिंक केबिन (आरा में वाई-कनेक्टिविटी) के माध्यम से जोड़ने के लिए आरा बाईपास लाइन	3	119
48	सोन नगर-अण्डाल बहुपथन	749	12,334
49	नबीनगर (अंकोरा) में बल्ब लाइन	17	612
50	पुनारख-बाढ़-बख्तियारपुर नई चौथी लाइन और शेष तीसरी लाइन	28	422
51	संजयग्राम से धचना बायपास लाइन	2	34
52	आलुआबारी रोड-ठाकुरगंज दोहरीकरण	20	327
53	आलुआबारी रोड-न्यू जलपाईगुड़ी तीसरी और चौथी लाइन	57	1,630
54	भागलपुर-जमालपुर तीसरी लाइन	53	1,156
55	भागलपुर-दुमका-रामपुर का दोहरीकरण	177	3,169
56	बख्तियारपुर-राजगीर-तिलैया दोहरीकरण	104	2,192
57	बख्तियारपुर-फतुहा तीसरी और चौथी लाइन	24	931
58	पुनारख-किउल तीसरी और चौथी लाइन	50	2668

रेल परियोजनाओं का क्षेत्रीय रेल-वार ब्यौरा भारतीय रेल की वेबसाइट पर सार्वजनिक रूप से उपलब्ध कराया गया है।

किसी भी रेल परियोजना की स्वीकृति कई मानदंडों/कारकों पर निर्भर करती है जिनमें निम्नलिखित शामिल हैं:

- प्रत्याशित यातायात अनुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा उपलब्ध कराई जाने वाली आरंभिक और अंतिम छोर संपर्कता
- मिसिंग लिंकों का संयोजन और वैकल्पिक मार्ग उपलब्ध कराना

- संकुलित/संतृप्त लाइनों का संवर्धन
- राज्य सरकारों/केन्द्रीय मंत्रालयों, अन्य जन प्रतिनिधियों द्वारा की गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताओं
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

रेल परियोजनाओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जो निम्नानुसार हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी मंजूरी
- बाधक जनोपयोगी सेवाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
- क्षेत्र की भू-वैज्ञानिक और स्थलाकृतिक परिस्थितियां
- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना विशेष के स्थल के लिए किसी वर्ष में कार्य के महीनों की संख्या आदि

ये सभी कारक परियोजना/परियोजनाओं के पूरा होने के समय और लागत को प्रभावित करते हैं। यात्रियों के विविध वर्गों के लिए रेल यात्रा को सुविधाजनक बनाने के लिए इस तरह के उपायों का कार्यान्वयन एक निरंतर और सतत प्रक्रिया है।

श्री राजेश रंजन : अध्यक्ष महोदय, मैं माननीय मंत्री जी का बहुत सम्मान करता हूं। लेकिन, माननीय मंत्री जी, मेरा कहना यह है, रेलवे ने वर्ष 2021 से वर्ष 2024 के बीच वेटिंग टिकट कैंसिलेशन के नाम पर दिन-दहाड़े 1,230 करोड़ रुपये कमाए हैं। वर्ष 2023 में 5 करोड़ 26 लाख वेटिंग टिकट्स का कैंसिलेशन कराकर सरकार ने इसकी वसूली की। इसके पहले पुरानी ट्रेनों में 10 से 12 और 14 स्लीपर डिब्बे हुआ करते थे, लेकिन एलएचबी ट्रेनों में अब दो से तीन या चार स्लीपर डिब्बे होते हैं। रिजर्वेशन को लेकर पूरे देश का सवाल यह है कि आप वेबसाइट खोलेंगे और पता चलेगा कि एक मिनट में ही सभी टिकट्स बुक हो चुकी हैं। ... (व्यवधान)

यह जो बिचौलिया है, वह कन्फर्मेशन के नाम पर आम आदमी के लिए लगातार बोझ बनता जा रहा है। बिहार में आपने घोषणा की थी। ... (व्यवधान)

माननीय अध्यक्ष : आपका प्रश्न क्या है?

श्री राजेश रंजन : महोदय, मैं उसी पर आ रहा हूँ। मैं कन्फर्मेशन के बारे में ही बात कर रहा हूँ।

माननीय अध्यक्ष : नहीं, आप प्रश्न पूछिए।

श्री राजेश रंजन : अध्यक्ष महोदय, इसी को लेकर मैंने वसूली की बात की थी। अध्यक्ष महोदय, मेरा सीधा सा सवाल है।

महोदय, ट्रेनों में टॉयलेट्स में बैठकर मजदूर, बेरोजगार युवा, छात्र आदि 24 घंटों से ज्यादा देर तक सफर करते हैं। बिना कन्फर्मेशन के ये लोग 32 घंटे, 34 घंटे टॉयलेट में खड़े होकर, बैठकर या ट्रेन की छतों पर बैठकर यात्रा करते हैं। आपने इसे स्वीकार किया है कि सात लाख से ज्यादा मजदूर और प्रवासी सीमांचल, कोसी और बिहार से चढ़ते हैं।

श्री अश्विनी वैष्णव : मान्यवर अध्यक्ष जी, मान्यवर सांसद महोदय ने जो विषय उठाया है, उस विषय के बारे में मैं आपके माध्यम से पूरे सदन को निश्चित भाव से पूरी डिटेल में बताना चाहूंगा।

मान्यवर अध्यक्ष जी, रेलवे गरीब की सवारी है, रेलवे मध्यम वर्ग की सवारी है। पूरा का पूरा फोकस गरीब से गरीब व्यक्ति को एक सुगम और अफोर्डेबल सवारी, ट्रांसपोर्टेशन की सर्विस देने पर रहता है। ऐसा हमारा प्रयास रहता है। अगर हम कोविड के बाद के पीरियड को लें, तो कोविड के बाद देश भर में करीब 1,024 नई ट्रेन्स इंट्रोड्यूस हुई हैं। ... (व्यवधान) इसके साथ ही साथ जो एग्जिस्टिंग ट्रेन्स हैं, उनमें 4,651 नए कोचेज़ एड हुए हैं।

मान्यवर अध्यक्ष जी, यह केवल एक भ्रांति फैलाने का प्रयास है। आज भी 70 per cent of the total coaches जनरल और स्लीपर कोचेज़ हैं। ये मैंने अपने उत्तर के माध्यम से लिखकर सदन के पटल पर रखा है। यह तथ्य है। अगर हम सीट्स देखें, तो 78 परसेंट सीट्स जनरल और स्लीपर यानी नॉन-एसी कैटिगरीज़ की हैं।

मान्यवर अध्यक्ष जी, इसके साथ ही मैं यह भी बताना चाहूंगा कि खासकर जो पीक

सीज़न आता है, तब बहुत ज्यादा डिमांड बढ़ती है। उस समय का ध्यान रखने के लिए, जो यूपीए के समय में बहुत कम स्पेशल ट्रेन्स होती थीं, आज मान्यवर प्रधानमंत्री श्री नरेन्द्र मोदी जी ने रेलवे के ऊपर इतना ध्यान और फोकस देकर रेलवे की केपेसिटी बढ़ाई है। इसके कारण फाइनेंशियल इयर वर्ष 2023-24 में 40,500 स्पेशल ट्रेन्स चलाई गई थीं। ... (व्यवधान) वर्ष 2024-25 यानी जो पिछला फाइनेंशियल इयर निकला, उसमें 85,400 स्पेशल ट्रेन्स चलाई गई थीं। ... (व्यवधान)

मान्यवर अध्यक्ष जी, यह जो करंट फाइनेंशियल इयर चल रहा है, इसमें ऑलरेडी अब तक 75,000 स्पेशल ट्रेन्स चलाई जा चुकी हैं। इसका रिज़ल्ट दिखाई दिया। पिछले साल जो छठ और दीपावली का फेस्टिवल सीज़न निकला, उसके बाद नववर्ष के समय का रश सीज़न निकला और हाल ही में होली के समय का जो रश निकला, उसमें परिस्थितियां पहले के समय से बहुत बेहतर थीं। इस पर और मेहनत लगातार चल रही है।

मान्यवर अध्यक्ष जी, मान्यवर सांसद महोदय ने अपने प्रश्न में यह विषय भी उठाया था कि जो बिचौलिए और टाउट्स टिकट को तुरंत लेना चाहते हैं, उनके ऊपर बहुत कड़ी कार्रवाई हुई है। आईआरसीटीसी में जो तीन करोड़ से ज्यादा फेक अकाउंट्स थे, वे तीन करोड़ से ज्यादा फेक अकाउंट्स हटाए गए हैं। कई जगहों पर बॉटफार्म टेक्नोलॉजी के माध्यम से एक साथ टिकट बुक कर देते थे, उसको बहुत बड़ी मात्रा में समाप्त कर दिया गया है। आज जेन्यूइन पैसेंजर्स को कन्फर्म टिकट मिलने लगा है। इसका एक उदाहरण यह भी है कि कई मान्यवर सांसदों ने यह फीडबैक दिया है कि पहले उनके पास टिकट कन्फर्मेशन के लिए जितनी रिक्वेस्ट्स आती थीं, अब वे रिक्वेस्ट्स पहले की तुलना में कम हो गई हैं।

श्री राजेश रंजन : अध्यक्ष महोदय, मैं आपसे थोड़ा संरक्षण चाहूंगा।

अध्यक्ष महोदय, ट्रेनों के जनरल डिब्बों से गिरकर लगभग 16,000 मौतें हुई हैं। हर आंकड़ा हर दिन 44 लाख का है, यह आपकी वेबसाइट पर है, मेरा आंकड़ा नहीं है। हर घंटे दो मौतें हुई हैं। यदि आप जापान, यूएई और जर्मनी को देखेंगे, तो चाइना अपने स्प्रिंग फेस्टिवल में 40 दिनों के अंदर 48 करोड़ यात्रियों को अपने गंतव्य तक पहुंचा देती है। हम छठ और दीपावली

जैसे पर्वों में चुनाव के समय घोषणा करते हैं कि 12,000 या 17,000 ट्रेन्स चलाएंगे। जब हमारे पास 5,000 ट्रेन्स और 23,000 डिब्बे हैं, तो कौन सी 12,000 या 17,000 ट्रेन्स बिहार से चल रही थीं? चुनावों के बाद टोटल मजदूर, यूथ और छात्र डिब्बों में भर-भरकर आए।

मान्यवर, मेरी आपसे यह डिमांड है कि आप ज़रा हमें इस बारे में बता दें। सबसे ज्यादा पूर्णिया, सीमांचल और कोसी से लोग पलायन करते हैं, मजदूर आते हैं।

जब तक आप रियल में आम मजदूरों के जाने वाली जगहों जैसे - पूर्णिया कोर्ट, पूर्णिया जंक्शन, सहरसा आदि इन जगहों को सीधे महानगरों को नहीं जोड़ेंगे, तब तक लोगों की स्थिति और भी बदतर रहेगी। आपने अपने उत्तर में कहा है कि ... (व्यवधान)

श्री अश्विनी वैष्णव : माननीय अध्यक्ष जी, माननीय सांसद ने एकदम गलत आंकड़ा पेश किया है। ... (व्यवधान) माननीय सांसद महोदय के द्वारा सेफ्टी के बारे में गलत आंकड़ा दिया गया है। मैं उसमें संशोधन करना चाहूंगा। आज सेफ्टी पर जो फोकस किया गया है, उस फोकस के कारण आज कंसीक्वेंशियल एक्सीडेंट्स 90 परसेंट कम हो चुके हैं। उसमें बहुत ध्यान दिया गया है। 1 लाख 20 हजार करोड़ रुपये का इन्वेस्टमेंट सेफ्टी पर हो रहा है। उसके कारण रिजल्ट्स भी बहुत अच्छे आए हैं। इससे कंसीक्वेंशियल एक्सीडेंट्स 90 परसेंट कम हो चुके हैं। मैं आज भी कहता हूँ कि इस लेवल से और बेहतर करने का लगातार प्रयास चलता रहता है।

माननीय सांसद महोदय गलत आंकड़े देकर सदन में कोई भ्रम पैदा न करें। पिछली दीपावली और छठ के फेस्टिवल सीजन में एग्जैक्टली 12,700 स्पेशल ट्रेन्स चलाई गई थीं। मैंने वह लिस्ट पब्लिश की है और उसका रिजल्ट भी दिखाई दिया है। इस तरह के जो प्रयास हैं, उन प्रयासों का रिजल्ट भी दिखाई दिया है। जब सांसद जी वन ऑन वन मिलते हैं, तब उनकी बात अलग होती है और हाउस में जब बात करते हैं, तो बात अलग होती है।

श्री कौशलेन्द्र कुमार : माननीय अध्यक्ष महोदय, माननीय मंत्री जी आग्रह करने के लिए मेरा प्रश्न है। राजगीर हमारे संसदीय क्षेत्र में पड़ता है। राजगीर में इस बार 15 मई से मलमास मेला लग रहा है। कोविड के समय में हावड़ा राजगीर फास्ट पैसेंजर ट्रेन चलती थी, जो आज बंद पड़ी है। बाहर

से काफी लोग मलमास मेले में आते हैं।

मेरा माननीय मंत्री से निवेदन है, आग्रह है और नालंदा की जनता की तरफ से भी आग्रह है कि राजगीर से जसीडीह होते हुए हावड़ा पैसेंजर ट्रेन को चालू किया जाए। यही मेरा अनुरोध है।

श्री अश्विनी वैष्णव : माननीय अध्यक्ष जी, माननीय सांसद महोदय के सुझाव को नोट कर लिया गया है।

माननीय अध्यक्ष : रेलवे पर दो दिन तक लगातार चर्चा हो चुकी है।

प्रश्न 462 - श्री पुट्टा महेश कुमार ने प्रश्न वापस ले लिया है।

प्रश्न 463 - प्रो. वर्षा एकनाथ गायकवाड़।

INVESTMENT IN SOLAR PROJECTS IN MAHARASHTRA

***463. *PROF. VARSHA EKNATH GAIKWAD:**

SHRI SANJAY DINA PATIL:

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

- (a) whether the Government has taken note of the rapid expansion of solar power plants with the participation of domestic and foreign investors in Maharashtra during last three years and if so, the total solar capacity installed and under implementation in the State;
- (b) the quantum of Foreign Direct Investment received in the renewable energy sector in Maharashtra during said period particularly in solar energy projects and the major projects supported under the 100 per cent FDI automatic route;
- (c) whether large-scale ground-mounted or rooftop solar projects have been sanctioned or implemented within Mumbai including on Government

buildings, railways, ports and public sector undertakings and if so, the details thereof;

- (d) the steps taken by the Government to promote rooftop solar adoption among residential societies and commercial establishments in Mumbai; and
- (e) whether any incentives, viability gap funding or policy measures are proposed to attract foreign investment and accelerate solar capacity addition in Maharashtra particularly in urban centres like Mumbai and if so, the details thereof?

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

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

विवरण

(क) और (ख): ऑटोमेटिक रूट के अंतर्गत 100 प्रतिशत प्रत्यक्ष विदेशी निवेश (FDI) सहित सरकार के नीतिगत ढांचे ने देश भर से नवीकरणीय ऊर्जा (आरई) परियोजनाओं में स्वदेशी और वैश्विक, दोनों प्रकार के निवेशकों की भागीदारी संभव हुई है।

पिछले तीन वित्त वर्षों, वित्त वर्ष 2022-23 से वित्त वर्ष 2024-25 तक के दौरान भारत के नवीकरणीय ऊर्जा क्षेत्र ने लगभग 10.27 बिलियन अमेरिकी डॉलर की FDI आकर्षित की है। इसमें से, महाराष्ट्र राज्य को लगभग 1.08 बिलियन अमेरिकी डॉलर प्राप्त हुए हैं। ये निवेश मुख्य रूप से सौर और पवन ऊर्जा क्षेत्रों में प्राप्त हुए हैं, जो निवेशकों की गहरी रुचि को दर्शाता है।

महाराष्ट्र ऊर्जा विकास एजेंसी (MEDA) से प्राप्त जानकारी के अनुसार, महाराष्ट्र में पिछले तीन वर्षों के दौरान सौर स्थापनाओं में लगातार वृद्धि देखी गई है। दिनांक 28.02.2026 की स्थिति के अनुसार, राज्य में संचयी स्थापित सौर क्षमता 19.36 गीगावॉट है।

(ग) और (घ): पीएम सूर्य घर मुफ्त बिजली योजना (PMSG: MBY), जो एक मांग संचालित योजना है, जिसमें देश के सभी आवासीय उपभोक्ता, जिनके पास स्थानीय डिस्कॉम का ग्रिड कनेक्टेड बिजली कनेक्शन है, वे राष्ट्रीय पोर्टल पर आवेदन करके रूफटॉप सौर (RTS) सिस्टम की स्थापना के लिए योजना का लाभ उठा सकते हैं।

इस योजना में महाराष्ट्र राज्य में काफी प्रगति देखी गई है। PMSG: MBY के तहत कुल लाभान्वित परिवारों में 24% का योगदान करके यह राज्य देश में दूसरे स्थान पर है। दिनांक 20.03.2026 की स्थिति के अनुसार, राज्य में कुल 4,90,666 RTS प्रणालियां स्थापित की गई हैं, जिससे 7,79,184 परिवार लाभान्वित हुए हैं, जिनमें से मुंबई में 556 RTS प्रणालियों की स्थापना से 25,810 परिवार लाभान्वित हुए हैं।

सरकार ने महाराष्ट्र राज्य सहित देश भर में GHS/RWA सहित आवासीय क्षेत्र में रूफटॉप सौर अपनाने को बढ़ावा देने के लिए विभिन्न उपाय किए हैं; जिसमें निम्नलिखित शामिल हैं:

- राष्ट्रीय पोर्टल के माध्यम से पंजीकरण से लेकर आवासीय उपभोक्ता के बैंक खाते में सब्सिडी के सीधे वितरण तक की ऑनलाइन प्रक्रिया।
- तकनीकी व्यवहार्यता आवश्यकता को माफ करके और 10 किलोवाट तक ऑटो लोड वृद्धि की शुरुआत करके, विनियामक अनुमोदन प्रक्रिया को सरल बनाया गया।
- राष्ट्रीय पोर्टल में नेट मीटिंग करार को आवेदन का एक हिस्सा बनाया गया।
- राष्ट्रीयकृत बैंकों से रेपो रेट प्लस 50 बीपीएस अर्थात् वर्तमान के लिए 5.75 प्रतिशत प्रति वर्ष की रियायती ब्याज दर पर 10 वर्ष की अवधि के लिए संपार्श्विक मुक्त (कोलेट्रल-फ्री) ऋण की उपलब्धता।
- रिन्युएबल एनर्जी सर्विस कंपनी (RESCO)/यूटिलिटी लेड एग्रीगेशन (ULA) मॉडलों को शामिल किया गया।
- वेंडरों के पंजीकरण की प्रक्रिया को सरल बनाया गया है ताकि पर्याप्त और योग्य वेंडर

उपलब्ध हो सकें।

- शिकायतों के समयबद्ध तरीके से समाधान के लिए शिकायत समाधान तंत्र स्थापित किया गया है। टेलीफोन नंबर 15555 वाला कॉल सेंटर 12 भाषाओं में कार्यरत है।

PMSG: MBY योजना में समूह आवासीय सोसाइटियों/आवासीय कल्याण संघों (GHA/RW) के लिए भी RTS सिस्टम की स्थापना का प्रावधान है, जिसमें 500 KWp की रूफटॉप सौर संयंत्र क्षमता सीमा के साथ 18,000/- रुपये प्रति KWp की केंद्रीय वित्तीय सहायता (CFA) है। मुंबई में, 326 समूह आवासीय सोसाइटियों (GHS)/ आवासीय कल्याण संघों (RWA) ने इस योजना के तहत RTS स्थापित किए हैं, जिससे 25,580 परिवारों को लाभ मिला है।

इसके अतिरिक्त, RTS की स्थापना द्वारा सरकारी भवनों को परिपूर्ण करना PMSG: MBY के प्रमुख कंपोनेंट में से एक है। इस संबंध में विस्तृत दिशा-निर्देश जारी किए गए हैं जिनमें विभिन्न कार्यान्वयन मॉडल दिए गए हैं और केंद्रीय मंत्रालयों तथा राज्यों/संघ राज्य क्षेत्रों को अपने भवनों पर RTS लगाने में सहायता करने के लिए नवीकरणीय ऊर्जा प्रौद्योगिकियों को लगाने में अनुभव के साथ केंद्रीय सार्वजनिक क्षेत्र के उद्यमों (CPSE) को आवंटित किया गया है।

MEDA द्वारा दी गई जानकारी के अनुसार, महाराष्ट्र में कुल 1,03,043 सरकारी भवनों का सर्वेक्षण किया गया, जबकि 164.97 मेगावाट संभाव्यता वाले 33,536 भवनों को तकनीकी रूप से व्यवहार्य पाया गया। दिनांक 20.03.2026 तक 5586 सरकारी भवनों को शामिल करते हुए कुल 48.88 मेगावाट का सौरीकरण किया गया है।

मुंबई में, 32 सरकारी भवनों को 985 किलोवाट RTS लगाने के लिए तकनीकी रूप से व्यवहार्य पाया गया है। इनमें से 26 स्थलों के लिए बोलियां जारी की गई हैं और 20 स्थलों के लिए कार्य आदेश (Work order) जारी किए गए हैं। इसके अलावा, मुंबई के भीतर बड़े पैमाने पर कोई ग्राउंड माउंटेड सौर विद्युत परियोजनाएं स्थापित नहीं की गई हैं।

(ड.): जी, हां, नवीकरणीय ऊर्जा क्षेत्र में विदेशी निवेश को आकर्षित करने के लिए ऑटोमेटिक रूट के तहत 100 प्रतिशत तक FDI की अनुमति देने के अलावा, सरकार ने देश में नवीकरणीय ऊर्जा

क्षमता को बढ़ावा देने और उसमें तेजी लाने के लिए कई अन्य नीतिगत पहल भी की हैं। इनका विवरण **अनुबंध-I** में दिया गया है।

महाराष्ट्र राज्य पीएम कुसुम योजना के कार्यान्वयन में अग्रणी है, जिसका उद्देश्य विभिन्न उन्नत मॉडलों के माध्यम से कृषि सौरीकरण करना है। साथ ही, महाराष्ट्र सरकार ने भी मुंबई सहित राज्य में सौर क्षमता वृद्धि में गति लाने के लिए कई नीतिगत उपाय और अभिनव कदम उठाए हैं, जो कि **अनुबंध-II** में दिए गए हैं।

अनुबंध-I

देश में सौर ऊर्जा स्थापनाओं को बढ़ावा देने और गति प्रदान करने के लिए किए गए उपायों का विवरण

- i. ग्रिड कनेक्टेड सौर, पवन, पवन-सौर हाइब्रिड और सतत एवं प्रेषणयोग्य नवीकरणीय ऊर्जा (FDRE) परियोजनाओं से विद्युत की खरीद के लिए टैरिफ आधारित प्रतिस्पर्धी बोली प्रक्रिया के लिए मानक बोली दिशानिर्देश जारी किए गए हैं।
- ii. नवीकरणीय ऊर्जा खपत को बढ़ावा देने के लिए, नवीकरणीय ऊर्जा खरीद बाध्यता (RPO) के बाद नवीकरणीय उपभोग बाध्यता (RCO) टूजेक्ट्री को वर्ष 2029-30 तक के लिए अधिसूचित किया गया है। ऊर्जा संरक्षण अधिनियम 2001 के अंतर्गत सभी नामित उपभोक्ताओं पर लागू RCO की अनुपालना न करने पर जुर्माना लगाया जाएगा। RCO में विकेंद्रीकृत नवीकरणीय ऊर्जा स्रोतों से खपत की निर्दिष्ट मात्रा भी शामिल है।
- iii. प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम), पीएम सूर्य घर मुफ्त बिजली योजना, राष्ट्रीय उच्च दक्षता सौर पीवी मॉड्यूल कार्यक्रम, प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमान) तथा धरती आबा जनजातीय ग्राम उत्कर्ष अभियान (डीए जेजीयूए) के अंतर्गत नवीन सौर विद्युत योजना (जनजातीय तथा पीवीटीजी बस्तियों/गावों के लिए), राष्ट्रीय हरित हाइड्रोजन मिशन, अपतटीय पवन ऊर्जा परियोजनाओं के लिए व्यवहार्यता अंतराल वित्तपोषण (VGF) जैसी योजनाएं शुरू

की गई हैं।

- iv. सौर पार्को और अल्ट्रा मेगा सौर विद्युत परियोजनाओं की स्थापना के लिए, नवीकरणीय ऊर्जा डेवलपर्स को बड़े स्तर पर नवीकरणीय ऊर्जा परियोजनाओं की स्थापना हेतु भूमि एवं ट्रांसमिशन उपलब्ध कराने के लिए योजना का कार्यान्वयन किया जा रहा है।
- v. ग्रीन हाइड्रोजन परियोजनाओं सहित, कुछ विशेष समयसीमा और स्थितियों के साथ, नवीकरणीय ऊर्जा परियोजनाओं के लिए इंटर स्टेट ट्रांसमिशन सिस्टम (ISTS) शुल्क माफ किए गए।
- vi. नवीकरणीय विद्युत की निकासी के लिए ग्रीन एनर्जी कॉरिडोर योजना के अंतर्गत नई ट्रांसमिशन लाइनें बिछाने और नई सब-स्टेशन क्षमता विकसित करने हेतु वित्तपोषण किया गया है।
- vii. सौर फोटोवोल्टिक उत्पादों (अर्थात्, सौर पीवी मॉड्यूलों, सौर पीवी इनवर्टरों और भंडारण बैटरी) तथा सौर जल तापन प्रणालियों के लिए गुणवत्ता नियंत्रण आदेश अधिसूचित किए गए हैं।
- viii. ऊर्जा भंडारण प्रणालियों को बढ़ावा देने और विकसित करने के लिए राष्ट्रीय फ्रेमवर्क जारी किया गया।
- ix. भारत के लिए संसाधन पर्याप्तता नियोजन फ्रेमवर्क के लिए दिशानिर्देश जारी किए गए।
- x. पांच सौ किलोवाट तक अथवा स्वीकृत विद्युत लोड तक, जो भी कम हो, नेट-मीटरिंग के लिए विद्युत (उपभोक्ता के अधिकार) नियम, 2020 जारी किए गए हैं।
- xi. सौर फोटोवोल्टिक मॉड्यूलों और ग्रिड कनेक्टेड सौर इनवर्टरों के लिए मानक एवं लेबलिंग (एस एंड एल) कार्यक्रम शुरू किए गए हैं।
- xii. तीव्र नवीकरणीय ऊर्जा ट्रेजेक्ट्री के लिए आवश्यक ट्रांसमिशन इंफ्रास्ट्रक्चर को बढ़ाने के लिए वर्ष 2030 तक की ट्रांसमिशन योजना तैयार की गई है।
- xiii. “विद्युत (विलंब भुगतान अधिभार और संबंधित मामले) नियम (एलपीएस नियम)”

अधिसूचित किए गए हैं।

- xiv. सभी के लिए किफायती, भरोसेमंद और सतत हरित ऊर्जा तक पहुंच सुनिश्चित करने के उद्देश्य से दिनांक 06 जून, 2022 को विद्युत (हरित ऊर्जा खुली पहुंच के माध्यम से नवीकरणीय ऊर्जा को बढ़ावा) नियम, 2022 अधिसूचित किए गए हैं। वितरण लाइसेंसधारी को उसी विद्युत प्रभाग में स्थित कुल मिलाकर सौ किलोवाट या इससे अधिक के एकल या बहु एकल कनेक्शन के माध्यम से 100 किलोवाट या इससे अधिक की संविदा मांग के साथ किसी भी उपभोक्ता को हरित ऊर्जा खुली पहुंच (ग्रीन एनर्जी ओपन एक्सेस) की अनुमति है।
- xv. एक्सचेंजों के माध्यम से नवीकरणीय विद्युत की बिक्री को सुविधाजनक बनाने के लिए ग्रीन टर्म अहेड मार्केट (जीटीएएम) की शुरुआत की गई है।
- xvi. सरकार ने यह आदेश जारी किए हैं कि विद्युत की आपूर्ति साख पत्र (लेटर ऑफ क्रेडिट – एलसी) या अग्रिम भुगतान के माध्यम से की जाएगी ताकि वितरण लाइसेंसधारियों द्वारा नवीकरणीय ऊर्जा उत्पादकों को समय पर भुगतान सुनिश्चित हो सके।

अनुबंध-II

महाराष्ट्र सरकार द्वारा सौर क्षमता वृद्धि में गति लाने के लिए किए गए उपाय

- i. राज्य ने स्वच्छ ऊर्जा उत्पादन बढ़ाने और ऊर्जा सुरक्षा में सुधार करने के लिए **नवीकरणीय ऊर्जा एवं ऊर्जा भंडारण नीति 2025-2036** शुरू की है। यह नीति विश्वसनीयता में सुधार और ग्रिड की सहायता करने के लिए सौर + बैटरी भंडारण परियोजनाओं को बढ़ावा देती है। यह नीति सरकारी भूमि का आवंटन, निर्धारित दरों पर निजी भूमि को पट्टे पर देने, नवीकरणीय ऊर्जा औद्योगिक क्षेत्रों के विकास, ट्रांसमिशन नेटवर्क को मजबूत बनाने, निकासी अवसंरचना के अग्रिम नियोजन और नवीकरणीय ऊर्जा के विश्वसनीय ग्रिड एकीकरण के लिए ऊर्जा भंडारण और हाइब्रिड परियोजनाओं को बढ़ावा देती है।

- ii. **मुख्यमंत्री सौर कृषि वाहिनी योजना (MSKVY) 2.0** के अंतर्गत, लगभग 16 गीगावॉट सौर क्षमता की योजना बनाई गई है और किसानों को दिन के समय विद्युत की आपूर्ति लागू की जा रही है।
- iii. कम खपत वाले परिवारों को लाभ पहुंचाने के लिए, महाराष्ट्र सरकार ने गरीबी रेखा से नीचे (बीपीएल) के उपभोक्ताओं और प्रति माह 100 यूनिट से कम खपत वाले अन्य आवासीय उपभोक्ताओं के घरों पर 1 किलोवाट रूफ टॉप सोलर के लिए 17500 रुपये तक की राज्य वित्तीय सहायता प्रदान करने हेतु '**स्वयंपूर्ण महाराष्ट्र आवासीय रूफ टॉप (SMART)** सौर योजना शुरू की है।
- iv. **ग्रीन ओपन एक्सेस** के अंतर्गत, उपभोक्ता (एमएसएमई सहित) सीधे सौर विद्युत खरीद सकते हैं, पात्रता को घटाकर 100 किलोवाट किए जाने से पहुंच आसान हो गई है। अतः, विशेष रूप से उद्योगों के लिए कैप्टिव और ओपन एक्सेस सौर परियोजना में प्रबल वृद्धि हुई है, जिससे निजी निवेश बढ़ रहा है।
- v. सौर परियोजनाओं (विशेष रूप से भंडारण के साथ कैप्टिव) को, राजकोषीय प्रोत्साहन (fiscal incentive) के रूप में, 10 वर्ष तक के लिए **बिजली शुल्क में छूट** दी गई है।
- vi. **नवीकरणीय खरीद दायित्व** को वर्ष 2030 तक बढ़कर लगभग 43.33% किया गया है, जिससे सौर विद्युत की मांग में वृद्धि हुई है।
- vii. MEDA द्वारा **सिंगल-विंडो सपोर्ट** के माध्यम से नवीकरणीय ऊर्जा परियोजनाओं को सुविधाजनक बनाया गया।
- viii. इंटरा-स्टेट ट्रांसमिशन अवसंरचना को सुदृढ़ करने के लिए MSETCL को **तालुका-वार सौर संभाव्यता रिपोर्ट** प्रस्तुत करनी होती है।
- ix. पीएम कुसुम के अंतर्गत महाराष्ट्र द्वारा अपनाई गई सर्वोत्तम कार्यप्रणालियां इस प्रकार हैं:
 - क. राज्य ने उन्नत आईटी प्रौद्योगिकियों की सहायता से एक समर्पित 'ऑनलाइन लैंड बैंक' पोर्टल विकसित किया है। इसमें पीएम गति शक्ति पोर्टल, भू-राजस्व विभाग के महा-भूलेख

पोर्टल का उपयोग करके 33/11 KV वितरण सबस्टेशनों के 5-10 कि.मी. के दायरे में भूमि क्षेत्र (~40,000 एकड़: सरकारी एवं निजी भूमि) का चिन्हीकरण और एकत्रीकरण शामिल है।

ख. विद्युत निकासी क्षमता की समस्या का समाधान करने के लिए, राज्य ने तकनीकी व्यवहार्यता अध्ययन और सुदृढीकरण गतिविधियां की हैं। राज्य ने उन सभी सबस्टेशनों की सौर क्षमता का सर्वेक्षण किया, जिनमें कृषि भार प्रमुख है, जो राज्य को 1.05 करोड़ रुपये प्रति मेगावाट की CFA का लाभ प्राप्त करते हुए सौर विद्युत संयंत्र स्थापित करने में सक्षम बनाता है, जो प्रतिस्पर्धी टैरिफ प्राप्त करने में मदद करता है।

ग. राज्य ने क्लस्टर-आधारित निविदाओं के लिए एक उन्नत मॉडल अपनाया है जो तकनीकी अनुभव वाले सौर परियोजना डेवलपर्स को किफायतता प्रदान करके, सौर परियोजनाओं को स्थापित करने में लाभ पहुंचाता है। इस मॉडल में, सरकार द्वारा पट्टे (लीज) पर दी गई राजस्व भूमि की उपलब्धता के आधार पर स्थापित की जाने वाली सौर क्षमताओं का एकत्रीकरण शामिल है, जिसके साथ संबंधित सरकारी विभागों से सभी आवश्यक अनापत्ति प्रमाण पत्र (NOC), निविदा चरण के समय सही होने चाहिए।

प्रो. वर्षा एकनाथ गायकवाड़ : अध्यक्ष महोदय, मैं महाराष्ट्र, विशेषकर मुंबई के सोलर सेक्टर की जमीनी हकीकत बताना चाहती हूं। सरकार एक तरफ एनर्जी और एनर्जी सिक्योरिटी के बारे में बड़े-बड़े दावे करती है, लेकिन सच्चाई यह है कि जेनरेशन और ट्रांसमिशन के बीच में हमें भारी असंतुलन देखने को मिलता है। उत्पादन तो बढ़ गया है, लेकिन उसे ग्रिड तक पहुंचाने की क्षमता नहीं बनी है। इसका सीधा नुकसान देश और उपभोक्तों को सहना पड़ता है।

महोदय, मैं आपके माध्यम से मंत्री महोदय से जानना चाहती हूं कि क्या सरकार यह मानती है कि ट्रांसमिशन इन्फ्रास्ट्रक्चर की कमी के कारण सोलर एनर्जी उत्पादन का बड़ा हिस्सा बर्बाद हो रहा है। विशेषकर मुंबई जैसे महानगरों में सुधार के जो ठोस कदम उठाए जाने चाहिए थे, वे नहीं उठाए नहीं गए हैं। आने वाले दिनों में इसके लिए आपने क्या प्रोविजन किया है?

श्री प्रहलाद जोशी : सर, बेसिकली प्रश्न तो महाराष्ट्र के रिन्यूएबल एनर्जी डेवलपमेंट और महाराष्ट्र में इन्वेस्टमेंट का है। इन्होंने ट्रांसमिशन के संबंध में प्रश्न पूछा है। मैं ट्रांसमिशन के बारे में पहले यह कहना चाहता हूं कि हम बड़े-बड़े दावे नहीं करते हैं, बल्कि मोदी जी के नेतृत्व में हमने जो दावा किया है, वह हकीकत है। मैं यह स्पष्ट रूप से बताना चाहता हूं। उन्होंने पॉलिटिकल प्रश्न पूछा है, तो मैं पॉलिटिकल उत्तर दूंगा। वर्ष 2012 में 72 आवर्स पूरा नॉर्थ इंडिया डार्क में था। उसका क्या कारण था? ... (व्यवधान) प्रधान मंत्री नरेन्द्र मोदी 'वन ग्रिड, वन नेशन' लाए। पहले लगभग 249 गीगावाट से 250 गीगावाट टोटल जनरेशन था। ... (व्यवधान)

आज के दिन देश में लगभग 524 गीगावाट टोटल जेनरेशन कैपेसिटी है, तो उसके लिए नरेन्द्र मोदी जी का रिफॉर्म कारण है। मैं आज स्पष्ट रूप से कहना चाहता हूं कि देश में किसी भी जगह किसी भी प्रदेश में आज के दिन में इलेक्ट्रिसिटी शॉर्टेज नहीं है। यह मोदी जी के रिफॉर्म के कारण हुआ है। दूसरी बात, as far as transmission is concerned, हमने ग्रीन एनर्जी कोरिडोर और ग्रीन एनर्जी कोरिडोर वन में 10 हजार सर्किट किलोमीटर से ज्यादा हमने लाइन बिछायी है। ग्रीन एनर्जी कोरिडोर-2 अभी चल रहा है और ग्रीन एनर्जी कोरिडोर थ्री भी हम ला रहे हैं। ओवरऑल भारत में नहीं पूरी दुनिया में 'वन वर्ल्ड, वन सन, वन ग्रिड कंसेप्ट' कोई लाया है, तो वह सम्माननीय नरेन्द्र मोदी जी के कालखंड में आया है। यह जो गलत प्रचार, दुष्प्रचार करने की कोशिश है मैं इसका खंडन करता हूं।

प्रो. वर्षा एकनाथ गायकवाड़ : माननीय अध्यक्ष महोदय, ये जो कह रहे हैं मैंने पॉलिटिकल प्रश्न पूछा है, बिल्कुल गलत है। आपको मालूम है कि जिस तरह से जेनरेट होता है और ट्रांसमिशन होता है, उसके बीच में असंतुलन है।

मैं आपके माध्यम से दूसरा सवाल पूछना चाहती हूं कि सोलर मैन्यूफैक्चरिंग और सप्लाइ चेन का संकट आ गया है, क्योंकि आज भी हमारा सोलर सेक्टर विदेशी निर्भरता पर टिका हुआ है, तो इसमें जो ग्लोबल ट्रेड इश्यूज हैं, जैसे यूएस द्वारा लगायी गयी ड्यूटीज हैं, उसने हमारे मैन्यूफैक्चरिंग सेक्टर को और भी कमजोर कर दिया है। उनसे दूसरा सवाल यह है कि क्या सरकार

के पास यह आंकड़ा है कि हमारे महाराष्ट्र के मैन्यूफैक्चरिंग सेक्टर पर इसका क्या प्रभाव पड़ा है? मेरा उनसे यह भी कहना है कि मुंबई की इंडस्ट्री क्लस्टर को विशेष राहत देने के लिए कुछ इंसेंटिव का पैकेज आपने सोचा है, तो क्या इंसेंटिव मिलने वाला है? क्योंकि हमें कोई इंसेंटिव नहीं मिला है।

श्री प्रहलाद जोशी : सर, मैं फिर से कहना चाहता हूं कि अगर इंफोर्मेशन के लिए प्रश्न पूछते हैं, तो इंफोर्मेशन देने के लिए मेरी पूरी तैयारी है और अगर गुमराह करने की कोशिश करते हैं, तो हमारे पास बहुत इंफोर्मेशन है। सर, यूपीए के कालखंड में सोलर मॉड्यूल कैपेसिटी लगभग तीन गीगावाट थी और आज हमारा सोलर का टोटल मैन्यूफैक्चरिंग मॉड्यूल 172 गीगावाट है। हमारा सेल मैन्यूफैक्चरिंग 27 गीगावाट है, जो इनके समय में लगभग ज़ीरो था। अब हम पूरे देश में पीएलआई के द्वारा इन्गोट और वेफर का भी ट्रेजेक्ट्री अनाउंस कर दिया है, इनके काल में कुछ नहीं था। इसके अलावा मैं कहना चाहता हूं कि इनके कालखंड में ओवरऑल सोलर इलेक्ट्रिसिटी जनरेशन कैपेसिटी 2.8 गीगावाट थी और आज 144 गीगावाट है। इनके कालखंड में विंड का 21 गीगावाट था और आज 55 गीगावाट है। ओवरऑल हमारे टोटल सोलर मॉड्यूल की वृद्धि लगभग 8000 परसेंट हो गयी है।

महोदय, मैं इतना ही कहना चाहता हूं कि उनको 'एसओएन', सन स्ट्रोक हो गया था, ये 'एसओएन' सन स्ट्रोक से सफर हो रहे थे, ...(व्यवधान) लेकिन 'एसयूएन' सन पहले से था, सूर्य का उदय पहले भी होता था और सूर्य की किरण में बिजली पहले भी थी, ...(व्यवधान) लेकिन इन लोगों ने 'एसओएन', सन को प्रमोट करने के बीच में 'एसयूएन' सन की पॉवर हार्नेस नहीं की, इसीलिए इन लोगों को सन स्ट्रोक हो गया है, ...(व्यवधान) इसीलिए पॉलिटिक्स करना चाहते हैं।
...(व्यवधान)

श्री संजय दीना पाटिल : अध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी से सिर्फ इतना पूछना चाहता हूं कि हम कोई राजनीति करने के लिए नहीं, जानकारी लेने के लिए ही आपसे प्रश्न कर रहे हैं। हाथ जोड़कर विनती है, आप दूसरे ट्रैक पर मत जाइये। मुंबई और महाराष्ट्र के हमारे लोगों को

क्या मिलेगा, हम उसके लिए प्रश्न कर रहे हैं। हम गवर्नमेंट की पॉलिसी को क्वेश्चन नहीं कर रहे हैं।

माननीय अध्यक्ष : संजय जी आपका प्रश्न क्या है? संजय जी आप अपना पूशन पूछिए।

श्री संजय दीना पाटिल : अध्यक्ष महोदय, मुंबई में पूरा कचरा डंपिंग ग्राउंड मेरे लोक सभा क्षेत्र में है और वह डंपिंग ग्राउंड टॉक्सिक वेस्ट रिलीज करता है।

वहां डंपिंग ग्राउंड पर सोलर पार्क बनाने की योजना है या नहीं है? हम लगातार उसके लिए बहुत समय से प्रयत्न कर रहे हैं। आपने अपने जवाब में बताया है कि गवर्नमेंट बिल्डिंग्स में जगह नहीं है। मुंबई जैसे क्षेत्र में जहां ऊर्जा ज्यादा खर्च होती है और वहां पर 25 हजार से कम घरों में सोलर पैनल्स लगे हैं। आप उसे कंपलसरी कीजिए। हर सोसायटी में, हर जगह पर सोलर पैनल लगाए जाएं।... (व्यवधान)

श्री प्रहलाद जोशी : सर, इन्होंने प्रश्न पूछा है, इसलिए मैं प्रश्न का उत्तर मेरिट पर ही देता हूं। जब ये प्रश्न पूछते हैं तो मैं मेरिट पर ही उत्तर देता हूं। आज के दिन ओवरऑल देश में प्रधान मंत्री सूर्य घर मुफ्त बिजली योजना में डेली 10 हजार रूफटॉप सोलर सिस्टम्स लगाए जा रहे हैं और 3 लाख पर-मंथ लग रहे हैं। मुंबई में भी इसका काम हो रहा है। इसकी पूरी डिटेल प्रश्न के उत्तर में दी है और मैं उसे रिपीट करना नहीं चाहता हूं। मुंबई में जहां भी रूफटॉप सोलर सिस्टम लगाने का प्रोविजन है, वहां सोसायटीज, अपार्टमेंट्स और कमर्शियल्स जगहों पर 326 रूफटॉप सोलर सिस्टम्स लगाए गए हैं। महाराष्ट्र में ओवरऑल 9968 करोड़ रुपये का एफडीआई इनवैस्टमेंट हुआ है। पूरे देश में 10.2 बिलियन डॉलर फॉरेन डायरेक्ट इनवैस्टमेंट रिन्यूएबल एनर्जी में हुआ है। उसके अलावा जो मॉड्यूल मैन्यूफैक्चरिंग है, इन्होंने महाराष्ट्र के बारे में प्रश्न पूछा है और उसके बारे में मैं कहना चाहता हूं। मैं देवेन्द्र फडणवीस सरकार को एप्रिशिएट करना चाहता हूं कि मोदी जी के मार्गदर्शन में एक महीने में 45911 सोलर पम्प्स इंस्टॉलड हुए हैं और गिनीज़ वर्ल्ड रिकॉर्ड्स बन गया है। इसमें पीएम कुसुम और मुख्य मंत्री सौर कृषि वाहिनी योजना दोनों को मिलाकर किया है। वहां पीएम गतिशक्ति के द्वारा भी पीएम कुसुम में काम चल रहा है। वर्ष 2025-

26 में हम 'आरई एनर्जी और स्टोरेज पॉलिसी' लाए हैं। महाराष्ट्र में पीएम कुसुम के द्वारा 16 गीगावाट का बहुत कम समय में अचीवमेंट हुआ है और इसमें 51.99 परसेंट आरई के शेयर हैं। Under Pradhan Mantri Surya Ghar Muft Bijli Yojana, Maharashtra stands second in the country. आज 40 लाख रूटटॉप सोलर का इंस्टॉलेशन मोदी जी के कालखंड में हुआ है।

श्री लुम्बाराम चौधरी : अध्यक्ष महोदय, मैं माननीय प्रधान मंत्री जी और ऊर्जा मंत्री जी को बहुत-बहुत धन्यवाद देता हूं कि आपने सूर्य घर योजना के द्वारा ऊर्जा को बढ़ावा दिया है। उसके साथ-साथ आपने हमारे किसान भाइयों की जो आय बढ़ाई है, उसके लिए मैं पूरे देश की तरफ से, किसान भाइयों की तरफ से आपको बहुत-बहुत बधाई और बहुत-बहुत धन्यवाद देता हूं।

11.23 hrs

(Shri Krishna Prasad Tenneti *in the Chair*)

मेरा निवेदन है कि बैटरी एनर्जी स्टोरेज सिस्टम के मामले में राजस्थान सहित भारत की क्या स्थिति है? भारत में नवीकरणीय ऊर्जा टैपिंग में किस तरह का बदलाव आया है? विदेशी निवेश को बढ़ावा देने के लिए सरकार ने क्या कदम उठाए हैं?

श्री प्रहलाद जोशी : सर, आज के दिन रिपोर्ट के अनुसार जो ऐस्टिमेट है, देश में 411 गीगावाट-ऑवर स्टोरेज की जरूरत है। उस स्टोरेज के लिए हमने ऑलरेडी वायबिलिटी गैप फंडिंग, पीएलआई की स्कीम लागू की है।... (व्यवधान) पीएम सूर्य घर और पीएम कुसुम के द्वारा जो अचीवमेंट हुआ है, उस अचीवमेंट के आधार पर हमने बैटरी स्टोरेज के लिए, क्योंकि हमारा ओवरऑल 172 गीगावाट का मॉड्यूल उत्पादन क्षमता हो रही है। उसमें हम बैटरी स्टोरेज का भी प्रावधान कर रहे हैं और भारत में पम्प स्टोरेज में भी हम अच्छे ढंग से आगे बढ़ रहे हैं। ... (व्यवधान)

श्री श्रीरंग आप्पा चंदू बारणे : माननीय सभापति महोदय, मैं आपके माध्यम से माननीय प्रधान मंत्री जी और नवीनकरण तथा ऊर्जा मंत्री प्रहलाद जोशी जी का अभिनंदन करना चाहता हूँ। वर्ष 2014 के बाद सबसे ज्यादा बिजली उत्पादन का काम माननीय मोदी जी के नेतृत्व में सरकार ने किया है। मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि जब मुंबई, पुणे, पिंपरी-चिंचवड़ जैसे बड़े शहरों में

रूफटॉप सोलर सिस्टम्स लगाए जाते हैं और यह जो बिजली तैयार होती है, उसका दिन में उपयोग करते हैं। दिन में तैयार होने वाली बिजली का चार्ज रात को नहीं लगाते। मैं माननीय मंत्री जी को यह कहना चाहता हूँ कि क्या सरकार ग्रामीण क्षेत्रों में बंजर जमीन पर तैयार होने वाली बिजली शहरों में उपयोग करेगी? क्या उसका बेनिफिट ग्राहकों को मिलेगा?

श्री प्रहलाद जोशी : सर, ग्रिड कनेक्शन जहाँ भी है, इसकी कोई प्रॉब्लम ही नहीं है, क्योंकि जहाँ भी अगर सोलर का उत्पादन के लिए लैंड मिलती है और प्रोजेक्ट डेवलप करने के लिए डेवलपर आते हैं, तो उसका ग्रिड कनेक्शन ठीक करना स्टेट गवर्नमेंट का काम है और स्टेट गवर्नमेंट के साथ हमारा लगातार संपर्क रहता है। जैसा मैंने कहा, हम लाखों-करोड़ों का इन्वेस्टमेंट करके ग्रीन एनर्जी कॉरिडोर लगातार डेवलप कर रहे हैं। जैसे पहले प्रश्न में मैं एक विषय बताना भूल गया, वीजीएफ स्कीम के द्वारा हम 43 गीगावाट-ऑवर बैटरी एनर्जी स्टोरेज सिस्टम कैपेसिटी डेवलप कर रहे हैं और 100 प्रतिशत वेवर फॉर आईएसटीएस चार्ज, जो ट्रांसमिशन चार्ज होता है, 100 प्रतिशत वेवर हम प्रोवाइड कर रहे हैं और पंप्ड हाइड्रो स्टोरेज प्रोजेक्शन वर्ष 2028 तक कमीशन हो रहा है।

एनर्जी स्टोरेज ऑब्लिंगेशन का इंट्रोडक्शन भी हमने इसमें किया है। ओवरऑल देश में हमारा जो मॉड्यूल से लेकर प्रोडक्शन कैपेसिटी है, वो भी बढ़ गया है और उसके साथ ही साथ as per the CEA, India requires about 411 Giga Watt of energy storage capacity comprising 175 Giga Watt of Pumped Storage and 236 Giga Watt of BESS. इतना हमारा रिक्वायरमेंट है, उसके अनुसार हमारी तैयारी हो रही है और देश आगे बढ़ रहा है।

माननीय सभापति : प्रश्न संख्या 464, श्री ज्ञानेश्वर पाटील।

अन्न मित्र और अन्न सहायता प्लेटफार्म

***464. +श्री ज्ञानेश्वर पाटील:**

श्रीमती कलाबेन मोहनभाई देलकर:

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

- (क) क्या सरकार ने देश के विभिन्न राज्यों में सार्वजनिक वितरण प्रणाली (पीडीएस) की पारदर्शिता और जवाबदेही सुनिश्चित करने के लिए अन्न मित्र और अन्न सहायता जैसे विशिष्ट डिजिटल प्लेटफॉर्म आरंभ किए हैं;
- (ख) यदि हां, तो मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव के विशेष संदर्भ में उक्त प्लेटफॉर्मों की मुख्य विशेषताएं और कार्यक्षमताएं क्या हैं और उक्त प्लेटफॉर्मों से राशन लाभार्थियों को मिलने वाले प्रमुख लाभों का ब्यौरा क्या है;
- (ग) क्या अन्न मित्र प्लेटफॉर्म से आम नागरिकों और लाभार्थियों की भागीदारी के माध्यम से खाद्यान्न वितरण की वास्तविक समय पर निगरानी को बढ़ावा मिलता है;
- (घ) उक्त डिजिटल माध्यमों से विशेषकर मध्य प्रदेश, दादरा और नगर हवेली तथा दमन और दीव में अब तक प्राप्त शिकायतों, सुझावों और निगरानी रिपोर्टों का ब्यौरा क्या है और उनके निवारण की राज्य-वार दर क्या है; और
- (ड.) क्या सरकार का विचार उक्त सफल डिजिटल मॉडलों को देश के सभी राज्यों और संघ राज्य क्षेत्रों में अनिवार्य रूप से लागू करने का है और उन्हें स्थानीय भाषाओं में भी उपलब्ध कराने की योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

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

विवरण

(क): जी हां, सरकार ने सार्वजनिक वितरण प्रणाली (पीडीएस) में पारदर्शिता, जवाबदेही और दक्षता बढ़ाने के लिए राज्यों/संघ राज्य क्षेत्रों में अन्न मित्र और अन्न सहायता (आशा) जैसे डिजिटल प्लेटफॉर्म शुरू किए हैं।

अन्न मित्र एक मोबाइल आधारित एप्लिकेशन है जिसे उचित दर दुकानों (एफपीएस) की जमीनी स्तर पर निगरानी और निरीक्षण के लिए डिज़ाइन किया गया है। यह अधिकारियों को

वास्तविक समय का डेटा प्राप्त करने, निरीक्षण करने, एफपीएस स्थानों को जियो-टैग करने और अनियमितताओं की रिपोर्ट करने में सक्षम बनाता है, जिससे खाद्यान्न वितरण में सतर्कता और जवाबदेही सुनिश्चित होती है।

अन्न सहायता (आशा) एक एआई-सक्षम नागरिक सहभागिता और शिकायत निवारण मंच है जो क्षेत्रीय भाषाओं में स्वचालित वॉइस कॉल और डिजिटल चैनलों के माध्यम से लाभार्थियों के साथ सक्रिय रूप से संवाद करता है। यह एफपीएस स्तर पर प्रतिक्रिया संग्रह, शिकायत पंजीकरण और सेवा वितरण की वास्तविक समय निगरानी की सुविधा प्रदान करता है।

(ख): इन प्लेटफॉर्मों की प्रमुख विशेषताओं और कार्यक्षमताओं में वास्तविक समय निगरानी, जियो टैग निरीक्षण, एआई-आधारित प्रतिक्रिया संग्रह, बहुभाषी संवाद, शिकायत पंजीकरण और केंद्रीकृत पीडीएस डेटाबेस के साथ एकीकरण शामिल हैं।

अन्न मित्र, क्षेत्र अधिकारियों को उचित दर दुकानों (एफपीएस) के संचालन की निगरानी करने, निरीक्षण रिपोर्ट अपलोड करने और अनियमितताओं की पहचान करने में सक्षम बनाता है, जबकि आशा, लाभार्थियों को आईवीआरएस, व्हाट्सएप और एआई-आधारित कॉल जैसे कई माध्यम प्रदान करता है ताकि वे अपनी शिकायतें दर्ज करा सकें और प्रतिक्रिया दे सकें।

मध्य प्रदेश, दादरा एवं नगर हवेली और दमन एवं दीव सहित विभिन्न राज्यों/संघ राज्य क्षेत्रों में ये प्लेटफॉर्म लागू किए गए हैं और पारदर्शिता बढ़ाने, शिकायतों का तेजी से निवारण करने और लाभार्थियों को बेहतर सेवा प्रदान करने में योगदान दे रहे हैं।

(ग): अन्न मित्र मुख्य रूप से क्षेत्र स्तर के निरीक्षण और अधिकारियों द्वारा डिजिटल रिपोर्टिंग के माध्यम से खाद्यान्न वितरण की वास्तविक समय की निगरानी को बढ़ावा देता है। हालांकि, यह सामान्य नागरिकों द्वारा सीधे संचालित नहीं होता है, लेकिन यह जवाबदेही तंत्र को मजबूत करता है जिससे अंततः बेहतर निगरानी और सेवा वितरण के माध्यम से लाभार्थियों को लाभ होता है।

(घ): इन डिजिटल प्लेटफॉर्मों के माध्यम से प्राप्त शिकायतों, सुझावों और निगरानी रिपोर्टों का विवरण, जिसमें मध्य प्रदेश, दादरा एवं नगर हवेली तथा दमन एवं दीव के राज्यवार आंकड़े और

निवारण दरें शामिल हैं, **अनुबंध** में संलग्न है।

(ड.): सरकार स्मार्ट-पीडीएस और प्रस्तावित सार्थक-पीडीएस के तहत व्यापक पीडीएस सुधारों के भाग के रूप में सभी राज्यों/संघ राज्य क्षेत्रों में इन डिजिटल प्लेटफॉर्मों को अपनाने और उनका विस्तार करने को बढ़ावा दे रही है।

दोनों प्लेटफॉर्म बहुभाषी कार्यक्षमता को समर्थन देने के लिए डिज़ाइन किए गए हैं, जिससे लाभार्थियों को अपनी स्थानीय भाषाओं में संवाद करने में सुविधा मिलती है, जिससे समावेशिता और व्यापक पहुंच सुनिश्चित होती है।

अनुबंध

डिजिटल प्लेटफॉर्म के माध्यम से प्राप्त शिकायतों/प्रतिक्रियाओं का राज्यवार ब्यौरा

क्रम संख्या	प्लेटफॉर्म	दर्ज किए गए कुल मामले	मध्य प्रदेश	दादरा और नगर हवेली एवं दमन और दीव
1	आशा (यूसीईपी)	27,482	4,516	0
2	अन्न सहायता (व्हाट्सएप)	33,204	695	4
3	अन्न सहायता (आईविआरएस)	3,010	0	0

श्री ज्ञानेश्वर पाटील : धन्यवाद सभापति महोदय । मैं देश की 80 करोड़ जनता की तरफ से देश के यशस्वी प्रधान मंत्री माननीय मोदी जी को और हमारे खाद्य मंत्री जी को बहुत-बहुत धन्यवाद देता हूँ कि आपने 80 करोड़ जनता के पेट की चिंता की है । मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहता हूँ कि मेरे संसदीय क्षेत्र खंडवा जैसे आदिवासी बहुल और दूरदराज क्षेत्रों में जहाँ इंटरनेट कनेक्टिविटी की अक्सर समस्या रहती है, क्या 'अन्न मित्र' ऐप ऑफलाइन मोड में कार्य करने में सक्षम है? चूँकि यह ऐप अधिकारियों द्वारा उचित मूल्य की दुकानों के निरीक्षण एवं जियो-

टैगिंग के लिए डिजाइन किया गया है, तो क्या सरकार इन आदिवासी क्षेत्रों के दुकान संचालकों और फील्ड अधिकारियों को इस नए डिजिटल सिस्टम के प्रशिक्षण के लिए कोई विशेष कार्ययोजना या कार्यशाला आयोजित करने की योजना बना रही है?

श्रीमती निमुबेन जयंतीभाई बांभणिया : सभापति महोदय, माननीय सदस्य ने बहुत महत्वपूर्ण प्रश्न पूछा है और मैं सदन को इस महत्वपूर्ण प्रश्न का उत्तर देना चाहती हूँ। हमारे देश में लंबे समय से गरीब परिवारों को राशन उपलब्ध कराने के लिए विभिन्न योजनाएं चलाई जाती हैं, लेकिन पहले इस व्यवस्था में कई समस्याएं थीं। पहले कई फर्जी राशन कार्ड बने होते थे, जिससे असली गरीबों का हक छीना जाता है। इस समस्या को दूर करने के लिए मोदी जी के नेतृत्व में भारत सरकार ने एक बड़ा कदम उठाया है।

‘प्रधानमंत्री गरीब कल्याण अन्न योजना’ के तहत राशन वितरण को डिजिटल माध्यम से जोड़ दिया गया है। माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में सरकार गरीब कल्याण के लिए अन्न मित्र ऐप, अन्न सहायता व्हाट्सएप, डिजिटल माध्यम से पारदर्शिता बढ़ाने के लिए महत्वपूर्ण पहल है। अन्न मित्र के माध्यम से राशन दुकानों की निगरानी मजबूत हुई है। इससे गड़बड़ियों पर नियंत्रण और जवाबदेही सुनिश्चित हो रही है। अन्न सहायता से लोगों को घर बैठे शिकायत करने की सुविधा भी मिली है। अब लाभार्थी को लंबी लाइन में लगने की जरूरत नहीं है। यह प्लेटफॉर्म ग्रामीण और बुजुर्गों के लिए भी आसान है।

श्री ज्ञानेश्वर पाटील : माननीय सभापति महोदय, मंत्री जी द्वारा पटल पर रखे गए आंकड़ों के अनुसार मध्य प्रदेश में ‘आशा’ के तहत 4,516 मामले और व्हाट्सएप के माध्यम से 695 मामले दर्ज हुए हैं। मैं माननीय मंत्री से जानना चाहता हूँ कि अन्य सहायता प्लेटफॉर्म पर प्राप्त इन शिकायतों के निवारण की अधिकतम समय सीमा क्या तय की गई है? विशेषकर, मध्य प्रदेश के आदिवासी क्षेत्रों के संदर्भ में क्या ऐसी कोई व्यवस्था है जिससे यह सुनिश्चित हो सके कि शिकायत करने वाले हितग्राही को 72 घंटे के भीतर समाधान मिले ताकि गरीब जनता को राशन के लिए भटकना न पड़े?

श्रीमती निमुबेन जयंतीभाई बांभणिया : माननीय सभापति महोदय, मैं माननीय सदस्य को बताना चाहती हूँ कि मध्य प्रदेश में 100 प्रतिशत राशन कार्ड आधार से लिंक हो चुके हैं। मध्य प्रदेश में 99.90 लाभार्थी आधार से लिंकड हैं। मध्य प्रदेश में 92.8 प्रतिशत लाभार्थियों का ईकेवाईसी पूरा कर लिया गया है। मध्य प्रदेश में शिकायतों की समीक्षा के लिए केंद्र सरकार को जब भी कोई शिकायत मिलती है तो वह राज्य सरकार को कार्यवाही करने के लिए भेज देती है। वह एआई के माध्यम से भी शिकायत का विश्लेषण कर रही है, ताकि खाद्यान्न वितरण को और प्रभावी बनाया जा सके।

श्रीमती कलाबेन मोहनभाई देलकर : सभापति महोदय, मेरे क्षेत्र दादरा और नागर हवेली में मैनुअल व्यवस्था में हमारे आदिवासियों को गेहूँ, चावल के साथ चीनी केरोसिन और मोटा अनाज नियमित मिलते थे, लेकिन आज डिजिटल इंडिया में क्या स्थिति है? मंत्री जी के उत्तर में तालिका के अनुसार दादरा और नागर हवेली में अन्न सहायता आशा में दर्ज मामला शून्य है और व्हाट्सएप पर साल भर में मात्र चार मामले आए हैं। यह शून्य का आंकड़ा कह रहा है कि सुदूर आदिवासी क्षेत्रों में डिजिटल सिस्टम ठप है। दूधनी, कांचा, रांधा, मांडोनी, सिंदौनी जैसे सुदूर क्षेत्रों में नेटवर्क ना होने से ये ई-पॉस मशीनें काम नहीं करती हैं।

मैं आपके माध्यम से मंत्री जी से जानना चाहती हूँ कि क्या जागरूकता की कमी या नेटवर्क का अभाव इस शून्य आंकड़े का कारण है? डिजिटल प्लेटफॉर्म गुजरात और अन्य स्थानीय बोलियों में कब तक उपलब्ध कराया जाएगा और हमारे शहरी औद्योगिक वार्डों में हजारों प्रवासी श्रमिक रहते हैं, वे स्थानिक राशन कार्ड न होने से राशन और डीबीटी से वंचित हैं, क्या इस सिस्टम को वन नेशन वन राशन कार्ड से जोड़ा जाएगा, ताकि प्रवासी मजदूरों को निर्बाध रूप से राशन मिल सके?

श्रीमती निमुबेन जयंतीभाई बांभणिया : माननीय सभापति महोदय, मैं आपके माध्यम से माननीय सदस्यों को बताना चाहती हूँ कि दादरा एवं नागर हवेली और दमन दीव में राष्ट्रीय खाद्य सुरक्षा अधिनियम के तहत 3,56,000 निर्धारित किया गया है जिससे 69.93 प्रतिशत ग्रामीण और

54.17 शहरी आबादी को कवर किया गया है। दादरा एवं नागर हवेली और दमन में वन नेशन-वन राशन कार्ड के तहत 2024 में 1,02,189 इंटर स्टेट लेन-देन हुए हैं और 45,925 इंट्रा स्टेट लेन-देन हुए हैं। वन नेशन-वन राशन कार्ड का डिजिटल पहल मोदी जी के नेतृत्व में एक क्रांतिकारी निर्णय है। गरीब लोगों, सही लोगों का राशन उनके घर पहुंच रहा है। वर्ष 2025 के दौरान 1,03,088 इंटर स्टेट तथा 71,021 इंट्रा स्टेट लेन-देन हुए हैं।

महोदय, मैं अन्न सहायता आईवीआरएस के बारे में भी बताना चाहती हूं। राशन की जानकारी लेने के लिए इस ऐप का यूज कर सकते हैं। इसके लिए स्मार्ट फोन की जरूरत नहीं है, साधारण फोन से भी इसे यूज कर सकते हैं।

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्री (श्री प्रहलाद जोशी) : महोदय, एक पाइंट एड करना है। माननीय सदस्य ने ई-पॉश ऑफलाइन के बारे में प्रश्न पूछा है। अथांटिकेशन के कारण, अगर नेटवर्क एवेलेबिलिटी के कारण अथांटिकेशन नहीं होता है तो भी किसी को राशन शॉप से खाली हाथ नहीं भेज रहे हैं, यह मोदी जी का संकल्प है। जो व्यक्ति एलिजिबल है उसको राशन मिलना है। इसके अलावा भी अथांटिकेशन के लिए सिंगल फिंगर है, फ्यूजन फिंगर है, आइरिश मैन का अथांटिकेशन है, आधार आधारित ओटीपी है। आशा योजना के लिए भी नार्मल फोन से एक फोन कॉल चला जाता है। फीडबैक लेकर हम वापस स्टेट गवर्नमेंट को भेज देते हैं और स्टेट गवर्नमेंट को तुरंत कार्रवाई करने के लिए इंस्ट्रक्शन देते हैं।

माननीय सभापति : श्री रमाशंकर राजभर जी।

श्री रमाशंकर विद्यार्थी राजभर : सभापति महोदय, मैं आपका आभारी हूं। मेरा बड़ा सीधा सवाल है। हरियाणा, दिल्ली और देश के बाकी प्रदेशों में सरकारी गल्ले के जो दुकानदार हैं, उसका कमीशन कहीं दो रुपये प्रति क्विंटल है। मैंने सुना है कि गुजरात में सरकारी गल्ले दुकानदार को 20 हजार रुपये मानदेय देते हैं। उत्तर प्रदेश में 90 पैसा प्रति क्विंटल सरकारी गल्ले के दुकानदार को देते हैं।

मेरा प्रश्न है कि उत्तर प्रदेश में 90 पैसा कमीशन देते हैं और बाकी प्रांतों में सरकारी गल्ले के दुकानदार को 2 रुपये कमीशन देते हैं और बीस हजार रुपये मानदेय देते हैं। उत्तर प्रदेश के दुकानदारों का कमीशन 90 पैसा क्यों है, इसको बढ़ाने के लिए सरकार क्या कर रही है?

श्री प्रहलाद जोशी : महोदय, भारत सरकार प्रोक्योरमेंट करती है। भारत सरकार का काम प्रोक्योरमेंट डेजिगनेटेड गोडाउन तक पहुंचाने का है। हम फेयर प्राइस शॉप के लिए अस्सिस्टेंस देते हैं! राशन शॉप के लिए अप्वाइंटमेंट करना, राशन शॉप के दुकानदार को कमीशन देना, ये सब काम अपने-अपने राज्यों में प्रदेश सरकारें करती हैं। यह प्रश्न डिजिटल इनिशिएटिव का है, फिर भी मैंने संक्षेप में उत्तर देने का प्रयास किया है।

माननीय सभापति : प्रश्न संख्या 465, श्रीमती महिमा कुमारी मेवाड़।

दुर्लभ मृदा तत्वों से संबंधित विशिष्ट गलियारे

***465. +श्रीमती महिमा कुमारी मेवाड़:**

श्री कृष्ण प्रसाद टेन्नेटी:

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :-

- (क) क्या सरकार ने विशेषकर राजस्थान और झारखंड सहित देश में दुर्लभ मृदा तत्वों से संबंधित विशिष्ट गलियारों की स्थापना के लिए कोई व्यापक योजना बनाई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या हाल ही में शुरू की गई 'रेयर अर्थ परमानेंट मैग्नेट मैन्युफैक्चरिंग स्कीम' से रक्षा और 'एयरोस्पेस' क्षेत्रों में भारत को 'हार्ड-एंड मैग्नेट' के वैश्विक निर्यातक के रूप में स्थापित करने में मदद मिलेगी;
- (ग) भारतीय भू-वैज्ञानिक सर्वेक्षण द्वारा दुर्लभ मृदा अयस्क संसाधनों को बढ़ाने के क्षेत्र में अब तक क्या उपलब्धियां हासिल की गई हैं;
- (घ) क्या सरकार ने आईआरईएल (इंडिया) लिमिटेड की सुविधाओं को मृदा तत्वों से संबंधित

नए गलियारे के साथ सफलतापूर्वक एकीकृत कर दिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ड) क्या सरकार का विचार विशेषकर क्योझर लोक सभा निर्वाचन क्षेत्र सहित ओडिशा में दुर्लभ मृदा तत्वों से संबंधित अन्वेषण, प्रसंस्करण और विनिर्माण अवसंरचना का विकास करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

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

विवरण

(क): सरकार ने केंद्रीय बजट 2026-27 में, ओडिशा, केरल, आंध्र प्रदेश और तमिलनाडु राज्यों को शामिल करते हुए दुर्लभ मृदा कॉरिडोर की स्थापना की घोषणा की है।

(ख): हां। केंद्रीय मंत्रिमंडल ने दिनांक 26 नवंबर 2025 को सिंटरित दुर्लभ मृदा स्थायी चुंबक (आरईपीएम) के विनिर्माण को बढ़ावा देने की योजना को मंजूरी दी है और इसे दिनांक 15 दिसंबर 2025 को अधिसूचित किया गया। इस पहल का उद्देश्य भारत में 6,000 मीट्रिक टन प्रति वर्ष (एमटीपीए) की एकीकृत दुर्लभ मृदा स्थायी चुंबक (आरईपीएम) विनिर्माण स्थापित करना है, जिससे आत्मनिर्भरता बढ़ेगी और वैश्विक आरईपीएम बाजार में भारत का स्थान एक महत्वपूर्ण खिलाड़ी के रूप में उभरेगा। इस योजना का उद्देश्य दुर्लभ मृदा ऑक्साइड के प्रसंस्करण से लेकर धातुओं और मिश्र धातुओं के उत्पादन और अंतिम रूप से तैयार चुंबक के विनिर्माण तक, देश के भीतर आरईपीएम की शुरू से अंत तक की संपूर्ण मूल्य श्रृंखला की विनिर्माण क्षमताओं को स्थापित करना है।

(ग): दुर्लभ मृदा तत्वों के लिए अन्वेषण गतिविधियों के परिणामस्वरूप भारतीय भूवैज्ञानिक सर्वेक्षण

(जीएसआई) ने देश भर में 763 मिलियन टन संचयी आरईई अयस्क संसाधनों की वृद्धि की है और खान और खनिज (विकास और विनियमन) संशोधन अधिनियम, 2015 के बाद से विभिन्न निर्धारित (कट-ऑफ) मूल्यों और औसत ग्रेड पर उनका मूल्यांकन किया है (अनुबंध-I)।

(घ): आईआरईएल ओडिशा में एक दुर्लभ मृदा निष्कर्षण संयंत्र और केरल के अलुवा में एक दुर्लभ मृदा शोधन संयंत्र प्रचालित करता है, जो दोनों कॉरिडोर पहल के अनुरूप हैं। भारत सरकार का लक्ष्य घरेलू दुर्लभ मृदा क्षमता का विस्तार करने, उन्नत विनिर्माण को बढ़ावा देने और आत्म-निर्भरता और स्वच्छ ऊर्जा की ओर भारत के परिवर्तन को गति देने के लिए नए कॉरिडोर के साथ आईआरईएल सुविधाओं का एकीकरण करना है।

(ङ): हा। परमाणु ऊर्जा विभाग (डीई) की एक संघटक इकाई परमाणु खनिज अन्वेषण एवं अनुसंधान निदेशालय (एएमडी) ओडिशा सहित देश के संभावित भूवैज्ञानिक क्षेत्रों में समुद्र तटीय बालू खनिजों और कठोर चट्टान क्षेत्रों में आरईई संसाधन निर्धारित करने और वृद्धि करने के लिए एकीकृत और बहु-आयामी अन्वेषण कार्य कर रही है। एएमडी वर्तमान में ओडिशा के पुरी जिले सहित देश के तटीय क्षेत्रों में समुद्र तटीय बालू निक्षेप में मोनाज़ाइट (आरईई और थोरियम का एक खनिज) के अतिरिक्त संसाधन निर्धारित करने के लिए अन्वेषण कर रही है। हालांकि, एएमडी द्वारा ओडिशा के क्योँझर लोकसभा निर्वाचन क्षेत्र में आरईई के लिए अन्वेषण नहीं किया जा रहा है।

इसके अलावा, जीएसआई ने पिछले चार वर्षों (वर्ष 2021-22 से 2024-25) में ओडिशा राज्य में दुर्लभ मृदा तत्वों-दुर्लभ धातुओं (आरईई-आरएम) के लिए 17 खनिज अन्वेषण परियोजनाएं शुरू की हैं। वर्ष 2025-26 में, जीएसआई ने ओडिशा में नयागढ और बालंगीर जिलों में आरईई-आरएम के लिए 3 खनिज अन्वेषण परियोजनाएं शुरू की हैं (अनुबंध-II)। जीएसआई कई वर्षों से ओडिशा के केन्दुझर (क्योँझर) जिले में मैंगनीज, सोना, लोहा, निकल आदि विभिन्न खनिज पदार्थों की अन्वेषण गतिविधियों में संलग्न है। परन्तु, जीएसआई द्वारा क्योँझर जिले में आरईई को लक्षित करते हुए कोई अन्वेषण परियोजना शुरू नहीं की गई है।

अनुबंध-I

एमएमडीआर संशोधन अधिनियम, 2015 के बाद से विभिन्न निर्धारित (कट-ऑफ) मूल्यों और ग्रेड में आरईई के लिए जीएसआई द्वारा संवर्धित राज्य-वार संचयी संसाधन

संसाधन, मिलियन टन में

क्र.सं.	राज्य	आरईई- आरएम	क्र.सं.	राज्य	आरईई-आरएम
1	असम	30.51	7	महाराष्ट्र	76.6
2	अरुणाचल प्रदेश	2.15	8	राजस्थान	83.59
3	बिहार	81.03	9	उत्तर प्रदेश	0.342
4	गुजरात	459.99	10	तमिलनाडु	4.62
5	झारखंड	0.0092	11	तेलंगाना	10.85
6	कर्नाटक	13.11	12	पश्चिम बंगाल	0.68
कुल					763

अनुबंध -II

वर्ष 2021-22 से 2025-26 तक ओडिशा राज्य में जीएसआई द्वारा आरईई-आरएम के संबंध में शुरू की गई खनिज अन्वेषण परियोजनाओं का ब्यौरा

क्र.सं.	एफएस वर्ष	राज्य	जिला	खनिज ब्लॉक/क्षेत्र का नाम	यूएनएफसी चरण	खनिज पदार्थ
1	2021-22	ओडिशा	नयागढ़	खुंटापाड़ा- पुरुषोत्तमपुरा	G4	आरईई, आरएम
2		ओडिशा	बौध और सुबर्णपुर	दमामुंडा-बिलासपुर	G4	आरईई, आरएम

3		ओडिशा	कोरापुट	कोरापुट	G4	आरईई, आरएम
4		ओडिशा	बालंगीर	अम्पाली-बडीपुरा- सेंटाला	G4	मूलधातु, ग्रेफाइट और आरईई
5	2022-23	ओडिशा	सुंदरगढ़	गढ़जंजोर	G3	फॉस्फोराइट, आरईई
6		ओडिशा	बौध और सोनपुर	गबजोर	G4	आरईई, आरएम
7		ओडिशा	नयागढ़	नोतारा-बाउलासाही	G4	आरईई, आरएम
8	2023-24	ओडिशा	नयागढ़	खुंटापाड़ा-अरखापाल	G3	आरईई, आरएम
9		ओडिशा	अंगुल	देबीनगर	G4	आरईई
10		ओडिशा	गंजम	कुम्भरझोली-बोराडा	G4	आरईई, आरएम
11	2024-25	ओडिशा	नयागढ़	कोरिकाहनिया- बौलासाही- बझुइन	G3	आरईई, आरएम
12		ओडिशा	नुआपारा	भेला-बाबुपल्ली- उदयबंध	G4	आरईई, आरएम, पीजीई
13		ओडिशा	झारसुगुड़ा	खोल्डीपा-घिचा मुरा	G4	आरईई, आरएम
14		ओडिशा	बौध	पल्सागोरा-पिंडापादर	G4	आरईई, आरएम
15		ओडिशा	कोरापुट	दम्मापरहा-मैथिली	G4	टिन, आरईई
16		ओडिशा	अंगुल	देबीनगर पूर्व	G4	आरईई
17		ओडिशा	नुआपारा	राजना-महूलपादर	G4	आरईई, आरएम, पीजीई
18	2025-26	ओडिशा	नयागढ़	नोतारा- तेंतूलियापल्ली-इकिरी	G3	आरईई, आरएम
19		ओडिशा	नयागढ़	संखेई-तेंतूलियापल्ली-	G3	आरईई, आरएम

				नाचीपुर		
20		ओडिशा	बालंगीर	टेप्रेन-शिबतला	G4	आरईई, आरएम

श्रीमती महिमा कुमारी मेवाड़ : सभापति महोदय, मैं उत्तर से संतुष्ट हूं, हमारे क्षेत्र डिगाना, राजस्थान में लिथियम पाया गया है, वहां काम कब तक शुरू होगा? उसके लिए वहां के लोग इंतजार कर रहे हैं, इससे वहां कितने लोगों को रोजगार मिलेगा?

डॉ. जितेंद्र सिंह : सभापति महोदय, सबसे पहले मैं आदरणीय सदस्य को बधाई दूंगा, इन्होंने जो प्रश्न पूछा है, उसका महत्व इसी बात से प्रमाणित होता है कि यही प्रश्न दो माननीय सदस्यों द्वारा पूछा गया और दोनों अलग-अलग दल के हैं।

इस बात का मतलब यह हुआ कि रेयर अर्थ में राष्ट्र और समाज की रुचि है। प्रधानमंत्री मोदी जी इस विषय को प्राथमिकता देकर हाल ही में शांति एक्ट लाये हैं। इसको लेकर सारे देशवासियों में बहुत उत्साह और ऊर्जा है।

I believe this is, in brief, a subject that deals with a broader ecosystem and a larger spectrum. At one end lies the quest to achieve self-reliance in the fields of nuclear energy, rare earths, and permanent magnets. At the other end of the spectrum lies the realization of the need to play a leading role in the global arena. उसके बीच में, the requirement or the resolve is to sustain the recently acquired image of a torch bearer in the world, as far as our transition to green earth and clean energy is concerned. लिथियम के एक्सप्लोरेशन का विषय वैसे तो दूसरे मंत्रालय का है, लेकिन माननीय सदस्य को यह जानकारी खुशी होगी कि इस क्षेत्र में भी बहुत सारे रुके कार्यों में प्रगति हुई है। दो दिन पहले हैदराबाद में इस विषय में नियोडियम, आयरन, बोरॉन, परमानेंट मैग्नेट को लेकर पायलट प्रोजेक्ट शुरू हुआ है। 70 साल बाद प्रधान मंत्री मोदी जी द्वारा विशाखापटनम, विज़ाग में समेरियम, कोबाल्ट मैग्नेटेड प्लांट की लॉचिंग की गई

है, जिसके द्वारा प्रतिवर्ष 22 सौ टन प्रतिवर्ष परमानेंट मैग्नेट का निर्माण होगा। धीरे-धीरे यह बढ़ता जाएगा। पहले चरण में 2 हजार टन, तीसरे चरण में 5 हजार टन, लेकिन विडंबना यह है कि वर्तमान में भी हमारी रिक्वायरमेंट लगभग 4 हजार टन है। वर्ष 2030 तक हमारी रिक्वायरमेंट दुगुना होकर 8 हजार टन हो जाएगी। तब हमारा उत्पादन करीब 5 हजार टन तक रहेगा। अतः अभी भी बहुत मात्रा में इसका आयात हो रहा है। माननीय सदस्य का कहना ठीक है कि we will have to accelerate our resources and processes to increase and to scale up our sources of clean energy. उसमें लिथियम भी शामिल है, क्योंकि आने वाले समय में जगह-जगह इसी पदार्थ का इस्तेमाल होने वाला है, चाहे इलेक्ट्रिक व्हीकल्स हों, चाहे इलेक्ट्रिक गैजेट्स हों, चाहे डिफेंस से रिलेटेड इक्युपमेंट्स हों, चाहे स्पेस हो, चाहे एयरो स्पेस सिस्टम हो, चाहे विंड पावर सिस्टम हो, जिसके लिए अभी माननीय प्रह्लाद जोशी जी रिन्यूएबल एनर्जी से संबंधित जिक्र कर रहे थे। अतः आने वाले युग में जहां एक तरफ क्लीन एनर्जी की तरफ प्राथमिकता रहेगी। उस पर सबसे अधिक बल दिया जाएगा, वहीं साथ ही जो नए किस्म के आयाम होंगे व एआई को लेकर भी प्रधान मंत्री जी द्वारा एक मिशन स्थापित किया गया है। उसमें भी डेटा प्रिजर्वेंस आदि के लिए 24X7 reliable sources of clean energy की दरकार रहेगी।

श्रीमती महिमा कुमारी मेवाड़ : धन्यवाद। मंत्री जी ने बहुत अच्छी तरह से सभी चीजों को समझाया है, अतः हमारे क्षेत्र के लोग, जो मुझसे बार-बार पूछते हैं, उनको लोक सभा से उनका उत्तर मिल गया है।

सर, मैं इनसे यही पूछना चाहती हूं कि सर्वे कितनी जल्दी शुरू होगा? मंत्री जी ने अभी हम लोगों को समझाया कि किसी पर डिपेंड नहीं रहना पड़ेगा, क्योंकि लिथियम बहुत ही महत्वपूर्ण है। मंत्री जी ने बैटरी, एयरो स्पेस आदि हर चीजों पर समझाया है। अतः जल्द से जल्द सर्वे हो। राजस्थान व पूरे भारत में जहां-जहां रेयर अर्थ है, वहां बहुत जरूरी है, क्योंकि जो क्राइसेस आज हमें दिखाई दे रहे हैं, उनके लिए भारत को मजबूती से खड़ा रहना होगा।

डॉ. जितेन्द्र सिंह : अध्यक्ष महोदय, अपने क्षेत्र को लेकर इनकी चिंता वाजिब है। मुझे बताते हुए

संतोष व हर्ष हो रहा है कि यह काम पहले से ही जारी है। लिथियम के एक्सप्लोरेशन का काम अंडरटेक करने से पहले सर्वे किया जाता है। हालांकि इसका संबंध माइनिंग मंत्रालय से है। चूंकि हमारा संपर्क बना हुआ है, इसलिए होल ऑफ गवर्नमेंट के कॉन्सेप्ट से सारा कार्य कर रहे हैं। वहां से जो जानकारी मिली थी, उसके अनुसार बहुत जल्द एक्सप्लोरेशन का काम भी शुरू हो जाएगा। इसी प्रकार से लिथियम के कुछ भंडार जम्मू-कश्मीर के रिहायशी जिलों में भी पाए गए हैं। वहां भी माइनिंग मंत्रालय काम कर रहा है। इनका प्रश्न इस बात से भी जुड़ा हुआ होगा कि हमने इस बजट में रेयर अर्थ कॉरिडोर की घोषणा तमिलनाडु, ओडिशा, आंध्र प्रदेश व केरल में की है। यह एक नई शुरुआत है। इसको लेकर आगे और बढ़त होगी। we need to scale up our resources, अतः अन्य स्थानों पर भी इसी प्रकार के इनीशिएटिव्स करने का हमारा प्रयास रहेगा।

माननीय सभापति : मंत्री जी, अगला प्रश्न मेरे नाम पर है। If you wish you can reply or I will come to your room and discuss.

DR. JITENDRA SINGH: You can ask, Sir. I do not know whether to ask the Chair to ask the question or not. But nevertheless, Sir, if you are kind enough to ask me that, I will be happy.

HON. CHAIRPERSON: With the permission of the House, the question is about the coastline and the sea shore. When we find the rare earths, we have to protect the environment as we are also exploiting it at the same time. How do we balance both?

DR. JITENDRA SINGH: Primarily, there are two broad sources, one is the beach minerals and the other is the rocks. When we go in for these, they are available in a kind of a combination of seven minerals. We are already into that. Some time in 2014 or 2015 there was an issue of smuggling happening. One of the minerals was graphite. Some of the contractors, in the name of

exploring graphite, would also take away monazite, which is also a very important source of thorium. So, we instituted more measures to check this. For some time, there was also some kind of an embargo. But in the recent SHANTI Act, which was passed in the House itself, the exploration has also been made open to the private sector or the non-Government sector, except the cases where we find certain threshold levels of uranium available. There, it is not easy, convenient or safe to allow any private party. Beach sand minerals are being explored, particularly in the State of Kerala and Andhra Pradesh.

HON. CHAIRPERSON: Thank you so much, Sir.

डॉ. निशिकान्त दुबे : महोदय, धन्यवाद ।

महोदय, वर्ष 1972 की भारत सरकार की एक एनर्जी सिक्योरिटी रिपोर्ट है और वर्ष 1974 की जियोलॉजिकल सर्वे ऑफ इंडिया की रिपोर्ट्स हैं । झारखंड में रेयर अर्थ मिनरल के अकूत भंडार हैं । माननीय मंत्री जी माननीय प्रधानमंत्री जी के नेतृत्व में काम कर रहे हैं, यूरेनियम और थोरियम का आज भी सबसे बड़ा सप्लायर जादूगोड़ा झारखंड ही है । मेरा आपके माध्यम से माननीय मंत्री महोदय से यह प्रश्न है कि रेयर अर्थ मिनरल पॉलिसी के तहत पिछले 20 साल में किस तरह की संभावनाएं जीएसआई के माध्यम से झारखंड में मंत्रालय ने की हैं और इसका क्या निष्कर्ष निकला है?

डॉ. जितेंद्र सिंह : महोदय, जैसा माननीय सदस्य ने कहा कि झारखंड में भी इसके कुछ स्रोत पाये गए हैं और जैसा मैंने पहले प्रश्न के उत्तर में कहा कि जहां एक तरफ ये मिनरल्स ऑफ दी बीच मिलते हैं, वहां ये रॉक मिनरल्स में से भी पाए जाते हैं । उसका एक्सप्लोरेशन थोड़ा सा कठिन रहता है । जैसे झारखंड में कहा गया, इसी प्रकार से गुजरात में भी हैं, इसीलिए इनको क्रिटिकल एंड स्ट्रैटेजिक मिनरल्स कहा जाता है, because the supply chain lacks in resilience, the geographical location is difficult and the exploration options are also

limited. जहां तक रेयर अर्थ का संबंध है, जैसा माननीय सदस्य ने सवाल पूछा कि हाल ही में क्या इस तरह के निर्णय लिए गए हैं, तो मिनिस्ट्री ऑफ माइनिंग के साथ और मिनरल्स के साथ जुड़कर, हालांकि वह इस विभाग और इस मंत्रालय के दायित्व में शामिल नहीं है, लेकिन 24 इस तरह के मिनरल्स थे, जिनको लिस्ट ऑफ क्रिटिकल एंड स्ट्रैटेजिक मिनरल्स की सूची में शामिल किया गया। अगर आप चाहें तो मैं उनके नाम भी पढ़ सकता हूँ - beryl, cadmium, cobalt, gallium, graphite, indium - इस तरह से 24 मिनरल्स हैं। इसमें से थोरियम एंड यूरेनियम, हालांकि ये भी स्ट्रैटेजिक मिनरल हैं, लेकिन उनको इसमें शामिल नहीं किया गया है, क्योंकि जैसा मैंने पहले प्रश्न के उत्तर में कहा कि ये जो 24 मिनरल्स हैं, they have also been thrown open to the non-Government sector.

माननीय सदस्य का जो ऑब्जर्वेशन है, उसके उत्तर में यही कहा जा सकता है कि किस प्रकार एक्सप्लोरेशन को एक्सपीडाइट किया जाए, उसमें रिसोर्स की पूलिंग हो, इसीलिए 'शांति' एक्ट के माध्यम से नॉन गवर्नमेंट सेक्टर को इन्वॉल्व करके, जो पहले की बंदिशें थीं, उनमें थोड़ी सी स्वतंत्रता दी गई है और जो हमारा फाइनेन्शियल पूलिंग है, उसमें भी इजाफा किया जायेगा। मुझे विश्वास है कि इस तरह के कार्य किए जा रहे हैं। जहां-जहां पर भी थोड़ी गति उस प्रकार की नहीं थी, जिस तरह की अपेक्षा थी, उसमें भी गति आएगी। धन्यवाद।

माननीय सभापति : माननीय डॉ. प्रशांत पडोले जी। कृपया आप अपना प्रश्न संक्षिप्त में रखिए।

डॉ. प्रशांत यादवराव पडोले : मैं मंत्री जी से पूछना चाहूंगा कि हिन्दुस्तान में बेहिसाब उत्खनन के चलते, धरती माता को हुए नुकसान को सरकार कैसे सुनिश्चित करेगी और उसके लिए सरकार क्या कर रही है?

डॉ. जितेंद्र सिंह : महोदय, यह प्रश्न मेरी समझ से थोड़ा बाहर है। क्या आप मुझे समझा सकते हैं कि आप किस प्रकार के नुकसान के बारे में पूछ रहे हैं?

माननीय सभापति : आप अपना प्रश्न दोबारा पूछिए।

डॉ. प्रशांत यादवराव पडोले : मैं मंत्री जी से पूछना चाह रहा हूँ कि हिन्दुस्तान में बेहिसाब

उत्खनन के चलते, धरती माता को हुए नुकसान को सुनिश्चित करने के लिए और उसे ठीक करने के लिए सरकार क्या प्रयास कर रही है? मंत्री महोदय, मेरा यह साधारण सा प्रश्न है।

HON. CHAIRPERSON: Sir, he is asking the question from the environmental and pollution angle.

DR. JITENDRA SINGH: This is not related to this Ministry or this Department. This is related to the Department of Mines. Nevertheless मुझे विश्वास है कि इससे पहले भी और बाद में भी जहां-जहां खनन होता है, उसके साथ ही साथ सरकार उसका पूरी जिम्मेदारी से ध्यान रखती है। मुझे लगता है कि प्रश्न का एम्फेसिस अवैध खनन पर होना चाहिए था, जिस पर हम सभी सदस्यों को मिलकर रोकथाम करने की आवश्यकता है। It should be on illegal mining.

SHRI DUSHYANT SINGH: Sir, I would like to ask one question to the hon. Minister.

China produces 80 to 90 per cent of rare earths. The GSI has found 482.6 million tonnes, of which, Rajasthan has 83.59 million tonnes.

Sir, in rare earths, in Balotra and Sikar districts, in the Bhati Khera area of Siwana blocks, are we considering to create an auction for processing in these areas so that Rajasthan can become a part of the dedicated corridor and can also be a producer of rare earths especially when the hon. Prime Minister has approved Rs. 7,280 crore for the manufacturing of rare earths and for processing of rare earths -- and to create the capacity by 2030 and 2047 -- so that we can also work towards the mineral security partnerships and also towards the Indo-Pacific Economic Framework for Prosperity partnership?

Will Rajasthan be a part of that or not?

DR. JITENDRA SINGH: Hon. Chairperson, Sir, I appreciate the hon. Member and our young friend. He has put a very intelligent question.

Of course, there is no reason to deny but to modestly admit that, we still require lot much of rare earth permanent magnets especially which are widely in use for electronic gadgets, for space sector, for aerospace, for defence, for electric vehicles etc. A lot much of it is still being imported because we are still not in that capacity. But in the last 10-11 years, with the high prioritization given by Prime Minister Modi himself, and through his personal intervention, we have initiated processes and we are in the process of scaling up. As he has rightly mentioned, maybe, more than 80 per cent of the rare earth permanent magnet is still being sought from other countries, but we have started moving in that direction.

As I said just now, the first-ever samarium-cobalt plant has started functioning in 2023. Prime Minister Modi himself launched it, giving it the importance that it deserves.

We have also set the targets. For example, in the first phase, it is 500 tonnes. For the second phase, it is 2000 tonnes by 2028. And it is 5000 tonnes by 2030. Our present requirement of rare earth permanent magnet is 4000 tonnes but by the time we reach 2030 and are able to produce 5000 tonnes indigenously, our requirement would have gone up to 8000 tonnes, which means that we need to scale up in a larger scale, and we are in the process of doing so.

As far as Rajasthan is concerned, he is right. Rajasthan and Gujarat are

some of the States which have a huge resource of rock minerals also, which is a little cumbersome process and the yield may not be to that extent.

But we are working on it, and we will scale it up. The Sustainable Harnessing and Advancement of Nuclear Energy for Transforming India (SHANTI) Act, 2025, which is currently in the process of rule formation, will soon come into functionality, and you will see the pace going up very fast.

माननीय सभापति : प्रश्न संख्या 466, श्री बिद्युत बरन महतो ।

GROWTH OF BHARAT 6G ALLIANCE

***466. +SHRI BIDYUT BARAN MAHATO:**

SHRI RODMAL NAGAR:

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

- (a) whether the Bharat 6G Alliance has successfully grown to include over 84 member organizations as of March 2026 and if so, the details thereof;
- (b) the manner in which Rs. 1 Lakh-crore Research Development and Innovation (RDI) Fund has accelerated frontier research in AI-native networks and satellite-terrestrial integration;
- (c) the specific milestones achieved by the seven 6G Working Groups in finalising the National Spectrum Roadmap;
- (d) whether the Government has successfully demonstrated the indigenous 6G testbed capable of terabits-per-second data speeds and if so, the details thereof; and
- (e) the manner in which Anusandhan National Research Foundation (ANRF)

is supporting startups in developing patents for 6G architecture and Radio

Frequency (RF) sensing frameworks?

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

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

विवरण

(क): भारत 6जी समूह (बी6जीए), एक उद्योग और शिक्षा जगत के नेतृत्व वाली सोसायटी है, जिसमें दिनांक 15 मार्च 2026 तक की स्थिति के अनुसार 85 सदस्य हैं। ये सदस्य व्यापक और विविध इकोसिस्टम का प्रतिनिधित्व करते हैं जिसमें दूरसंचार सेवा प्रदाता, दूरसंचार उपकरण निर्माता, स्टार्टअप, अनुसंधान और विकास संस्थानों, शिक्षा जगत और दूरसंचार क्षेत्र के अन्य हितधारक शामिल हैं। यह समूह भारत सरकार द्वारा घोषित भारत 6जी विजन के अनुरूप स्वदेशी 6जी प्रौद्योगिकियों के नवाचार, मानकीकरण और विकास की दिशा में एक साथ काम करने के लिए विभिन्न हितधारकों के लिए सहयोगात्मक मंच के रूप में कार्य करता है।

(ख): सरकार ने राष्ट्रीय विकास और वैश्विक प्रतिस्पर्धा के लिए आवश्यक महत्वपूर्ण और उभरते प्रौद्योगिकी क्षेत्रों में अनुसंधान और नवाचार करने हेतु दीर्घ-कालिक वित्तीय सहायता प्रदान करने के लिए 1.0 लाख करोड़ रुपये की अनुसंधान, विकास और नवाचार (आरडीआई) स्कीम की घोषणा की है। विज्ञान एवं प्रौद्योगिकी विभाग आरडीआई स्कीम के कार्यान्वयन के लिए नोडल विभाग है। इस स्कीम का उद्देश्य अनुसंधान और विकास में निजी क्षेत्र के निवेश को उत्प्रेरित करना और प्रमुख क्षेत्रों में नवाचार का समर्थन करना है जैसे –

- (i) ऊर्जा सुरक्षा और ऊर्जा परिवर्तन और क्लाइमेट एक्शन;
- (ii) क्वांटम कंप्यूटिंग, रोबोटिक्स और अंतरिक्ष प्रौद्योगिकियों सहित डीप प्रौद्योगिकी
- (iii) आर्टिफिशियल इंटेलिजेंस और उन्नत डिजिटल प्रौद्योगिकियां;
- (iv) बायोटेक्नॉलोजी और मेडीकल डिवाइस; और
- (v) डिजिटल अर्थव्यवस्था, जिसमें डिजिटल कृषि जैसे क्षेत्र शामिल हैं।

(ग): भारत 6जी समूह द्वारा गठित 'स्पेक्ट्रम' पर सात कार्य समूहों में से एक ने "भारत में 6जी के लिए स्पेक्ट्रम रोडमैप" शीर्षक से एक रिपोर्ट प्रकाशित की है। इसके अलावा, दूरसंचार विभाग ने भारत 6जी समूह सहित हितधारकों के साथ परामर्श के बाद 6जी सेवाओं के लिए स्पेक्ट्रम रोडमैप जारी किया है, जिसे <https://www.dot.gov.in/static/uploads/2026/02/092d793d6ea912a5dd79bf0c26ea1a84>. पीडीएफ पर ऑनलाइन देखा जा सकता है।

(घ): इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्रालय के तहत एक स्वायत्त अनुसंधान और विकास निकाय, सोसाइटी फॉर एप्लाइड माइक्रोवेव इलेक्ट्रॉनिक्स इंजीनियरिंग एंड रिसर्च (समीर), कोलकाता में समीर और तीन अन्य सदस्यों नामतः भारतीय प्रौद्योगिकी संस्थान (आईआईटी) मद्रास, आईआईटी गुवाहाटी और आईआईटी पटना से मिलकर बने कंसोर्टियम द्वारा डिजिटल भारत निधि के तहत दूरसंचार प्रौद्योगिकी विकास निधि से 6जी टेराहर्ट्ज़ टेस्टबेड की स्थापना के लिए एक परियोजना को अनुमोदित किया गया है। इस परियोजना के तहत, इंडिया मोबाइल कांग्रेस 2025 में उच्च डेटा-रेट लाइन-ऑफ-साइट लिंक को दिखाया गया था, जिसमें 270 गीगाहर्ट्ज़ वायरलेस लिंक पर 6,400 मेगाबाइट्स प्रति सेकंड की डेटा दर प्राप्त हुई थी।

(ङ): विज्ञान और इंजीनियरिंग के विविध क्षेत्रों में अनुसंधान, नवाचार और उद्यमिता हेतु उच्च-स्तरीय कार्यनीतिक दिशा प्रदान करने के लिए विज्ञान और प्रौद्योगिकी विभाग के तहत संसद के अधिनियम के माध्यम से अनुसंधान नेशनल रिसर्च फाउंडेशन (एएनआरएफ) की स्थापना की गई है। इसे उन्नत प्रौद्योगिकियों के विकास को बढ़ावा देने के उद्देश्य से वित्त पोषित कार्यक्रमों, नवाचार अनुदान और इन्क्यूबेशन सहयोग के माध्यम से अनुसंधान संस्थानों और नवाचार इकोसिस्टम का समर्थन करने के लिए डिज़ाइन किया गया है।

श्री बिद्युत बरन महतो : सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी को धन्यवाद देना चाहता हूँ कि उन्होंने विस्तारपूर्वक जवाब दिया है। फिर भी मेरे संसदीय क्षेत्र और झारखंड राज्य से संबंधित कुछ बातें हैं, जिन्हें मैं रखना चाहता हूँ।

क्या झारखंड स्थित संस्थानों या उद्योगों के किसी प्रस्ताव पर 6G अनुसंधान

परियोजनाओं के चल रहे मूल्यांकन के अंतर्गत विचार किया गया है? उसका विवरण क्या है?

क्या झारखंड सहित पूर्वी भारत में 6G प्रौद्योगिकियों के लिए क्षेत्रीय परीक्षण या नवाचार केंद्र (इन्नोवेशन हब) स्थापित करने का विचार है? अगर है तो उसका विवरण क्या है?

जमशेदपुर जैसे औद्योगिक क्षेत्रों में उभरती हुई दूरसंचार प्रौद्योगिकियों में उद्योग-अकादमिक सहयोग सुनिश्चित करने के लिए उठाए जा रहे कदमों का विवरण क्या है?

श्री ज्योतिरादित्य एम. सिंधिया : सभापति महोदय, माननीय सांसद महोदय ने 6G के बारे में प्रश्न किया है और उसी के साथ-साथ अनुसंधान नेशनल रिसर्च फाउंडेशन की प्रगति के बारे में भी प्रश्न किया है।

महोदय, मैं आपके माध्यम से माननीय सांसद को सूचित करना चाहता हूँ कि अनुसंधान नेशनल रिसर्च फाउंडेशन प्रधान मंत्री जी के द्वारा स्थापित हुआ है, ताकि हम लोग भारत में नवाचार और अनुसंधान को एक तीव्र गति दे पाएं। इसे हम लोगों ने फरवरी, 2024 में लागू किया था। एक गवर्निंग काउंसिल है और एक एग्ज़क्यूटिव काउंसिल है, जो निर्णय लेती है। पहली किशत में इस अनुसंधान नेशनल रिसर्च फाउंडेशन को अनुसंधान और नवाचार के लिए वर्ष 2023-2028 की अवधि के लिए 50,000 करोड़ रुपये की राशि का प्रावधान किया गया है, जो भारत के इतिहास में पहली बार अनुसंधान और नवाचार के लिए किया गया है। माननीय वित्त मंत्री के द्वारा इसके लिए 14,000 करोड़ रुपये का बजटीय प्रावधान घोषित किया गया है और इसके आधार पर हम लोगों ने आठ प्रोग्राम्स शुरू किए हैं। पहला प्रोग्राम Mission for Advancement in High-Impact Areas है, जो EV-Mission, 2D Innovation Hub को देख रहा है, MAHA-MedTech Mission को देख रहा है, AI for Science and Engineering को देख रहा है, MAHA-Critical Raw Materials (CRM) देख रहा है। कई प्रोग्राम्स शुरू किए गए हैं, जैसे Advanced Research Grant (ARG), Prime Minister Early Career Research Grant (PM-ECRG), Inclusivity Research Grant (IRG). कन्वर्जेंस के सेन्टर्स ऑफ एक्सिलेंस शुरू किए गए हैं। Centre for Excellence for Science and Technology

Innovation Indicators and Analysis शुरू किया गया है । Partnerships for Accelerated Innovation and Research (PAIR) शुरू किया गया है । ANRF Translational Research and Innovation (ATRI) Hub शुरू किया गया है और अनेक फेलोशिप्स भी दिए गए हैं । इन सभी इन्नोवेशन हब्स और प्रोग्राम्स के लिए भारत सरकार द्वारा करीब 300 करोड़ रुपये का प्रावधान किया गया है ।

श्री बिद्युत बरन महतो : सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी को धन्यवाद देना चाहता हूँ कि उन्होंने विस्तारपूर्वक बताने का काम किया है । इसके साथ-साथ मैं माननीय मंत्री जी से यह कहना चाहता हूँ कि झारखंड के स्टार्टअप्स और सूक्ष्म, लघु एवं मध्यम उद्यमों (MSMEs) का बहुत बड़ा हब जमशेदपुर जैसे क्षेत्रों में है । क्या एमएसएमईज़, विशेष रूप से जमशेदपुर जैसे औद्योगिक समूहों को भारत 6G गठबंधन तथा संबंधित पहलों में एकीकृत किया जा रहा है? यदि हां, तो इसका तत्संबंधी विवरण क्या है, यह मैं जानना चाहता हूँ ।

जमशेदपुर जैसे औद्योगिक और अर्ध-शहरी क्षेत्रों में अगली पीढ़ी की संचार प्रौद्योगिकियों को समर्थन देने के लिए दूरसंचार अवसंरचना को बढ़ाने हेतु क्या रोडमैप तैयार किया गया है?

क्या 6G की ओर संक्रमण में पूर्वी राज्यों में डिजिटल कनेक्टिविटी से संबंधित किन्हीं चुनौतियों की पहचान की गयी है एवं उन्हें दूर करने के लिए प्रस्तावित कदम क्या हैं?

12.00 hrs

श्री ज्योतिरादित्य एम. सिंधिया : सभापति महोदय, 'भारत 6G अलाएंस' प्रधान मंत्री जी के द्वारा स्थापित की गयी है । भारत 3G में विश्व में पीछे था । 4G में हम विश्व के साथ चलें । 5G में हम लोग आगे बढ़ कर चलें । 6G में हम लोग विश्व का नेतृत्व करेंगे, यह विश्वास हम इस सदन के पटल से दिलवाना चाहते हैं । हम लोग 10 परसेंट पैटर्न्स कंट्रीब्यूट करेंगे, जिसमें से हमने 4000 पैटर्न्स ऑलरेडी कंट्रीब्यूट कर लिया है । यूबिक्वीट्स कनेक्टिविटी के बारे में भारत का प्रस्ताव 3G पीपी और आईटीओ में स्वीकृत हो चुकी है । इसी के साथ B6GA अलाएंस में केवल 14 संस्थानों के साथ शुरुआत हुई थी, आज यह 85 संस्थानों तक बढ़ चुकी है । हमारे सात वर्किंग ग्रुप्स हैं ।

स्पेक्ट्रम, डिवाइस टेक्नोलॉजी, कंपोनेंट्स टेक्नोलॉजी, अलाएंस, ग्रीन एंड सस्टेनिबिलिटी, आउटरीच और 6G यूज केसेस पर काम चल रहे हैं। हम लोग सभी सात वर्किंग ग्रुप्स के क्वार्टर्ली एनालिसिस मंत्रालय के अंतर्गत करते हैं। भारत 6G का नेतृत्व करेगा, इसका विश्वास हम लोग सदन के पटल पर मंत्रालय की तरफ से रखना चाहते हैं।

WRITTEN ANSWERS TO QUESTIONS**(i) Starred Question Nos. 467 to 480****COAL INDIA LIMITED PRODUCTION TARGET*****467. SHRI CHANDRA PRAKASH CHOUDHARY:****SHRI DAMODAR AGRAWAL:**

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

- (a) the details of specific strategies implemented to meet the 1.31 billion tonne coal production target set for the Financial Year 2026-27;
- (b) whether Coal India Limited (CIL) is on track to achieve its 1 billion tonne production milestone in the current fiscal year including Jharkhand particularly in Hazaribagh and Ramgarh districts and if so, the details thereof;
- (c) the manner in which the reduction in coal imports for blending has translated into actual cost savings for domestic power consumers;
- (d) whether the 'CoalSETU' window has successfully enabled Non-Regulated Sectors (NRS) to access coal for diverse industrial uses and exports without distorting supply to the power sector especially in Jharkhand particularly in Hazaribagh and Ramgarh districts and if so, the details thereof; and
- (e) whether the Government has undertaken measures to strengthen coal supply, logistics and industrial usage in Odisha and if so, the details thereof?

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

(a) and (b): The coal production target of 1.31 billion tonnes for FY 2026-27 was set in 2024. However, coal production is a function of coal demand and, therefore, actual coal production is dependent upon the demand from power sector as well as from the NRS (non-regulated) sector.

To ensure that there is enough availability of coal for all sectors, the Government has put in place a robust and forward-looking strategy. This includes systematic capacity expansion of existing mines, expedited operationalisation of new projects, deployment of advanced and high-capacity mining technologies, and implementation of First Mile Connectivity (FMC) projects to ensure seamless and efficient coal evacuation. In addition, coordinated efforts with the Ministry of Railways for strengthening rail infrastructure and continuous monitoring of project milestones are being undertaken to ensure readiness for meeting future demand.

Coal India Limited (CIL) is expected to achieve coal production of about 770 MT this financial year. It is pertinent to highlight that coal stock levels across the country, including at pitheads and thermal power plants, remain at comfortable and strategically adequate levels. Currently, coal availability in the power plants is around 53 MT which is sufficient for 23 days. Further, there is stock of around 156 MT at the pitheads of mines apart from about 12 MT of coal in transit.

In Jharkhand, particularly in Hazaribagh and Ramgarh districts,

production is being undertaken in accordance with the revised and demand-linked production plans. The coal supply chain remains fully streamlined, with adequate inventories maintained to meet current and emergent requirements.

Coal companies, including CIL, maintain a high state of operational readiness and possess the necessary capacity, infrastructure, and logistical support to swiftly scale up production and dispatches at short notice. This ensures that any surge in demand can be effectively met without disruption, thereby safeguarding uninterrupted coal supply to all consuming sectors of the economy.

(c): During FY 2024-25, total coal imported in the country was 243.62 Million Tonnes (MT) as compared to 264.53 MT in FY 2023-24 leading to forex saving of around ₹60,681.67 crores. Apart from price of imported coal for blending purpose, cost of generation of electricity is also dependent upon freight charges. Further, different generating companies blend different quantities of imported coal which is driven by factors such as plant design, relative landed price of imported coal vis-a-vis domestic coal, demand of power etc.

Coal Imported by Domestic Coal Based (DCB) thermal power plants in the country during last three years are as below: -

Period	Imported receipt in DCB plants for blending (in Million Tonnes)	% Change in Receipt of Imported Coal in DCB plants
2022-23	35.1	-
2023-24	23.9	-32%

2024-25	14.0	-41%
2024-25 (Apr 2024-Jan 2025)	12.7	-
2025-26 (Apr 2025-Jan 2026)	6.1	-52%

(d): The Policy on Auction of Coal Linkage for Seamless, Efficient & Transparent Utilisation (CoalSETU) by creation of new window named "CoalSETU window" in the Non-Regulated Sector (NRS) Linkage Policy was approved on 12.12.2025. The non-coking coal linkage obtained under the 'CoalSETU window' can be for own consumption without end-use restrictions, for export of coal, or for any other purpose (including coal washing) except resale in the country.

This policy has been approved for grant of long-term coal linkage to NRS sector and it is not envisaged to distort supply to the power sector in any part of the country including in Hazaribagh, Ramgarh or any other district of Jharkhand.

(e): In order to decongest road infrastructure, increase loading capacity, and to support production growth from mines of Mahanadi Coalfields Limited (MCL) in Odisha, the Government has taken measures to strengthen coal evacuation infrastructure via "First Mile Connectivity (FMC)" projects and dedicated railway lines.

Construction of two major rail lines have been undertaken in the state of

Odisha - (i) Angul-Balram rail line (Single line) in Talcher Coalfields and (ii) Jharsuguda-Barpali-Sardega (Double Line) with RoB at Jharsuguda and capacity enhancement of Jharsuguda yard in IB/Basundhara Coalfields. Both the lines are operational.

19 FMC projects have been planned (expected to be operational by FY 2029-30) with a combined capacity of 336.5 Million Tonnes Year (MTY). These FMC projects include surface conveyors, mechanised CHP with rapid silo loading and pre-weigh wagon loading.

With planned production, improved rail infrastructure, and coordination with railways and state authorities, coal supply to industries, including those in Odisha, is expected to remain adequate.

DEVELOPMENT OF SMALL MODULAR REACTORS (SMRs)

***468. SHRI DAGGUMALLA PRASADA RAO:**

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

- (a) the details of the current nuclear power generation capacity in the country and its contribution to total electricity generation, State-wise;
- (b) whether the Government has initiated any programme for the development and deployment of Small Modular Reactors (SMRs);
- (c) if so, the details of production capacity envisaged, potential sites identified and timelines proposed for SMR deployment;
- (d) whether any SMRs are currently operational/under construction and if so, the details thereof including location, capacity and expected timeline

for commissioning; and

- (e) the details of the steps taken by the Government to promote domestic Research and Development (R&D), public-private partnerships and intentional collaborations for the indigenous development of SMRs?

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

(a): The present installed nuclear power capacity in the country is 8,780 MW comprising 24 nuclear power plants (excluding Rajasthan Atomic Power Station-1 – 100 MW). The state wise installed capacity details are :

Maharashtra	Tarapur	TAPS-1	160
		TAPS-2 ^{\$}	160
		TAPS-3	540
		TAPS-4	540
Rajasthan	Rawatbhata	RAPS-1*	100
		RAPS-2	200
		RAPS-3	220
		RAPS-4	220

		RAPS-5	220
		RAPS-6	220
		RAPS-7	700
Tamilnadu	Kalpakkam	MAPS-1 ^{\$}	220
		MAPS-2	220
	Kudankulam	KKNPP-1	1000
		KKNPP-2	1000
Uttar Pradesh	Narora	NAPS-1	220
		NAPS-2	220
Gujarat	Kakrapar	KAPS-1	220
		KAPS-2	220
		KAPS-3	700
		KAPS-4	700
Karnataka	Kaiga	KGS-1 ^{\$}	220
		KGS-2	220
		KGS-3	220
		KGS-4	220

*RAPS-I (100 MW) is under extended shutdown.

^{\$}Reactors in project mode for Renovation &
Modernisation/Refurbishment.

Nuclear power plants generated 56681 Million Units of electricity in the year 2024-25, contributing about 3.1% of the total electricity generation in the country. Nuclear power plants are in the central sector and power generated by them is allocated to the beneficiary states and union territories in the electricity region by the Ministry of Power.

(b) and (c): Under the Nuclear Energy Mission, announced in the Union Budget 2025-26, Department of Atomic Energy (DAE) has initiated design and development of SMRs namely 220 MWe Bharat Small Modular Reactor (BSMR-200), 55 MWe Small Modular Reactor (SMR-55) and up to 5 MWth High Temperature Gas Cooled Reactor (HTGCR) with the aim to enhance the share of nuclear power in India's energy mix and decarbonization of transport and industrial sector to meet the goal of net zero carbon emission by 2070.

It is planned to deploy the lead unit of these SMRs at DAE site for technology demonstration. The lead units of the BSMR-200 and SMR-55 are proposed to be constructed at the Tarapur Atomic Power Station site in Maharashtra, while a high temperature gas cooled reactor of up to 5MWth is proposed to be constructed at Bhabha Atomic Research Centre, Vizag, Andhra Pradesh.

Estimated time for construction of these SMR is 60 to 72 months from receipt of administrative and financial approval.

(d): Presently, no SMRs are operational/under construction.

(e): Under the Nuclear Energy Mission (NEM), Government has allocated Rs.20,000 crore for R&D and deployment of at least five indigenous SMRs by 2033. Further enactment of SHANTI Act, 2025 enables participation of private entity for R&D in nuclear science and technology. BSMR-200, SMR-55, HTGCR are being developed indigenously through Indian Industries. Other critical equipment and components for SMRs are within the capabilities of Indian Industries and are being developed through handholding in BARC.

RELAXATION TO TELECOM COMPANIES

***469. SHRI MATHESWARAN V. S.:**

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

- (a) whether it is a fact that Airtel Telecom Company has also requested the Ministry to seek relaxation in Adjusted Gross Revenue (AGR) dues in line with relief given to Vodafone Telecom company and if so, the details thereof; and
- (b) if not, the reasons for giving relaxation to Telecom Companies in AGR dues as it is a loss to Public Exchequer by the Government?

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

(a) and (b): Yes, sir. A representation has been received from Bharti Airtel Limited requesting for relief in respect of its Adjusted Gross Revenue (AGR) dues, citing relief granted to Vodafone Idea Limited (VIL).

The Hon'ble Supreme Court, vide its judgement dated 1.9.2020 in M.A. (D) No. 9887 of 2020 in Civil Appeal Nos. 6328-6399 of 2015, decided the AGR dues of all telecom service providers. Subsequently, the Hon'ble Supreme Court, vide its order dated 27.10.2025, in Writ Petition (Civil) No. 882 of 2025 filed by VIL, permitted reconsideration of the AGR dues of VIL and clarified that the said order is passed only with regard to VIL. Restructuring of the AGR dues of VIL has been carried out in compliance with the said order.

**STATUS OF WIRED BROADBAND AND MOBILE INTERNET
CONNECTIVITY IN RURAL INDIA**

***470. SHRI GURMEET SINGH MEET HAYER:**

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

- (a) the total number of villages in the country and out of these, the number of villages connected with wired broadband connectivity, State/UT-wise;
- (b) the number of villages connected with mobile internet along with technology-wise break-up of 3G, 4G and 5G connectivity, State/UT-wise;
- (c) the number of villages still without wired broadband and/or mobile internet connectivity along with the reasons therefor, State/UT-wise; and
- (d) the targets and timelines fixed for achieving universal village connectivity under the Government initiatives?

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

(a): As per data maintained by the Registrar General of India, there are 6,44,131 villages in the country. Under the Government-funded BharatNet project, 2,17,805 Gram Panchayats (GPs) in the country have been made service-ready for broadband connectivity. Details for various States and Union Territories (UTs) are at **Statement-I**.

(b) to (d): The number of villages connected with mobile internet, along with the breakup in terms of 3G, 4G and 5G technology, State/UT-wise, as on 28.2.2026, is at **Statement-II**. Details of major Government-funded initiatives

for providing high bandwidth capacity internet/broadband connectivity and mobile services to remote and rural villages in the country that currently lack coverage are as follows:

- (i) BharatNet programme has been approved for provision for broadband connectivity in a phased manner to all Gram Panchayats (GPs) in the country. As of February 2026, 2,17,805 GPs have been made service-ready under this programme. Further, the Government has approved the Amended BharatNet Programme (ABP) under a design, built, operate and maintain model to upgrade the existing network created under Phases I and II of BharatNet and to create incremental network for connectivity to the remaining GPs, and to the remaining non-GP villages on an on-demand basis with minimum demand for five home fibre internet connections, operation and on maintenance for 10 years and provision of 1.5 crore home fibre internet connections.
- (ii) Under the Government-funded 4G Saturation Project and other mobile connectivity projects, till February 2026, 24,263 mobile towers have been commissioned in the country.

STATEMENT-I

State/UT-wise service-ready Gram Panchayats under BharatNet programme

S. no.	State	Total
1	Andaman and Nicobar Islands	72

2	Andhra Pradesh	12,955
3	Arunachal Pradesh	1,124
4	Assam	1,507
5	Bihar	8,340
6	Chandigarh	12
7	Chhattisgarh	9,695
8	Dadra and Nagar Haveli and Daman and Diu	38
9	Goa	0
10	Gujarat	14,320
11	Haryana	6,082
12	Himachal Pradesh	790
13	Jammu and Kashmir	1,130
14	Jharkhand	4,390
15	Karnataka	6,084
16	Kerala	978
17	Ladakh	193
18	Lakshadweep	9
19	Madhya Pradesh	18,907
20	Maharashtra	24,575
21	Manipur	1,475
22	Meghalaya	698
23	Mizoram	540
24	Nagaland	236
25	Odisha	6,785
26	Puducherry	98

27	Punjab	12,673
28	Rajasthan	8,776
29	Sikkim	35
30	Tamil Nadu	10,886
31	Telangana	10,833
32	Tripura	740
33	Uttar Pradesh	47,553
34	Uttarakhand	2,599
35	West Bengal	2,677
	Total	2,17,805

STATEMENT-II

State/UT-wise mobile coverage status, as on 28.2.2026

S. no.	State/UT	Total villages	Mobile covered villages	Mobile uncovered villages	Number of villages having 2G coverage	Number of villages having 3G coverage	Number of villages having 4G coverage	Number of villages under 5G brought services
1	Andaman and Nicobar Islands	559	432	127	359	85	335	35
2	Andhra Pradesh	17,328	16,946	382	14,722	215	16,708	8,530
3	Arunachal Pradesh	5,993	4,817	1,176	4,523	571	4,367	600
4	Assam	26,429	26,266	163	25,152	6,699	26,182	3,718
5	Bihar	44,888	44,845	43	44,703	1,440	44,832	42,902
6	Chandigarh	-	-	-	-	-	-	0
7	Chhattisgarh	20,072	19,320	752	16,351	780	19,150	9,127
8	Dadra and Nagar Haveli and Daman and Diu	95	95	-	95	-	95	94

9	Delhi	55	55	-	55	53	55	55
10	Goa	392	355	37	327	132	345	309
11	Gujarat	18,425	18,213	212	16,793	1,774	18,206	15,707
12	Haryana	6,640	6,639	1	6,632	912	6,638	6,426
13	Himachal Pradesh	20,852	20,348	504	19,649	3,103	20,139	11,261
14	Jammu and Kashmir	6,474	6,226	248	6,030	530	6,208	3,704
15	Jharkhand	32,370	32,068	302	30,789	794	32,012	19,241
16	Karnataka	29,818	29,360	458	28,604	991	29,239	19,633
17	Kerala	1,438	1,438	-	1,438	778	1,438	1,357
18	Ladakh	243	233	10	179	78	229	22
19	Lakshadweep	27	27	-	25	25	25	5
20	Madhya Pradesh	55,058	54,128	930	46,956	321	54,043	28,030
21	Maharashtra	43,931	43,063	868	38,828	10,300	42,785	30,662
22	Manipur	2,612	2,423	189	2,210	378	2,414	718
23	Meghalaya	7,100	6,959	141	5,808	254	6,954	341
24	Mizoram	867	815	52	674	48	813	74
25	Nagaland	1,535	1,428	107	1,088	122	1,411	280
26	Odisha	51,176	49,999	1,177	43,290	1,343	49,491	2,998
27	Puducherry	96	96	-	96	85	96	96
28	Punjab	12,534	12,532	2	12,529	3,787	12,494	11,666
29	Rajasthan	46,077	45,555	522	44,390	3,615	45,393	23,263
30	Sikkim	461	455	6	443	16	443	349
31	Tamil Nadu	16,488	16,485	3	16,176	3,954	16,452	9,377
32	Telangana	10,203	9,976	227	9,790	1,899	9,864	1,945
33	Tripura	937	930	7	870	97	929	353
34	Uttar Pradesh	1,05,531	1,05,495	36	105,364	19,341	105,343	78,542
35	Uttarakhand	16,456	16,399	57	16,145	1,612	16,305	4,729
36	West Bengal	40,971	40,962	9	40,798	2,505	40,959	31,007
Total		6,44,131	6,35,383	8,748	6,01,881	68,637	6,32,392	3,67,156

अमृत भारत स्टेशन योजना के अंतर्गत मझवार रेलवे स्टेशन का पुनर्विकास

*471. श्री वीरेन्द्र सिंह:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या देश में विशेषकर उत्तर प्रदेश के वाराणसी जिले में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर चल रहे कार्यों को पूरा करने के लिए कोई समय-सीमा निर्धारित

की गई है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ग) इस योजना के अंतर्गत चंदौली जिले के मझवार स्टेशन पर पुनर्विकास का कार्य कब से किया जा रहा है;

(घ) उक्त कार्य को पूरा होने में कितना समय लगने का अनुमान है;

(ङ) क्या सरकार का विचार चंदौली जिले से दिल्ली के लिए कोई वंदे भारत रेलगाड़ी चलाने का है क्योंकि चंदौली मझवार उत्तर प्रदेश में चंदौली जिला मुख्यालय का स्टेशन है; और

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

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

(क) से (च): रेल मंत्रालय द्वारा दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास हेतु अमृत भारत स्टेशन योजना शुरू की गई है। अभी तक, इस योजना के अंतर्गत विकास हेतु 1,338 स्टेशनों को चिह्नित किया गया है जिनमें से चंदौली जिले के चंदौली मझवार, पंडित दीन दयाल उपाध्याय जंक्शन और व्यासनगर स्टेशन और वाराणसी जिले के बाबतपुर, बनारस, काशी, लोहता, शिवपुर, वाराणसी कैंट और वाराणसी सिटी स्टेशन सहित 157 स्टेशन उत्तर प्रदेश राज्य में स्थित हैं। उत्तर प्रदेश राज्य में अमृत भारत स्टेशन योजना के अंतर्गत विकास हेतु चिह्नित किए गए स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	157	अछनेरा, आगरा कैंट, आगरा फोर्ट, ऐशबाग जं., अकबरपुर जं., अलीगढ़, अमेठी, अमरोहा, आनंद नगर जं., आंवला, अयोध्या धाम जंक्शन, आजमगढ़, बाबतपुर, बछरावां, बदायूं, बादशाहनगर, बादशाहपुर, बहेड़ी, बहराइच, बालामऊ जं., बलिया, बलरामपुर, बनारस, बांदा, बाराबंकी जं., बरेली, बरेली सिटी, बड़नी, बस्ती, बेलथरा

		रोड, भदोही, भरतकुंड, भटनी, भूतेश्वर, बिजनौर, बुलन्दशहर, चंदौली मझवार, चंदौसी, चिलबिला, चित्रकूट धाम कर्वी, चोपन, चुनार जं., डालीगंज, दर्शननगर, देवरिया सदर, धामपुर, दिलदारनगर, इटावा जं., फर्रुखाबाद, फतेहाबाद, फतेहपुर, फतेहपुर सीकरी, फिरोजाबाद, गजरौला, गढ़मुक्तेश्वर, गौरीगंज, घाटमपुर, गाजियाबाद, गाज़ीपुर सिटी, गोला गोकर्णनाथ, गोमतीनगर, गोंडा, गोरखपुर, गोवर्धन, गोविंदपुरी, गुरसहायगंज, हैदरगढ़, हापुड, हरदोई, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, जंघई जंक्शन, जौनपुर सिटी, जौनपुर जंक्शन, कन्नौज, कानपुर अनवरगंज, कानपुर ब्रिज लेफ्ट बैंक, कानपुर सेंट्रल, कप्तानगंज जंक्शन, कासगंज जंक्शन, काशी, खलीलाबाद, खोरासन रोड, खुर्जा जंक्शन, कोसी कलां, कुंडा हरनामगंज, लखीमपुर, लालगंज, ललितपुर जंक्शन, लंभुआ, लोहता, लखनऊ (चारबाग) उत्तर रेलवे, लखनऊ सिटी, लखनऊ जंक्शन (पूर्वोत्तर रेलवे), मां बेल्हा देवी प्रतापगढ़ जंक्शन, मगहर, महाराजा बिजली पासी, महोबा जंक्शन, मैलानी जंक्शन, मैनपुरी जंक्शन, मल्हौर, मानक नगर, मानिकपुर जंक्शन, मारियाहू, मथुरा जंक्शन, मऊ जंक्शन, मेरठ सिटी जंक्शन, मिर्जापुर, मोदीनगर, मोहनलालगंज, मुरादाबाद जंक्शन, मुजफ्फरनगर, नगीना, नजीबाबाद जंक्शन, उरई, पनकी धाम, फाफामऊ जंक्शन, फूलपुर, पीलीभीत जंक्शन, पुखरायां, प्रयाग जंक्शन, प्रयागराज जंक्शन, पं. दीन दयाल उपाध्याय जंक्शन, रायबरेली जंक्शन, राजा की मंडी, रामघाट हॉल्ट, रामपुर जंक्शन, रेनुकूट, सहारनपुर जंक्शन, सलेमपुर, स्योहारा, शाहगंज जंक्शन, शाहजहाँपुर, शामली, शिकोहाबाद जंक्शन, शिवपुर, सिद्धार्थ नगर, सीतापुर जंक्शन, सोनभद्र, श्रीकृष्ण नगर, सुल्तानपुर जंक्शन, सुरेनपुर, स्वामीनारायण छपिया, तकिया, तुलसीपुर, टूंडला जंक्शन, उझानी, उंचाहार, उन्नाव जंक्शन, उत्तरेतिया जंक्शन, वाराणसी कैंट, वाराणसी सिटी, विंध्याचल, वीरांगना लक्ष्मीबाई झाँसी, व्यासनगर, जाफराबाद

पूरे किए गए स्टेशन

उत्तर प्रदेश राज्य में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं। अभी तक, उत्तर प्रदेश राज्य में 23 स्टेशनों पर कार्य पूरे किए जा चुके हैं। उत्तर प्रदेश राज्य में पूरे किए गए स्टेशनों के नाम निम्नानुसार हैं :-

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	23	अयोध्या धाम जंक्शन, बलरामपुर, बरेली सिटी, बिजनौर, फतेहाबाद, फतेहपुर, गोला गोकर्णनाथ, गोमती नगर, गोवर्धन, गोविंदपुरी, हाथरस सिटी, ईदगाह आगरा जं., इज्जतनगर, खलीलाबाद, मैलानी जंक्शन, पनकी धाम, पुखरायां, रामघाट हॉल्ट, सहारनपुर जं., सिद्धार्थ नगर, सुरेनपुर, स्वामीनारायण छपिया, उझानी

अन्य स्टेशनों पर भी विकास संबंधी कार्यकलाप तेज गति से शुरू किए गए हैं और कुछ स्टेशनों की प्रगति नीचे दी गई है:

चंदौली जिला:

- चंदौली मझवार स्टेशन: मौजूदा स्टेशन भवन का सुधार कार्य, प्लेटफार्म की सतह की ऊंचाई बढ़ाने और प्लेटफार्म संख्या 1 और 4/5 का विस्तार, शौचालय, परिचलन क्षेत्र और पार्किंग के कार्य पूरे किए गए हैं। 6 मीटर ऊपरी पैदल पुल, प्लेटफार्म शेल्टर और प्लेटफार्म संख्या 1 और 4/5 की सतह से संबंधित कार्य शुरू किए गए हैं।
- व्यासनगर स्टेशन: स्टेशन भवन का संरचना संबंधी कार्य पूरा किया गया है। परिचलन क्षेत्र, पार्किंग और स्टेशन भवन के फिनिशिंग के कार्य शुरू किए गए हैं।
- पंडित दीन दयाल उपाध्याय जं. स्टेशन: पंडित दीन दयाल उपाध्याय जं. स्टेशन का मास्टर

प्लान तैयार किया जा रहा है। मास्टर प्लान तैयार करना एक पुनरावृत्तिमूलक प्रक्रिया है जिसमें युक्तिकरण की आवश्यकता होती है और इस चरण पर ऐसे इष्टतमीकरण के लिए समय सीमा और अन्य ब्यौरे निर्दिष्ट नहीं किए जा सकते हैं।

वाराणसी जिला:

- बाबतपुर स्टेशन: दूसरे प्रवेश द्वार पर स्टेशन भवन के कार्य, परिचलन क्षेत्र, पार्किंग, प्लेटफार्म शेल्टर, प्लेटफार्म की सतह की ऊंचाई बढ़ाने और प्लेटफार्म की सतह के कार्य शुरू किए गए हैं।
- बनारस स्टेशन: मौजूदा स्टेशन भवन का सुधार कार्य, प्रांगण, चारदीवारी, परिचलन क्षेत्र, पार्किंग, प्रतीक्षालय/कक्ष, शौचालय और प्लेटफॉर्म शेल्टर के सुधार संबंधी कार्य पूरे कर लिए गए हैं। 12 मीटर ऊपरी पैदल पुल का कार्य शुरू किया गया है।
- शिवपुर स्टेशन: चारदीवारी और पुनर्बलित सीमेंट कंक्रीट शिरोपरि टैंक से संबंधित कार्य पूरे कर लिए गए हैं। स्टेशन भवन, पोर्टिको, प्लेटफॉर्म शेल्टर, परिचलन क्षेत्र और पार्किंग के सुधार कार्य शुरू किए गए हैं।
- वाराणसी सिटी स्टेशन: स्टेशन भवन का सुधार कार्य, प्रांगण, शौचालय, प्लेटफॉर्म संख्या 2/3 और 4/5 पर मौजूदा ऊपरी पैदल पुल पर लिफ्ट, पहुंच मार्ग और चारदीवारी से संबंधित कार्य पूरे कर लिए गए हैं। प्लेटफॉर्म शेल्टर, 12 मीटर ऊपरी पैदल पुल और दिव्यांगजनों हेतु सुविधाओं के कार्य शुरू किए गए हैं।

इसके अलावा, भारतीय रेल में स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में पारस्परिक प्राथमिकता और निधियों की उपलब्धता के अध्यधीन, आवश्यकता के अनुसार कार्य शुरू किए जाते हैं। रेलवे स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण के कार्य स्टेशन की कोटि/स्थिति/समहाले जाने वाले यातायात आदि के आधार पर किए जाते हैं।

अमृत भारत स्टेशन योजना में स्टेशनों में सुधार करने के लिए मास्टर प्लान तैयार करना

और उनका चरणबद्ध कार्यान्वयन शामिल है। इस मास्टर प्लान में निम्नानुसार शामिल है:-

- स्टेशन और परिचलन क्षेत्रों तक पहुंच मार्ग में सुधार,
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण,
- स्टेशन भवन में सुधार कार्य,
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी के बूथ में सुधार,
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉनकोर्स का प्रावधान,
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान,
- प्लेटफॉर्म की सतह में सुधार/प्रावधान और प्लेटफॉर्म के ऊपर कवर,
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान,
- पार्किंग क्षेत्र, मल्टीमोडल एकीकरण,
- दिव्यांगजनों के लिए सुविधाएं,
- बेहतर यात्री सूचना प्रणाली,
- प्रत्येक स्टेशन पर आवश्यकताओं को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, भूसुदर्शनीकरण आदि का प्रावधान।

इस योजना में आवश्यकतानुसार, चरणबद्ध एवं व्यवहार्य रूप से दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिड्टी रहित रेलपथ का प्रावधान आदि तथा दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की परिकल्पना भी की गई है।

स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति

जनोपयोगी सेवाओं (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइपलाइन, विद्युत/सिगनल केबल इत्यादि शामिल हैं) को स्थानांतरित करना, अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के निकट किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं।

अमृत भारत स्टेशन योजना सहित स्टेशनों का विकास/उन्नयन/आधुनिकीकरण सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का विवरण क्षेत्रीय रेलवे-वार रखा जाता है, न कि कार्य-वार या स्टेशन-वार या निर्वाचन क्षेत्र-वार या राज्य-वार। उत्तर प्रदेश राज्य पाँच क्षेत्रीय रेलों नामतः पूर्व मध्य रेलवे, उत्तर रेलवे, उत्तर मध्य रेलवे, पूर्वोत्तर रेलवे और पश्चिम मध्य रेलवे के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए वित्त वर्ष 2025-26 के लिए 3,794 करोड़ रुपए (संशोधित अनुमान) का आबंटन किया गया है, जिसमें से अब तक (फरवरी, 2026 तक) 3,694 करोड़ रुपए का व्यय उपगत किया गया है।

गाड़ी सेवाएं:

वर्तमान में चंदौली मझवार स्टेशन पर 12 गाड़ियों द्वारा सेवाएं प्रदान की जा रही हैं, जिनमें 12397/12398 गया-नई दिल्ली महाबोधी एक्सप्रेस की दैनिक गाड़ी सेवा शामिल है, जिनसे चंदौली मझवार-दिल्ली खंड की आवश्यकताओं को पूरा किया जा रहा है। चंदौली मझवार स्टेशन को सेवित करने वाली गाड़ियों की सूची निम्नानुसार है:-

क्र.सं.	गाड़ी संख्या और नाम
1	12397 गया-नई दिल्ली एक्सप्रेस
2	12398 नई दिल्ली-गया एक्सप्रेस
3	13009 हावड़ा-योग नगरी ऋषिकेश एक्सप्रेस
4	13010 योग नगरी ऋषिकेश-हावड़ा एक्सप्रेस

क्र.सं.	गाड़ी संख्या और नाम
5	13553 आसनसोल-वाराणसी एक्सप्रेस
6	13554 वाराणसी-आसनसोल एक्सप्रेस
7	63293 देहरी ऑन सोन-पं. दीन दयाल उपाध्याय मेमू
8	63294 पंडित दीन दयाल उपाध्याय – देहरी ऑन सोन मेमू
9	63295 गया जंक्शन-पंडित दीन दयाल उपाध्याय मेमू
10	63296 पंडित दीन दयाल उपाध्याय-गया मेमू
11	63557 बरकाकाना-वाराणसी मेमू
12	63558 वाराणसी-बरकाकाना मेमू

इसके अलावा, किसी भी मार्ग/खंड पर वंदे भारत गाड़ी सेवाओं सहित रेलगाड़ी सेवाएं शुरू करना, निरंतर चलने वाली प्रक्रिया है, जो विभिन्न कारकों पर निर्भर करता है जिनमें निम्नानुसार शामिल हैं:-

- उस खंड की क्षमता
- मार्ग की उपलब्धता
- अपेक्षित चल स्टॉक की उपलब्धता
- चल स्टॉक के लिए उपयुक्त अवसंरचना की उपलब्धता
- रेलपथों और अन्य परिसंपत्तियों के अनुरक्षण की आवश्यकता

**OPERATIONALISATION OF ANUSANDHAN NATIONAL RESEARCH
FOUNDATION**

***472. SHRI RAHUL KASWAN:**

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

- (a) whether the Government has operationalized the Anusandhan National Research Foundation aimed at strengthening research and innovation ecosystem in the country;
- (b) the details of funds allocated and released under the Foundation so far;
- (c) whether mechanisms have been put in place to promote collaboration between academic institutions, research organisations and industry under the Foundation and if so, the details thereof; and
- (d) the steps taken by the Government to ensure wider participation of universities and research institutions across States in research programmes supported by the Foundation?

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

- (a): The Anusandhan National Research Foundation (ANRF) has been

operationalized.

The ANRF Act, 2023 was passed by both Houses of Parliament and received the assent of the Hon'ble President on 12th August 2023. The Act was notified in the Gazette of India on 14th August 2023 and came into force with effect from 5th February 2024.

Subsequently, the first meeting of the ANRF Governing Board, chaired by the Hon'ble Prime Minister was held in September 2024, wherein the Executive Council was authorised to develop and implement programmes aligned with the objectives of the Act.

ANRF has since initiated programmes to support both fundamental and mission-oriented research. Support for investigator-driven research is being provided through schemes such as Prime Minister's Early Career Research Grant (PMECRG), Advance Research Grant (ARG), Inclusivity Research Grant (IRG) and Partnerships for Accelerated Innovation and Research (PAIR). In addition, mission-mode programmes under the Mission for Advancement in High-Impact Areas (MAHA), including initiatives in areas such as electric mobility, artificial intelligence, MedTech and critical raw materials, have been taken up to address national priorities.

(b): In FY 2025–26, as on 23.03.2026, financial assignments amounting to ₹961.35 crore have been completed under the budget head of ANRF. The details are as follows:

(Rupees in crore)

F Y		BE	RE	RECEIVED	ASSIGNED
2025-26	ANRF	2000.00	1948.00	1506.00	961.35

(c): The Anusandhan National Research Foundation (ANRF) has put in place multiple mechanisms to promote collaboration between academic institutions, research organisations and industry. The ANRF Act provides enabling provisions for co-funding and joint programmes with participation from industry and philanthropic partners.

ANRF brings together government, academia, industry, start-ups and international partners under a unified framework and is designing programmes to facilitate both top-down partnerships with non-government contributors and bottom-up participation through academia-led consortia.

Further, collaboration is being actively promoted through mission-mode programmes under the Mission for Advancement in High-Impact Areas (MAHA), where projects are supported in consortium mode with industry participation, including co-funding. For example: in the Electric Vehicle (EV) Mission, a network of industry partners has been engaged as co-creators across the project lifecycle. Similar partnership models have been extended to other mission-mode programmes and initiatives such as the ANRF Translational Research and Innovation (ATRI) programme.

In addition, ANRF is undertaking structured engagements with industry, Corporate R&D, and philanthropic organisations to scale up private sector participation in research and innovation.

(d): The Anusandhan National Research Foundation (ANRF) has undertaken several initiatives to ensure wider participation of universities and research institutions across States.

Under the Partnerships for Accelerated Innovation and Research (PAIR) programme, a mentorship-driven hub-and-spoke model has been adopted to strengthen research capacity in relatively less-endowed institutions by linking them with leading institutions. Seven PAIR networks, comprising 7 hub and 42 spoke institutions, have been approved with funding support of up to ₹100 crore each over five years. In addition, 11 networks (11 hubs and 62 spoke institutions) have been provided one-year bridge support to deepen collaborative engagement.

Further, the Prime Minister Professorship programme has been launched to place eminent scientists in less-endowed institutions for mentoring and capacity building. So far, 20 Professorships have been approved across 19 States and one Union Territory.

These initiatives are aimed at promoting inclusive, collaborative and geographically distributed research participation across the country.

COAL TRADE EXCHANGE

***473. SHRI PRAVEEN PATEL:**

DR. SANJAY JAISWAL:

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

- (a) the current status of the Coal Trading Exchange (CTE) across the country including Jharkhand and Jammu;

- (b) the number of coal blocks which have commenced actual production till date out of the 131 coal blocks allocated under the Commercial Coal Mining Policy especially the number of coal blocks in Jharkhand, Odisha, Chhattisgarh particularly in Surguja region along with actual production being made by them;
- (c) the details of penalties imposed for delays in achieving the milestones;
- (d) whether the Government has completed the revised Jharia Master Plan for rehabilitation and if so, the details thereof along with the new technologies being deployed to manage long-standing underground mine fires and landslides in Jharkhand particularly in Hazaribagh and Ramgarh districts;
- (e) whether similar measures are being considered for other coal-producing regions including Surguja in Chhattisgarh; and
- (f) whether the Government has assessed the impact of commercial coal mining and related infrastructure development in Odisha particularly in Keonjhar Lok Sabha Constituency and if so, the details thereof?

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

- (a): Ministry of Coal has initiated the process of setting up of Coal Exchange
- (s) in the country in pursuance of the legislative provisions of the Mines and Minerals (Development and Regulation) Amendment Act, 2025. Section 18B of the Mines and Minerals (Development and Regulation) Amendment Act, 2025 empowers the Central Government to frame the rules for the purpose of Coal

Exchange (s). In pursuance of the provisions, Ministry of Coal has initiated the process of formulation of the Coal Exchange Rules, which shall provide for the objectives and structure of the Coal Exchange (s) to be established in the country.

(b): Out of the 131 coal blocks allocated under the Commercial Coal Mining Policy, 21 coal blocks have obtained Mine Opening Permission and 12 coal blocks have commenced production as on 28th February, 2026. District wise details of these 12 coal blocks along with production details is as below:

Sl. No.	State	District	Name of the Coal Mine	Allottee	Production (FY 24-25) in MT	Production (FY 25-26) till 28.02.2026 in MT
1.	Chhattisgarh	Raigarh	Gare Palma IV/1	Jindal Power Limited	7.195	6.803
2.			Gare Palma IV/7	Sarda Energy And Minerals Ltd.	1.722	1.699
3.			Gare Palma IV/6	Jindal Steel And Power Limited	4.001	3.345
4 & 5.			Gare Palma IV/2 and Gare Palma IV/3		6.236	6.231

6.		Surajpur	Bhaskarpara	Prakash Industries Ltd.	0.077	0.940
7.	Jharkhand	Palamau	Rajhara North (Eastern & Central)	Fairmine Carbons Private Ltd	0.006	0.314
8 & 9.	Madhya Pradesh	Narsinghpur	Gotitoria (East) & Gotitoria (West)	Boulder Stone Mart Private Ltd.	0.253	0.229
10.	Maharashtra	Chandrapur	Takli-Jena-Bellora (North) & Takli-Jena-Bellora (South)	Aurobindo Reality And Infrastructure Private Ltd.	0.732	0.377
11.	Odisha	Angul	Utkal C	Jindal Steel And Power Limited	3.362	3.384
12.	Arunachal Pradesh	Changlang	Namchik Namphuk	Coal Pulz Private Ltd.	-	0.011

(c): The details of penalties imposed against coal blocks allocated under commercial auction scheme post 2020 is at the **Statement**.

(d): Government has approved the Revised Jharia Master Plan (JMP) in June, 2025 for dealing with Fire, Subsidence & Rehabilitation of affected families of Jharia Coalfield. The initial phase of Revised JMP is applicable to 81 most vulnerable sites and the initial phase is to be completed by December, 2028.

The fire is being extinguished by digging out through excavation or blanketing by overburden (OB). To monitor the success of this process, Bharat Coking Coal Limited periodically conducts surveys through the National Remote Sensing Centre (NRSC), Hyderabad, for delineation of surface fires.

As per the NRSC survey report of the year 2017-18, the surface fire area was 3.26 sq. km, which has reduced to 1.53 sq. km in the year 2024-25. Further, as per the survey of the year 2020-21, there were 27 fire locations, out of which 17 have been dealt with by excavation and blanketing through OB as on date.

Mines of Argada, Barka-Sayal, Kuju, Hazaribagh and Rajrappa Areas of Central Coalfields Ltd. (CCL) are located in Hazaribagh and Ramgarh districts of the State of Jharkhand, which are not a part of Jharia Master Plan. Long-standing underground mine fire exists in Kuju Colliery, Kuju area, of CCL, located in Ramgarh district of Jharkhand. Drone based Scientific study using Thermal Infra-Red Sensor (TIR Survey) has been conducted by Central Mine Planning & Design Institute Limited (CMPDIL) to map the extent of mine fire. Based upon this study, Mining Plan is under preparation at CMPDIL, to dig out the existing fire through opencast working. In other Areas of CCL located in Ramgarh and Hazaribagh districts, there is no case of long standing

underground mine fire and landslides.

(e): South Eastern Coalfields Limited (SECL) has presently only one mine namely Amera OC situated in Sarguja district of Chhattisgarh, where so far challenges as mentioned in Jharia master plan have not arisen.

(f): No coal block has been allocated in Keonjhar Lok Sabha Constituency since inception of Commercial coal mining in 2020. However, Ministry of Coal has auctioned 26 coal mines in the State of Odisha under commercial coal mine auction policy. These 26 coal mines have cumulative Peak Rated Capacity (PRC) of 150.63 MTPA. These mines once operationalized are expected to provide an annual revenue of Rs 18,344 crore, attract capital investment of Rs 22,594 crore and provide employment to 2,03,652 persons.

STATEMENT

Details of Performance Bank Guarantee deductions

Sl. No.	Coal Mines	Allottee	Non-Achievement of Milestones	Appropriation/ Termination order date	Appropriation Amount (Rs)	Appropriated	Not Appropriated due to Court Case
1	Marki Mangli-II	M/s Yazdani International Private Limited	Approval of Mining Plan	06-11-2023	₹ 2,28,30,958.00	₹ 2,28,30,958.00	₹ 0.00
2	Marki Mangli IV	M/s Sobhagya Mercantile Limited	MS-II, Approval of Mine Plan	22.05.2025	₹ 8,84,17,773.98	₹ 8,84,17,773.98	₹ 0.00
3	Dahegaon Gowari	M/s Ambuja Cements Limited	MS-2, Approval of Mining Plan	26.02.2026	₹ 2,29,83,095.00	₹ 2,29,83,095.00	₹ 0.00
4	Dhirauli	Stratatech Mineral Resources Private Limited	Environment Clearance- MS-3	29/02/2024	₹ 46,91,68,386.87	₹ 46,91,68,386.87	₹ 0.00

Sl. No.	Coal Mines	Allottee	Non-Achievement of Milestones	Appropriation/ Termination order date	Appropriation Amount (Rs)	Appropriated	Not Appropriated due to Court Case
5	Sahapur West	Sarda Energy & Minerals Limited	Environment Clearance-MS-3	29/02/2024	₹ 6,88,95,341.57	₹ 0.00	₹ 6,88,95,341.57
6	Sahapur East	M/s Chowgule and Company Private Limited.	Delay in Environment Clearance	27/03/2024	₹ 10,48,64,923.00	₹ 0.00	₹ 10,48,64,923.00
7	Gondbahera Ujheni East	M/s Mahan Energen Ltd.	Delay in Preparation of GR (MS-1)	15/02/2025	₹ 1,69,04,063.00	₹ 1,69,04,063.00	₹ 0.00
8	Beherabandh North Extension	Auro Coal Pvt. Ltd	Delay in Preparation of GR (MS-1)	14/02/2025	₹ 2,32,68,750.00	₹ 2,32,68,750.00	₹ 0.00
9	Marwatola VI	JSW Cement Limited	Approval of Mining Plan (MS-2)	18/06/2025	₹ 17,95,32,287.00	₹ 0.00	₹ 17,95,32,287.00
10	Choritand Tiliaya	M/s Rungta Metals Private Limited	Mining Plan Approval	04.12.2025	₹ 4,36,33,188.00	₹ 0.00	₹ 4,36,33,188.00
11	Patal East Eastern Part	M/s RCR Steel Works Private Limited	Mining Plan Approval	23.12.2025	₹ 1,25,25,322.30	₹ 0.00	₹ 1,25,25,322.30
12	Jogeshwar & Khas Jogeshwar	South West Pinnacle Exploration Limited	1.Prospecting License or Notification under section 4 of the CBA Act, 1957, as applicable 2.Completion of Drilling/Exploration 3.Preparation of Geological Report (GR) MS-1	20.11.2023	₹ 30,37,500.00	₹ 30,37,500.00	₹ 0.00
13	Jogeshwar & Khas Jogeshwar	South West Pinnacle Exploration Limited	Preparation of Geological Report (GR) not done within 24 months from allotment order date MS-1	10.02.2025	₹ 30,37,500.00	₹ 30,37,500.00	₹ 0.00
14	Basantpur	Goquest Solutions Private Limited (Formerly known as	Preparation of Geological Report (GR)not done within 15 months from allotment order date MS-1	11.03.2025	₹ 23,47,407.00	₹ 23,47,407.00	₹ 0.00

Sl. No.	Coal Mines	Allottee	Non-Achievement of Milestones	Appropriation/ Termination order date	Appropriation Amount (Rs)	Appropriated	Not Appropriated due to Court Case
		Gangaramchak Mining Pvt. Ltd.)					
15	Rauta Closed	Shreesatya Mines Private Limited	Preparation of Geological Report (GR) not done within 24 months from allotment order date MS-1	10.06.2025	₹ 14,17,500.00	₹ 14,17,500.00	₹ 0.00
16	Rauta Closed	Shreesatya Mines Private Limited	1. Prospecting License or Notification under section 4 of the CBA Act, 1957, as applicable 2. Completion of Drilling/Exploration 3. Preparation of Geological Report (GR) MS-1	08.03.2024	₹ 14,17,500.00	₹ 14,17,500.00	₹ 0.00
17	Burakhap Small Patch	Shreesatya Mines Private Limited	Approval of Mine Plan, MS II	12.06.2025	₹ 10,87,79,469.00	₹ 10,87,79,469.00	₹ 0.00
18	Urma Paharitola	M/s Auro Infra Private Limited	Preparation of Geological Report (GR) not done within 15 months from allotment order date	01.08.2024	₹ 2,16,00,000.00	₹ 2,16,00,000.00	₹ 0.00
19	Gondulpara	M/s Adani Enterprises Limited	Approval of Mine Plan, MS II	03.08.2024	₹ 18,78,73,420.00	₹ 18,78,73,420.00	₹ 0.00
20	Brinda & Sasai	Dalmia Cement Bharat Limited	Approval of Mine Plan, MS II	28.10.2025	₹ 5,04,14,418.23	₹ 5,04,14,418.23	₹ 0.00
21	Chakla	Hindalco Industries Ltd. (HIL)	Environment Clearance, MS III	06.11.2024	₹ 24,18,99,473.30	₹ 0.00	₹ 24,18,99,473.30
22	Jitpur	Terri Mining Pvt. Ltd.	Approval of Mine Plan, MS II	26.02.2026	₹ 7,07,95,123.000	₹ 7,07,95,123.000	₹ 0.00
23	Binja	Assam Mineral Development Corp. Limited	Preparation of Geological Report (GR) not done within 15 months from allotment order date	22.05.2025	₹ 58,80,000.00	₹ 58,80,000.00	₹ 0.00

Sl. No.	Coal Mines	Allottee	Non-Achievement of Milestones	Appropriation/ Termination order date	Appropriation Amount (Rs)	Appropriated	Not Appropriated due to Court Case
24	Binja	Assam Mineral Development Corp. Limited	Preparation of Geological Report (GR) not done within 24 months from allotment order date	25.02.2026	₹ 58,80,000.00	₹ 58,80,000.00	₹ 0.00
25	Datima	Shree Cement Limited	Mining Plan Approval	26.06.2025	₹ 3,63,51,707.00	₹ 3,63,51,707.00	₹ 0.00
26	Kasta East	Jitusol Developers Private Limited	Approval of mine plan -MS - 2	06.03.2024	₹ 2,55,27,988.55	₹ 2,55,27,988.55	₹ 0.00
27	Utkal C	JSPL	Approval of mine plan -MS - 2	14.02.2025	₹ 27,06,30,820.00	₹ 27,06,30,820.00	₹ 0.00
28	Radhikapur West	Vedanta Ltd	Environment Clearance	21.07.2025	₹ 29,23,55,117.68	₹ 0.00	₹ 29,23,55,117.68
29	Bankhui	M/s Yazdani International Private Limited	Preparation of Geological Report (GR) not completed within 15 months from allocation	21.10.2025	₹ 58,85,625.00	₹ 58,85,625.00	₹ 0.00
30	Bijahan	M/s Mahanadi Mines and Minerals Private Limited	Approval of mine plan -MS - 2	05.02.2026	₹ 21,59,52,375	₹ 21,59,52,375	₹ 0.00
31	Garampani	Assam Mineral Development Corporation	Approval of mine plan -MS - 2	08.03.2024	₹ 4,39,26,310.13	₹ 4,39,26,310.13	₹ 0.00
32	Koilajan	Assam Mineral Development Corporation	Approval of mine plan -MS - 2	06.03.2024	₹ 27,75,823.07	₹ 27,75,823.07	₹ 0.00
		Total			₹ 2,65,08,09,165.68	₹ 1,70,71,03,512.83	₹ 94,37,05,652.85

RISING INCIDENTS OF SPAM CALLS, FRAUDULENT CALLS AND TELECOM-BASED DIGITAL FRAUD

***474. SHRIMATI ROOPKUMARI CHOUDHARY:**

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

- (a) the details of the number of complaints received regarding spam calls, fraudulent calls and unsolicited commercial communications during the last five years, year-wise;
- (b) whether the Government has assessed the financial losses suffered by citizens due to telecom-based digital frauds and scam calls during the last five years and if so, the details thereof;
- (c) whether it is a fact that many spam and fraudulent calls are made through international spoofed numbers, virtual numbers and illegal SIM cards and if so, the measures taken to curb such practices;
- (d) whether the Government has reviewed the effectiveness of the Distributed Ledger Technology (DLT) framework implemented by TRAI to control unsolicited commercial communication and if so, the findings thereof; and
- (e) whether the Government proposes to mandate telecom operators to implement advanced AI-based call filtering, caller authentication or spam detection systems to protect consumers?

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

(a) and (b): Unsolicited Commercial Communication (UCC) or spam calls are regulated by the Telecom Regulatory Authority of India (TRAI) under its Telecom Commercial Communications Customer Preference Regulations

(TCCCPR). As per data provided by TRAI, the number of complaints received for UCC during the last five years, year-wise, is as follows:

Year	2021	2022	2023	2024	2025
UCC Complaints	12,84,061	10,83,049	13,62,932	19,38,757	31,09,835

Under the Government of India (Allocation of Business) Rules, 1961, matter relating to cybercrime are allocated to the Ministry of Home Affairs (MHA). MHA has established the Indian Cyber Crime Coordination Centre (I4C) as an attached office of the Ministry to provide a framework and ecosystem for law enforcement agencies to deal with cybercrimes. MHA has also established the National Cyber Crime Reporting Portal to enable citizens to report cybercrime incidents online on the portal (www.cybercrime.gov.in) and its helpline (toll-free number 1930). Data on financial losses suffered by citizens due to telecom-based digital frauds is not separately maintained.

(c): It has been observed that international spoofed calls displaying Indian mobile numbers that appear to be originating from within India are sometimes misused to impersonate government officials in cyber-frauds. The Department of Telecommunications has deployed an International Incoming Spoofed Calls Prevention System (CIOR) to identify and block such calls. On its commissioning on 17.10.2024, CIOR blocked 1.35 crore calls in 24 hours, resulting in nearly 99% reduction in spoofed calls with Indian calling line identification. Calls that still land on international gateways are blocked there itself.

(d) and (e): With a view to control UCC, TRAI has implemented a Distributed Ledger Technology (DLT) platform on which around 22.3 crore consumers have registered their preferences regarding receipt of promotional communication. More than 3.20 lakh principal entities (businesses like banks, insurance companies, airlines etc.) and 23,000 telemarketers have been registered on the DLT platform. As per information submitted by Access Service Providers during the month of January 2026 over 8.3 crore SMSs and voice calls were blocked per day by the DLT system on the average based on the registered preferences of customers. In addition, a complaint mechanism has been implemented on the DLT platform for registration of complaints from both registered and unregistered telemarketers and to facilitate the flow of complaints among various access service providers for taking action.

To further strengthen the DLT framework, the aforementioned regulations of TRAI provide for deployment of artificial intelligence (AI) / machine learning based spam detection systems by access service providers for identifying suspected senders and unregistered telemarketers through analysis of communication patterns. TRAI has also issued a direction on 27.2.2026 to access service providers, to leverage this AI-based UCC detection system for taking additional deterrent measures against senders who are frequently tagged as “suspected spammers” by such systems. Such measures include re-verification of the Know Your Customer (KYC) documents of the suspected UCC sender, carrying out of physical verification, and disconnection of telecom resources in case of repeated complaints.

FINANCIAL HEALTH OF RAILWAYS

***475. SHRIMATI BHARTI PARDHI:**

SHRI NARESH GANPAT MHASKE:

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

- (a) whether Indian Railways has shown improvement in its financial health during the last ten years including transition from deficit to surplus revenue accounts and if so, the details thereof;
- (b) the details of the key factors and reforms that have contributed to enhancement of revenue, cost management and overall financial sustainability particularly in Madhya Pradesh, Maharashtra and Uttar Pradesh;
- (c) the details of the role of dynamic pricing, freight rationalisation, asset monetisation and service innovations in strengthening financial outcomes;
- (d) whether productivity improvements, network expansion and operational efficiency measures have been mainstreamed across divisions and if so, the details thereof; and
- (e) whether these financial improvements support future investments, modernisation and service quality enhancements across the rail network, if so, the details thereof and if not, the reasons therefor?

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

- (a) to (e): Indian Railway is generating modest surplus. In 2024-25, Indian

Railway generated a surplus of Rs. 2,660 cr. after meeting all the operational expenditure including pension despite the fact that subsidy is given on the passenger services.

Indian Railways strives to provide affordable services to all strata of the society and gave subsidy of Rs. 60,239 cr. on passenger tickets in 2024-25. This amounts to concession of 43% on an average, to every person, travelling on Railways. In other words, if the cost of providing service is Rs. 100, then the price of ticket is Rs. 57 only. This subsidy is continuing for all passengers. To increase freight traffic, enhance revenue, productivity and overall financial sustainability, the following measures have been taken by Indian Railways:

The capital expenditure (Capex) on infrastructure in railways has received tremendous boost since 2014 and Gross Budgetary Support has increased from Rs. 29,055 cr. in 2013-14 to Rs. 2,78,030 cr. in 2026-27 i.e. increase of about 10 times. The fast pace of infrastructure augmentation by IR has been a result of substantial increase in allocation of funds and various steps being taken by the Government.

Capacity enhancement of Railway network has been taken up by Indian Railways in a big way during last 11 years.

Following are the details of commissioning/laying of new track across Indian Railways: -

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day

2014-25	34,428 Km	8.6 Km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. Rs. 6.75 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (Km)	Length Commissioned till Mar'25 (Km)	Total Exp. up to Mar'25 (` in cr.)
New Lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Close monitoring of the progress of projects at various levels, regular follow up with State Governments and relevant authorities for expeditious land acquisition, forestry and wildlife clearances and resolving other issues pertaining to the projects has helped in completion of various projects in all zones.

Further, following measures have also been taken to increase capacity and hence revenue:

- Removing bottlenecks in operations by yard remodelling, construction of bypass/ chord lines, rail flyovers etc.
- The construction of Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km) has been taken up. Out of total 2843 Kms, 2741 route Kms (96.4%) has been commissioned and operational.
- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometre
Before 2014	21,801
2014-25	46,900

- Procurement of Wagons and Locomotives: To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- Industry participation in investment in General Purpose Wagons, Special Purpose/High-Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. So far, around 250 rakes

of special purpose wagons, 385 rakes of general-purpose wagons and 51 rakes of automobile wagons have been inducted.

- **Policy on Bulk Cement Handling Terminals:** A dedicated policy has been issued to promote bulk movement of cement through rail by facilitating development of specialized terminals and deployment of suitable wagons. This is expected to improve logistics efficiency, reduce handling costs, and enhance rail share in cement transportation.
- **For asset monetisation, the Gati Shakti Multi-Modal Cargo Terminal (GCT) Policy** has been launched to promote private participation in development of cargo terminals. So far, 128 GCTs have been commissioned and further in-principle approvals (IPAs) for 292 more locations have been given.
- **Development of cargo related facilities on Railway land:** Long-term leasing (25 years, extendable up to 50 years) of spare railway land has been permitted for development of logistics infrastructure such as warehouses, processing units, and aggregation facilities through a competitive bidding process. This enables better asset utilisation and generates non-fare revenue. The guidelines have been framed under schedule '3' of GCT Policy.
- **Rail Parcel App:** An app-based platform for Railways' parcel logistics has been launched by South Central Railway on 25.02.2026, on pilot project basis at 17 locations across 7 cities viz. Hyderabad, Vishakhapatnam, Vijaywada, Guntur, Rajahmundry, Bengaluru &

Chennai, for a period of 01 year from the date of implementation. The app enables a seamless, end-to-end service by delivery partners through online booking and digital payments at the convenience of the customers obviating the need of bringing the parcels physically to the Railway premises and the associated paper work. It is further planned to introduce the App on pan-India basis shortly.

- Door-to-Door services - CONCOR, a PSU under Ministry of Railways is also providing Door-to-Door parcel services by utilizing the JPP-RCS over Delhi-Kolkata and Mumbai-Kolkata sectors. CONCOR is also providing Door-to-Door logistics under a pilot project at Sonik Goods shed.
- Ensuring increased availability of rakes/wagons against demand.
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horse power locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signalling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.
- Commercial development of vacant railway land by RLDA.

As a result of all these measures, Railways achieved a loading of 1617 MT in

2024-25 thus becoming 2nd largest freight carrier railway in the world.

Madhya Pradesh

Railway Budget:

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

Period	Outlay
2009-14	₹632 crore/year
2025-26	₹14,745 crore (More than 23 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of Madhya Pradesh during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-25	2651 Km	241 Km/year (More than 8 times)

Projects sanctioned:

As on 01.04.2025, 24 Railway projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km costing ₹89,542 crore falling fully/partly in the State of Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Total Exp. Up to Mar'25 (₹ in Cr)
New Lines	8	1,914	544	15,069
Gauge Conversion	2	809	430	6,766
Doubling / Multitracking	14	2,017	1,118	19,566
Total	24	4,740	2,093	41,401

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

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

S.No.	Name of Project	Cost (₹ in Crores)
1.	Anuppur-Katni 3rd line (165 Km)	2,311
2.	Pendra Road-Anuppur 3rd line (50 Km)	394
3.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
4.	Bhopal-Bina 3rd line (145 km)	1,075
5.	Bina-Kota Doubling (283 km)	2,477
6.	Jabalpur-Gondia Gauge Conversion including Balaghat-Katangi (300 Km)	2,005

S.No.	Name of Project	Cost (₹ in Crores)
7.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
8.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1,268
9.	GhatPindari-Balkheda Doubling (6 Km)	29
10.	Guna-Ruthiyai Doubling (20 Km)	175
11.	Jukhei Chord line, Bye Passing the Katni Yard (2 Km)	12
12.	Sontalai-Bagratawa Doubling (7 Km)	110
13.	Itarsi-Budhni 3rd line (25 Km)	286
14.	Teegaon-ChichondaGhat Section 3 rd line (17 Km)	176
15.	Barkhera-Bhopal 3rd line (41 km)	473
16.	Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)	28
17.	Nimach-Chittaurgarh Doubling (56 Km)	560
18.	Budhni-Barkhera 3rd line (27 Km)	1,703
19.	Indore-Dewas-Ujjain Doubling (79 Km)	757
20.	Powerkheda-Jujharpur Rail flyover (16 Km)	443
21.	Guna- Etawah New Line (348 Km)	683
22.	Ramna-Singrauli doubling (160 Km)	2,436
23.	Karaila Road- Shaktinagar Doubling(32 Km)	763
24.	Malkhedi-Mahadeokhedi Doubling (12 Km)	59

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

S. No	Project	Cost (₹ in Crores)
1.	Shahdol-Singhpur 4 th Line (6 Km) (passing through Shahdol constituency)	54
2.	Katni- Grade separator / Bypass (35 Km)	2,300
3.	Katni- Singrauli Doubling (257 Km)	4,377
4.	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New Line (541 Km)	8,914
5.	Ramganjmandi-Bhopal New Line (277 Km)	5,073
6.	Indore-Budni New Line (198 Km)	7,474
7.	Nimach-Badi Sadri New Line (48 Km)	495
8.	Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)	2,913
9.	Itarsi- Nagpur 3rd line (280 Km)	2,450
10.	Jhansi-Bina 3rd line (153 Km)	2,002
11.	Mathura-Jhansi 3rd line (274 Km)	5,924
12.	Jhansi-Kairar-Manikpur & Khirar-Bhimsen Doubling (431 Km)	4,330
13.	Satna-Rewa Doubling (50 Km)	590
14.	Ruthiyai Bye Pass line (3 Km)	54
15.	Guna Bye Pass line (2 Km)	179
16.	Ujjain Fly Over (2 Km)	100
17.	Manmad - Indore New Line (360 Km)	18,529
18.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
19.	Dahod-Indore New Line (205 Km)	9,746

S. No	Project	Cost (₹ in Crores)
20.	Nimach-Ratlam Doubling (133 Km)	1,096
21.	ChhotaUdepur-Dhar New Line (147 Km)	1,794
22.	Ratlam-Nagda 3 rd and 4 th line (41 Km)	964
23.	Vadodara-Ratlam 3 rd and 4 th line (259 Km)	8,387
24.	Ratlam-Khandwa Gauge Conversion (299 Km)	7,265
25.	Bina-Itarsi 4 th Line (237 km)	4,329
26.	Itarsi-Nagpur 4 th Line (297 Km)	5,010

Maharashtra

Railway Budget:

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

Period	Outlay
2009-14	₹1,171 crore/year
2025-26	₹23,778 crore (More than 20 times)

Track construction:

The details of constructing new track falling fully/partly in the State of Maharashtra during 2009-14 and 2014-25 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.4 Km/year (More than 3 times)

Projects sanctioned:

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 Km, costing ₹89,780 crore, falling fully/partly in Maharashtra, are sanctioned. The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned up to Mar'25 (Km)	Exp. up to Mar'25 (₹ in Cr.)
New Line	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286
Doubling/ Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

Recently completed projects:

Details of some of the recently completed projects falling fully/partly in

Maharashtra are as under:

S. No.	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
4	Panvel-Pen Doubling (35 Km)	263
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2,448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal-Jalgaon 3rd Line (24 Km)	325
9	Jalgaon-Bhusawal 4th Line (24 Km)	261
10	Daund-Gulbarga Doubling (225 Km)	3,182

Ongoing projects:

To further improve the Railway Infrastructure in the state of Maharashtra, following works have been taken up:-

S. No.	Name of the project	Cost (₹ In crore)
1	Ahilyanagar (Ahmednagar)-Beed-Parli Vaijnath New Line (261 Km)	4,957
2	Baramati-Lonand New Line (64 Km)	1,844
3	Wardha-Nanded New Line (284 Km)	3,445
4	Indore-Manmad New Line (360 Km)	18,529

5	Wadsa-Gadchiroli New Line (52 Km)	1,886
6	Jalna-Jalgaon New Line (174 Km)	5,804
7	Daund-Manmad Doubling (236 Km)	3,037
8	Kalyan-Kasara 3rd Line (68 Km)	1,433
9	Wardha-Nagpur 3rd Line (76 Km)	698
10	Wardha-Ballarshah 3rd Line (132 Km)	1,385
11	Itarsi-Nagpur 3rd Line (280 Km)	2,450
12	Rajnandgaon-Nagpur 3rd Line (228 Km)	3,545
13	Wardha-Nagpur 4th Line (79 Km)	1,137
14	Jalgaon-Manmad 4th Line (160 Km)	2,574
15	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	2,933
17	Panvel-Chowk Double Line (17 Km)	491
18	Wardha-Balharshah 4th Line (135 Km)	2,226
19	Itarsi-Nagpur 4th Line (297 Km)	5,010
20	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
21	Asangaon-Kasara 4th Line (35 Km)	794
22	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
23	Gondia-Dongargarh 4th Line (84 Km)	2,223
24	Gondia-Balharshah Doubling (240 Km)	4,819

Increasing train handling capacity in Mumbai area:

Presently, about 120 originating Mail/Express trains and about 3,200 sub urban trains are handled daily in Mumbai area. To increase train handling

capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines
6	Panvel-Kalamboli	5 platforms , 4 pit lines and 2 sick lines
7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 stabling lines

In addition to above, Platform extension work at 34 stations to accommodate 15 car EMUs have been taken up.

New projects for increasing capacity:

To improve the capacity of rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned.

These projects include following works in Mumbai Suburban Area:

SN	Name of Project	Cost (in Cr.)
1	CSMT-Kurla 5th & 6th Line (MUTP-II) (17.5 km)	891
2	Mumbai Central-Borivali 6th Line (MUTP-II) (30 km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
4	Borivali-Virar 5th & 6th Line (MUTP-IIIA) (26 km)	2,184
5	Virar-Dahanu Road 3rd & 4th Line (MUTP-III) (64 km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)	476
8	Kalyan-Asangaon 4th Line (MUTP-IIIA) (32 km)	1,759
9	Kalyan-Badlapur 3rd & 4th line (MUTP-IIIA) (14 km)	1,510
10	Kalyan-Kasara 3rd Line (67 km)	793
11	Naigaon-Juichandra double chord Line (6 km)	176
12	Nilaje-Kopar double chord Line (5 km)	338
13	Kalyan Yard remodeling work	866

New generation trains:

To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Capacity Augmentation works for Pune Area:

Presently, about 33 originating Mail/Express trains are handled daily in Pune

area.

To increase train handling capacity at various stations in Pune area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Pune Junction	6 additional Platforms and Extension of 5 Platforms.
2	Hadapsar	Extension of 3 Platforms to handle full length trains.
3	Khadki	Raising and Extension of PF-3/4 and extension of running lines completed in July'2025.
4	Alandi	New Coaching Terminal with 9 additional Platforms, 8 pit lines and 8 stabling lines
5	Phursungi	5 Stabling Lines at Phursungi

In addition to above, following capacity additional works have been undertaken in Pune Area to increase the train handling capacity:

SN	Name of Project
1	3rd Line between Hadapsar and Ghorpuri Yard
2	New Block station at Manjari Bhadrukin Pune-Daund Section and Ramtekdi in Pune-Sasvad section
3	Bidirectional Signalling in Pune Sasvad Road Section

Bullet Train project:

Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12

stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1,389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	430 kms.
Girder	341 kms.
Track Bed	174 kms.
OHE Masts	153 kms.

The progress of stations is given below: -

S. No.	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & roof structural works and finishing works are in progress
2	Ahmedabad	Structural works completed and finishing works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation work completed, structural works and finishing works have been taken up.
5	Bharuch	

6	Surat	Structural works completed and finishing works have been taken up.
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under: -

S. No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed; 5 spans launched
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	Foundation work has been taken up, 10 out of 12 wells completed

11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Foundation works have been completed
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and design work has been taken up.

The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Dedicated freight corridor:

Western DFC also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra which is about 12% of overall route

length of western DFC. 76 Km of this project from New Gholvad to New Vaitarna in Maharashtra has already been commissioned. Balance works have been taken up. Connectivity of WDFC to JNPT will boost the capacity to handle cargo and container traffic from port to Delhi NCR.

Uttar Pradesh

Railway Budget:

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

Period	Outlay
2009-14	₹1,109 crore/year
2025-26	₹19,858 crore (Nearly 18 times)

Track construction:

The details of constructing new tracks falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199 Km/year
2014-25	5272 Km	479 Km per year (More than 2 times)

Projects sanctioned:

As on 01.04.2025, 49 projects (10 New Line, 02 Gauge Conversion and 37 Doubling) of 3,807 Km length, costing ₹62,360 crore falling fully/partly in the

State of Uttar Pradesh are sanctioned. The summary is as under: -

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp. up to Mar'25 (` in Cr.)
New Line	10	1,227	340	10,517
Gauge Conversion	02	67	-	281
Doubling/Multitracking	37	2,513	983	19,813
Total	49	3,807	1,323	30,611

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

Recently completed projects:

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

S. No.	Project	Cost (` in Cr.)
1	Etawah-Mainpuri New Line (58 Km)	313
2	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 Km)	342
3	Ballia-Ghazipur city Doubling (65 Km)	650
4	Ghazipur city-Tarighat New Line (17 Km)	1,766
5	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
6	Gonda-Bahraich Gauge Conversion (60 Km)	318
7	Barabanki-Akbarpur Doubling (161 Km)	1,700

S. No.	Project	Cost (` in Cr.)
8	Kaptanganj-Thawe-Chhapra Gauge Conversion (234 Km)	819
9	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589
10	Indara-Dohrighat Gauge Conversion (34 Km)	213
11	Lucknow-Pilibhit Gauge Conversion (263 Km)	1,634
12	Bhadoi-Janghai Doubling (31 Km)	168
13	Lahota-Bhadoi Doubling (39 Km)	184
14	Meerut-Muzaffarnagar Doubling (55 Km)	430
15	Phaphamau-Prayagraj Doubling (14 Km)	212
16	Muzaffarnagar–Tapri Doubling (52 Km)	525
17	Utretia-Raibareilly Doubling (66 Km)	662
18	Raibareilly-Amethi Doubling (60 Km)	668
19	Alamnagar-Utretia Doubling (20 Km)	358
20	Bhimsen—Jhansi Doubling (206 Km)	2,620
21	Domingarh-Gorakhpur-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508
22	Malhaur-Daliganj Doubling (13 Km)	183
23	RumaChakeri- Chandari 3 rd Line (13 Km)	177
24	Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 Km)	313
25	Rosa-SitapurCantt-Burhwal Doubling (181 Km)	2,094
26	Jaunpur- Akbarpur (Tanda) Doubling (77 Km)	676
27	Ramna- Renukut-Singrauli Doubling (160 Km)	2,436
28	Janghai- Phaphamau Doubling (47 Km)	414
29	Varanasi-Madhosingh-Prayagraj Doubling (120 Km)	2,018

S. No.	Project	Cost (` in Cr.)
30	Karaila Road- Shaktinagar Doubling (32 Km)	763
31	Deoband (Muzzafarnagar)-Roorkee (27 Km)	1,289
32	Agra-Etawah New Line(110 Km)	427
33	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1,778

Ongoing projects:

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

SN.	Project	Cost (` in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal- GondaKacheri 4 th line (56 Km)	796
3	Burhwal-Gonda 3rd Line (62 Km)	1,118
4	Bahraich- Khalilabad New Line (240 Km)	4,940
5	Katra-AyodhyaDham Doubling (10 Km)	466
6	Pt. DeenDayalUpadhyaya- Prayagraj 3rd Line (150 Km)	2,649
7	Billi-Chunar Doubling (102 Km)	1,424
8	Chhapra-Ballia Doubling (65 km)	1,046
9	Unchhar-Amethi New Line (66 Km)	1,229
10	Etah-Kasganj New Line (29 Km)	389
11	Gorakhpur- Valmikinagar Doubling (96 Km)	1,121
12	Varanasi-Pt. DeenDayalUpadhyaya 3 rd and 4 th Line (15 Km)	2,464
13	Jhansi-Khairar-Manikpur&Khairar-Bhimsen Doubling (431 Km)	4,330

SN.	Project	Cost (` in Cr.)
14	Sahjanwa-Dohrighat New Line (81 Km)	1,320
15	Kuberpur-Yamuna Bridge 3rd line (10 Km)	170
16	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)	1,508
17	Dilkusha-Malhaur 3rd Line (8 km)	164
18	Bypass/Chord line at Ayodhya Cantt. (between Salarpur-Masodha) (6 Km)	97
19	Didarganj - Shahganj - Bilwai Chord line (6 km)	137
20	Varanasi Shivpur 3 rd line (6 Km)	76
21	Jaunpur Jn.- Zafarabad Doubling (6 Km)	177
22	Bhatni - Aurnihar Doubling (117 km)	2,529
23	Mathura-Jhansi 3rd line (274 km)	5,924
24	Agra Fort and Bandikui Doubling (150 km)	988
25	Janghai-Pratapgarh- Amethi Doubling (87 km)	1,197
26	Barabanki-Malhaur - 3rd & 4th Line (33 km)	407
27	Phaphamau-Unchahar Doubling (72 km)	971
28	Aunrihar - Varanasi City 3rd Line (31 Km)	76

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities

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

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

Amrit Bharat Stations:

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

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'

- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1338 stations have been identified for development under Amrit Bharat Station Scheme. Out of these, 80 stations are located in Madhya Pradesh, 132 stations are located in Maharashtra and 157 stations are located in Uttar Pradesh.

The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh, Maharashtra and Uttar Pradesh are as following:

State	No. of Stations	Names of Stations
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, BiyavraRajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda,

State	No. of Stations	Names of Stations
		Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, KatniMurwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandsor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram (Hoshangabad), Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhajinagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad, Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar,

State	No. of Stations	Names of Stations
		Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road, Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur, Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon, Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar
Uttar Pradesh	157	Achnera, Agra Cantt., Agra Fort, Aishbagh Jn, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar

State	No. of Stations	Names of Stations
		Jn., Aonla, Ayodhya Dham Junction, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau Jn., Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, ChandauliMajhwar, Chandausi, Chilbila, Chitrakutdhamkarwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmuktesar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah Agra Jn, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city, Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn,

State	No. of Stations	Names of Stations
		Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn, Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, Renukoot, Saharanpur Jn., Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn., Shivpur, Siddharth nagar, Sitapur Jn., Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn., Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai Jhansi, Vyasnagar, Zafarabad

Completed Stations

Development works at railway stations under Amrit Bharat Station Scheme in Madhya Pradesh, Maharashtra and Uttar Pradesh have been taken up at a good pace and the works have been completed at following stations of these states:

State	No. of stations	Name of stations
Madhya Pradesh	15	Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, Nainpur Jn, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shridham, Vidisha
Maharashtra	17	Amgaon, Baramati, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road
Uttar Pradesh	23	Ayodhya Dham Junction, Balrampur, Bareilly City, Bijnor, Fatehabad, Fatehpur, Gola Gokarnath, Gomtinagar, Govardhan, Govindpuri, Hathras City, Idgah Agra Jn, Izzatnagar, Khalilabad, Mailani Jn, Panki Dham, Pokhrayan, Ramghat Halt, Saharanpur Jn., Siddharth Nagar, Suraimanpur, Swaminarayan Chappia, Ujhani

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

Madhya Pradesh

- **Gwalior station:** The structural works of arrival and departure buildings at West side, concourse, mezzanine, air concourse and Foot Over Bridge at Jhansi end have been completed. The block work of arrival and departure building at East side, arrival passage, platform refurbishment, air

concourse, central roof and Foot Over Bridge at Agra end have been taken up.

- **Saugor station:** The works of improvement of station building, new entry and exit porches, platform raising and surfacing of platform no. 1, improvement of waiting hall, new toilet block and Divyangjan facilities have been completed. The works of circulating area, parking and 12 m Foot Over Bridge have been taken up.
- **Bhind station:** The works of improvement of station building, platform surfacing, platform shelter, improvement of toilet, circulating area, approach road, main entrance gate, Divyangjan facilities and 12 m Foot Over Bridge have been completed. The work of lift has been taken up.
- **Dabra Station:** The works of improvement of station building, porch, platform shelter, circulating area and approach road, have been completed. The work of 12 m Foot Over Bridge has been taken up.

Maharashtra

- **Palghar station:** The works of new platform shelter at platform no. 2/3, platform surfacing, new coping blocks and tactile tile work at platform no. 4 have been completed. The works of utility shifting and 12 m Foot Over Bridge have been taken up.
- **Diva station:** The works of improvement of station building, circulating area and parking on East side, new entry gate, platform raising and flooring of platform no. 5/6 and 7/8, platform shelter at platform no. 7/8, new toilet

block, sewage treatment plant on West side, improvement of Foot Over Bridge at Kalyan end and Mumbai end have been completed. The works of new 6 m Foot Over Bridge have been taken up.

- **Mumbra station:** The works for improvement of platform surface, seating arrangement, new toilet block, improvement of booking office, circulating area, sewage treatment plant and flooring of Foot Over Bridge have been completed. The work of escalator has been taken up.
- **Titwala station:** The works for station building, entrance gate, platform surfacing, improvement of ticket booking office, toilet block, sewage treatment plant and improvement of two wheeler parking and approach road on East and West side have been completed. The work of new 6 m Foot Over Bridge have been taken up.

Uttar Pradesh

- **Mainpuri Junction station:** The works of new station building, porch, Public Reservation System counter, waiting hall, circulating area, parking, approach road, lighting, Public Address System, signages and 12 m Foot Over Bridge have been completed. The work of Divyangjan facilities has been taken up.
- **Ghaziabad station:** The structural works of station building at main entry side and second entry side, foundation work of new Foot Over Bridge-B at Tundla end, roof plaza, extension work of existing Foot Over Bridge-A, finishing work of electrical substation at main entry

side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up.

- **Rampur Junction station:** The works of new station building, platform shelter, platform surfacing, booking office, waiting hall and toilet have been completed. The works of circulating area and Foot Over Bridge have been taken up.
- **Shahjahanpur station:** The works of platform shelter and platform surfacing at platform no. 1 and 2/3 have been completed. The works of improvement of station building, new station building at second entry, circulating area and Foot Over Bridge have been taken up.

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise or state-wise.

Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely Central Railway, East Central Railway, North Central Railway,

South Central Railway, South East Central Railway, West Central Railway and Western Railway. For these zones, an allocation of ₹ 5,801 crore has been made for the financial year 2025–26, out of which an expenditure (up to February, 2026) of ₹ 5,681 crore has been incurred so far.

Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹ 3,834 crore has been made for the financial year 2025-26, out of which an expenditure (up to February, 2026) of ₹ 3,886 crore has been incurred so far.

Uttar Pradesh is covered under the jurisdiction of five railway zones, namely East Central Railway, North Central Railway, Northern Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of ₹ 3,794 crore has been made for the financial year 2025–26, out of which an expenditure (up to February, 2026) of ₹ 3,694 crore has been incurred so far.

Indian Railways (IR) is focussed on providing affordable, good quality services to all sections of society. With a view to improve travel experience of the passengers, Indian Railways have introduced indigenously designed and manufactured Vande Bharat (Sleeper & Chair Car), Amrit Bharat, Namo Bharat Rapid Rail services with modern coaches, advanced safety features and passenger amenities.

Vande Bharat services (Chair Car):

Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande

Bharat trains with modern coaches, advanced safety features and passenger amenities. These Vande Bharat Chair Car Trains have following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety – Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Better Ride Comfort.
- CCTVs in all Coaches.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach condition monitoring System (CCMS) display with remote monitoring.

As on 18.03.2026, the following 162 Vande Bharat train services (Chair Car) are being operated on the Indian Railways network, as under:-

SN	Train No. and Name
1	22435/22436 New Delhi - Varanasi Vande Bharat Express
2	22439/22440 Sri Mata Vaishno Devi Katra - New Delhi Vande Bharat Express
3	20901/20902 Gandhinagar Capital - Mumbai Central Vande Bharat Express
4	22447/22448 Amb Andura - New Delhi Vande Bharat Express
5	20607/20608 Mysuru - MGR Chennai Central Vande Bharat Express
6	20825/20826 Nagpur - Bilaspur Vande Bharat Express
7	22301/22302 New Jalpaiguri - Howrah Vande Bharat Express
8	20833/20834 Secunderabad - Visakhapatnam Vande Bharat Express
9	22223/22224 Sainagar Shirdi - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
10	22225/22226 Solapur - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
11	20171/20172 Nizamuddin - Rani Kamlapati Vande Bharat Express
12	20701/20702 Tirupati - Secunderabad Vande Bharat Express
13	20643/20644 Coimbatore - Chennai Vande Bharat Express
14	20977/20978 Chandigarh - Ajmer Vande Bharat Express
15	20633/20634 Thiruvananthapuram- Kasargod Vande Bharat Express

16	22895/22896 Puri - Howrah Vande Bharat Express
17	22457/22458 Dehradun - Anand Vihar Vande Bharat Express
18	22227/22228 Guwahati - New Jalpaiguri Vande Bharat Express
19	20911/20912 Nagpur - Indore Vande Bharat Express
20	22229/22230 Madgaon - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
21	22349/22350 Ranchi - Patna Vande Bharat Express
22	20661/20662 Dharwar - Bengaluru Vande Bharat Express
23	20173/20174 Rewa - Rani Kamalapati Vande Bharat Express
24	22549/22550 Gorakhpur - Prayagraj Vande Bharat Express
25	12461/12462 Sabarmati - Jodhpur Vande Bharat Express
26	22925/22926 Okha - Ahmedabad Vande Bharat Express
27	20665/20666 Tirunelveli - Chennai Egmore Vande Bharat Express
28	20677/20678 Narsapur - Chennai Vande Bharat Express
29	20703/20704 Yesvantpur - Kacheguda Vande Bharat Express
30	20631/20632 Thiruvananthapuram- Mangaluru Vande Bharat Express
31	26963/26964 Udaipur - Asarva Vande Bharat Express
32	22347/22348 Patna - Howrah Vande Bharat Express

33	20835/20836 Puri - Rourkela Vande Bharat Express
34	20897/20898 Ranchi - Howrah Vande Bharat Express
35	22415/22416 New Delhi - Varanasi Vande Bharat Express
36	20641/20642 Coimbatore - Bengaluru Cant Vande Bharat Express
37	20645/20646 Mangaluru - Madgaon Vande Bharat Express
38	20705/20706 Chhatrapati Shivaji Maharaj (T) - Nanded Vande Bharat Express
39	22477/22478 Sri Mata Vaishno Devi Katra - New Delhi Vande Bharat Express
40	22425/22426 Anand Vihar - Ayodhya Cantt. Vande Bharat Express
41	22487/22488 Amritsar - Delhi Vande Bharat Express
42	22962/22961 Mumbai Central - Ahmedabad Vande Bharat Express
43	20707/20708 Visakhapatnam - Secunderabad Vande Bharat Express
44	20663/20664 Chennai - Mysuru Vande Bharat Express
45	22233/22234 Patna - New Jalpaiguri Vande Bharat Express
46	22470/22469 Khajuraho - Nizamuddin Vande Bharat Express
47	22231/22232 Bengaluru - Kalburagi Vande Bharat Express
48	20841/20842 Visakhapatnam - Bhubaneswar Vande Bharat Express
49	22345/22346 Gomti Nagar - Patna Vande Bharat Express
50	20887/20888 Varanasi - Ranchi Vande Bharat Express

51	22545/22546 Dehradun - Lucknow Vande Bharat Express
52	22490/22489 Varanasi - Meerut City Vande Bharat Express
53	20627/20628 Nagercoil - Chennai Egmore Vande Bharat Express
54	20671/20672 Bengaluru Cantt - Madurai Vande Bharat Express
55	22500/22499 Deoghar - Varanasi Vande Bharat Express
56	22309/22310 Jamalpur - Howrah Vande Bharat Express
57	20871/20872 Rourkela - Howrah Vande Bharat Express
58	20893/20894 Patna - Tatanagar Vande Bharat Express
59	20892/20891 Tatanagar - Brahmapur Vande Bharat Express
60	22303/22304 Gaya - Howrah Vande Bharat Express
61	20669/20670 Pune - Hubballi Vande Bharat Express
62	20673/20674 Pune - Chhatrapati Shahu Maharaj (T) Vande Bharat Express
63	20101/20102 Secunderabad - Nagpur Vande Bharat Express
64	20829/20830 Visakhapatnam - Durg Vande Bharat Express
65	21893/21894 Patna - Tatanagar Vande Bharat Express
66	21895/21896 Patna - Tatanagar Vande Bharat Express
67	20176/20175 Banaras - Agra Cantt. Vande Bharat Express
68	26901/26902 Veraval - Sabarmati Vande Bharat Express

69	26401/26402 Srinagar - Shri Mata Vaishno Devi Katra Vande Bharat Express
70	26403/26404 Srinagar -Shri Mata Vaishno Devi Katra Vande Bharat Express
71	26502/26501 Patliputra - Gorakhpur Vande Bharat Express
72	26751/26752 KSR Bengaluru - Belagavi Vande Bharat Express
73	26406/26405 Amritsar - Shri Mata Vaishno Devi Katra Vande Bharat Express
74	26101/26102 Pune - Ajni Vande Bharat Express
75	26302/26301 Jogbani - Danapur Vande Bharat Express
76	26481/26482 Delhi Cantt - Jodhpur Vande Bharat Express
77	26471/26472 Delhi Cantt - Bikaner Vande Bharat Express
78	26462/26461 Delhi - Firozpur Cantt. Vande Bharat Express
79	26651/26652 Ernakulam - KSR Bengaluru Vande Bharat Express
80	26506/26505 Khajuraho - Banaras Vande Bharat Express
81	26504/26503 Saharanpur - Gomtinagar Vande Bharat Express

Vande Bharat Sleeper Train services:

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. Two such trains have already been manufactured. After extensive trials, these trains have been introduced on Indian Railways. The First Vande Bharat Sleeper service viz. 27575/27576 Howrah-Kamakhya Vande Bharat Sleeper Express has commenced regular

operation w.e.f. 22.01.2026.

The process of development of new rolling stocks like Vande Sleeper necessitates a holistic approach, combining technological innovation, strategic planning and manufacturing to ensure a safe, reliable and comfortable travel. This involves development of prototype, extensive testing and trials followed by series production.

To improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey, these train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger

area.

- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

As on 18.03.2026, the following 02 Vande Bharat train services (Sleeper Car) are being operated on the Indian Railways network:

SN	Train No. and Name
1	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express

Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- i. Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- ii. Jerk Free Semi-Automatic Couplers.
- iii. Improved Crashworthiness in coaches by provision of crash tube.
- iv. Provision of CCTV system in all coaches.
- v. Improved designs of toilets.
- vi. Improved design of Ladder for ease of climbing on to the berth.
- vii. Improved LED Light fitting & Charging Sockets.
- viii. Provision of EP assisted braking system.
- ix. Aerosol based fire suppression system in toilets and electrical cubicles.
- x. USB Type-A and Type-C mobile charging sockets.
- xi. Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- xii. Non-AC pantry with enhanced heating capacity.
- xiii. Fully sealed gangways with quick release mechanism for easy attachment and detachment.

As on 18.03.2026, the following 60 Amrit Bharat Express services are being operated on the Indian Railways network:

SN	Train No. and Name
1	11015/11016 Lokmanya Tilak (T) - Saharsa Amrit Bharat Express
2	13697/13698 Gaya - Delhi Amrit Bharat Express
3	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
4	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
5	15561/15562 Darbhanga - Gomtinagar Amrit Bharat Express
6	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat Express
7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
9	13435/13436 Malda Town - Gomtinagar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
12	14627/14628 Saharsa - Chheharta Amrit Bharat Express
13	19623/19624 Madar - Darbhanga Amrit Bharat Express
14	16601/16602 Erode - Jogbani Amrit Bharat Express
15	19021/19022 Udhna - Brahmapur Amrit Bharat Express
16	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
17	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
19	11031/11032 Panvel - Alipurduar Amrit Bharat Express

20	16107/16108 Tambaram - Santragachi Amrit Bharat Express
21	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
26	16329/16330 Nagercoil - Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express
29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express
30	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express

MASS VOLUNTARY RETIREMENT APPLICATIONS BY CENTRAL RAILWAY LOCO PILOTS

*476. SHRI ARVIND GANPAT SAWANT:

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

- (a) whether it is a fact that some Loco Pilots (Mail) from the Mumbai Division of Central Railway have recently submitted a joint application for voluntary retirement from service and if so, the details thereof;
- (b) whether the Government is aware of the specific grievances cited by these pilots, including unbearable mental and physical stress,

administrative harassment and an insensitive working environment and if so, the details thereof;

- (c) whether there have been reports of sub-standard food, lack of cleanliness and a dearth of basic amenities in the lobbies, trip sheds and running rooms provided to these personnel and if so, the details thereof;
- (d) whether the lack of adequate rest and deteriorating work-life balance among Loco Pilots is impacting railway safety and if so, the details thereof;
- (e) the reasons for previous oral and written representations to senior officials failing to address these issues, leading to this mass resignation move; and
- (f) whether the Government has initiated to resolve their grievances and if so, the details thereof?

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

(a) to (f) : Loco Pilots are important members of Indian Railway family who play pivotal role for moving passenger and goods traffic in safe and efficient manner. Indian Railways is committed to ensure proper working conditions for loco pilots.

The details of filling up vacancies of Assistant Loco Pilots are as follows:

Year	Details regarding recruitment for the post of Assistant Loco Pilots
2024	18,799 vacancies were notified. Selection process already completed and

	15,873 candidates empanelled till date.
2025	9,970 vacancies were notified; First stage Computer Based Tests (CBTs) have been completed.
2026	11,127 vacancies have been notified.

Recruitment done in Indian Railways during 2004-05 to 2013-14 vis-à-vis during 2014-15 to 2025-26 is given as under: -

Period	Recruitments
2004-2005 to 2013-2014	4.11 lakh
2014-2015 to 2024-2025	5.08 lakh
2025-26 - till date	43,230

Occurrence and filling up of vacancies are continuous processes on Indian Railways considering its size, spatial distribution and criticality of operation. Adequate and suitable manpower is provided to cater to the regular operations, changes in technology, mechanisations and innovative practices. The vacancies are filled up primarily by placement of indents by Railways with Recruitment agencies as per operational and technological requirements.

The RRB examinations are quite technical in nature entailing large scale mobilization of men and resources and training of manpower. Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Further, as system improvement, the Ministry of Railways has

introduced a system of publishing the Annual Calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of the Annual Calendar is benefitting the aspirants in the following manner:

- More opportunities for candidates;
- Opportunities to those becoming eligible every year;
- Certainty of exams;
- Faster Recruitment process, Training and Appointments

Presently, recruitment against 1,54,213 vacancies of non-gazetted personnel has been taken up on Indian Railways as per Annual Calendar 2024, 2025 and 2026.

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of posts of Assistant Loco Pilots (ALPs), Technicians, Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman.

First Stage/Single stage Computer Based Tests (CBTs) for 92,116 posts have been completed. Details are as under: -

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4,208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15
CBT for level-1 posts (32438 vacancies)	1,08,28,261	152	15
Total Candidates	3,58,59,270		

2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate & Under-Graduate) have also been completed.

Details are as under: -

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15

vacancies)			
2nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	1,21,931	129	15
2nd Stage CBT for Non-Technical Popular Categories (Under-Graduate) (3,445 vacancies)	51,978	79	15
Total Candidates	5,57,611		

Computer Based Aptitude Test (CBAT) for the post of ALP and Non-Technical Popular Categories (Graduate) and Computer based Skill Test for the post of Non-Technical Popular Categories (Graduate and Under Graduate) and Ministerial & Isolated Categories have also been completed. Details are as under:

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2
Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test (CBTST) for the post of Non-Technical Popular Categories (Graduate-level)	30,341	58	2
Computer Based Typing Skill Test	13,145	44	2

(CBTST) for the post of Non-Technical Popular Categories (Under-Graduate-level)			
Total Candidates	1,90,379		

Panels for more than 42,000 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors & Constable (RPF) and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 50,970 vacancies have also been issued. Details are as under:

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2025	Assistant Loco Pilots	9,970	March 2025
02/2025	Technician	6,238	June 2025
03/2025	Paramedical categories	434	July 2025
04/2025	Section Controller	368	August 2025
05/2025	Junior Engineer (JE)/ Depot Material Superintendent/Chemical & Metallurgical Assistant	2,585	October 2025
06/2025	Non-Technical Popular Categories (Graduate)	5,810	October 2025
07/2025	Non-Technical Popular	3,058	October 2025

	Categories (Under-Graduate)		
08/2025	Isolated Categories	312	December 2025
09/2025	Level-1 posts	22,195	December 2025
Total		50,970	

First stage/Single stage Computer Based Tests (CBTs) for 19,595 posts have been completed. Details are as under: -

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (9970 vacancies)	10,03,719	141	15
CBT for the post of Section Controller (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	5,74,351	133	15
CBT for the post of Technician (6238 vacancies)	8,41,525	117	15
CBT for the post of Paramedical Categories (434 vacancies)	3,19,396	106	15
Total Candidates	31,72,739		

11,127 vacancies of Assistant Loco Pilots have been notified in March 2026 for the year 2026.

Further, grievances / representations received from employees are examined and necessary action to address the issues is promptly taken.

Complaints received from Loco Pilots are examined on regular basis to resolve the issues and feedback given to the Loco Pilots.

Recently rates of Kilometreage Allowance (KMA) and Allowance in lieu of Kilometreage (ALK) for running staff have been enhanced with effect from 01.01.2024 consequent upon Dearness Allowance reaching 50%.

Duty hours of Loco Pilots are governed by Hours of Employment Rules (HOER) according to which loco running staff are required to work 104 hours in a fortnight. The running hours of Loco Pilots are meticulously monitored. The running hours are maintained, except for exigencies.

The quality and hygiene of food being provided and other amenities in the running Rooms are ensured by regular inspection at senior level.

For improvement of working conditions and to ensure adequate quality rest to loco running staff, several measures have been taken such as:

- All running rooms have been air-conditioned.
- Running staff are provided with Yoga and meditation room, reading room with newspaper and magazines for relaxing in accordance with their requirements.
- Provision for good quality subsidized meals in running rooms.
- Availability of RO water filters in running rooms.
- Special drives are launched regularly to counsel running staff to boost their morale and confidence.

**INITIATIVES UNDER PM GATI SHAKTI TO STRENGTHEN RAILWAY
NETWORK**

***477. DR. LATA WANKHEDE:**

SHRIMATI SHAMBHAVI:

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

- (a) whether the Government has approved new railway infrastructure projects to enhance capacity, connectivity and operational efficiency particularly in Sagar of Madhya Pradesh; Samastipur, Jamui and Khagaria of Bihar and Rajahmundry of Andhra Pradesh Lok Sabha Constituencies, if so, the details thereof and if not, the reasons therefor;
- (b) whether these projects include track doubling, multi-tracking or other measures to reduce congestion and improve mobility particularly in Madhya Pradesh, Bihar, Andhra Pradesh, if so, the details thereof and if not, the reasons therefor;
- (c) whether such initiatives are being implemented under national infrastructure programmes such as PM Gati Shakti to strengthen integrated transport networks, if so, the details thereof and if not, the reasons therefor;
- (d) whether the Government has assessed the expected benefits of these projects in terms of freight efficiency, passenger convenience and regional economic development, if so, the details thereof and if not, the reasons therefor; and
- (e) the manner in which these projects are expected to strengthen railway

infrastructure, logistics efficiency and overall economic growth in the country?

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

(a) to (e): Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

Projects Sanctioned:

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. `6.75 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (` in Cr)
New Lines	154	16,142	3,036	1,45,318

Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

The status of projects sanctioned in Madhya Pradesh, Bihar and Andhra Pradesh are as under:

Madhya Pradesh

Railway Budget:

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

Period	Outlay
2009-14	₹632 crore/year
2025-26	₹14,745 crore (More than 23 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of Madhya Pradesh during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	145 Km	29 Km/year
2014-25	2651 Km	241 Km/year (More than 8 times)

Projects sanctioned:

As on 01.04.2025, 24 Railway projects (08 New Lines, 02 Gauge Conversion and 14 Doubling), of total length of 4,740 Km costing ₹89,542 crore falling fully/partly in the State of Madhya Pradesh are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	8	1914	544	15,069
Gauge Conversion	2	809	430	6,766
Doubling / Multitracking	14	2017	1118	19,566
Total	24	4,740	2,093	41,401

Status of major projects falling in Sagar Lok Sabha constituencies of Madhya Pradesh is as under:

Name of Project	Total Length (in Km)	Length Commissioned (in Km)	Status of balance length (in Km)
Katni-Bina 3 rd line	263	Project commissioned.	-
Jhansi-Bina 3 rd line	153	133 Km commissioned. Sections commissioned: - Jhansi – Jakhlaun (107 km) - Dhaura – Agasod (26 Km)	20 Km balance. Works taken up in balance sections Jakhlaun – Dhaura (12 Km) and Agasod – Bina (8 Km)
Itarsi-Bina 4 th line (237 Km)	237	-	Recently sanctioned.

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

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

S.No.	Name of Project	Cost (₹ in Crores)
1.	Anuppur-Katni 3rd line (165 Km)	2,311
2.	Pendra Road-Anuppur 3rd line (50 Km)	394
3.	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
4.	Bhopal-Bina 3rd line (145 km)	1,075

S.No.	Name of Project	Cost (₹ in Crores)
5.	Bina-Kota Doubling (283 km)	2,477
6.	Jabalpur-Gondia Gauge Conversion including Balaghat-Katangi (300 Km)	2,005
7.	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
8.	Chhindwara-Mandla Fort Gauge Conversion (182 Km)	1,268
9.	Ghat Pindari-Balkheda Doubling (6 Km)	29
10.	Guna-Ruthiyai Doubling (20 Km)	175
11.	Jukhei Chord line, Bye Passing the Katni Yard (2 Km)	12
12.	Sontalai-Bagratawa Doubling (7 Km)	110
13.	Itarsi-Budhni 3rd line (25 Km)	286
14.	Teegaon-Chichonda Ghat Section 3 rd line (17 Km)	176
15.	Barkhera-Bhopal 3rd line (41 km)	473
16.	Nagda-Ujjain Doubling of Gambhir Bridge (2 Km)	28
17.	Nimach-Chittaurgarh Doubling (56 Km)	560
18.	Budhni-Barkhera 3rd line (27 Km)	1,703
19.	Indore-Dewas-Ujjain Doubling (79 Km)	757
20.	Powerkheda-Jujharpur Rail flyover (16 Km)	443
21.	Guna- Etawah New Line (348 Km)	683
22.	Ramna-Singrauli doubling (160 Km)	2,436
23.	Karaila Road- ShaktinagarDoubling(32 Km)	763
24.	Malkhedi-Mahadeokhedi Doubling (12 Km)	59

Some of the projects falling fully/partly in the State of Madhya Pradesh which

have been taken up are as under:

S. No	Project	Cost (₹ in Crores)
1	Shahdol-Singhpur 4 th Line (6 Km)	54
2.	Katni- Grade separator / Bypass (35 Km)	2,300
3.	Katni- Singrauli Doubling (257 Km)	4,377
4.	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho New Line (541 Km)	8,914
5.	Ramganjmandi-Bhopal New Line (277 Km)	5,073
6.	Indore-Budni New Line (198 Km)	7,474
7.	Nimach-Badi Sadri New Line (48 Km)	495
8.	Gwalior-Sheopurkalan Gauge Conversion with extension to Kota (284 Km)	2,913
9.	Itarsi- Nagpur 3rd line (280 Km)	2,450
10.	Jhansi-Bina 3rd line (153 Km)	2,002
11.	Mathura-Jhansi 3rd line (274 Km)	5,924
12.	Jhansi-Kairar-Manikpur & Khirar-Bhimsen Doubling (431 Km)	4,330
13.	Satna-Rewa Doubling (50 Km)	590
14.	Ruthiyai Bye Pass line (3 Km)	54
15.	Guna Bye Pass line (2 Km)	179
16.	Ujjain Fly Over (2 Km)	100
17.	Manmad - Indore New Line (360 Km)	18,529
18.	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
19.	Dahod-Indore New Line (205 Km)	9,746

S. No	Project	Cost (₹ in Crores)
20.	Nimach-Ratlam Doubling (133 Km)	1,096
21.	Chhota Udepur-Dhar New Line (147 Km)	1,794
22.	Ratlam-Nagda 3 rd and 4 th line (41 Km)	964
23.	Vadodara-Ratlam 3 rd and 4 th line (259 Km)	8,387
24.	Ratlam-Khandwa Gauge Conversion (299 Km)	7,265
25.	Bina-Itarsi 4 th Line (237 km)	4,329
26.	Itarsi-Nagpur 4 th Line (297 Km)	5,010

Bihar

Railway Budget:

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

Period	Outlay
2009-14	₹1,132 Cr./year
2025-26	₹10,066 Cr. (Nearly 9 times)

Track construction:

The details of commissioning/laying of new track falling fully/partly in the State of Bihar during 2009-14 and 2014-25 is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km/yr
2014-25	1,899 Km	172.6 Km/yr(More than 2.5 times)

Projects sanctioned:

As on 01.04.2025, 52 projects (31 New Lines, 01 Gauge Conversions and 20 Doubling), of a total length of 4,663 km, costing ₹86,107 crore, falling fully/partly in Bihar, are sanctioned. The summary is as under:-

Category	No of sanctioned Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'25 (in Km)	Total Exp upto Mar'25 (₹ in Cr)
New Lines	31	2,691	516	16,814
Gauge Conversion	1	69	52	544
Doubling/Multi-tracking	20	1,904	446	11,995
Total	52	4,663	1,014	29,353

Status of major projects falling in Khagaria, Jamui and Samastipur Lok Sabha constituencies of Bihar is as under:

Name of Project	Total Length (in Km)	Length Commissioned (in Km)	Status of balance length (in Km)
Sakri-Hasanpur new line	84	54 Km commissioned. Sections Commissioned: ● Sakri-Harnagar (44 Km) ● Bithan - Hasanpur Road (10 Km)	30 Km balance. Works taken up in balance section Harnagar - Bithan (30 Km)
Doubling of Samastipur Darbhanga	38	26 Km commissioned. Sections Commissioned: ● Samastipur – Rambhadrapur (16 Km) ● Thalwara – Darbhanga (10 Km)	12 Km balance. Works taken up in balance section Rambhadrapur – Thalwara (12 Km)
Khagaria-Kushweshwarsthan new line	41	19 Km commissioned. Section Commissioned: ● Khagaria – Alauli (19 Km)	22 Km balance. ● Works taken up in balance section Alauli – Kushweshwarsthan (22 Km)
Jhajha – Batia new line	20	-	● Works taken up

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

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

S.No.	Project	Cost (₹ in Crore)
1	Munger Bridge (19 km)	2,774
2	Kosi Bridge (22 Km)	516
3	Patna Bridge (40 Km)	3,555
4	Hajipur-Bachwara Doubling (72 km)	930
5	Kiul-Gaya Doubling (123 km)	1,200
6	KarotaPatner-Mankatha - Surface triangle (8 km)	129
7	Rampurhat-Mandarhill New Line and Rampurhat-Murarai- 3rd line (160 km)	1,500
8	Jaynagar-Darbhanga-Narkatiaganj and Narkatiaganj-Bhikhna Tori Gauge Conversion (295 Km)	1,193
9	Sakri-Laukaha Bazar-Nirmali & Saharsa-Forbesganj Gauge Conversion (206 Km)	2,113
10	Bakhtiyarpur Flyover (4 Km)	402
11	Katareah-Kursela Patch Doubling incl. bridge on river Kosi (7 km)	222
12	Araria-Galgalia New Line (111 Km)	4, 415

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

S.No.	Project	Cost (₹ in Crore)
1	Sitamarhi-Sheohar New Line (28 Km)	567
2	Sakri-Hasanpur New Line (76 Km)	735
3	Khagaria-Kusheshwarsthan New Line (42 Km)	1,511
4	Neora-Daniawan–Biharsharif-Barbigaha-Shekhpora New Line (166 Km)	2,200
5	Koderma-Tilaiya New Line (65 Km)	1,626
6	Hajipur-Sagauli New Line (151 Km)	2,087
7	Araria-Supaul New Line (96 Km)	1,605
8	Vikramshila-Katareah New Line with Bridge over RiverGanga(26 Km)	2,090
9	Pirpanti-Jasidih New Line (97 Km) excluding Hansdiha-Godda New Line (30 Km)	2,140
10	Sonnagar – Patratu multitracking (291 Km)	5,148
11	Samastipur – Darbhanga Doubling (38 Km)	624
12	Rampur Dumra - Tal-Rajendra Pul-Additional bridge and doubling (14 Km)	1,677
13	Sagauli-Valmiknagar Doubling (110 Km)	1,280
14	Muzaffarpur-Sagauli Doubling (101 Km)	1,465
15	Barauni- Bachwara 3rd & 4th line (32 Km)	124
16	Son Nagar – Andal Multi tracking (749 Km)	12,334
17	Bakhtiyarpur-Rajgir-Tilaiya doubling (104 Km)	2,192
18	Bakhtiyarpur-Fatuha 3rd and 4th line (24 Km)	931

Andhra Pradesh

Railway Budget:

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

Period	Outlay
2009-2014	₹ 886 Cr./year (including Telangana)
2025-2026	₹ 9,417 Cr. (more than 10 times)

Track construction:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	363 Km	72.6 Km per year
2014-25	1,582 Km	143.8 Km per year (Nearly 2 times)

The details of commissioning/laying of new track falling fully/partly in the State of Andhra Pradesh during 2009-14 and 2014-25 is as under:

Projects sanctioned:

As on 01.04.2025, 39 projects (12 New Line and 27 Doubling), covering a total length of 4,499 Km length, costing ₹70,232 crore, falling fully/partly in the State of Andhra Pradesh, have been sanctioned, out of which 1,178 Km length has been commissioned and an expenditure of ₹28,039 crore has been incurred upto March 2025. The status of the work is summarized as:

Category	No. of projects	Total Length (Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (₹ in Cr.)
New Line	12	1595	199	6,413
Multi-tracking/Doubling	27	2904	979	21,626
Total	39	4,499	1,178	28,039

Rajahmundry constituency is already well connected, being situated on the Kolkata–Chennai main line. Further, to improve mobility in the region, Rail over Road line near Nidadavolu Junction Doubling (10 km) work has been taken up.

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

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

S.No.	Name of Project	Cost (₹ in Crores)
1	Vijayawada–Gudivada–Bhimavaram-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu doubling (221 Km)	4,688
2	Guntur-Tenali doubling (24 Km)	205
3	Nandyal-Yerraguntla new line (126 Km)	1,050

S.No.	Name of Project	Cost (` in Crores)
4	Jaggayyapeta-Mellacheruvu-Janpahad new line (48 Km)	737
5	Obulavaripalle-Krishnapattnam new line (113 Km)	2,300
6	Vizianagaram-Kottavalsa 3rd line (35 Km)	285
7	Raichur-Guntakal doubling (81 Km)	388
8	Guntakal-Kalluru doubling (41 Km)	410
9	Yelahanka-Penukonda doubling (123 Km)	1,104
10	Gooty-Dharmavaram doubling (90 Km)	1,800

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

S.N	Name of Project	Cost (` in Crores)
1	Kotipalli-Narsapur new line (57 Km)	2,120
2	Nadikude-Srikalahasti new line (309 Km)	3,122
3	Rayadurg-Kalyandurg-Tumkur new line (207 Km)	2,496
4	Marikuppam-Kuppam new line (24 Km)	297
5	Malugur-Palasamudram new line (18 Km)	342
6	Malkangiri-Bhadrachalam-Pandurangapuram new line (174 Km)	3,592
7	Errupalem-Amravati-Namburu new line (57 Km)	2,047
8	Kottavalasa-Koraput doubling (189 Km)	2,500

S.N	Name of Project	Cost (` in Crores)
9	Vijayawada-Gudur 3rd line (287 Km)	6,509
10	Guntakal-Guntur doubling (401 Km)	4,306
11	Pennukonda-Dharmavarm doubling (42 Km)	308
12	Gooty-Pendekallu doubling (29 Km)	352
13	Duvvada-Simhachalam North 3rd & 4th line (21 Km)	356
14	Kottavalasa-Vizianagram 4th line (35 Km)	493
15	Gudur-Renigunta 3rd line (83 Km)	877
16	Nergundi-Palasa-Vizianagaram 3rd line (385 Km)	4,963

Station Redevelopment:

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

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic

- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1,338 stations have been identified for development under Amrit Bharat Station Scheme. Out of these, 80 stations are located in Madhya Pradesh, 98 stations are located in Bihar and 73 stations are located in Andhra Pradesh. Details of the stations identified for development in the referred constituencies are as following:

Lok Sabha Constituencies	Number of Stations	Names of Stations
Sagar	02	Bina, Saugor
Samastipur	01	Samastipur

Jamui	02	Jamui, Simutala
Khagaria	04	Khagaria Junction, Maheshkhunt, Mansi Junction, Simri Bakhtiyarpur
Rajahmundry	03	Anaparthi, Nidadavolu Junction, Rajahmundry

The names of stations identified for development under Amrit Bharat Station Scheme in Madhya Pradesh, Bihar and Andhra Pradesh are as following:

State	No. of Stations	Names of Stations
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarpur, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, KatniMurwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandson, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram, Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh,

		Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot
Bihar	98	Anugraha Narayan Road, Ara, Arariya Court, Bakhtiyarpur, Banka, Banmankhi, Bapudham Motihari, Barahiya, Barauni, Barh, Barsoi Jn, Begusarai, Bettiah, Bhabua Road, Bhagalpur, Bhagwanpur, Bihar Sharif, Bihiya, Bikramganj, Buxar, Chakia, Chausa, Chhapra, Dalsingh Sarai, Darbhanga, Dauram Madhepura, Dehri On Sone, Dholi, Dighwara, Dumraon, Durgauti, Ekma, Fatuha, Gaya, Ghorasahan, Guraru, Hajipur Jn, Jamalpur Jn, Jamui, Janakpur Road, Jaynagar, Jehanabad, Jhanjharpur, Kahalgaon, Karhagola Road, Katihar Jn, Khagaria Jn, Kishanganj, Kudra, Labha, Laheria Sarai, Lakhminia, Luckeesarai Jn, Madhubani, Maheshkhunt, Mairwa, Mansi Jn, Masrakh, Mokama, Motipur, Munger (Monghyr), Muzaffarpur Jn, Nabinagar Road, Narkatiaganj Jn, Naugachia, Nawadah, Paharpur, Patliputra, Patna Jn, Piro, Pirpanti, Rafiganj, Raghunathpur., Rajendra Nagar Terminal (Patna), Rajgir, Ram Dayalu Nagar, Raxaul, Sabaur, Sagauli, Saharsa, Sahibpur Kamal, Sakri, Salauna, Salmari, Samastipur, Sasaram, Shahpur Patoree, Shivanarayanpur, Simri Bakhtiyarpur, Simultala, Sitamarhi, Siwan, Sonpur Jn., Sultanganj,

		Supaul, Taregna, Thakurganj, Thawe
Andhra Pradesh	73	Adoni, Anakapalle, Anantapur, Anaparthi, Araku, Bapatla, Bhimavaram Town, Bobbili Jn, Chipurupalli, Chirala, Chittoor, Cuddapah, Cumbum, Dharmavaram, Dhone, Donakonda, Duvvada, Elamanchili, Eluru, Giddalur, Gooty, Gudivada , Gudur, Gunadala , Guntur, Hindupur, Ichchpuram, Kadiri, Kakinada Town Jn, Kottavalasa Jn, Kuppam, Kurnool city, Macherla, Machilipatnam, Madanapalle Road, Mangalagiri, Mantralayam Road, Markapur Road, Nadikude Jn, Nandyal Jn, Narasapur, Narasaraopet, Naupada Jn, Nellore, Nidadavolu Jn, Ongole, Pakala Jn, Palasa, Parvatipuram, Piduguralla, Piler, Rajahmundry, Rajampet, Rayanapadu, Renigunta, Repalle, Samalkot, Sattenapalle, Satya Sai Prashanti Nilayan, Simhachalam, Singaraykonda, Sri Kalahasti, Srikakulam Road, Sullurpeta, Tadepalligudem, Tadipatri, Tenali , Tirupati, Tuni, Vijayawada, Vinukonda, Vishakhapatnam, Vizianagaram Jn

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Madhya Pradesh, Bihar and Andhra Pradesh have been taken up at a good pace. Till now, 15 stations in Madhya Pradesh, 02 stations in Bihar and 06 stations in Andhra Pradesh have been completed. The name

of stations completed in Madhya Pradesh, Bihar and Andhra Pradesh are as following:

State	No. of stations	Name of stations
Madhya Pradesh	15	Beohari, Bhind, Chhindwara, Harpalpur, Junnor Deo, Katni South, MCS Chhatarpur, NainpurJn, Narmadapuram, Orchha, Sanchi, Seoni, Shajapur, Shridham, Vidisha
Bihar	02	Pirpainti, Thawe
Andhra Pradesh	06	Kakinada Town Jn,Nidadavolu Jn.,Mangalagiri, Rayanapadu, Sullurpeta, Tuni

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

- **Saugor station:** The works of improvement of station building, new entry and exit porches, platform raising and surfacing of platform no. 1, improvement of waiting hall, new toilet block and Divyangjans facilities have been completed. The works of circulating area, parking and 12 m Foot Over Bridge have been taken up.
- At Bina station, high level platform, platform shelter, enquiry counter, retiring room, cloak room, waiting hall, lift, Foot Over Bridge etc. amenities are available. The works of platform shelter, lift at platform no. 4/5, seating arrangement and Divyangjan water booths have been completed in recent years. Further, Bina station has been identified for development under

Amrit Bharat Station Scheme which includes works of new station building, porch, air concourse, improvement of existing platforms, parking, lift, escalator and Foot Over Bridge.

- **Samastipur station:** The works of new station building at second entry, improvement of existing waiting hall, toilet and circulating area have been taken up.
- **Khagaria Junction station:** The structural work of new station building till second floor, raising and extension of platform no. 2/3 have been completed. The works of new entrance porch, new platform shelter, circulating area and 12 m Foot Over Bridge have been taken up.
- **Maheshkhunt station:** The works of erection of canopy structure in front of station building and widening of approach road have been completed. The works of improvement of station building, platform shelter, circulating area, parking and boundary wall have been taken up.
- **Mansi Junction station:** The structural work of new station building till second floor has been completed. The works of new platform shelter, circulating area and 12 m Foot Over Bridge have been taken up.
- **Simri Bakhtiyarpur station:** The works of new station building, platform shelter, circulating area and parking have been completed.

The work of 12 m Foot Over Bridge has been taken up.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise or state-wise.

Madhya Pradesh is covered under the jurisdiction of seven railway zones, namely Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, West Central Railway and Western Railway. For these zones, an allocation (Revised Estimate) of ₹ 5,801 crore has been made for the financial year 2025–26, out of which an expenditure of ₹ 5,681 crore (up to February, 2026) has been incurred so far.

Bihar is covered under the jurisdiction of four railway zones, namely Eastern Railway, Northeast Frontier Railway, North Eastern Railway and East Central Railway. For these zones, an allocation (Revised Estimate) of ₹ 1,828 crore has been made for the financial year 2025–26, out of which an expenditure of ₹ 1,793 crore (up to February, 2026) has been incurred so far.

Andhra Pradesh is covered under the jurisdiction of four railway zones, namely East Coast Railway, Southern Railway, South Central Railway and South Western Railway. For these zones, an allocation (Revised Estimate) of ₹ 3,481 crore has been made for the financial year 2025–26, out of which an expenditure of ₹ 3,393 crore (up to February, 2026) has been incurred so far.

Road Over Bridges (ROBs)/Road Under Bridges(RUBs)

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto Jan'26)	14,024 Nos.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways which are at various stages of planning and execution. The Lok Sabha constituency-wise list of works taken up is as under:

S.No	Constituency	Total ongoing works of ROBs & RUBs	Total cost (₹ in crore)
1.	Khagaria	8	447
2.	Samastipur	6	464
3.	Sagar	16	641
4.	Jamui	3	87
5.	Rajahmundry	10	602

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing

(GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

The launch of PM Gati Shakti National Master Plan (NMP) has brought transformative approach in planning and execution of infrastructural transportation projects. The NMP, spanning across the entire country has brought in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. through collaboration amongst concerned Ministries/State Governments/Departments, speeding up

the clearances needed for the project completion as well as planning at a faster pace.

Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process, expediting appraisal, sanction and execution of projects. On ground survey, route alignment, deciding alternative route to avoid passing through forest and wildlife areas, connectivity to ports, mines, collieries is done through PM Gati Shakti Institutional mechanism developed by BISAG-N. This has led to enhancement in the quality of preparation of Detailed Project Report and reduction in project cost.

Now survey of all New Line, Gauge Conversion and Doubling projects are taken up under PM Gati Shakti Institutional mechanism developed by BISAG-N for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency, first and last mile connectivity, throughput enhancement and remove gaps for seamless movement of people, goods/ commodities i.e. agricultural products, fertilizers, coal, iron ore, steel, cement, limestone etc.

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

- Better connectivity of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency and reduction in transportation cost.

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

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

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

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

GROWTH CONNECTOR-HIGH SPEED RAIL CORRIDORS

***478. SHRI DILESHWAR KAMAIT:**

SHRI SUNIL KUMAR:

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

- (a) whether Government has finalised the execution plan for seven new 'Growth Connector' high-speed rail corridors announced in Budget 2026-27 and if so, the details thereof;
- (b) the details of number of Vande Bharat Sleeper rakes which are likely to be operational by the end of the year 2026 including the strategy for their deployment on routes exceeding 1,000 km;
- (c) the details of the progress made towards the goal of launching Vande Bharat 4.0 with a design speed of 250 kmph for the upcoming high-speed corridors;
- (d) whether regional cuisines and AI-driven passenger services are proposed to be introduced across all premium train sets by the year 2027 and if so, the details thereof; and
- (e) whether the Government is planning to construct a rail corridor from Darjeeling, West Bengal to Haridwar via Narkatiaganj, West Champaran and Gorakhpur and if so, the details thereof?

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

(a) to (e): Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

<i>Item</i>	<i>Progress</i>
<i>Piers</i>	<i>430 kms.</i>
<i>Girder</i>	<i>341 kms.</i>
<i>Track Bed</i>	<i>174 kms.</i>
<i>OHE Masts</i>	<i>153 kms.</i>

The progress of stations is given below:-

S.No.	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & roof structural works and finishing works are in progress.
2	Ahmedabad	Structural works completed and finishing works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation work completed, structural works and finishing works have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced

10	Virar	stage. Structural works have been taken up.
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S. No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed; 5 spans launched
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	Foundation work has been taken up, 10 out of 12 wells completed
11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	

14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Foundation works have been completed
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Further, to strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27: -

- (i) Mumbai–Pune
- (ii) Pune–Hyderabad
- (iii) Hyderabad–Bengaluru
- (iv) Hyderabad–Chennai
- (v) Chennai–Bengaluru
- (vi) Delhi–Varanasi
- (vii) Varanasi–Siliguri

Being highly capital intensive, the decision to sanction any HSR Corridor/ Project depends on many factors such as outcome of DPR, techno-economic feasibility studies and availability of resources such as financing options etc.

Vande Bharat Sleeper Express:

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed by Indian Railways. Presently, 2 Vande Bharat Sleeper services are in operation on the Indian Railway network. The First Vande Bharat Sleeper service viz. 27575/27576 Howrah-Kamakhya Vande Bharat Sleeper Express has commenced regular operation w.e.f. 22.01.2026.

Broad technological advancements and safety features provided in these Vande Bharat Sleeper Trains are as below:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.

- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Centrally controlled Automatic Plug Doors and fully sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers, special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

Regional Cuisines in Trains:

The Ministry of Railways vide Commercial Circular No. 25 of 2022 has given IRCTC flexibility to Indian Railway Catering and Tourism Corporation Ltd. (IRCTC) to customize the menu in trains to include items of regional

cuisines, seasonal delicacies and health food options, including millet-based products.

Under the above mandate, the menu has been designed by IRCTC based on passenger feedback.

IRCTC has introduced regional cuisines from time to time to offer a personalised experience to passengers of different regions. Some of the regional cuisines introduced in trains are as under:-

S. No.	States	Cuisine Items
1.	Odisha	Dalma, Chenna Poda
2.	Tamil Nadu	Set Dosai, Palakatti Chettinad
3.	Karnataka	Medu Vada
4	Rajasthan	Pyaz Kachori
5	Maharashtra	Vada Pav
6	West Bengal	Machher Jhol
7	Gujarat	Thepla
8	Jharkhand	Singara, Fuluri, Aloo Chokha, Aloo Parwal
9	Madhya Pradesh	Kanda Poha, Indori Poha, Sev Tamatar Sabji, Ajwain Paratha, Ragi Bhakhri, Patra Bhagar, Khoya Chicken, Ragi Thepla, Bhey

Introduction of these regional/local dishes has given passengers the opportunity to enjoy authentic local flavors and connect with the local culture.

Darjeeling-Haridwar Route:

Darjeeling and Haridwar are already connected with the existing railway

network via Narkatiaganj, West Champaran and Gorakhpur. To further improve rail connectivity in the region, the following works have been sanctioned:

S. No.	Project/Section	Status
1	Siliguri – New Jalpaiguri doubling (7 Km)	DPR prepared
2	New Jalpaiguri – Aluabari Road 3rd & 4th Line (57 Km)	Recently sanctioned
3	Aluabari Road – Kumedpur 3rd & 4th Line (136 Km)	DPR prepared
4	Siliguri – Thakurganj Doubling (56 Km)	DPR prepared
5	Thakurganj – Aluabari Doubling (20 Km)	Recently sanctioned
6	Mukuria – Katihar Doubling (35 Km)	Work taken up
7	Kumedpur – Katihar Doubling (30 Km)	Work taken up
8	Katihar – Barauni 3rd & 4th Line (181 Km)	DPR prepared
9	Barauni – Bachwara 3rd & 4th Line (32 Km)	Work taken up
10	Bachwara – Gorakhpur 3rd & 4th Line (310 Km)	DPR prepared
11	Darbhangha – Narkatiaganj Doubling (38 Km)	Work taken up
12	Valmikinagar – Gorakhpur Doubling (96 Km)	Work taken up
13	Gorakhpur – Gonda 3rd & 4th Line (152 Km)	DPR prepared
14	Gonda – Burhwal 4th Line (56 Km)	Recently sanctioned
15	Burhwal – Sitapur 3rd & 4th Line (97 Km)	DPR prepared
16	Sitapur – Moradabad 3rd & 4th Line (248 Km)	DPR prepared

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

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

MONETISATION OF RAILWAY ASSETS

***479. SHRI SUBBARAYAN K.:**

SHRI SELVARAJ V.:

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

- (a) whether it is a fact that the Government is considering a plan to monetise assets worth Rs. 1.4 lakh crore by recycling railway estates and land parcels through leasing and public-private partnerships under the National Monetisation Pipeline 2.0 during the Financial Years 2026-2030; and
- (b) if so, the details thereof including the steps being taken thereon?

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

(a) and (b): The vacant railway land, which is not required by Railways for its immediate operational needs, is entrusted to RLDA by the Ministry of Railways. This land is utilized for commercial development, wherever feasible, to mobilize additional financial resources as non-fare revenues. The sites are mainly entrusted for the purposes of commercial development, colony redevelopment etc.

So far, about 1,308 hectares of railway land has been entrusted to the Rail Land Development Authority (RLDA) for commercial development, colony redevelopment etc.

Out of 1,308 Ha land, about 220 Ha of railway land has been leased for commercial development at the total amount of Rs 20,655 Cr. so far (till Feb 2026), RLDA has earned revenue of approx. 7,053 Cr.

Further efforts include promoting Transit-Oriented Development (TOD) around major stations. Multi-Modal Transport Hub (MMTH) concept is also being leveraged to utilise the potential of additional permissible built-up space for commercial use.

In addition following measures have also been taken by Indian Railways to increase Non-fare Revenue (NFR):

- (i) Advertisement through Rail Display Network (RDN) at stations.
- (ii) Advertisement through Out of Home (OOH) Policy.

- (iii) Advertisement on Mobile Assets like coaches and inside/exterior surfaces of trains and locomotives.
- (iv) Innovative solutions to enhance passengers' satisfaction, like Provision for sleeping pods, single-brand premium Outlet, Kiosk for providing facility for booking auto & Taxis, providing E-Wheel chair facility on a payment basis, Health Kiosk, and medical store to sell Generic medicines.

In 2025-26 (till Feb.), the total Non-fare revenue (Sundry Earnings) of Indian Railways is Rs. 9,474 cr. which is about 3.9% of Railways' total receipts.

EXPANSION OF TELECOM INFRASTRUCTURE AND IMPROVED BROADBAND AND INTERNET CONNECTIVITY IN MAHARASHTRA

***480. DR. AMOL RAMSING KOLHE:**

SHRIMATI SUPRIYA SULE:

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

- (a) whether the expansion of telecom infrastructure and improved broadband and internet connectivity under various Digital India initiatives have significantly accelerated the adoption of digital services across the country including Maharashtra and if so, the details thereof;
- (b) the details of mobile tower density, broadband penetration and fibre connectivity achieved during the last five years in Maharashtra, district-wise particularly in rural, tribal and aspirational districts;
- (c) whether disparities persist in internet speed, service reliability and

affordability between urban centres like Mumbai and semi-urban and rural regions of the State and if so, the details thereof;

- (d) whether the Government has assessed the impact of connectivity gaps on digital payments, online education, telemedicine and e-governance services in Maharashtra and if so, the details thereof; and
- (e) the time-bound steps proposed to strengthen last-mile connectivity, address network congestion and ensure inclusive digital access across all regions of Maharashtra?

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

(a): Over the last 12 years, internet subscribers have increased from about 26.73 crore in December 2014 to over 102.86 crore in December 2025, while average data usage per user has increased from 0.09 giga byte (GB) to 25.70 GB per month over the same period. At the same time, the cost per GB has declined significantly from ₹269 to ₹7.87, making data more affordable. This increase in access and affordability has led to large-scale adoption of digital services across the country, including in the State of Maharashtra. Unified Payment Interface (UPI) recorded 2039.418 crore transactions, amounting to a total value of ₹26.84 lakh crore in February 2026, while direct benefit transfer of ₹6.17 lakh crore was made through 586 crore transactions during the financial year (FY) 2025-26.

(b) to (e): District-wise details of towers, base transceiver stations and service-

ready Gram Panchayats (GPs) connected under the BharatNet programme of the Government and mobile coverage status in villages in the State of Maharashtra are given in the **Statement**. Disparities regarding affordability have largely reduced with mobile data costing on the average ₹7.87 per GB across the country.

Though coverage to various locations is provided by Telecom Service Providers based on techno-commercial considerations, the Government, with funding from Digital Bharat Nidhi, has approved various schemes for expansion of telecom connectivity through installation of mobile towers in rural and remote areas across the country, including under 4G saturation projects by installing 34,780 mobile towers covering 46,331 villages and the Amended BharatNet Programme for the provisioning of high-speed broadband to all 2.65 lakh GPs and broadband connectivity on demand basis to the remaining 3.8 lakh non-GP villages with minimum demand for five home fibre internet connections.

STATEMENT

District-wise details of towers, base transceiver stations and service-ready Gram Panchayats (GPs) connected under the BharatNet programme of the Government and mobile coverage status in villages in the State of Maharashtra, as of February 2026

Sl. No.	District	Towers	Base transceiver stations	Service-ready GPs under BharatNet	Mobile coverage (villages)
1.	Ahmednagar	3,308	13,003	987	1,575
2.	Akola	1,159	4,262	490	963
3.	Amravati	1,908	7,018	836	1,872
4.	Beed	1,696	6,434	1,013	1,368
5.	Bhandara	705	2,667	535	870
6.	Buldhana	1,480	5,734	720	1,410
7.	Chandrapur	1,368	4,831	819	1,742
8.	Chhatrapati Sambhajnagar	2,971	11,546	751	1,355
9.	Dharashiv	1,118	4,169	621	738
10.	Dhule	1,250	4,925	539	714
11.	Gadchiroli	1,099	2,998	341	1,520
12.	Gondia	839	2,832	553	902
13.	Hingoli	642	2,106	559	707
14.	Jalgaon	2,448	9,548	1,110	1,508
15.	Jalna	1,201	4,748	780	965

16.	Kolhapur	2,548	10,450	807	1,229
17.	Latur	1,597	6,084	786	943
18.	Mumbai	5,033	17,336	-	-
19.	Mumbai Suburban	7,638	26,899	-	-
20.	Nagpur	4,126	15,576	761	1,862
21.	Nanded	1,842	7,004	1,020	1,651
22.	Nandurbar	983	3,187	590	905
23.	Nashik	4,061	16,635	1,052	1,891
24.	Palghar	2,397	9,342	460	899
25.	Parbhani	1,034	3,867	695	839
26.	Pune	11,625	45,757	1,145	1,836
27.	Raigad	3,012	11,344	793	1,975
28.	Ratnagiri	1,071	4,030	486	1,472
29.	Sangli	1,889	7,971	694	720
30.	Satara	2,016	8,649	1,227	1,720
31.	Sindhudurg	573	2,352	409	704
32.	Solapur	2,834	11,725	812	1,158
33.	Thane	9,650	33,468	68	806
34.	Wardha	898	3,286	507	1,362
35.	Washim	609	2,270	486	781
36.	Yavatmal	1,723	5,796	1,123	2,101
	Total	90,351	3,39,849	24,575	43,063

(ii) Unstarred Question Nos. 5291 to 5458 and 5460 to 5520

TELECOM INFRASTRUCTURE DEVELOPMENT FUND (TIDF)

5291. SHRI RAMASAHAYAM RAGHURAM REDDY:

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

- (a) whether the Telecom Infrastructure Development Fund (TIDF) has been utilized effectively to enhance telecom infrastructure, particularly in remote and hilly regions;
- (b) whether there have been any discrepancies or delays in fund allocation for key projects under this scheme;
- (c) if so, the details thereof; and
- (d) the steps taken/being taken to ensure timely and efficient use of funds for infrastructure development?

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

(a) to (d): The Department does not have Telecom Infrastructure Development Fund (TIDF) to enhance telecom infrastructure, particularly in remote and hilly regions. However, as per the Telecommunication Act, 2023, the Digital Bharat Nidhi (DBN) has the mandate to support universal service by promoting access and delivery of telecommunication service in underserved rural, remote and urban areas of the country.

पीएम-कुसुम के तहत कृषि फीडरों का सौरकरण

5292. श्री आलोक शर्मा:

श्री अनूप प्रधान वाल्मीकि:

श्री मनीष जायसवाल:

श्री विश्वेश्वर हेगड़े कागेरी:

श्रीमती संजना जाटव:

श्रीमती स्मिता उदय वाघ:

श्री अनूप संजय धोत्रे:

श्रीमती अपराजिता सारंगी:

श्री राजेशभाई नारणभाई चुड़ासमा:

श्री गोपाल जी ठाकुर:

डॉ. निशिकान्त दुबे:

श्री भर्तृहरि महताब:

श्री नव चरण माझी:

श्री मनोज तिवारी:

श्री हरीभाई पटेल:

श्री रोडमल नागर:

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

(क) प्रधानमंत्री किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम-कुसुम) के घटक-ग फीडर स्तर सौरकरण (एफएलएस) के अंतर्गत आज की तारीख तक सौर ऊर्जा युक्त कृषि फीडरों की कुल संख्या कितनी है और इसके परिणामस्वरूप राजस्थान सहित देश में विशेषकर भरतपुर लोक सभा निर्वाचन क्षेत्र के जिलों में किसानों को उपलब्ध दिन के समय बिजली की आपूर्ति के औसत घंटों में कितनी वृद्धि हुई है;

- (ख) पीएम-कुसुम 2.0 को अंगीकृत किए जाने की स्थिति क्या है और रात के समय सिंचाई सहायता के लिए बैटरी ऊर्जा भंडारण प्रणाली (बीईएसएस) को शामिल करने के लिए वित्तपोषण में प्रस्तावित 45 प्रतिशत की वृद्धि का ब्यौरा क्या है;
- (ग) 34.8 गीगावॉट विकेन्द्रीकृत सौर क्षमता के लक्ष्य को प्राप्त करने में क्या प्रगति हुई है और राजस्थान सहित राज्य-वार विशेषकर भरतपुर लोक सभा निर्वाचन क्षेत्र के जिलों में उच्च तकनीकी और वाणिज्यिक हानियों और कार्यान्वयन चुनौतियों वाले राज्यों में कम वृद्धि से निपटने के लिए क्या उपाय किए गए हैं; और
- (घ) फीडर सौरकरण के अंतर्गत कितनी क्षमता संस्थापित और चालू की गई है और डिस्कॉम के राजसहायता भार और तकनीकी हानियों में कमी लाने पर इसका क्या प्रभाव पड़ा है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): पीएम-कुसुम एक मांग संचालित योजना है और क्षमताओं का आवंटन राज्य द्वारा रखी गई मांग और हासिल किए गए लक्ष्यों के आधार पर किया जाता है। इस योजना के अंतर्गत जिला-वार आवंटन नहीं किया जाता है। लाभार्थी चयन और कार्यान्वयन की जिम्मेदारी राज्य कार्यान्वयन एजेंसी (एसआईए) की है।

एसआईए द्वारा दी गई सूचना के अनुसार, राजस्थान सहित सभी राज्यों में घटक सी-फीडर लेवल सौरीकरण (एफएलएस) के तहत प्रगति और सौरीकृत फीडरों की संख्या **विवरण-1** में रखी गई है।

एफएलएस को लागू किए जाने के परिणामस्वरूप, राज्यों ने किसानों को रात्रि के समय दी जाने वाली विद्युत की आपूर्ति को दिन के समय (7 से 8 घंटे के लिए) स्थानांतरित करने की जानकारी दी है। राजस्थान राज्य ने फीडर लेवल सोलराइजेशन के कारण 3 से 4 ब्लॉक घंटे की आपूर्ति को 2 ब्लॉक घंटे की आपूर्ति में स्थानांतरित करने की सूचना दी है।

(ख): मंत्रालय एक नई योजना, पीएम कुसुम 2.0 तैयार कर रहा है, जो विचाराधीन है।

(ग): पीएम-कुसुम योजना के सभी तीन घटकों का संयुक्त लक्ष्य 34.8 गीगावॉट अतिरिक्त सौर क्षमता को जोड़ना है। राज्यों द्वारा दी गई सूचना के अनुसार, दिनांक 28.02.2026 की स्थिति के अनुसार, योजना के तहत 12,164 मेगावाट क्षमता स्थापित की गई है। पीएम-कुसुम योजना के तहत भरतपुर सहित घटक-वार और राज्य/संघ राज्य क्षेत्र-वार प्रगति **विवरण-II** में दी गई है।

राज्यों में प्रभावी कार्यान्वयन और स्वीकार्यता सुनिश्चित करने के लिए, मंत्रालय राज्यों के साथ समय-समय पर समीक्षा और मार्गदर्शन बैठकें आयोजित करता है। इसमें पूरे देश में क्षमता निर्माण कार्यशालाएं और जन जागरूकता कार्यक्रम भी शामिल हैं, जिनमें से नवीनतम हैं:

- नवीकरणीय ऊर्जा पर क्षेत्रीय कार्यशालाएं (मुंबई, जयपुर, विशाखापत्तनम, गुवाहाटी)
- फरवरी 2025 के दौरान बैंकर्स कॉन्क्लेव 2025
- सितंबर 2025 के दौरान राज्यों के साथ समीक्षा बैठक
- सेवा पर्व में क्षमता निर्माण कार्यशालाएं (17 सितंबर - 2 अक्टूबर 2025)
- देश में प्रमुख समाचार पत्रों में प्रिंट विज्ञापन, टीवी विज्ञापन अभियान, क्षेत्रीय चैनलों सहित एफएम स्टेशनों पर रेडियो अभियान आदि जैसे जागरूकता और आउटरीच कार्यक्रम।
- राज्यों/डिस्कॉम सहित विभिन्न स्तरों पर योजना की प्रगति की नियमित निगरानी।

राजस्थान की राज्य कार्यान्वयन एजेंसी (एसआईए) की सूचना के अनुसार, भरतपुर लोकसभा क्षेत्र में पीएम-कुसुम योजना के तहत घटक क के अंतर्गत 3 मेगावाट, घटक ख के अंतर्गत 1.501 मेगावाट क्षमता के 286 सोलर पंप, और घटक ग (FLS) के अंतर्गत 4.61 मेगावाट क्षमता के सौर विद्युत संयंत्र स्थापित किए गए हैं, जिनके माध्यम से 5 फीडरों और 666 ग्रिड-कनेक्टेड पंपों का सौरीकरण किया गया है।

(घ): घटक ग (फीडर स्तर सौरीकरण) के अंतर्गत हुई प्रगति के बारे में ब्यौरा पहले ही **विवरण-I** में दी जा चुकी है।

राज्यों ने सूचित किया है कि उनके राज्य में फ़ीडर-स्तरीय सौरीकरण लागू करके विद्युत खरीद की लागत में कमी, ऊर्जा की प्रति यूनिट आपूर्ति लागत में कमी, ऊर्जा की हानि में कमी और डिस्कॉम की परिचालन दक्षता में सुधार हुआ है।

विवरण-I

पीएम कुसुम योजना के तहत घटक ग (एफएलएस) और फीडरों के सौरीकरण की प्रगति

(दिनांक 28.02.2026 की स्थिति के अनुसार)

क्र.सं.	राज्य/संघ राज्य क्षेत्र	घटक-ग (एफएलएस)			
		स्वीकृत पंपों की संख्या	सौरीकृत पंपों की संख्या	स्थापित क्षमता	सौरीकृत फीडरों की संख्या
1.	आंध्र प्रदेश	2,93,587	0	0.00	0
2.	बिहार	1,40,300	0	0.00	0
3.	छत्तीसगढ़	10,523	0	0.00	0
4.	गोवा	11,000	700	1.00	1
5.	गुजरात	4,67,114	2,55,245	605.98	1,159
6.	हरियाणा	2,899	0	0.00	0
7.	कर्नाटक	7,63,588	86,827	325.69	1,851
8.	केरल	22,368	10,964	5.50	32
9.	मध्य प्रदेश	2,52,000	46,811	161.20	121
10.	महाराष्ट्र	7,75,000	7,75,000	2,847.30	2,233
11.	ओडिशा	5,223	0	0.00	0
12.	पंजाब	0	0	0.00	0

13.	राजस्थान	4,00,000	1,65,520	2,685.93	3,570
14.	तेलंगाना	0	0	0.00	0
15.	त्रिपुरा	0	0	0.00	0
16.	उत्तर प्रदेश	3,70,000	825	4.30	4
17.	पश्चिम बंगाल	0	0	0.00	0
कुल		35,13,602	13,41,892	6,636.90	8,971

विवरण-II

पीएम कुसुम के तहत प्रगति (दिनांक 28.02.2026 की स्थिति के अनुसार)

क्र. सं	राज्य का नाम	घटक-क (मेगावाट)		घटक-ख (संख्या)		घटक-ग (संख्या)				
		स्वीकृत	स्थापित	स्वीकृत	स्थापित	स्वीकृत (IPS)	स्थापित (IPS)	स्वीकृत (FLS)	स्थापित (FLS)	स्थापित (कुल)
1	अरुणाचल प्रदेश	0	0	700	699	0	0	0	0	0
2	असम	2	0	4000	1066	0	0	0	0	0
3	छत्तीसगढ़	366	7	0	0	0	0	10523	0	0
4	बिहार	0	0	0	0	0	0	140300	0	0
5	गुजरात	175	0	22792	15558	0	0	467114	255245	255245
6	गोवा	24	4	900	200	0	0	11000	700	700
7	हरियाणा	158	29.21	197655	185582	0	0	2899	0	0
8	हिमाचल प्रदेश	100	100	1270	1091	0	0	0	0	0
9	जम्मू एवं कश्मीर	0	0	5000	4154	0	0	0	0	0
10	झारखंड	0	0	86985	52607	0	0	0	0	0
11	कर्नाटक	0	0	41365	5533	0	0	763588	86827	86827
12	केरल	0	0	8	8	9448	2737	22368	10964	13701
13	लद्दाख	1	0	1400	265	0	0	0	0	0
14	मध्य प्रदेश	1400	75.1	59400	7672	0	0	252000	46811	46811
15	महाराष्ट्र	260	17	575000	512966	0	0	775000	775000	775000
16	मणिपुर	0	0	450	150	0	0	0	0	0

17	मेघालय	0	0	2735	98	0	0	0	0	0
18	मिजोरम	0	0	1700	40	0	0	0	0	0
19	नागालैंड	0	0	265	244	0	0	0	0	0
20	ओडिशा	90	0	18441	13229	0	0	5223	0	0
21	पुदुचेरी	0	0	72	0	0	0	0	0	0
22	पंजाब	0	0	18048	17879	186	25	0	0	25
23	राजस्थान	5618	597.09	144752	125711	2138	2138	400000	165520	167658
24	तमिलनाडु	3	3	5187	5176	0	0	0	0	0
25	तेलंगाना	1797	6	20000	0	28000	0	0	0	0
26	त्रिपुरा	5	0	11114	7369	3600	983	0	0	983
27	उत्तर प्रदेश	1	1	107266	67186	12000	6900	370000	825	7725
28	उत्तराखंड	0	0	3685	2379	0	0	0	0	0
29	पश्चिम बंगाल	0	0	0	0	20	4	0	0	4
30	अंडमान और निकोबार द्वीप समूह	0	0	0	0	0	0	0	0	0
31	आंध्र प्रदेश	0	0	0	0	0	0	293587	0	0
	कुल	10000	839.40	1330190	1026862	55392	12787	3513602	1341892	1354679

PROCUREMENT OF COARSE GRAINS

5293. SHRI PRABHAKAR REDDY VEMIREDDY:

SHRI G. M. HARISH BALAYOGI:

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

- the details of the quantity of coarse grains procured and value of procurement, year, State and district-wise for Andhra Pradesh especially from Nellore and Konaseema districts;
- the details of the procurement agencies involved and the number of

- procurement centres established for coarse grains in Andhra Pradesh, district-wise especially from Nellore and Konaseema districts;
- (c) the details of the storage infrastructure created/used for coarse grains, including warehouse capacity and utilization in Andhra Pradesh, district-wise and in Nellore and Konaseema districts;
- (d) whether the Government has conducted any study to assess challenges faced by States in procurement of coarse grains and if so, the details thereof; and
- (e) the details of the measures taken by the Union Government to address these challenges and strengthen the coarse grain value chain especially in Andhra Pradesh during the last five years?

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

- (a): Details are at **Statement-I**.
- (b): Procurement of coarse grain in Andhra Pradesh is done by Andhra Pradesh State Civil Supplies Corporation Limited (APSCSCL). Details of procurement centers opened during KMS 2023-24 and KMS 2024-25 are at **Statement-II**.
- (c): Details are at **Statement-III**.
- (d): No.
- (e): Following measures have been taken by the Government to increase Millets Procurement:

- i. Government of India in 2021 has revised guidelines for procurement of Coarsegrains.
- ii. Distribution period/Shelf life of millets was increased from earlier 3 months to 6-10 months.
- iii. Provision of inter-state transportation of surplus millets through FCI has been incorporated.
- iv. Increase in administrative charges on acquisition stage from 1% to 2% of MSP, to incentivise procurement of millets.
- v. Government in 2023 has expanded scope of procurement of millets by states/Union Territories by including 6 minor millets: Foxtail Millet (Kangani/Kakun), Proso Millet (Cheena), Kodo Millet (Kodo), little millet (Kutki), Buck-wheat (kuttu) and Ameranthus (Chaulai) under Minimum Support Price (MSP) scheme on the MSP of Ragi for next three years (from 2023).

STATEMENT-I

Details of district-wise procurement of coarse grains in Andhra Pradesh

S. No.	District	Season	Procured Quantity (in MTs)	Amount (in Crore)
1	Nandyala	KMS 2023- 24	19,640	62.46
2	YSR Kadapa		2,202	7.00
3	Ananthapuramu		1,524	4.85
4	Kurnool		1,099	3.50

5	Sri Satya Sai	(Kharif)	183	0.73
6	PVP Manyam		8	0.70
7	ASR		185	0.03
Total			24,842	79.27
1	Nandyala	KMS 2023-24 (Rabi)	2,246	7.14
2	Ananthapuramu		1,413	4.49
3	YSR Kadapa		1,244	3.96
Total			4,903	15.59
1	Nandyala	KMS 2024-25 (Rabi)	27,097	91.34
2	Ananthapuramu		4,567	15.40
3	Kurnool		1,994	6.72
4	SPSR Nellore		912	3.08
5	YSR Kadapa		831	2.80
Total			35,402	119.34
Grand Total			65,146	214.20

Jowar:

Note: No procurement of Jowar in 2024-25 (Kharif) and in 2025-26 (Kharif)

Ragi:

S. No.	District	Season	Procured Quantity (in MTs)	Amount (in Crore)
1	Sri Satya Sai	KMS 2023-	183	0.73

2	PVP Manyam	24	8	0.70
3	ASR	(Kharif)	185	0.03
Total			376	1.46
1	Sri Satya Sai	KMS 2024-	190	0.81
2	ASR	25	129	0.55
		(Kharif)		
Total			319	1.36
1	Sri Satya Sai	KMS 2024-	735	3.15
2	Srikakulam	25	84	0.36
3	Visakhapatnam	(Rabi)	83	0.36
Total			902	3.87
Grand Total			1597	6.69

Note: No procurement of Ragi in 2023-24 (Rabi) and in 2025-26 (Kharif)

No procurement of coarsegrains in Konaseema district.

STATEMENT-II

Name of the Agency: Andhra Pradesh State Civil Supplies Corporation Limited (APSCSCL).

Details of procurement centers opened for procurement of coarse grains during KMS 2023-24 and KMS 2024-25 are as under:

Kharif 2023-24 :

S.No.	District	No. of Procurement Centres
1	Alluri Sitharama Raju	22
2	Ananthapuramu	11
3	Kurnool	12
4	Nandyal	111
5	Parvathipuram Manyam	1
6	Sri Satya Sai	52
7	Y.S.R. Kadapa	35
Total		244

Rabi 2023-24

S.No.	District	No. of Procurement Centres
1	Ananthapuramu	9
2	Nandyala	22
3	Y.S.R. Kadapa	29
Total		60

Kharif 2024-25 :

S.No.	District	No. of Procurement Centres
1	Alluri Sitharama Raju	5
2	Sri Satya Sai	28
Total		33

Rabi 2024-25 :

S.No.	District	No. of Procurement Centres
1	Ananthapuramu	19
2	Kurnool	20
3	Nandyala	110
4	Sri Potti Sriramulu, Nellore	6
5	Sri Satya Sai	69
6	Srikakulam	1
7	Visakhapatnam	1
8	Y.S.R. Kadapa	19
Total		245

STATEMENT-III

Details of Buffer Godowns hired by APSCSCL for storage of coarsegrains are as under:

S. No.	District	Name of the Godown	Capacity hired (in MTs)	Utilized Capacity (in MTs)
1	Nandyala	CWC-Nandyala	6800	6800
2		AP SWC (HG) SSRFW, Gopavaram	1256	1256
3		SWC-Nandikotkur	5000	5000
4		PVSR Rural Farmers Warehouse	6000	6000
5		AVR Rural Farmers Warehouse	3600	3600
6		AMC-Allagadda	5600	5600
		Total	28,256	28,256

NUCLEAR POWER PROJECTS**5294. SHRI KALYAN BANERJEE:**

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

- (a) the present status of various nuclear power projects based on pressurized heavy water reactors (phwrs), fast breeder reactors (fbrs), pressurized water reactors (pwrs) and fuel cycle facilities which are under construction and commission with power supply capacity;
- (b) whether it is a fact that eastern India has no atomic power project even

though Odisha, Jharkhand and West Bengal has vast reserve of thorium;
and

- (c) the reasons for not setting up such power projects even though sufficient land has been provided to the Nuclear Power Corporation of India (NPCIL) by West Bengal Government for setup VVER-1000 power reactors thereof?

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

(a): Presently five PHWRs with a capacity of 3500 MW are under construction and eight with a capacity of 5600 MW are under pre-project activities. Four PWRs with a total capacity of 4000 MW are under construction. These projects are at various stages and are scheduled to be progressively completed by 2031-32.

BHAVINI is currently commissioning a 500 MWe Prototype Fast Breeder Reactor (PFBR) project at Kalpakkam, Tamil Nadu.

Two integrated nuclear recycle facilities namely INRP, Tarapur and FRFCF, Kalpakkam are under construction with provisions for reprocessing, waste management and fuel fabrication for Pressurised Heavy Water Reactor

(PHWR) and Fast Breeder Reactor (FBR) spent fuels respectively.

A project “NFC Kota” is in the final stages of commissioning / completion at Rawathbhata, Rajasthan with a capacity to manufacture 500 TPY fuel bundles for 700 MWe PHWR type Nuclear reactors.

(b): There are presently no nuclear power plants located in the states of Odisha, Jharkhand and West Bengal.

(c): The site at Haripur in West Bengal was accorded ‘in principle’ approval by the Government in 2009 and designated for setting up six units of 1000 MW (nominal Capacity) in cooperation with Russian Federation. The land acquisition for the project has not been initiated by the state government yet. Hence, the construction of the project could not be commenced.

MMTS TRAINS FROM SECUNDERABAD TO GHATKESAR

5295. SHRI EATALA RAJENDER:

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

- (a) whether the Government is aware that there are only a few MMTS (Multi-Modal Transport System) trains that travel from Secunderabad to Ghatkesar via Cherlapally in Hyderabad and if so, the details thereof;
- (b) whether it is a fact that due to less number of frequency on the said route, the passengers are facing various difficulties in catching the trains from Cherlapally to various destinations due to the renovation and repair work being undertaken in Secunderabad railway station and sometimes many passengers are unable to catch their trains on time as there is no proper

connectivity to reach Cherlapally railway station as many trains are now being operated from Cherlapally and if so, the details thereof; and

- (c) the details of the steps taken/being taken by the Government to increase the frequency of MMTS trains by at least running one train for every one hour from Secunderabad to Ghatkesar vice versa via Cherlapally so that it can be useful to the passengers to catch the trains from Cherlapally railway station?

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

(a) to (c): MMTS (Multi-Modal Transport System) train services are presently operated in the Hyderabad sub-urban section, including the corridor between Secunderabad Station and Ghatkesar Station via Charlapalli Station. The train services on this section are operated based on operational feasibility, availability of paths, traffic demand, availability of required rolling stock etc.

At present, 08 MEMU and Express train services are catering to the needs of Secunderabad-Charlapalli-Ghatkesar sector. These are listed below:

SN	Train No. & Name
1	17645 Secunderabad - Repalle Express
2	17646 Repalle-Secunderabad Express
3	17659 Secunderabad -Bhadrachalam Road Express
4	17660 Bhadrachalam Road-Secunderabad Express

5	67761 Secunderabad - Warangal MEMU
5	67762 Warangal-Secunderabad MEMU
7	67763 Secunderabad - Kazipet MEMU
8	67764 Kazipet-Secunderabad - MEMU

Further, Secunderabad - Charlapalli is served by 39 train services while Charlapalli-Ghatkesar sector is served by 08 train services as listed below:

List of trains between Secunderabad and Charlapalli:

SN	Train No & Name
1	12705 Guntur -Secunderabad Express
2	12706 Secunderabad- Guntur Express
3	12713 Vijayawada -Secunderabad Express
4	12714 Secunderabad-Vijayawada Express
5	12735 Charlapalli-Yesvantpur Express
6	12736 Yesvantpur-Charlapalli Express
7	12745 Secunderabad -Manuguru Express
8	12746 Manuguru-Secunderabad Express
9	12757 Secunderabad -Sirpur Kagaznagar Express
10	12758 Sirpur Kagaznagar -Secunderabad Express
11	12805 Visakhapatnam-Lingampalli Express
12	12806 Lingampalli- Visakhapatnam Express
13	17011 Hyderabad-Sirpur Kagaznagar Express

14	17012 Sirpur Kagaznagar-Bidar Express
15	17013 Hadapsar-Kazipet Express
16	17014 Kazipet-Hadapsar Express
17	17201 Guntur -Secunderabad Express
18	17202 Secunderabad-Guntur Express
19	17205 Sainagar Shirdi-Kakinada Port Express
20	17206 Kakinada Port-Sainagar Shirdi Express
21	17207 Sainagar Shirdi-Machilipatnam Express
22	17208 Machilipatnam-Sainagar Shirdi Express
23	17233 Secunderabad -Sirpur Kagaznagar Express
24	17234 Sirpur Kagaznagar -Secunderabad Express
25	17321 Vasco Da Gama-Jasidih Express
26	17322 Jasidih-Vasco Da Gama Express
27	17645 Secunderabad -Repalle Express
28	17646 Repalle-Secunderabad Express
29	17659 Secunderabad -Bhadrachalam Rd Express
30	17660 Bhadrachalam Rd-Secunderabad Express
31	18519 Visakhapatnam-Lokmanya Tilak(T) Express
32	18520 Lokmanya Tilak(T)-Visakhapatnam Express
33	20629 Secunderabad -Thiruvananthapuram Central Express
34	20630 Thiruvananthapuram Central-Secunderabad

	Express
35	67761 Secunderabad -Warangal MEMU
36	67762 Warangal-Secunderabad MEMU
37	67763 Secunderabad -Kazipet MEMU
38	67764 Kazipet-Secunderabad MEMU
39	17626Repalle-Vikarabad Express

List of trains between Charlapalli and Ghatkesar:

SN	Train No & Name
1	67761 Secunderabad -Warangal MEMU
2	67762 Warangal - Secunderabad MEMU
3	17645 Secunderabad -Repalle Express
4	17646 Repalle- Secunderabad Express
5	17659 Secunderabad-Bhadrachalam Express
6	17660 Bhadrachalam -Secunderabad Express
7	67763 Secunderabad -Kazipet MEMU
8	67764 Kazipet-Secunderabad MEMU

To facilitate the on-going redevelopment and modernization works at Secunderabad Station, train services are temporarily being regulated. However, all efforts are made to ensure that passenger inconvenience is minimised due to the above regulations.

उत्तर प्रदेश में हरित ऊर्जा गलियारा

5296. श्री देवेश शाक्य:

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

- (क) क्या हरित ऊर्जा गलियारे में उत्तर प्रदेश के एटा और कासगंज जिले शामिल हैं और यदि हां, तो अनुमोदित पारेषण लाइनों का किलोमीटर में ब्यौरा क्या है और उनके संस्थापित या अनुमोदित उपकेन्द्रों की क्षमता कितनी है;
- (ख) उक्त परियोजनाओं के लिए अब तक स्वीकृत, जारी की गई और उपयोग की गई निधि का ब्यौरा क्या है और इसमें कितने प्रतिशत भौतिक प्रगति हुई है;
- (ग) क्या कार्य निर्धारित समय-सीमा के अनुसार प्रगति पर है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और
- (घ) क्या उक्त योजना से एटा और कासगंज जिलों में नवीकरणीय ऊर्जा के ग्रिड एकीकरण और विद्युत आपूर्ति की गुणवत्ता में सुधार हुआ है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): नवीन और नवीकरणीय ऊर्जा मंत्रालय (MNRE) उत्तर प्रदेश राज्य में इंटरा-स्टेट ग्रीन एनर्जी कॉरिडोर चरण-II योजना को कार्यान्वित कर रहा है। तथापि, इस योजना में उत्तर प्रदेश के एटा एवं कासगंज जिलों में कोई स्वीकृत परियोजना नहीं है।

(ख), (ग) और (घ): प्रश्न नहीं उठता।

SOLAR CAPACITY UNDER PM-KUSUM

5297. SHRI VARUN CHAUDHRY:

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

- (a) the solar capacity achieved under Pradhan Mantri-Kisan Urja Suraksha

- evam Utthaan Mahabhiyan (PM-KUSUM) vis a vis the target of 35 GW;
- (b) the achievements made under Grid connected solar power plants and grid connected solar pumps and the reasons for low achievements along with the measures being taken by the Government to improve the situation;
- (c) whether there is any proposal under consideration to include solar pumps with capacities above 7.5 HP under the PM-KUSUM and if so, the details thereof and if not, the reasons therefor; and
- (d) the achievements under grid connected solar power plants and grid connected solar pumps in the State of Haryana along with the set targets?

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

(a): The Government has launched PM-KUSUM scheme in March 2019, which has been scaled-up in January 2024 and aims to add capacity of 34.8 GW. As on 28.02.2026, as reported by state implementing agencies (SIAs), a total of 12.164 GW capacity has been installed under the scheme.

(b): PM KUSUM progress under Grid connected solar power plants and grid connected solar pumps, as on 28.02.2026 is as follows:

Component	Sanction	Installation	Eq MW
A (MW)	10,000	839	839
C (no of pumps)	35,68,994	13,54,679	6,702

Despite initial setbacks due to COVID-19 pandemic and supply chain disruptions, the scheme has picked up as the Ministry has taken proactive steps and issued simplified and comprehensive revised guidelines in January 2024. Currently all the targets are fully subscribed. With the gestation period of 18 months from the date of LOA, it is expected that most of the capacities will come in year 2026.

(c): Installation/ solarization of agriculture pumps of capacity higher than 7.5 HP is allowed under Component-B and Component C(IPS) of PM KUSUM scheme. However, the Central Financial Assistance (CFA) is limited to the CFA applicable for pumps of 7.5 HP. Besides, in North-Eastern region (NER); Hilly region (Jammu & Kashmir, Ladakh, Uttarakhand and Himachal Pradesh) and Islands (Andaman & Nicobar, Lakshadweep), the CFA is available for pump capacity up to 15 HP, however the CFA for pumps up to 15 HP is restricted to 10% of total installations.

(d): The progress under Grid connected solar power plants and grid connected solar pumps, in the state of Haryana, as on 28.02.2026 is as follows:

Component		Sanction	Installation	Eq MW
A (MW)		158	29.21	29.21
C (no of pumps)		2899	0	0

**GREEN ENERGY CORRIDOR PHASE – III PROJECT IN ANDHRA
PRADESH**

5298. SHRI APPALANAIDU KALISETTI:

DR. BYREDDY SHABARI:

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

- (a) whether a proposal for the Green Energy Corridor Phase-III project in Andhra Pradesh intended to evacuate renewable energy from solar and pumped storage plants to the State grid has been submitted to the Central Electricity Authority (CEA) or Ministry;
- (b) if so, the details of date of submission and the details of the proposed transmission capacity (MW), line length (km) and number of sub-stations;
- (c) whether the proposal has received any approval or clearance and if not, the reasons for delay;
- (d) whether funds have been sanctioned or allocated for the project at this stage and if so, the details thereof; and
- (e) the expected timeline for approval, commencement and completion once the proposal is accepted?

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

(a) and (b): Intra State Transmission Proposals, including from the State of Andhra Pradesh, have been submitted by State Transmission Utilities (STUs) to Central Electricity Authority (CEA) for consideration under Intra State Green

Energy Corridor (GEC)-III Scheme. Proposal of Andhra Pradesh was submitted by Transmission Corporation of Andhra Pradesh Limited (APTRANSCO) to CEA vide letter dated 27.12.2024. This proposal includes construction of 7,872 ckm of transmission lines and five number of 400 KV substations with 9,500 MVA capacity. This transmission system is expected to evacuate 11 GW Solar and supports 7.37 GW Pumped Storage Plant (PSP).

(c) to (e): The proposals submitted by various State Transmission Utilities (STUs) for consideration under GEC-III scheme, have been technically scrutinized and vetted by CEA and forwarded to this Ministry which is under consideration.

TELECOM BLACK SPOTS ON NATIONAL HIGHWAYS

5299. DR. SAMBIT PATRA:

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

- (a) whether the Government has conducted any study to detect the number of telecom black spots on National Highways where mobile networks are missing and if so, the details thereof, State- wise/UT-wise; and
- (b) the measures undertaken by the Government to resolve the issue of telecom black spots on National Highways?

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

- (a): No specific study for identifying mobile coverage gaps along National

Highways across the country has been done by the Department of Telecommunications (DoT). However, in a specific case, National Highways Authority of India has reported few cases of mobile coverage gaps in the country. Upon which, 135 blackout locations along National Highways have been identified by DoT field units. State-wise details are attached as **Statement**.

(b): Government through Digital Bharat Nidhi (DBN) had undertaken several mobile projects for provision of mobile coverage to the uncovered villages across the country and also along the National Highways across the North Eastern States (Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Tripura) and union territory of Andaman & Nicobar Islands. 333 mobile towers have been commissioned for provision of mobile services along the National Highways across the North Eastern States and union territory of Andaman & Nicobar Islands.

STATEMENT

Blackout locations along National Highways

S.N.	Name of State	No. of Blackout stretches identified by DoT field units
1	Andhra Pradesh	22
2	Assam	3
3	Bihar	0
4	Chhattisgarh	0

5	Gujarat	4
6	Himachal Pradesh	3
7	Jharkhand	5
8	Karnataka	36
9	Madhya Pradesh	7
10	Maharashtra	6
11	Meghalaya	4
12	Odisha	6
13	Rajasthan	23
14	Tamil Nadu	3
15	Telangana	8
16	Uttar Pradesh	2
17	Uttarakhand	3
Total		135

NATIONAL MONETISATION PIPELINE (NMP) 2.0

5300. SHRI SHRIRANG APPA CHANDU BARNE:

SHRI VISHALDADA PRAKASHBAPU PATIL:

SHRI NARESH GANPAT MHASKE:

DR. SHRIKANT EKNATH SHINDE:

SHRI ATUL GARG:

SHRIMATI BHARTI PARDHI:

SHRI RAVINDRA DATTARAM WAIKAR:

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

- (a) whether the Government has launched the National Monetisation Pipeline (NMP) 2.0 for the period FY 2026-2030 to monetise public infrastructure assets and if so, the details thereof and if not, the reasons therefor;
- (b) the total monetisation target under NMP 2.0 and the key infrastructure sectors identified particularly in the States of Maharashtra and Madhya Pradesh;
- (c) whether the programme aims to attract private investment and improve asset utilisation efficiency and if so, the details thereof and if not, the reasons therefor;
- (d) the details of institutional mechanism established for transparent implementation and monitoring; and
- (e) the details of expected impact on infrastructure development, fiscal sustainability and long-term economic growth?

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

(a) and (b): The Union Budget 2025–26 announced the launch of NMP 2.0 to plough back Rs. 10 lakh crore to further accelerate infrastructure creation in the country. Accordingly, the National Monetisation Pipeline 2.0 (NMP 2.0) was launched on February 23, 2026.

NMP 2.0 estimates an aggregate monetisation potential of Rs. 16.72

lakh crore, including private sector investment of Rs. 5.8 lakh crore, through the monetisation of core assets of the Central Government over the five-year period from FY 2026 to FY 2030.

In terms of annual phasing by value, assets with indicative values (in Rs. lakh crore) of around 2.49, 3.26, 3.46, 3.68, and 3.81 are envisaged to be rolled out in FY26, FY27, FY28, FY29, and FY30 respectively.

The sectors included, along with their indicative asset values (in Rs. lakh crore) are around: highways (including Multi-Modal Logistic Parks (MMLPs) and ropeways) – 4.42; railways – 2.62; power – 2.76; petroleum and natural gas – 0.16; civil aviation – 0.27; ports – 2.63; warehousing and storage – 0.10; urban – 0.52; coal – 2.16; mines – 1.0; telecom – 0.048; and tourism – 0.012.

The details of the assets to be monetised under NMP 2.0 are not maintained on state-wise basis.

(c) to (e): Asset monetisation is expected to generate upfront as well as future revenue streams, which provide additional capital for new infrastructure development. Further, NMP includes projects with private sector investment of Rs. 5.8 lakh crore enabling accelerated infrastructure development. NMP enables the recycling of productive public assets, thereby unlocking resources for reinvestment in new projects and capital expenditure.

The Projects under NMP are governed by the respective contracts which broadly include frameworks to ensure efficient delivery of services and improved asset utilisation.

A Core Group of Secretaries on Asset Monetisation under the

chairmanship of the Cabinet Secretary monitors the progress of Asset Monetisation programme.

NMP 2.0, by enabling capital recycling and attracting private sector investment, is expected to result in higher capital expenditure on infrastructure creation and have a direct positive impact on the country's economic growth.

GENERATIVE ARTIFICIAL INTELLIGENCE

5301. SHRI P. C. MOHAN:

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

- (a) whether the Government has taken steps to promote and support startups working in Generative Artificial Intelligence (GenAI) and related technologies;
- (b) if so, the details of funding incubation and research support programmes launched under Digital India, MeitY Startup Hub or other national innovation missions;
- (c) whether Bengaluru, being India's leading technology and innovation hub has been identified for special GenAI incubation clusters or research centres and if so, the details thereof;
- (d) the number of Artificial Intelligence (AI) or GenAI startups currently operating in Bengaluru and the support extended to them; and
- (e) the future plans to strengthen India's global leadership in AI innovation while ensuring responsible and ethical use of Generative AI technologies?

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

(a) to (e): India's AI strategy is based on the Hon'ble Prime Minister's vision to democratize the use of technology. It aims to address India centric challenges, create economic and employment opportunities for all Indians. Government is committed to harnessing the power of Artificial Intelligence (AI) for the good of our people in sectors like healthcare, agriculture and education while mitigating risks associated with AI deployment.

Towards this goal, Government of India approved the IndiaAI Mission in March 2024, the. Various initiatives have been undertaken under IndiaAI mission, outlined as follows:

Development of India's Sovereign Models

Government is supporting Twelve (12) foundational models under the AI Mission. Models developed by Sarvam AI, BharatGen, Gnani and Socket were launched during the IndiaAI Impact Summit 2026.

These models represent important progress in building India's own AI capabilities tailored to local languages and use-cases.

Promoting Indian start-ups to get global opportunities:

The IndiaAI Startups Global program was launched in collaboration with Station F (Paris) and HEC Paris. Under this program, 10 Indian AI startups have been selected and supported to expand into the European market.

Details are at **Statement-I**.

It supports Indian AI startups in accessing global innovation ecosystems and expanding into international markets. These startups are already developing innovative solutions across sectors such as governance, smart cities, document intelligence, and enterprise automation.

Their work highlights the growing maturity of India's AI startup ecosystem and its ability to build practical, deployment-ready solutions.

Development of AI Applications:

Further, under the IndiaAI Mission, thirty (30) applications have been selected focusing on India-specific problems. These applications belong to critical sectors notably agriculture, health, climate change and natural disaster. Details are at **Statement-II**.

Collaboration with other departments/ministries:

Sector-specific hackathons and innovation challenges have also been organised with the Indian Cyber Crime Coordination Centre (I4C), the Geological Survey of India, Ministry of Ayush, Ministry of MSME, NFRA and National Cancer Grid (NCG) to further encourage focused AI solution development.

From these hackathons and innovation challenges, 10 startups have been identified for scaling up the solutions.

Strengthening AI research ecosystem in India

Government is developing an extensive AI talent and research pipeline by supporting 500 PhD fellows, 5,000 postgraduates and 8,000 undergraduates.

27 IndiaAI Data and AI Labs have been established in Tier-2 and Tier-3 cities through NIELIT to conduct coursework in AI, data curation, annotation, cleaning and applied data science

543 ITIs and Polytechnics across all States/UTs have been approved to set up additional IndiaAI Data and AI Labs

More than 250 fellowships have already been awarded under the programme to promote high-quality research in Artificial Intelligence

AI Centre of Excellence

Government is establishing Artificial Intelligence Centres of Excellence (AI-CoEs) across States and Union Territories in a collaborative model State/UTs and Industry Partners. These CoEs aims to nurture skilled professionals through targeted talent development programs in emerging tech domains.

In addition, 7 Centres of Excellence have been established in emerging technology domain including Gaming/ VFX, AR/VR, Blockchain, IoT at different geographical locations. Details of these CoEs are placed at **Statement-III**.

Responsible and safe AI:

Various initiatives have been taken to promote responsible and ethical AI across multiple sectors especially on governance and education. Details are as follows:

- Establishment of IndiaAI Safety Institute for AI safety, security, and developing trust with diverse stakeholders.
- Diverse stakeholders including academia, startups, industry & government bodies engage through a hub-and-spoke model.

- 13 Responsible AI Projects are underway covering Machine Unlearning, AI Bias Mitigation, Privacy-Enhancing Tools, AI Governance Testing, etc. (Details in **Statement-IV**.)

STATEMENT-I

The final list of 10 Startups for the IndiaAI Startups Global Program - Paris:

Sr. No.	Startup Name	Area of Work
1	PrivaSapien Technologies	Responsible AI with privacy engineering and privacy-enhancing technologies
2	CoRover.ai	Conversational Gen AI platform for contextual, domain-specific human-like responses
3	Staqui Technologies (Jarvis)	AI-powered audio-video analytics for surveillance, security, and governance
4	SatSure Analytics	Earth Observation using satellite imagery and AI for decision intelligence
5	Storyvord	AI-based video content generation from product URLs and brand context
6	VolarAlta	Drone-based AI solutions for industrial inspections
7	Smartail	AI-powered edtech platform for immersive learning and real-time

		assessment
8	Secure Blink	AI-driven cybersecurity with proactive DevSecOps posture management
9	NeuroPixel.AI	AI-enabled ultra-fast image editing for fashion and e-commerce
10	Voicing AI	Agentic AI platform for enterprise-grade intelligent voice agents

STATEMENT-II

The details of shortlisted AI solution under IndiaAI Application

Development Initiative are as under:

Sl. No.	Name of the Solution	Solution Description	Theme
1	Promoting regenerative agriculture practices for a sustainable future using AI	In-house developed MRV (Measurement, Reporting, and Verification) technology designed to ensure the integrity and quality of generated carbon credits.	Agriculture
2	Krishi Sah'Al'yak - Farming Co-pilot	AI-powered conversational co-pilot to provide personalized advisory to farmers in Indic	Agriculture

		languages	
3	Kadalcompass - We Amplify the voice of water using Hydro-AI, Underwater com, IoT with Sensor Network	5G-enabled device that transforms fishing practices using AI, IoT, and advanced communication technologies	Agriculture
4	KissanCopilot Multilingual Multimodal personalized AI Assistant for small holder farmers	Powered by Dhenu's vertical LLM for agriculture, provides personalized agricultural advisory services to smallholder farmers.	Agriculture
5	Rapid, chemical-free soil testing solution using NIR Spectroscopy & AI/ML models	End-to-end soil testing approach leverages an offline app, AI-powered spectral device, and ML models to deliver timely, chemical-free soil analysis.	Agriculture
6	AI deep-tech driven quality assessment of Maize	SAAS platform to provide objective quality assessment of maize including price estimation & sales pipelining.	Agriculture

7	AI-Driven Live Fish Logistics and Mortality Reduction in Aquaculture	AI-driven solution that optimizes aquaculture operations	Agriculture
8	QScan	AI-powered IoT solution that captures critical data throughout the fresh produce lifecycle, providing real-time analysis of food quality and actionable insights to sellers.	Agriculture
9	Heatwave Resilience: Integrating AI-based Advanced Forecasting for Extreme Heat Events	Integrates AI-based climate forecasting with health data to develop a targeted risk classification system for heat-health impacts	Climate
10	Multi-Hazard Susceptibility Mapping	hazard management system to predict Landslides, Debris Flows and Flash Floods	Climate
11	DeepFlood: Rapid flood inundation mapping using Vision Transformers and	Advanced flood inundation mapping tool using SAR data and deep learning models for real-time, automated flood	Climate

	Satellite Data	detection	
12	Moskeet: Climate impact on mosquito-borne diseases	AI-powered platform integrates real-time climate data with mosquito tracking to predict and prevent disease outbreaks.	Climate
13	End to End AI Cloud Platform for Radiology Diagnosis	AI cloud platform for radiology diagnosis, integrating innovative technologies such as CV, GenAI, NLP, Dicom, mobile, and cloud computing	Healthcare
14	NIDAAN (iNtegrated lung health screening & tuberculosis Detection through Ai At National scale)	qXR, an advanced AI tool for interpreting chest X-rays (CXR), detects & localizes 30+ findings.	Healthcare
15	Impactful AI solution, preventing preventable blindness, for socio-economic transformation.	early detection of vision threatening retinal abnormalities	Healthcare

16	AI Powered Wearable Technology for Detection & Diagnosis of Musculoskeletal Joint Health Pain.	AI Enabled Hardware Platform for Joint Pain Diagnostics and Rehabilitation Segments of Healthcare	Healthcare
17	VoxelBox	Neuro-informatics platform that allows to map the functional maps / connectomics of the human brain	Healthcare
18	Development of Ocellux: An AI-Based Solution for Enhanced Early Diabetic Eye Screening in INDIA.	Portable, affordable and highly accessible retina imaging device powered by AI for early detection of eye diseases like Diabetic Retinopathy, AMD & Glaucoma	Healthcare
19	Revolutionizing healthcare using doctor-led AI	AI-powered personal doctor available 24x7 and free of cost, designed to assist people when they are sick, monitor their health through wearables, and act as a health coach to prevent diseases.	Healthcare

20	AI/ML enabled MafPro device platform for cancer staging, localization, and margins.	MafPro handheld detector provides a radiation-free, non-invasive, safe and cost-effective solution that can reliably detect and adequately evaluate metastases in lymph nodes using AI/ML based algorithms	Healthcare
21	Readabled (Online Dyslexia Training)	web-based application designed to help children with dyslexia improve phonetic awareness through interactive exercises.	Learning disabilities
22	Voice fusion AI	AI application to provide assistive support to individuals with SLDs in multiple Indian languages	Learning disabilities
23	ScreenPlay - a digital game based screening tool for autism and related disorders.	Digital, game-based screening tool designed to identify children aged 3 to 6 who may be at risk for autism or related developmental conditions	Learning disabilities

24	Jiveesha	AI-powered diagnostic platform for early detection of SLDs	Learning disabilities
25	Adaptive Learning and Detection for SLDs	Advanced AI techniques to detect Specific Learning Disabilities (SLDs) such as dyslexia, dysgraphia, and dyscalculia.	Learning disabilities
26	Special Educator AI	AI-driven system designed to address India's shortage of special educators and support children with SLDs.	Learning disabilities
27	ConvoZen.AI by NoBroker Technologies	AI-powered conversational platform that automates customer engagement across channels like chat, voice, email, and social media, offering fast, personalized, and multilingual support.	Governance
28	AI contact center	AI-powered technologies like machine translation, NLP, ASR and TTS, and multilingual voice recognition to enhance	Governance

		governance by improving communication and accessibility across India's linguistic diversity	
29	Adalat AI: AI solutions for Courts	AI-powered platform provides real-time multilingual transcription, translation, live case flow management, and WhatsApp chatbots to streamline courtroom operations	Governance
30	Gov.Civis.Vote	AI-powered Digital Public Infrastructure designed to transform public consultations in India by making citizen engagement more inclusive, scalable, and comprehensive	Governance

STATEMENT-III**Details of the Centres of Excellence (CoEs) operational in Emerging Technologies**

Sr. No.	Name of the CoEs	Partnership
1	Gaming, VFX, Computer Vision & AI at Hyderabad	Govt. of Telangana, IIT Hyderabad, IIIT Hyderabad, Qualcomm, Hyderabad gaming associations such as Hyderabad Software Enterprises Association (HYSEA) and Telangana VFX, Animation and Gaming Association (TVAGA)
2	Virtual Augmented Reality (VAR) CoE at Bhubaneswar	Govt. of Odisha and IIT Bhubaneswar
3	Blockchain CoE at Gurugram	Govt. of Haryana, IBM and PadUp Ventures
4	Centre of Excellence – IoT, Gurugram, Haryana	NASSCOM
5	Centre of Excellence – IoT, Gandhinagar, Gujarat	NASSCOM
6	Centre of Excellence – IoT, Bengaluru, Karnataka	NASSCOM
7	Centre of Excellence – IoT, Vishakhapatnam, Andhra Pradesh	NASSCOM

STATEMENT-IV

**The details of the selected projects under “Safe & Trusted AI” Pillar are
as under:**

NAME OF THE THEME	SELECTED APPLICANT	TITLE OF THE PROJECT
Machine Unlearning	IIT Jodhpur	Machine Unlearning in Generative Foundation Models
Synthetic Data Generation	IIT Roorkee	Design and Development of Method for Generating Synthetic Data for Mitigating Bias in Datasets; and Framework for Mitigating Bias in Machine Learning Pipeline for Responsible AI
AI Bias Mitigation Strategy	National Institute of Technology Raipur	Development of Responsible Artificial Intelligence for Bias Mitigation in Health Care Systems
Explainable AI Framework	DIAT Pune and Mindgraph Technology Pvt. Ltd.	Enabling Explainable and Privacy Preserving AI for Security

Privacy Enhancing Strategy	IIT Delhi, IIIT Delhi, IIT Dharwad and Telecommunication Engineering Center (TEC)	Robust Privacy-Preserving Machine Learning Models
AI Ethical Certification Framework	IIIT Delhi and Telecommunication Engineering Center (TEC)	Tools for assessing fairness of AI model
AI Algorithm Auditing Tool	Civic Data Labs	ParakhAI - An open-source framework and toolkit for Participatory Algorithmic Auditing
AI Governance Testing Framework	Amrita Vishwa Vidyapeetham and Telecommunication Engineering Center (TEC)	Track-LLM, Transparency, Risk Assessment, Context & Knowledge for Large Language Models
Deepfake Detection Tool	IIT Jodhpur (CI) & IIT Madras	Saakshya: Multi-Agent, RAG-Enhanced Framework for Deepfake Detection and Governance
	IIT Mandi & Directorate of Forensic Services, Himachal Pradesh	AI Vishleshak: Improving Audio-Visual Deepfake Detection and Handwritten

		Signature Forgery Detection with Adversarial Robustness, Explainability & Domain Generalization
	IIT Kharagpur	Real-Time Voice Deepfake Detection System
Bias Mitigation	Digital Futures Lab & Karya	Evaluating Gender Bias in Agriculture LLMs- Creating Digital Public Goods (DPG) for Benchmarking and Fair Data Work
Penetration Testing & Evaluation	Globals ITES Pvt Ltd & IIIT Dharwad	Anvil: Penetration Testing & Evaluation Tool for LLM and Generative AI

DISTRIBUTION OF FORTIFIED RICE UNDER PDS

5302. SHRI PRADEEP PUROHIT:

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

- (a) whether the Government is aware of the fact that fortified rice is being distributed to beneficiaries under the Public Distribution System (PDS) to

address deficiencies of vitamins and minerals and if so, the details thereof;

- (b) whether it has come to the notice of the Government that a large number of beneficiaries avoid consuming this fortified rice due to its different appearance, either use it for other purposes or discard it as waste and if so, the details thereof;
- (c) the total amount of money spent by the Government on the distribution of fortified rice during the last three years and the steps being taken by the Government to ensure that the nutritional benefits of this scheme actually reach the beneficiaries; and
- (d) whether the Government has undertaken any public awareness or sensitization programmes to educate people about the health benefits of fortified rice and to prevent wastage of public funds and if so, the details thereof?

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

(a): Yes sir, to achieve uniform nutritional impact of fortified rice among the targeted population, the Government of India is supplying fortified rice through all food safety net schemes. The Rice Fortification Initiative aims to provide fortified rice enriched with essential micronutrients such as iron, folic acid, and vitamin B12 to tackle micronutrient deficiencies, particularly anemia.

(b): No such report has come to the notice of the Department of Food &

Public Distribution (DFPD).

A formative research study by Indian Council of Medical Research - National Institute of Nutrition (ICMR-NIN) has identified that a few beneficiaries mistake floating Fortified Rice Kernels (FRKs) for contaminants, chaff or debris. This leads to the physical removal and discarding of the fortified kernels by them during pre-cooking.

(c) and (d): Food subsidy is released for distribution of foodgrains (Wheat, Rice and Coarse grains), no commodity wise food subsidy released is maintained by DFPD. The total food subsidy released for distribution of foodgrains (including fortified rice) for the last three years is as under:

S.No.	Financial Year	Amount (in Rs. Crore)
1	2022-23	272501.69
2	2023-24	211394.39
3	2024-25	199499.67

To educate people about the benefits of fortified rice, various State Governments were requested to organize programmes to create awareness on benefits of fortified rice and its positive impact on nutritional security in the tribal areas of the country. Besides, various workshops were held at Divisional/Regional Office level by FCI to sensitize the stakeholders about the nutrition related benefits of fortified rice.

Information, Education, Communication (IEC) materials were also shared by DFPD with States/UTs for their dissemination for spreading

awareness about it. A provision of Administrative/ Contingency Cost which inter-alia includes IEC and Capacity Building to the tune of Rs. 5.00 lakh per district was made, which was to be borne by the Government of India, during the implementation of rice fortification initiative in Phase-II and Phase-III.

REGULATION OF PRIVATE OPERATORS IN NUCLEAR SECTOR

5303. SHRI VIJAY KUMAR DUBEY:

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

- (a) the manner in which the Government plans to regulate private entities now permitted to operate nuclear plants and the safety protocols established for these partnerships;
- (b) the reason for the shift to an 'exclusive operator liability' model and the manner in which it align with international nuclear conventions; and
- (c) whether the Government has received any formal proposals from domestic private firms for setting up captive nuclear power units following the passage of the Act and if so, the details thereof?

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

(a) : The SHANTI Act, 2025 has been enacted for the promotion and development of nuclear energy and ionising radiation for nuclear power generation, and other non-power applications, and for its safe and secure utilisation. The SHANTI Act allows private sector participation for setting up a nuclear facility, or to carry out activities for the production, use and disposal of nuclear energy under a license from the Central Government and Safety Authorization of the Regulatory Board, the terms and conditions of which will allow the effective control and regulation of the Government and Safety Regulator.

The framing of Rules & Regulations under the SHANTI Act, 2025 are in progress, and they will provide the implementing provisions for effective regulation of the operation of NPP including safety protocols to be followed.

(b) : The liability for nuclear damage is based on no-fault liability and prompt compensation. The SHANTI Act aligns India's nuclear liability regime with the international liability regime. The operator's liability for nuclear damage has been graded based on the type of nuclear installation. The Act has set the stage for a future in which nuclear energy becomes the backbone of India's development.

(c) : The SHANTI Act, 2025 has received the assent of the President of India and has been Gazette Notified by Ministry of Law & Justice on 21st December, 2025. However, framing of rules and regulations of the act are currently in progress. Hence, provision for participation of private sector entities in nuclear power generation will only take effect once the exercise of

framing of rules and regulations of the SHANTI Act is completed.

PM-SGMBY IN ANDHRA PRADESH

5304. SHRI KESINENI SIVANATH:

SHRI BASTIPATI NAGARAJU:

SHRI DAGGUMALLA PRASADA RAO:

SHRI B. K. PARTHASARATHI:

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

- (a) the number of applications received, installations completed and Central Financial Assistance (CFA) disbursed under Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY), State and district-wise in Andhra Pradesh;
- (b) the details of the number of rooftop solar installations vendor registered under the scheme, State-wise;
- (c) the details of the number of Rooftop solar installations where net meters and smart meters have been installed, State and district-wise in Andhra Pradesh;
- (d) the type of metering agreements approved in Andhra Pradesh, district-wise;
- (e) the details of the number of functional Rooftop solar installations along with the amount of electricity generated, State and district-wise in Andhra Pradesh;
- (f) the number of districts under the scheme where challenge mode has been announced; and

(g) the details of villages that have been chosen as model solar villages under the scheme in Andhra Pradesh, district-wise?

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

(a) to (c): Under the PM Surya Ghar Muft Bijli Yojana (PMSG: MBY), since its launch in February 2024, a total of 66,48,000 applications have been received on the National Portal and 26,20,970 rooftop solar (RTS) systems have been installed, benefitting 32,40,068 households across the country, and an amount of Rs 17,967.46 crore has been disbursed as Central Financial Assistance (CFA) to the beneficiaries under the scheme, as on 20.03.2026. Further, 26,483 distinct RTS vendors have been registered under the scheme. The state/UT wise details are given at **Statement-I**.

In the state of Andhra Pradesh, a total of 14,72,814 applications have been received and 1,14,313 RTS systems have been installed, benefitting 1,17,453 households, and an amount of Rs 734.97 crore has been disbursed as CFA to the beneficiaries under the scheme, as on 20.03.2026. The district wise details are given at **Statement-II**.

The RTS installations for residential sector under the PMSG: MBY are generally through net-metering arrangements by installation of net-meters. Some of the states/UTs have also initiated installation of smart meters, which can also be configured for the net-metering purpose.

(d): The RTS installations for residential sector under the PMSG: MBY in the

state of Andhra Pradesh are mainly covered under net-metering arrangement. However, other metering arrangements such as group net-metering, virtual net-metering, gross metering and net billing are also permissible as per provisions of the regulations issued by the state electricity regulator.

(e): The state/UT-wise details of RTS installations completed under the PMSG: MBY are given at Statement I and district-wise details of RTS installations completed in the state of Andhra Pradesh are given at **Statement-II**.

The amount of electricity generated by an RTS plant depends upon various factors including solar irradiance of the location, technology of solar modules, tilt angle, regular maintenance, etc. An RTS plant installed and maintained as per specified standards, on average basis, will daily generate four units of electricity per kWp capacity of the plant.

(f) and (g): Under the Model Solar Village (MSV) component of PMSG: MBY, challenge mode has been announced in 21 districts of the state of Andhra Pradesh and MSVs have been declared in 12 districts. The district-wise details are given in **Statement-III**.

STATEMENT-I

**State/UT wise details of progress made under the PMSG: MBY (as on
20.03.2026)**

S No	State/UT	Applicatio ns (No.)	Installatio ns (No.)	Househol ds Benefitte d (No.)	CFA released Amount (in Rs. Crore)	Registere d Vendors* (No.)
1	A&N Islands	726	229	248	1.5	873
2	Andhra Pradesh	14,72,814	1,14,313	1,17,453	734.97	1,508
3	Arunachal Pradesh	83	1	1	0.01	104
4	Assam	5,34,608	1,02,209	1,02,774	684.1	1,681
5	Bihar	63,936	16,649	17,282	115.46	701
6	Chandigarh	1,611	1,111	1,111	6.31	595
7	Chhattisgarh	1,66,350	40,022	41,482	210.65	1,002
8	DNH & DD	2,471	628	628	4.13	2,885
9	Goa	3,698	2,096	2,459	12.34	176
10	Gujarat	7,00,967	5,94,966	8,56,999	4,330.67	1,884
11	Haryana	1,34,986	63,978	71,753	398.71	876
12	Himachal	13,359	7,940	7,941	56.65	254

	Pradesh					
13	J&K	99,382	26,867	26,875	183.98	802
14	Jharkhand	9,250	1,940	1,942	12.78	202
15	Karnataka	1,58,802	17,209	26,395	126.13	592
16	Kerala	2,91,670	2,09,716	2,15,041	1,462.41	1,384
17	Ladakh	1,775	1,486	1,486	11.5	142
18	Lakshadweep	1,345	932	932	6.92	885
19	Madhya Pradesh	1,68,714	1,04,528	1,08,119	725.58	1,318
20	Maharashtra	7,13,162	4,90,666	7,79,184	3,456.04	5,117
21	Manipur	1,806	910	910	6.8	122
22	Meghalaya	1,964	46	46	0.2	110
23	Mizoram	1,127	977	979	6.77	127
24	Nagaland	649	187	187	1.28	118
25	NCT of Delhi	29,030	6,820	10,702	47.8	330
26	Odisha	2,08,858	50,363	50,711	264.38	935
27	Puducherry	4,058	2,810	2,810	18.62	1,915
28	Punjab	21,735	12,016	12,126	82.36	460
29	Rajasthan	3,23,926	1,59,638	1,64,074	1,060.19	1,729
30	Sikkim	257	29	29	0.18	106
31	Tamil Nadu	75,594	60,151	70,543	410.58	1,395
32	Telangana	83,154	32,649	44,347	209.41	701

33	Tripura	9,050	2,654	2,665	17.81	161
34	Uttar Pradesh	12,20,790	4,21,093	4,25,695	2,753.62	5,534
35	Uttarakhand	1,12,968	71,789	72,724	542.93	820
36	West Bengal	13,325	1,352	1,415	3.68	233
	Total	66,48,000	26,20,970	32,40,068	17,967.45	

* Registered vendors include single state, multi-state, and national level vendors.

STATEMENT - II

District wise details of progress made under the PMSG: MBY in the state of Andhra Pradesh (as on 20.03.2026)

S No.	Districts	Applications (No.)	Installations (No.)	Households Benefitted (No.)	CFA released Amount (in Rs. Crore)
1	Alluri Sitharama Raju	16,113	62	62	0.23
2	Anakapalli	27,952	5,383	5,529	33.81
3	Ananthapuramu	41,500	2,919	2,919	18.28
4	Annamayya	44,413	1,829	1,829	11.33
5	Bapatla	73,822	5,080	5,206	34.02
6	Chittoor	58,343	1,565	1,565	9.17
7	East Godavari	33,752	6,722	6,760	42.55

8	Eluru	60,961	7,341	7,341	48.43
9	Guntur	119,970	7,767	8,322	52.13
10	Kakinada	29,439	6,878	6,878	44.56
11	Konaseema	28,844	3,633	3,633	22.58
12	Krishna	99,471	6,871	7,026	46.16
13	Kurnool	78,406	2,485	2,485	15.77
14	Nandyal	100,277	3,223	3,223	20.44
15	NTR	95,755	5,522	6,155	35.89
16	Palnadu	162,506	3,701	3,701	22.26
17	Parvathipuram Manyam	18,339	1,779	1,779	10.81
18	Prakasam	52,006	5,170	5,218	34.55
19	Srikakulam	27,264	5,848	5,848	37.05
20	Sri Potti Sriramulu Nellore	64,050	4,805	4,805	30.68
21	Sri Sathya Sai	42,604	1,072	1,072	6.29
22	Tirupati	54,621	4,212	4,226	24.03
23	Visakhapatnam	19,096	6,208	7,545	41.64
24	Vizianagaram	30,873	5,940	5,940	38.47
25	West Godavari	37,977	5,812	5,831	38.24
26	Y.S.R.	54,460	2,486	2,555	15.59
	Total	1,472,814	1,14,313	1,17,453	734.97

STATEMENT - III

**District wise details of MSVs declared under the PMSG: MBY in the state
of Andhra Pradesh (as on 17.03.2026)**

S. No.	Name of District	Name of Model Solar Village
1	Anakapalli	Bayyavaram
2	Kakinada	Thimmapuram
3	Srikakulam	Ampolu
4	East Godavari	Malakapalli
5	Konaseema	Vanapalli
6	Vizianagaram	Boddam
7	West Godavari	Alampuram
8	Visakhapatnam	R. Tallavalasa
9	Parvathipuram Manyam	Naripuram
10	Eluru	Tadikalapudi
11	Alluri Seetha Ramaraju	Paderu
12	Kurnool	Peddaharivanam

VACANT POSTS IN CIVIL SERVICES**5305. ADV. ADOOR PRAKASH:**

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

- (a) whether a large percentage of sanctioned strength of Civil Service posts are lying vacant presently and if so, the details thereof and the reasons therefor;
- (b) whether the Government has taken any assessment of the impact of the

shortage of IAS, IPS and IFS officers in the functioning of these services and if so, the details thereof; and

- (c) the details of vacant posts in each service and the measures taken by the Government to fill these vacancies?

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

(a) to (c): The details of sanctioned strength and officers in position in Indian Administrative Service (IAS), Indian Police Service (IPS) and Indian Forest Service (IFS) are as under:

Service	IAS	IPS	IFS
Sanctioned strength	6877	5099	3193
Officers in position	5577	4594	2164

Recruitment is a continuous process and vacancies in these services are filled on year-to-year basis considering the administrative requirements across the states as well as promotion prospects and career growth available

to the officers. The cadre review process of IAS, IPS, IFS, which is normally conducted every 5 years. The cadre requirements, vacancies and future functional requirements are also assessed, in consultation with the states.

EXPANSION OF NUCLEAR POWER CAPACITY

5306. DR. ALOK KUMAR SUMAN:

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

- (a) the details of the current nuclear power capacity along with the reactors under construction;
- (b) the details of safety measures adopted in this regard;
- (c) the details of the international cooperation agreements signed; and
- (d) the details of the target capacity set to be achieved by 2030?

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

(a): The present installed nuclear power capacity is 8.78 GW (excluding RAPS-1). Presently five PHWRs with a capacity of 3500 MW are under construction and eight with a capacity of 5600 MW are under pre-project activities. Four PWRs with a total capacity of 4000 MW are under construction.

These projects are at various stages of implementation and are scheduled to be progressively completed by 2031-32.

In addition, BHAVINI is currently commissioning a 500 MWe Prototype Fast Breeder Reactor (PFBR) project at Kalpakkam, Tamil Nadu.

(b): Highest priority is accorded to safety in all aspects of nuclear power viz. siting, design, construction, commissioning, and operation. Nuclear power plants are designed adopting safety principles of redundancy, diversity and provided fail-safe design features following a defence-in-depth approach, in line with codes and guides of Atomic Energy Regulatory Board (AERB). The operations are performed adopting well laid out procedures by highly qualified, trained and licensed personnel.

(c): India has signed Inter Governmental Agreement (IGA) with 18 countries on Civil Nuclear Co-operation for peaceful purpose.

(d): The present target is to achieve a capacity of about 22 GW by 2031-32 by progressive completion of projects presently at various stages of implementation.

INSTALLATION OF BSNL MOBILE TOWERS IN DINDIGUL

5307. SUSHRI S. JOTHIMANI:

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

- (a) whether the Department has any proposal to install BSNL mobile towers to improve network coverage in Kombai Panchanthangi and Ayyalur Town Panchayat and Kovilur Town Ramanathapuram Panchayat in Dindigul

district;

- (b) if so, the details of the approved projects, including the timeline for installation and commissioning;
- (c) whether the Government has taken or proposes to take any steps to improve mobile and internet connectivity in Periyathirumangalam village, Gudalur West Panchayat in Karur district and Srirampuram Panchayat, Veda sandur Block in Dindigul district which are currently experiencing poor network coverage; and
- (d) if so, the details of the measures taken or proposed including augmentation of BSNL services and timelines thereof?

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

(a) and (b): BSNL services are already available at Ayyalur Town Panchayat and Kovilur Town Ramanathapuram Panchayat in Dindigul District. Further, at Kombai Panchanthangi, BSNL has planned a mobile tower under 4G Saturation Project.

(c) and (d): Periyathirumangalam village, Gudalur West Panchayat in Karur district and Srirampuram Panchayat, Veda sandur Block in Dindigul district are already covered with BSNL mobile services and also having broadband connectivity.

स्वच्छ कोयला प्रौद्योगिकी

5308. श्री इमरान मसूद:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने कोयला आधारित ताप विद्युत संयंत्रों से होने वाले कार्बन उत्सर्जन को कम करने के लिए वर्ष 2025-26 में कोई नई नीति लागू की है;
- (ख) यदि हां, तो स्वच्छ कोयला प्रौद्योगिकी के उपयोग के लिए इस नीति के अंतर्गत किए गए प्रावधानों का ब्यौरा क्या है;
- (ग) क्या सरकार कार्बन कैप्चर एंड यूटिलाइजेशन (सीसीयू) प्रौद्योगिकियों को बढ़ावा देने के लिए अनुसंधान परियोजनाएं चला रही है;
- (घ) यदि हां, तो उक्त अनुसंधान परियोजनाओं की वर्तमान स्थिति क्या है;
- (ङ) क्या सरकार ताप विद्युत संयंत्रों को पर्यावरणीय मानकों के अनुरूप बनाने के लिए वित्तीय सहायता प्रदान कर रही है; और
- (च) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख) : सरकार ने स्वच्छ और अधिक कुशल प्रौद्योगिकियों को अपनाकर कोयला-आधारित ताप विद्युत संयंत्रों से कार्बन उत्सर्जन को कम करने के लिए विभिन्न उपायों को सतत रूप से कार्यान्वित कर रही है। इनमें सुपरक्रिटिकल और अल्ट्रा-सुपरक्रिटिकल प्रौद्योगिकियों को बढ़ावा देना, मौजूदा इकाइयों का नवीनीकरण और आधुनिकीकरण, बायोमास को-फायरिंग और पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय (एमओईएफएंडसीसीसी) द्वारा अधिसूचित पर्यावरणीय मानदंडों का अनुपालन करना शामिल हैं।

इसके अलावा, कार्बन कैप्चर यूटिलाइजेशन एंड स्टोरेज (सीसीयूएस) से संबंधित बजट संबोधन (2026-27) के अनुरूप बड़े पैमाने पर प्रौद्योगिकियां पांच औद्योगिक क्षेत्रों अर्थात् विद्युत, इस्पात,

सीमेंट, रिफाइनरियों और रसायनों, जो भारत में सीओ₂ उत्सर्जन में सबसे बड़े कारकों में से हैं, अंत्य उपयोग अनुप्रयोगों में उच्च तैयारी के स्तर तक पहुंचेगी। इस स्कीम में आगामी 5 वर्षों में 20,000 करोड़ रुपये के परिव्यय का प्रस्ताव किया गया है। प्रस्तावित सीसीयूएस मिशन के तहत, परियोजनाओं को तीन श्रेणियों अर्थात् अनुसंधान एवं विकास, प्रायोगिक और व्यापक स्तर में वर्गीकृत किया गया है। इन परियोजनाओं का प्रस्ताव प्रत्येक प्रौद्योगिकी क्षेत्र के विकास अर्थात् कैप्चर, स्टोरेज और उपयोग को ध्यान में रखते हुए किया गया है।

(ग) और (घ) : कोयला मंत्रालय कोयला पीएसयू और प्रमुख अनुसंधान संस्थानों के माध्यम से कार्बन कैप्चर और यूटिलाइजेशन (सीसीयू) प्रौद्योगिकियों में अनुसंधान और विकास को बढ़ावा दे रहा है। कोयला पीएसयू और अन्य पीएसयू द्वारा सीओ₂ को मेथनॉल जैसे मूल्य वर्धित उत्पादों में बदलने पर केंद्रित निम्नलिखित अनुसंधान एवं विकास परियोजनाएं शुरू की गई हैं:

- कोल इंडिया लिमिटेड (सीआईएल) द्वारा सीओ₂ को व्यापक स्तर पर मेथनॉल में बदलने (प्रति दिन 500 किग्रा सीओ₂ क्षमता) के लिए परियोजना शुरू की गई है। इसके अलावा, सीसीयूएस परियोजना के लिए सीआईएल द्वारा भारतीय प्रौद्योगिकी संस्थान हैदराबाद के साथ एक समझौता ज्ञापन पर हस्ताक्षर किए गए हैं, जो वर्तमान में प्रारंभिक चरण में है।
- जवाहरलाल नेहरू सेंटर फॉर एडवांस्ड साइंटिफिक रिसर्च एंड ब्रीद एप्लाइड साइंसेज प्राइवेट लिमिटेड के सहयोग से एससीसीएल द्वारा ताप विद्युत संयंत्र स्तर पर सीओ₂-को-मेथनॉल से बदलने संबंधी एक प्रायोगिक परियोजना शुरू की गई है। निर्माण कार्य पूरा कर लिया गया है और परीक्षण कार्य प्रगति पर है। इस परियोजना का उद्देश्य देश के सभी विद्युत संयंत्रों में इसकी पुनरावृत्ति की व्यवहार्यता को प्रदर्शित करना है।
- एनएलसी इंडिया लिमिटेड ने कार्बन कैप्चर प्रौद्योगिकियों पर प्रयोगशाला-पैमाने पर अनुसंधान के लिए भारतीय प्रौद्योगिकी संस्थान मद्रास के साथ एक समझौता ज्ञापन पर हस्ताक्षर किए हैं। इस समझौता ज्ञापन के तहत, आयनिक लिक्विड-अमीन ब्लैंड का

उपयोग करके इलेक्ट्रोकेमिकल सीओ₂ कैचर और रासायनिक आमेलन संबंधी काम अभी चल रहा है।

- एनटीपीसी लिमिटेड ने प्रायोगिक और प्रदर्शन परियोजनाओं के माध्यम से कार्बन कैचर एंड यूटिलाइजेशन (सीसीयू) के क्षेत्र में पहल की है। एनटीपीसी विंध्याचल, मध्य प्रदेश में 6,000 मीट्रिक टन (मि.ट.) की वार्षिक उत्पादन क्षमता के साथ 10 मीट्रिक टन प्रति दिन (टीपीडी) कार्बन डाइऑक्साइड (सीओ₂)-को-मेथनॉल से बदलने वाला एक संयंत्र शुरू किया गया है। इसके अलावा, एनटीपीसी ने कार्बन कैचर और यूटिलाइजेशन डोमेन के तहत निम्नलिखित प्रायोगिक परियोजनाएं शुरू की हैं:

क्र.सं.	परियोजना का नाम	स्थिति
1	आंध्र प्रदेश के पुडिमडका में 3,000 टीपीए फ्यूल गैस सीओ ₂ से जेन-4 इथेनॉल परियोजना	निष्पादन के अधीन
2	एनटीपीसी रामागुंडम, तेलंगाना में 2 लाख सी-ब्रिक/दिन का कार्बोनेटेड फ्लाइंश ब्रिक (सी-ब्रिक) संयंत्र	निष्पादन के अधीन
3	पुडीमडका, आंध्र प्रदेश में 1,800 टीपीए फ्यूल गैस सीओ ₂ से सस्टेनेबल एविएशन फ्यूल (एसएएफ) परियोजना	निष्पादन के अधीन

(ड) और (च) : विद्युत मंत्रालय द्वारा ऐसी कोई वित्तीय सहायता प्रदान नहीं की जा रही है।

विज्ञान ज्योति कार्यक्रम

5309. डॉ. राजकुमार सांगवान:

क्या विज्ञान और प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

- विज्ञान ज्योति कार्यक्रम के विशिष्ट लक्ष्य और उद्देश्य क्या हैं;
- क्या उत्तर प्रदेश, जिसके अन्तर्गत बागपत जिला भी आता है, के किसी जिले में विज्ञान ज्योति कार्यक्रम लागू किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

- (ग) क्या उत्तर प्रदेश, जिसके अन्तर्गत बागपत जिला भी आता है, के चिन्हित जिलों में इस कार्यक्रम के अंतर्गत शामिल की गई छात्राओं की जिला-वार कुल संख्या कितनी है;
- (घ) उक्त योजना के अंतर्गत इन छात्राओं को प्रदान की जा रही सुविधाओं और लाभों का जिला-वार ब्यौरा क्या है; और
- (ङ) उत्तर प्रदेश राज्य में विज्ञान ज्योति कार्यक्रम के लिए कुल कितना बजटीय आवंटन स्वीकृत किया गया है और इसके वितरण के लिए क्या तंत्र स्थापित किया गया है?

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

(क): विज्ञान ज्योति कार्यक्रम का उद्देश्य विज्ञान, प्रौद्योगिकी, अभियांत्रिकी और गणित (स्टेम) में लैंगिक समानता को बढ़ावा देना है और इसके लक्ष्य निम्नानुसार दर्शाए गए हैं:

- छात्राओं को विज्ञान, प्रौद्योगिकी, अभियांत्रिकी और गणित (स्टेम) में करियर बनाने के लिए प्रोत्साहित और प्रेरित करना।
- स्टेम के क्षेत्रों में लड़कियों, विशेष रूप से कम प्रतिनिधित्व वाले क्षेत्रों की लड़कियों की भागीदारी को बढ़ाना और लैंगिक समानता को बढ़ावा देना।
- छात्रों को विविध वैज्ञानिक और प्रौद्योगिकी संबंधी करियर अवसरों से परिचित कराना।
- व्यावहारिक शिक्षा और अनुभवात्मक गतिविधियों के माध्यम से विज्ञान में रुचि को बढ़ावा देना।
- ज्ञान साझेदारों के सहयोग से ज्ञान प्रदान करना।
- एक ऐसा सहायक और सक्षम परितंत्र बनाना जो विद्यालय से लेकर उच्च शिक्षा तक लड़कियों की शैक्षणिक प्रगति को बढ़ावा देता है।

(ख) और (ग): विज्ञान ज्योति कार्यक्रम उत्तर प्रदेश के 26 जिलों में लागू किया गया है और बागपत जिले सहित इस कार्यक्रम के अंतर्गत आने वाली छात्राओं की जिलावार कुल संख्या नीचे दी गई है:

क्रम संख्या	उत्तर प्रदेश के जिले	शामिल की गई छात्राओं की कुल संख्या
1	आगरा	400
2	अलीगढ़	350
3	अमेठी	200
4	अयोध्या	300
5	बागपत	244
6	बरेली	500
7	बस्ती	300
8	बुलंदशहर	199
9	चित्रकूट	299
10	फर्रुखाबाद	177
11	गाज़ीपुर	200
12	गोंडा	199
13	गोरखपुर	502
14	हरदोई	402
15	जौनपुर	200
16	झांसी	500
17	कानपुर नगर	548
18	कुशीनगर	200
19	ललितपुर	200
20	लखनऊ	552
21	मुजफ्फरनगर	399
22	प्रयागराज	547
23	रायबरेली	288
24	सहारनपुर	549
25	सीतापुर-I	197
26	वाराणसी	493

(घ): विज्ञान ज्योति कार्यक्रम के अंतर्गत छात्राओं को जिलेवार प्रदान की जाने वाली सुविधाओं और लाभों में स्टेम उन्मुख मानसिकता को बढ़ावा देने के उद्देश्य से लक्षित क्रियाकलापों की एक विस्तृत श्रृंखला शामिल है। इनमें विद्यार्थी-अभिभावक परामर्श, अनुसंधान प्रयोगशालाओं और

आईआईटी, एनआईटी और एम्स जैसे प्रमुख शैक्षणिक और तकनीकी संस्थानों के भ्रमण, रोल मॉडल्स और युवा नवप्रवर्तकों के साथ संवाद, विज्ञान शिविरों का आयोजन, शैक्षणिक सहायता कक्षाओं की व्यवस्था, संसाधन सामग्री का वितरण और कोडिंग तथा छोटे-छोटे प्रयोगों से संबंधित गतिविधियाँ शामिल हैं।

(ड): विज्ञान एवं प्रौद्योगिकी विभाग नवोदय विद्यालय समिति (एनवीएस) एक कार्यान्वयन भागीदार को निधि स्वीकृत/आवंटित करता है, जो आगे जवाहर नवोदय विद्यालय (जेएनवी) ज्ञान केंद्रों (केसी) को निधि आवंटित करता है। उत्तर प्रदेश राज्य के लिए स्वीकृत कुल बजटीय आवंटन 1682.25 लाख रुपये है।

PMGDISHA AND CSC INITIATIVES IN UTTAR PRADESH

5310. SHRI RAJEEV RAI:

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

- (a) the number of Common Service Centres (CSCs) operational in Mau district including Ghosi constituency during 2024-26 along with the range of services provided;
- (b) the number of beneficiaries trained under the Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) in the district during the said period;
- (c) the funds released under PMGDISHA and CSC-related initiatives in Uttar Pradesh and the expenditure incurred in Mau district;
- (d) whether any review or evaluation has identified digital access gaps or connectivity challenges in rural areas of the district and if so, the details

thereof; and

- (e) the steps taken by the Government to strengthen digital access and digital literacy in Ghosi?

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

(a) to (e): The number of functional CSCs in Mau district during financial years 2024-26 are as follows:

District Name	2023-24	2024-25	2025-26
Mau including Ghosi constituency	1,240	1,260	1,256

Services delivered:

More than 800 services are being delivered to the citizens through these CSCs, including Government-to-Citizen (G2C), Business-to-Citizen (B2C), financial services, insurance services etc. Details of the services provided by CSCs can be seen at <https://csc.gov.in/>.

Common Services Centre project is implemented PAN India. These CSCs are established on a self-sustainable and entrepreneurship model, which are run by Village Level Entrepreneurs (VLEs). The Project CSC has been implemented under Central Sector Scheme of Government as a PAN India Project. The project has been successfully completed w.e.f. 31.03.2024.

Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA):

Government started PMGDISHA to provide digital literacy to 6 crore rural households (one person per household) nationwide. A total number of 6.39 crore individuals were trained across the country.

In Mau district of Uttar Pradesh, a total number of 1,65,906 candidates were trained under the Scheme. The Scheme has been concluded on 31.03.2024.

Impact assessment study for PMGDISHA scheme and CSC has been conducted which concludes:

- Training provided under PMGDISHA had a significant impact on the adoption of Information & Communication Technology (ICT) and other forms of digital media. It benefited the participants by enabling their access to a wide range of information and services for various purposes, helping to reduce the overall digital divide in the country
- Significant positive impact on the social status of the VLEs as well as ease of service delivery to citizens. VLEs as not just entrepreneurs but as influential figures contributing to the social fabric and development of the communities and the country as a whole. CSCs helped citizens to access a wide range of services in assisted mode through CSCs

Various steps have been taken to strengthen digital access and digital literacy, as follows:

- Providing digital literacy courses through National Institute of Electronics & Information Technology (NIELIT), an autonomous scientific society under

the Ministry of Electronics & Information Technology (MeitY)

- Currently, NIELIT has 56 centres and a nationwide network of over 700 Accredited Training Partners, as well as more than 8,500 facilitation Centres for conducting skill development and capacity building activities in Information, Education, Communication and Technology (IECT) areas
- In the State of Uttar Pradesh, NIELIT has 4 Centres located at Gorakhpur, Lucknow, Pilibhit and Noida. In addition, NIELIT has 4,000+ Facilitation Centres spread across the state for conducting Digital Literacy Courses of various levels
- In Mau district, NIELIT has 75+ Digital Literacy Facilitation Centres, including 12 centres located in Ghosi. In the last 5 years, 21 Lakh+ candidates have been skilled by NIELIT in digital literacy courses across the state

CSC e-Governance Services India Limited continuously undertakes various initiative to strengthen service delivery and digital access, as follows:

- Capacity building and training programmes for VLEs to improve service quality and operational efficiency.
- Developed a centralized grievance redressal mechanism to address issues raised by Village Level Entrepreneurs (VLEs) and citizens.
- Regular field visits and monitoring at the grassroots level to ensure operational effectiveness of CSCs.
- Performance monitoring through centralized dashboards to track

transactions and service delivery at each CSC.

- Developed a dashboard for VLE performance/ranking to promote competitiveness and better service delivery.

KOLHAPUR-VAIBHAVWADI RAIL LINE

5311. SHRI SHAHU SHAHAJI CHHATRAPATI:

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

- whether the Government proposes new train services/rail connectivity for Kolhapur;
- the details of the status of Kolhapur-Vaibhavwadi rail line; and
- the timeline by when the said project is likely to be completed?

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

(a) to (c): At present, SCSM(T) Kolhapur is being served by the following 30 train services providing connectivity *inter alia* to major destinations like Delhi, Mumbai, Ahmedabad, Pune, Nagpur:

SN	Train No. & Name
1	20673 SCSM(T) Kolhapur-Pune Vande Bharat Express
2	20674 Pune-SCSM(T) Kolhapur Vande Bharat Express
3	11029 Chhatrapati Shivaji Maharaj(T)-SCSM(T) Kolhapur Koyana Express
4	11030 SCSM(T) Kolhapur-Chhatrapati Shivaji Maharaj(T) Koyana Express
5	11039 SCSM(T) Kolhapur-Gondia Maharashtra Express
6	11040 Gondia-SCSM(T) Kolhapur Maharashtra Express

7	11045 SCSM(T) Kolhapur-Dhanbad Dikshabhumi Express
8	11046 Dhanbad-SCSM(T) Kolhapur Dikshabhumi Express
9	11049 Ahmedabad-SCSM(T) Kolhapur Express
10	11050 SCSM(T) Kolhapur-Ahmedabad Express
11	11403 Nagpur-SCSM(T) Kolhapur Express
12	11404 SCSM(T) Kolhapur-Nagpur Express
13	11425 Pune-SCSM(T) Kolhapur Express
14	11426 SCSM(T) Kolhapur-Pune Express
15	12147 SCSM(T) Kolhapur-Hazrat Nizamuddin Express
16	12148 Hazrat Nizamuddin-SCSM(T) Kolhapur Express
17	17411 Chhatrapati Shivaji Maharaj(T)-SCSM(T) Kolhapur Mahalaxmi Express
18	17412 SCSM(T) Kolhapur-Chhatrapati Shivaji Maharaj(T) Mahalaxmi Express
19	17415 Tirupati-SCSM(T) Kolhapur Haripriya Express
20	17416 SCSM(T) Kolhapur-Tirupati Haripriya Express
21	22155 Kalaburagi-SCSM(T) Kolhapur Express
22	22156 SCSM(T) Kolhapur-Kalaburagi Express
23	71423 Satara-SCSM(T) Kolhapur Passenger
24	71424 SCSM(T) Kolhapur-Satara Passenger
25	71425 Miraj-SCSM(T) Kolhapur Passenger
26	71426 SCSM(T) Kolhapur-Miraj Passenger
27	71427 Miraj-SCSM(T) Kolhapur Passenger
28	71428 SCSM(T) Kolhapur-Miraj Passenger
29	71429 Miraj-SCSM(T) Kolhapur Passenger
30	71430 SCSM(T) Kolhapur-Sangli Passenger

Besides, introduction of train services on any route/section, which is an on-going process, depends on various factors which include:

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets

Kolhapur - Vaibhavwadi new line

Detailed Project Report (DPR) for Kolhapur - Vaibhavwadi (now Shri Chhatarpati Shahumaharaj Terminus) (108 km) new line project has been prepared.

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

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

- Land acquisition
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site

- Number of working months in a year for particular project site etc.

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

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

प्रसार भारती द्वारा डिजिटल-फर्स्ट कंटेंट संबंधी रणनीति

5312. श्री नलिन सोरेन:

श्रीमती माला राज्यलक्ष्मी शाह:

श्री भोजराज नाग:

श्री दामोदर अग्रवाल:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री विजय बघेल:

श्री जुगल किशोर:

डॉ. संजय जायसवाल:

श्री नव चरण माझी:

श्री चन्द्र प्रकाश जोशी:

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

- (क) क्या सरकार ने प्रसारण अवसंरचना और नेटवर्क विकास (बीआईएनडी) योजना के लिए आवंटन बढ़ाए जाने के बाद ऑल इंडिया रेडियो (आकाशवाणी) के लिए 80 प्रतिशत डिजिटल ट्रांसमीटर कवरेज का लक्ष्य हासिल कर लिया है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) वर्ष 2025 के उत्तरार्ध में प्रसार भारती के ओटीटी (ओवर-द-टॉप) प्लेटफॉर्म की शुरुआत के बाद से भारतीय सांस्कृतिक सामग्री और अभिलेखीय "राष्ट्रीय विरासत कार्यक्रमों" की वैश्विक दर्शक-संख्या में किस प्रकार वृद्धि हुई है;
- (घ) प्रसार भारती की 'डिजिटल-फर्स्ट कंटेंट रणनीति' के अंतर्गत अब तक क्या प्रगति हुई है; और
- (ङ) क्या सरकार ने वर्ष 2025-26 के दौरान आयोजित सभी प्रमुख अंतर्राष्ट्रीय खेल आयोजनों के लिए खेल प्रसारण सिग्नल (प्रसार भारती के साथ अनिवार्य हिस्सेदारी) अधिनियम, 2007 के प्रावधानों का सफलतापूर्वक अनुपालन सुनिश्चित किया है?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (डॉ.

एल. मुरुगन):

- (क) से (ङ): प्रसारण अवसंरचना एवं नेटवर्क विकास (बीआईएनडी) स्कीम देश में दूरदर्शन और आकाशवाणी की प्रसारण अवसंरचना के विकास, आधुनिकीकरण एवं उन्नयन हेतु एक केंद्रीय क्षेत्र की स्कीम है। बीआईएनडी स्कीम को वर्ष 2021-26 की अवधि के लिए ₹2539.61 करोड़ के कुल परिव्यय के साथ अनुमोदित किया गया है।

आकाशवाणी ने मीडियम वेव बैंड पर दिल्ली, चेन्नई और मुंबई जैसे तीन महानगरों में

डिजिटल स्थलीय प्रसारण शुरू किया है। वर्तमान बीआईएनडी स्कीम के अंतर्गत 68 ट्रांसमीटर स्वीकृत किए गए हैं, जिससे आकाशवाणी की कवरेज 2021 में 70% से बढ़कर 81% हो जाएगी। अपनी सतत डिजिटल रूपांतरण प्रक्रिया के तहत आकाशवाणी ने अपने 260 चैनलों को न्यूजऑनएयर मोबाइल ऐप पर लाइव उपलब्ध कराया है, जिसे विश्व में कहीं से भी एक्सेस किया जा सकता है।

प्रसार भारती का “वेक्स ओटीटी” प्लेटफॉर्म वैश्विक स्तर पर भारतीय सांस्कृतिक सामग्री की पहुंच और उपलब्धता को उल्लेखनीय रूप से बढ़ा रहा है। लॉन्च के बाद से इस प्लेटफॉर्म ने 1.2 करोड़ से अधिक डाउनलोड प्राप्त किए हैं और लगभग 85 लाख पंजीकृत उपयोगकर्ताओं का आधार तैयार किया है।

वेक्स ओटीटी पर दूरदर्शन, आकाशवाणी तथा राष्ट्रीय फिल्म अभिलेखागार (एनएफएआई) की डिजिटाइज्ड अभिलेखीय सामग्री का समृद्ध भंडार उपलब्ध है। इसमें क्लासिक टीवी धारावाहिक, फिल्में, वृत्तचित्र, ऐतिहासिक समाचार प्रसारण तथा संगीत, नृत्य और रंगमंच जैसी सांस्कृतिक प्रस्तुतियां शामिल हैं। इसके साथ ही, इसमें संग्रहित रेडियो कार्यक्रम, साक्षात्कार और अन्य ऑडियो सामग्री भी उपलब्ध है, साथ ही समकालीन सामग्री भी प्रस्तुत की जाती है। अपनी मल्टी-डिवाइस उपलब्धता और डिजिटल वितरण कार्यनीति के माध्यम से यह प्लेटफॉर्म देश और विश्व स्तर पर भारतीय सांस्कृतिक एवं विरासत सामग्री की पहुंच का विस्तार कर रहा है।

दूरदर्शन ने भी यूट्यूब, फेसबुक, एक्स और इंस्टाग्राम जैसे सोशल मीडिया प्लेटफॉर्म पर अपनी डिजिटल उपस्थिति को सुदृढ़ किया है। डीडी नेशनल और डीडी न्यूज के यूट्यूब चैनलों के संयुक्त रूप से 60 लाख से अधिक सब्सक्राइबर हैं।

आकाशवाणी ने उच्च गुणवत्ता वाले ऑडियो-विजुअल पॉडकास्ट के निर्माण हेतु एक समर्पित पॉडकास्टिंग इकाई स्थापित की है। इसका प्रमुख कार्यक्रम “आकाशवाणी पॉडकास्ट” वेक्स ओटीटी और अन्य डिजिटल प्लेटफॉर्म पर उपलब्ध है, जो समकालीन, ऑन-डिमांड सामग्री के माध्यम से दर्शकों की सहभागिता को बढ़ाता है।

स्पोर्ट्स ब्रॉडकास्टिंग सिग्नल (प्रसार भारती के साथ अनिवार्य साझेदारी) अधिनियम, 2007 के तहत राष्ट्रीय महत्व के खेल आयोजनों के प्रसारण सिग्नलों को प्रसार भारती के साथ साझा करना अनिवार्य है। मई 2022 में ऐसे आयोजनों की सूची का विस्तार करते हुए टेनिस, फुटबॉल और हॉकी जैसे अतिरिक्त खेलों को शामिल किया गया, साथ ही भारत द्वारा खेले जाने वाले सभी टेस्ट क्रिकेट मैच भी इसमें शामिल किए गए।

वर्ष 2025–26 के दौरान, राष्ट्रीय महत्व के सभी खेल आयोजनों के अधिकार धारकों ने प्रसार भारती के साथ फीड साझा की और इन आयोजनों का प्रसारण डीडी स्पोर्ट्स तथा दूरदर्शन के अन्य चैनलों पर अधिनियम के प्रावधानों के अनुरूप किया गया।

URANIUM SUPPLY CONTRACT

5313. DR. K. SUDHAKAR:

SHRI DULU MAHATO:

SHRI P. P. CHAUDHARY:

SHRI SUDHEER GUPTA:

SHRI RAVINDRA VASANTRAO CHAVAN:

DR. SANJAY JAISWAL:

SHRI KRISHNA PRASAD TENNETI:

SHRI JANARDAN MISHRA:

SHRI SHANKAR LALWANI:

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

- (a) whether the Government has finalized the CAD 2.6 billion uranium supply contract with Cameco for 10,000 tonnes of Uranium Ore Concentrates and if so, the details thereof;

- (b) the manner in which this agreement is likely to ensure a stable fuel supply for India's 24 operating reactors and the indigenous 700 MW PHWRs under construction;
- (c) the details of positive implications this deal is likely to have for the 'Viksit Bharat' 100 GW nuclear power target and whether similar negotiations are underway with Kazakhstan and Uzbekistan and if so, the details thereof;
- (d) whether the Government has observed a reduction in the cost of power for imported fuel based reactors after the Basic Customs Duty exemption on non-irradiated nuclear fuel announced in the 2026 Budget and if so, the details thereof; and
- (e) the manner in which the Department of Atomic Energy is working with the Ministry of External Affairs to secure overseas uranium mining rights and reduce exposure to global price volatility?

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

(a) : Yes. Government has finalized a contract with M/s. Cameco, Canada for supply of 8300 MTUof Uranium Ore Concentratefor a period of 9 years starting

from 2027.

(b) : The agreement is likely to contribute in building natural Uranium stockpile and to ensure stable fuel supply for IAEA safeguarded operating PHWRs and the indigenous 700 MW PHWRs under construction which could be placed under IAEA safeguards.

(c) : This deal would help in building natural Uranium stockpile and hence towards nuclear power target for the 'Viksit Bharat'. Discussions are underway with state agencies of Kazakhstan and Uzbekistan for procurement of uranium in the form of Uranium Ore Concentrate.

(d) : Since the announcement in the Budget 2026-27, no imports of non-irradiated nuclear fuel have been made for Kudankulam Nuclear Power Plant (KKNPP), to assess any reduction in cost of power as a result of the budget announcement.

(e): Department of Atomic Energy is working closely with the Ministry of External Affairs to identify possible opportunities around the world to create a resilient supply chain for the Nuclear Energy Mission for Viksit Bharat.

DISTRIBUTION AND MONITORING OF PULSES, SUGAR AND SALT UNDER NFSA IN ASSAM

5314. SHRI GAURAV GOGOI:

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

(a) whether pulses, sugar and salt are being distributed in addition to

foodgrains under the National Food Security Act, 2013 in Assam and if so, the details of the quantity allocated and actually distributed during the last five years;

- (b) the details of the number of beneficiaries covered under such additional commodities, category-wise (PHH/AAY);
- (c) whether the distribution is regular across all districts of the said State and if so, the details thereof; and
- (d): the details of the mechanism put in place for procurement, quality testing, storage, transportation and end-to-end monitoring of these commodities to ensure timely supply and prevent diversion under the Public

Distribution System in Assam?

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

(a): Under the National Food Security Act, 2013 (NFSA), free of cost foodgrains are distributed to eligible beneficiaries as per their entitlement. Under the Act, the term “foodgrains” is defined as rice, wheat or coarse grains or any combination thereof conforming to such quality norms as may be determined, by order, by the Central Government from time to time. There is no provision under the Act for distribution of pulses, sugar and salt.

However, as per the decision of the State Government of Assam, subsidized Masur Dal, Sugar and Salt are being distributed to NFSA beneficiaries under State Sponsored Scheme w.e.f. November 2025. The

details of Quantity of these commodities allocated and distributed since November 2025 is at **Statement-I**.

(b): Each ration cardholder is entitled to receive 1 kilogram of these food items, irrespective of scheme type – AAY or PHH, as per the criteria decided by the State Government. It is the prerogative of the RC Holders to purchase all the 3 commodities or any individual commodity as per their choice. The month-wise details of Ration Cards (Families) covered for availing the three additional commodities are at **Statement-II**.

(c): All the 35 districts in Assam are getting allocation of subsidized Masur Dal, Sugar and Salt since the scheme was implemented in November 2025, and distribution is being carried out regularly every month in all the districts of the State.

(d): State Government of Assam has selected National Agricultural Cooperative Marketing Federation of India Ltd. (NAFED) as agency for supply and delivery of subsidized Masur Dal, Sugar and Salt. The agency is responsible for milling, packaging, handling, transportation, delivery and quality check of these food items. Random sample checks on the stock supplied by NAFED for quality assurance in the designated Assam State Warehousing Corporation (ASWC) godowns is conducted by district Area Officers of Food, Public Distribution & Consumer Affairs. If any item is found substandard or unfit for consumption as per standards laid down by FSSAI, the same is withheld from distribution. Similar checks are also done with regards to compliance to proper safety standards of storage by ASWC.

The commodities are distributed to beneficiaries from the 1st to the 10th day of every month during “Anna Sewa Din” along with PMGKAY Rice. Separate biometric authentication is carried out against transaction of each commodity by RC Holders. The RC Holders are handed ePOS generated printed receipts against each transaction by the FPS Dealers.

District Area Officers of Food, Public Distribution and Consumer Affairs ensure distribution of the three commodities to the authenticated beneficiaries through ePoS devices only, so that there is no pilferage/diversion of commodities. Strict action (such as Suspension/Cancellation of license etc.) are taken against any defaulting FPS.

STATEMENT-I

Statement showing Quantity of Masur Dal, Sugar and Salt allocated and distributed since November 2025.

Sl. No	Month/year	Masur Dal		Sugar		Salt	
		Allocation (in Qtl)	Online Distribution (in Qtl)	Allocation (in Qtl)	Online Distribution (in Qtl)	Allocation (in Qtl)	Online Distribution (in Qtl)
1	November 2025	69,168.46	61,884.51	69,114.05	61,760.78	67,394.70	60,361.49
2	December 2025	64,433.34	62,700.93	64,435.68	62,492.58	63,540.16	61,702.26
3	January 2026	69,460.23	66,930.74	69,460.29	66,765.96	69,460.70	66,335.27
4	February 2026	67,468.97	66,122.93	67,306.28	66,130.24	66,969.57	65,330.82

5	March 2026	70,712.50	67,096.56	70,712.50	67,280.64	70,712.50	66,591.86

STATEMENT-II

Statement showing month-wise details of Ration Cards (Families) covered for availing the Masur Dal, Sugar and Salt.

Sl. No.	Month/Year	Total Ration Cards (Families) getting Allocation		
		Masur Dal	Sugar	Salt
1	November 2025	69,16,846	69,11,405	67,39,470
2	December 2025	64,43,334	64,43,568	63,54,016
3	January 2026	69,46,023	69,46,029	69,46,070
4	February 2026	67,46,897	67,30,628	66,96,957
5	March 2026	70,71,250	70,71,250	70,71,250

CONVERSION OF SILCHAR LOCAL PASSENGER TRAINS INTO DEMU SERVICES

5315. SHRI PARIMAL SUKLABAIDYA:

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

- (a) whether the Government proposes to convert local passenger trains operating from Silchar in Cachar district into Diesel Electric Multiple Unit (DEMU) services to reduce terminal delays;
- (b) if so, the details of trains identified for conversion; and
- (c) the expected operational benefits for the Barak Valley region?

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

(a) to (c): Silchar station is presently being served by 32 train services, including 14 Passenger train services, as listed below:-

SN	Train No. & Name
1	12507/08 Trivandrum-Central-Silchar Express
2	12513/14 Secunderabad-Silchar Express
3	12515/16 Coimbatore-Silchar Express
4	13175/76 Sealdah - Silchar Kanchenjunga Express
5	14037/38 Silchar-New Delhi Poorvottar Sampark Kranti Express
6	15611/12 Rangiya-Silchar Express
7	15615/16 Guwahati-Silchar Express
8	15641/42 Silchar-New Tinsukia Barak Brahmaputra Express
9	15663/64 Agartala-Silchar Express
10	55661/62 Maishashan-Silchar Passenger
11	55665/66 Silchar-Vangaichungpao Passenger
12	55667/68 Silchar-Bhairabi Passenger
13	55677/78 Silchar-Dharmanagar Passenger
14	55685/86 Maishashan-Silchar Passenger
15	55687/88 Dullabcherra-Silchar Passenger
16	55669/70 Silchar-Sirang Passengers

The passenger services are being operated with 7 Coaches and are adequately catering to the needs of the passengers. Besides, conversion of conventional trains into MEMU/DEMU services is an on-going process on Indian Railways subject to operational feasibility, resource availability, competing demands etc.

SEMICONDUCTOR MISSION 2.0 IN TIRUPATI**5316. SHRI MADDILA GURUMOORTHY:**

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

- (a) whether any semiconductor manufacturing equipment, materials or design projects are proposed or approved under India Semiconductor Mission 2.0 in Andhra Pradesh, particularly in or around Tirupati Parliamentary Segment;
- (b) if so, the details thereof including location, investment and employment potential;
- (c) if not, the reasons therefor; and
- (d) whether the Government proposes to include Tirupati region under semiconductor skill development and training initiatives?

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

(a) to (d): India's electronic manufacturing strategy is driven by the Hon'ble Prime Minister's vision of AtmaNirbhar Bharat and Making India a global manufacturing hub. The Government adopted a structured and targeted policy for electronics manufacturing across the entire value chain including semiconductors.

Various initiatives in this regard include the Production Linked Incentive (PLI) Schemes for Large Scale Electronics Manufacturing and IT Hardware, Semicon India Programme, Scheme for Promotion of Manufacturing of Electronic

Components and Semiconductors (SPECS), Modified Special Incentive Package Scheme (M-SIPS), Electronics Manufacturing Clusters (EMC) Scheme, and Electronics Components Manufacturing Scheme (ECMS).

As a result of these policies, electronics manufacturing in India has expanded significantly in the last 11 years.

#	2014-15	2024-25	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~11.3 Lakh Cr	Increased 6 times
Export of electronics goods (₹)	~0.38 Lakh Cr	~3.3 Lakh Cr	Increased 8 times
Production of mobile phones (₹)	~0.18 Lakh Cr	~5.5 Lakh Cr	Increased 28 times
Export of mobile phones (₹)	0.01Lakh Cr.	2 Lakh Cr	Increased 127 times
Mobile Phone imported (units)	75% of the total demand	0.02% of the total demand	

Smartphones emerged as the top most category in the exported goods in Calendar Year 2025.

#	HS Code	Item	Export value (in \$)
1	85171300	Smartphones	30.13 Billion
2	27101944	Automotive diesel fuel, not containing biodiesel, conforming to standard is 1460	16.34 Billion
3	71023910	Diamond (other than industrial diamond) cut or otherwise worked but not mounted or set	12.47 Billion

(Source: Directorate General of Commercial Intelligence and Statistics)

Semicon India Programme:

Semiconductors is a foundational and strategic industry. Semiconductors are used in almost every device. To promote the development of its manufacturing ecosystem in India, the Government launched Semicon India Programme in January 2022.

Government focused on developing the entire value chain of semiconductor ecosystem from design, fabrication, packaging, testing, validation, etc.

Progress of India's semiconductor program:

Government has executed the Semiconductor program with speed, precision and policy clarity. Till date, Government has approved 10 projects with investment commitments of about ₹1.6 lakh crore.

In a short span of 4 years, commercial production from one of the plants (Micron) has commenced.

Pilot production has started in 3 more units. Construction is progressing rapidly in other units.

Semiconductor projects in Andhra Pradesh:

The approved projects include the proposal of Advanced System in Package (ASIP) Technologies Private Limited for establishing semiconductor manufacturing facility in Andhra Pradesh, with an investment of Rs. 480 Cr.

ASIP facility is expected to have a capacity of around 96 million units/annum with employment potential of 500 highly skilled jobs.

Electronics Manufacturing Cluster in Andhra Pradesh:

To complement semiconductor ecosystem in Andhra Pradesh, Government has

approved two Electronics Manufacturing Clusters in Vikruthamala and Renigunta, Tirupati, Andhra Pradesh.

These EMCs provide plug-and-play infrastructure with ready land, utilities and common facilities, thereby reducing project implementation time and improving manufacturing efficiency.

The details of the EMCs in Tirupati, Andhra Pradesh are as follows:

1. Vikruthamala Village, Yerpadu Mandal, Chittoor District

- Area: 501.4 Acres
- Approved Project Cost: Rs. 248.9 crore
- Approved Grant-in-aid: Rs. 98.46 crore

2. Renigunta and Yerpadu Mandal, Chittoor District, Near Airport, Tirupati

- Area: 113.27 Acres
- Approved Project Cost: Rs. 74.27 crore
- Approved Grant-in-aid: Rs. 37.135crore

The details of units to which the land has been allocated in the above EMCs is at **Statement-I.**

Developing India's chip design ecosystem:

Government is developing India's chip design ecosystem in two ways:

1. Supporting Indian design engineers by providing free tools.

In a one of its kind initiatives across the world, Government has provided cutting edge chip design tools from 8 different companies to 315 universities at no cost. So far, their usage has exceeded 200 lakh hours.

Using the tools 211 chips have been taped out by 75 institutions across India including 149 chips at 180nm, SCL Mohali and 62 chip at overseas foundries.

2. Supporting Indian design companies through grant, free design tool and fabrication support:

Government has approved 24 projects for the design of semiconductor chips and SoCs.

These projects address critical sectors such as video surveillance, drone detection, energy metering, microprocessors, satellite communications, and broadband and IoT SoCs.

Out of 24 projects, 14 companies have raised venture capital funding of more than Rs 650 Cr to scale up and productize their solutions.

Seven (7) chips have been successfully fabricated including advanced nodes such as 12 nm.

The list of chip companies and universities in Andhra Pradesh supported under this program is at **Statement-II**.

STATEMENT-I

EMC-II at Vikruthamala, Tirupathi, AP:

#	Name of Unit	Area (Acres)	Manufacturing Products
1	M/s. Munoth Industries Ltd	30.03	Lithium Battery Cells
2	M/s. AIL Dixon Technologies (P) Ltd	3.63	LED Television from Screen Size 19' to 65", Washing Machine Twin Tub & Single Tub (Fully automatic), LED lighting Products (not restricted to but including LED Lamps, Down Lighters, Street light, LED Baton, Mobile Phones, Home Theatres, etc.)

3	M/s. Sri Kamakshi Systems (P) Ltd	1.60	-
4	M/s. Arete IT Services (P) Ltd	1	MANUFACTURING OF ANDROID BASED ASIC AND RELATED PRODUCTS
5	M/s. Anant Raj Limited	10.14	Affordable housing
6	M/s. Dixon Technologies India Ltd	18.27	Washing machine lighting, Mobile Phone, LED TV, LED Bulbs and related products, CCTV Camera etc.
7	M/s. Kalpin Enterprises (P) Ltd.,	8.24	Set Top Boxes, Routers, Surveillance Cameras, Smart Meters (Water / Electricity) and other communication devices
8	M/s. RR Techpath India Private Ltd.	0.90	Assembling units for photo Voltaic
9	M/s. Wingtech Mobile Communications (India) (P) Ltd.	75	Mfg., of Smart Phones and Feature Phones
10	M/s. K K Rao Engineering Works (P) Ltd.	3.85	POWER AND DISTRIBUTION TRANSFORMERS
11	M/s. Naik Associates	0.25	Assembling of led lights
12	M/s. Basil RBF	1.51	SHED FOR ELECTRONIC MANUFACTURING GOODS
13	M/s. Teja Industries	1.54	ITES ELECTRONIC PRODUCTS MANUFACTURING
14	3STAR SWITCHGEARS	1.50	Electronic
15	INNO TECHSYS PRIVATE LIMITED	5.64	Engineering
16	M/s. Dixon Technologies India Limited	8.17	Electronic
17	LIKHITHA INDUSTRIES LLP	7.66	Electronic
18	Clair Electro Industries Private Limited	3	IT/ITES
19	BHARGAVI GLOBAL PROJECTS	6	Electronic

20	Hotel True Joy	0.31	Hotel, Restuarent, Cattering & all its alike activities
21	EMC Shopping Complex & Canteen	0.37	Shopping complex and canteen
22	Surya Glass	0.25	Manufacturing of Electronic Equipment Screen Guard Toughened Glass
23	DHS Nell India Private Limited	1.19	Electronic Toy Manufacturing
24	Sarada Creche Centre	0.19	Creche Centre to the employees and workers of EMC's only
25	PHR PG Hostel	0.37	PG Hostel to the employees and workers of EMC's only
26	Bildtime.com Private Limited	1.10	Smart Home Devices Custimization & Distribution Center
27	Dixon Technologies India Ltd	8.22	Manufacturing of Washing Machine lighting and Mobile Phone
28	Dixon Technologies (India) Ltd	0.12	Production and Storage facilities for LED TV and Panels Primarily for office area
29	Dixon Technologies (India) Ltd	6.60	Production and Storage facility for LED TV and Panels
30	Dixon Technologies (India) Ltd	2.75	Support function of Industrial activity
31	SAM's Corporation	4.68	ware houses for electronic goods
32	SRIKALAHASTHI ENTERPRISES	1.80	Manufacturing of VFD & Electrical Panels
33	SV EV Station and Restaurant	1.27	EV Station and Restaurant
34	Chaganam Gowrisankar	3.5	Providing factory building for ancillary Manufacturing / Servicing Units in Electronic Manufacturing Cluster
35	Longwell Technology India Pvt Ltd	8.15	Manufacturing of AC Power Cords and its Components, Wiring Harness, DC Cable Assemblies
36	Vimana Venkateswara Complex	1	Services provided for Complex, Weigh Bridge, Restaurant & Rooms, PG
37	M/s JDR Gardens	1	Ware House for rental purpose and restaurant

38	M/s Solitary Kshethra Projects LLP	4.676	Warehouse
39	M/s.Neolync Solutions Private Limited	9.92	Manufacturing of Electronic Items (Mfg., plant to make Mobiles and Telecom Products)
40	M/s VHS Professional Services Private Limited	2.50	IT/ITes
41	M/s Azad Semi Con Industries	0.47	Assembling of Electrical & Electronics Manufacturing Products
42	M/s ECO MAX INNOVATIONS	0.53	Manufacturing of Inverters and Batteries (lithiumION Batteries - LifeP04)
43	M/s Mahalakshmi Industries	0.22	Assembling of Electrical & Electronics Manufacturing Products
44	M/s Sri Vayuppythra Electrical Services	1.76	Ware House
45	M/s Mobility Industries	0.49	Power Bank Assembling
46	M/s Ishay Enterprises	1.18	Solar Thermal Equipments Manufacturing

Details of Unit in EMC-I at Tirupathi, A.P

#	Name of Units	Area (Acres)	Product
1	Celkon Impex/ Wingtech Mobile Communications (India) Pvt. Ltd.	19.28	Mobile Phones, Tablets, Set Up Box
2	United Telelinks (Bangalore) Ltd. (Karbon Mobiles)	15	Mobiles, Phones, LED T.V., Tablets, PC IT Products, LED Lights & Consumer Durables
3	Sunny Opotech India Pvt. Ltd. (on land of Seven Hills Digital Park Pvt. Ltd.)	21.82	Camera Modules and Mobile Phone Accessories
4	Avast Lithium Battery Pvt. Ltd.	4.60	LITHIUM BATTERY PACKING

5	SR Intelligent Technologies India PVT. LTD	6.85	SRIT ODC
6	Sankar Shalini Industry	0.49	Hotel
7	M/s.Putta Sathyanarayana Reddy	0.20	approach road and for Boutique Hotel, Super Market, ATM, Food Court and Convention Centre
8	C.Aravind	0.14	Approach Road and Boutique Hotel, Super Market, ATM, Food Court and Convention Centre
9	Sri Vijayeshwara Private Limited	6	Establishment of Restaurant, Shopping Complex, Serviced Appartments, Banquet Hall, Bank and EV Station
10	M/s Heli Techno Industries	1	Manufacturing of USB cords
11	M/s CTB Enterprises	1	Ware House and Shopping Complex
12	M/s SV Electrical and Electronics Manufacturing Unit	1	Electrical & Electronic Mobile Components Manufacturing Unit
13	M/s.Om Electronix	1.50	Manufacturing of Solar products (Solar PV Modules, Solar pumpsets, Solar inverters, solar LED Pattern, Solar LED street lights, Solar LED Home Light System and Solar Roof Tops)
14	M/s JDR Gardens	0.725	Manufacturing of USB Charger Cords

STATEMENT-II

Companies supported for design tools under DLI in the state of Andhra Pradesh:

1. Krisemi Design Technologies Pvt. Ltd.

List of Academic Institutes supported under C2S Programme in the state of Andhra Pradesh:

1. Indian Institute of Technology Tirupati

2. Indian Institute of Information Technology Design and Manufacturing Kurnool
3. National Institute of Technology Andhra Pradesh
4. Shri Vishnu Engineering College for Women, Bhimavaram
5. Vignan's Foundation for Science Technology and Research, Guntur
6. VIT-AP University, Amaravati, AP
7. SRM University, AP
8. JNTU, Kakinada
9. J N T University, Anantapur
- 10.V.R. Siddhartha Engineering College, Vijayawada
- 11.Anil Neerukonda Institute of Technology & Sciences (ANITS),
Visakhapatnam
- 12.Vishnu Institute of Technology, AP
- 13.Sagi Rama Krishnam Raju Engineering College, Andhra Pradesh
- 14.GMR Institute of Technology (GMRIT), Andhra Pradesh
- 15.G. Pullaiah College of Engineering and Technology, Kurnool
- 16.Koneru Lakshmaiah Education Foundation, Guntur
- 17.Vignan's Institute of Information Technology, Visakhapatnam
- 18.Mohan Babu University, Tirupati, Andhra Pradesh

RAILWAY SIDINGS AND WEIGHBRIDGES IN CHHATTISGARH

5317. SHRIMATI JYOTSNA CHARANDAS MAHANT:

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

- (a) the total number of private, public (departmentally owned) and PSU/Joint

Venture sidings currently operational in Chhattisgarh along with their respective alpha codes and serving stations;

- (b) the names of the specific industries, departments and companies functionally connected to each of these sidings for commercial operations;
- (c) the details of weighbridges installed at these sidings specifically the number of In-motion versus Static weighbridges;
- (d) whether these are maintained through Annual Maintenance Contracts (AMCs) approved by the Railways and if so, the details thereof;
- (e) whether the Railways has a mechanism to monitor the calibration and accuracy of these weighbridges and if so, the details thereof; and
- (f) whether any instances of tampering, weight irregularities, or malpractices have been reported at these sidings during the last three years and if so, the details and the punitive action taken by the Government in each case, siding-wise?

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

(a) to (f): As on date, a total of 154 number of sidings / goods sheds are operational in Chhattisgarh State. The sidings / goods shed handling outward consignment are either equipped with In-motion Weighbridge / Silo with pre-weighbin (as required) or associated weighbridges have been nominated for such sidings/terminals.

The weighbridges installed at Privately / PSU / JV owned sidings, are

maintained by the siding owners and the departmental weighbridges installed at Goods sheds / identified locations are maintained by Railway through Annual Maintenance Contracts (AMCs).

Indian Railways has an established mechanism for testing of Railway EIMWBs. As per the policy, testing of EIMWBs with test wagons is carried out at an interval of six months. First testing is carried out during the calibration by the Weights & Measures Department of the concerned State Government and further testing is carried out jointly by the team of divisional officers. Whenever any major breakdown is attended involving part(s) of EIMWB sealed by Weights & Measures Department, the EIMWB is re-stamped from the Weights & Measures Department of the concerned State Government.

Recently, one case of malpractices has been noticed at Railway owned Electronic In-motion Weighbridge at Baradwar, Bilaspur Division, which is under investigation.

POST OFFICE REGULATIONS

5318. SHRI T. M. SELVAGANAPATHI:

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

- (a) whether it is a fact that the Director General of Postal Services has taken any decision to solve the confusion over delivery of items addressed to dead persons and if so, the details thereof;
- (b) whether it is also a fact that the confusion persists because of an interplay between two provisions of the Post Office Regulations and if

so, the details thereof;

- (c) whether it is also a fact that in a recent judgement, the Hon'ble Madras High Court has asked the Director General of Postal Services to comply with its order and take further action as may be necessary to solve the confusion and if so, the details thereof; and
- (d) whether the Director General of Postal Services is considering to either amend the year 2024 Regulations or fill in the gap by clarifying the position properly on the above issue?

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

(a) to (d): Necessary action to amend the provisions of the Post office Regulations is being taken by the Department of Posts in this regard.

ONE NATION ONE RATION CARD

5319. SHRI MANISH JAISWAL:

SHRIMATI MALA RAJYALAXMI SHAH:

SHRI KOTA SRINIVASA POOJARY:

DR. HEMANG JOSHI:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI BIDYUT BARAN MAHATO:

SHRI CHINTAMANI MAHARAJ:

SHRIMATI SANJNA JATAV:

SHRI BALABHADRA MAJHI:

SHRIMATI HIMADRI SINGH:

SHRI DINESHBHAI MAKWANA:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI AVIMANYU SETHI:

SHRI HARIBHAI PATEL:

SHRI NABA CHARAN MAJHI:

SHRI JANARDAN MISHRA:

SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI ALOK SHARMA:

SHRI VINOD LAKHAMSHI CHAVDA:

SHRI BHOJRAJ NAG:

SHRI ANURAG SHARMA:

DR. BHOLA SINGH:

SHRIMATI APARAJITA SARANGI:

SHRI ANOOP PRADHAN VALMIKI:

SHRI BHARTRUHARI MAHTAB:

SHRI MANOJ TIWARI:

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

- (a) the number of beneficiaries currently availing the portability facility in the country under the 'One Nation One Ration Card' (ONORC) scheme particularly in Chhattisgarh especially in Kanker, Kondagaon, Balod and

Dhamtari districts and Bhopal Lok Sabha Constituency, Nabarangpur Lok Sabha Constituency of Odisha, Jharkhand particularly Hazaribagh and Ramgarh, Bharatpur Lok Sabha Constituency, Shahdol Lok Sabha Constituency, Uttar Pradesh and Chhattisgarh particularly the Surguja Region;

- (b) whether the Government has assessed migration trends as reflected through portability transactions under ONORC scheme in the country particularly among migrant workers and economically vulnerable groups especially in the districts of Bharatpur Lok Sabha Constituency and if so, the details thereof including key finding regarding seasoned and long term migration trends;
 - (c) the number of inter-State and intra-State portability transactions recorded during the last two years in the country including Nabarangpur Lok Sabha Constituency and Uttar Pradesh specially in Bulandshahr district;
 - (d) whether data is available specifically for Chhattisgarh particularly the Surguja region regarding beneficiaries and portability transactions;
 - (e) the steps taken by the Government to ensure seamless availability of ration for migrant workers and other beneficiaries under the scheme;
 - (f) whether awareness camps and technological improvements have been undertaken to strengthen the effective implementation of ONORC;
 - (g) the steps proposed to further enhance portability, transparency and accessibility of ration cards under the scheme across all State and UTs;
- and

(h) the measures adopted to strengthen digital monitoring and grievances redressal mechanism under the Public Distribution System (PDS)?

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

(a): The One Nation One Ration Card (ONORC) is a technology-driven initiative of the Department of Food and Public Distribution, aimed at enabling nationwide portability of ration cards for beneficiaries covered under the National Food Security Act (NFSA). The ONORC facility has been successfully implemented across all 36 States and Union Territories, covering more than 80 crore beneficiaries under the Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY). Under this system, eligible beneficiaries are able to lift their entitled foodgrains from any Fair Price Shop (FPS) in the country using Aadhaar-based biometric authentication through electronic Point of Sale (ePoS) devices.

As on date, more than 207 Crore portability transactions have been recorded under ONORC across the country, reflecting extensive usage of the facility by beneficiaries.

State-wise portability transactions are as follows:

- **Chhattisgarh** (including Kanker, Kondagaon, Balod, Dhamtari districts and Sarguja Region) : 65.36 Lakh
- **Odisha** (including Nabrangpur Lok Sabha Constituency): 31.30 Lakh
- **Uttar Pradesh**: 17.83 Crore

- **Madhya Pradesh** (including Bhopal and Shahdol Lok Sabha Constituency): 8.38 Crore
- **Jharkhand** (including Hazaribagh and Ramgarh): 1.27 Crore
- **Rajasthan** (including Bharatpur Lok Sabha Constituency): 20.09 Crore

(b): The ONORC portability transactions, including both inter-State and intra-State transactions, are available in public domain on the Integrated Management of Public Distribution System (IMPDS) portal (www.impds.nic.in).

(c) and (d): Total Interstate and Intra State Portability transactions recorded in last two years (2024 and 2025) in country are 74.06 Crore. Further, a State-wise portability transactions are as follows:

- **Odisha** (including Nabrangpur Lok Sabha Constituency): 31.30 Lakh
- **Uttar Pradesh** (including Bulandshahr district): 17.83 Crore
- **Chhattisgarh** (including Sarguja Region) : 65.36 Lakh

(e) and (f): The ONORC facility is seamlessly available to all PMGKAY beneficiaries across the country. The Government has undertaken several awareness and technological measures to strengthen the effective implementation of One Nation One Ration Card (ONORC). To enable seamless portability, end-to-end automation has been achieved in about 99.8% of Fair Price Shops (FPSs) (i.e., approximately 5.50 lakh out of 5.51 lakh FPSs) across the country. This ensures that beneficiaries can lift their entitled foodgrains from any FPS in any State/UT using Aadhaar-based authentication.

Further, the Mera Ration Mobile App has been developed to facilitate migrant beneficiaries by providing information on nearby FPS locations, entitlement details, and transaction history. The app also supports portability by helping beneficiaries identify FPS shops where ONORC services are available. In addition, States/UTs have been regularly sensitised through advisories, review meetings and field-level awareness campaigns to promote the usage of ONORC among beneficiaries.

(g): To further enhance portability, transparency and accessibility under ONORC, the Department is implementing the SMART-PDS system, which is based on a microservices architecture with real-time data integration across States/UTs.

This unified digital framework enables seamless exchange of beneficiary and transaction data across States, thereby strengthening inter-State portability. Further, initiatives such as Aadhaar seeding, e-KYC, and national-level de-duplication of beneficiaries are being undertaken to ensure accuracy and uniformity of data.

(h): The Department has undertaken several measures to strengthen digital monitoring and grievance redressal mechanisms under the Public Distribution System (PDS).

Firstly, grievance redressal systems have been strengthened through the universal availability of toll-free helplines (1967/1800 series) across all States/UTs. In addition, Anna Sahayata (ASHA) has been introduced as an AI-enabled grievance redressal platform leveraging WhatsApp and IVRS

channels, enabling beneficiaries to lodge complaints and provide feedback in their preferred regional languages.

The Mera Ration Mobile App also provides an integrated interface for beneficiaries to access their entitlement details, view transaction history, locate nearby FPSs, and register grievances directly.

Further, monitoring has been strengthened through integration with the CPGRAMS platform, wherein States/UTs have been advised to adhere to the prescribed timeline of 21 days for grievance disposal. Grievance pendency is regularly monitored through dashboards, and periodic advisories are issued to ensure timely resolution. States/UTs with high pendency are specifically flagged for corrective action.

These initiatives collectively enhance transparency, improve accountability, and ensure timely delivery of services to beneficiaries under the PDS.

जीएसआई नेक्स्ट-जनरेशन पोर्टल

5320. श्री जसवंतसिंह सुमनभाई भाभोर:

श्री मुकेशकुमार चंद्रकांत दलाल:

श्री दामोदर अग्रवाल:

डॉ. भोला सिंह:

डॉ. हेमंत विष्णु सवरा:

श्री विष्णु दयाल राम:

श्री अनन्त नायक:

श्री महेश कश्यप:

श्री खगेन मुर्मु:

श्री धर्मबीर सिंह:

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

- (क) क्या सरकार ने खनिज अन्वेषण के लिए उद्योग और अनुसंधान संस्थानों को क्लाउड-सक्षम, एआई-आधारित डेटा विश्लेषण प्रदान करने हेतु जीएसआई नेक्स्ट जनरेशन (एनजी) पोर्टल का सफलतापूर्वक शुभारंभ किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) नेशनल जियोसाइंस डेटा रिपॉजिटरी (एनजीडीआर) पोर्टल ने किस प्रकार निवेश बढ़ाया है और कारोबारी सुगमता में सुधार किया है जिससे गुजरात जैसे औद्योगिक राज्यों को भी लाभ हुआ है;
- (ग) ट्रांच-II एक्सप्लोरेशन लाइसेंस (ईएल) नीलामी की सफलता के प्रमुख पड़ाव क्या हैं और गहराई में स्थित खनिजों की खोज के लिए कितनी निजी कंपनियों को शामिल किया गया है;
- (घ) क्या नेशनल मिनरल एक्सप्लोरेशन एंड डेवलपमेंट ट्रस्ट (एनएमईडीटी) ने वर्ष 2026 की शुरुआत तक 327 अन्वेषण परियोजनाओं के अपने लक्ष्य को सफलतापूर्वक पूरा कर लिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ङ) देश में खनिज अन्वेषण में निजी क्षेत्र की भागीदारी को सुदृढ़ करने के लिए क्या कदम उठाए गए हैं;
- (च) क्या सरकार ने ओडिशा में, विशेषकर क्योझर लोक सभा निर्वाचन क्षेत्र में, खनिज अन्वेषण और डेटा तक पहुंच को सुदृढ़ करने के लिए कदम उठाए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (छ) क्या भिवानी-महेंद्रगढ़ क्षेत्र सहित हरियाणा में कोई खनिज अन्वेषण या भूवैज्ञानिक सर्वेक्षण प्रस्तावित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ज) सरकार द्वारा देश में दुर्लभ मृदा खनिज अन्वेषण को बढ़ावा देने के लिए उठाए गए कदमों का ब्यौरा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क): जी, हां। भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) के नेक्स्ट-जनरेशन (एनजी) पोर्टल का शुभारंभ दिनांक 12.02.2026 को किया गया है।

(ख): राष्ट्रीय भूविज्ञान डेटा रिपोजिटरी (एनजीडीआर) पोर्टल में विभिन्न हितधारक एजेंसियों द्वारा सृजित 47 मानचित्र सेवाओं और स्थानिक डेटा लेयर के साथ 18,400 से अधिक गवेषण और आधारभूत रिपोर्टें रखी हैं। एनजीडीआर पोर्टल ने सार्वजनिक और निजी हितधारकों दोनों के लिए एक एकल भू-स्थानिक प्लेटफॉर्म पर भूविज्ञान और खनिज गवेषण रिपोर्टें तथा डेटासेट तक निर्बाध एवं निःशुल्क पहुंच के लिए एक केंद्रीकृत डिजिटल प्लेटफॉर्म प्रदान करके ईज ऑफ डूइंग बिजनेस में सुधार किया है, जिससे औद्योगिक राज्य जैसे कि गुजरात, लाभान्वित हुए हैं और इससे डेटा सुगम्यता एवं पारदर्शिता बढ़ी है। पोर्टल का व्यापक रूप से उपयोग निजी गवेषण एजेंसियों सहित अधिसूचित गवेषण एजेंसियों द्वारा राष्ट्रीय खनिज खोज एवं विकास न्यास (एनएमईडीटी) को वित्तपोषण हेतु प्रस्तुत करने के लिए नए गवेषण परियोजना प्रस्तावों को तैयार करने के लिए सुविचारित निर्णय लेने हेतु किया जाता है। इसके अलावा, एनजीडीआर पोर्टल का उपयोग संयुक्त अनुज्ञप्ति (सीएल) और गवेषण अनुज्ञप्ति (ईएल) के बोलीदाताओं द्वारा अपनी बोलियों को प्रस्तुत करने से पहले सीएल/ईएल ब्लॉकों के प्रोस्पेक्ट्स का विश्लेषण और पता लगाने के लिए भी किया जाता है।

(ग): ईएल ब्लॉकों के लिए ट्रेंच-2 दिनांक 12.02.2026 को शुरू किया गया।

(घ): जी, हां। आज की तारीख तक, एनएमईडीटी द्वारा वित्त-पोषण के माध्यम से 327 परियोजनाएं पूरी की गई हैं। इन परियोजनाओं का विवरण निम्नलिखित है:

क्र. सं.	परियोजना का प्रकार	परियोजनाओं की संख्या
1.	आधारभूत सर्वेक्षण परियोजनाएं	09
2.	खनिज गवेषण परियोजनाएं	302
3.	मशीनरी/ प्रयोगशाला उपस्करों/उपकरणों आदि की खरीद	13
4.	खान मंत्रालय की एसएंडटी प्रिज़्म स्कीम के तहत अनुसंधान और	02

	नवाचार परियोजनाएं	
5.	महत्वपूर्ण खनिजों के पुनर्वर्धन के लिए विशेष अध्ययन	01
	कुल	327

(ड): देश में खनिज गवेषण में निजी क्षेत्र की भागीदारी को सुदृढ़ करने के लिए, वर्ष 2021 में खान और खनिज (विकास और विनियमन) अधिनियम की धारा 4(1) के दूसरे परंतुक में संशोधनों के बाद से निजी खनिज गवेषण एजेंसियों को केंद्रीय सरकार द्वारा अधिसूचित किया जाता है। आज तक, कुल 44 निजी गवेषण एजेंसियों को अधिसूचित किया गया है। एमएमडीआर अधिनियम, 1957 में किए गए प्रावधान के अनुसार, ये अधिसूचित निजी गवेषण एजेंसियां (एनपीईए) एनएमईडीटी से निधियां प्राप्त करने के लिए पात्र हैं।

वर्ष 2021-22 से, बड़ी संख्या में खनिज ब्लॉकों को संयुक्त अनुज्ञप्ति (सीएल) के रूप में नीलाम किया गया है जिसके लिए सीएल धारक को खनन पट्टा निष्पादित करने से पहले गवेषण करना आवश्यक है। इसके अलावा, सातवीं अनुसूची में विनिर्दिष्ट 29 महत्वपूर्ण और गहराई में स्थित खनिजों के गवेषण में निजी क्षेत्र की भागीदारी को प्रोत्साहित करने के लिए, एमएमडीआर संशोधन अधिनियम, 2023 के माध्यम से एक नई खनन रियायत अर्थात् ईएल शुरू की गई है। ईएल नीलामी के माध्यम से दी जाती है।

एनएमईडीटी ने देश में खनिज गवेषण में भाग लेने वाले निजी क्षेत्र को सुदृढ़ करने के लिए निम्नलिखित पहल की है:

- i) एनपीईए की खनिज गवेषण परियोजनाओं के लिए 100% वित्तपोषण।
- ii) किए गए कुल व्यय के 50% तक गवेषण व्यय की प्रतिपूर्ति द्वारा ईएल और सीएल धारकों को सहायता।
- iii) यदि ब्लॉक को सफलतापूर्वक जी3 चरण में अपग्रेड किया जाता है तो गवेषण एजेंसियों को महत्वपूर्ण, सामरिक और गहराई में स्थित खनिजों के लिए जी4 मर्दों की अनुमोदित परियोजना लागत का 25% गवेषण प्रोत्साहना।

(च): जी, हा। जीएसआई ने कार्य सत्र 2021-22 से 2025-26 तक ओडिशा में मैंगनीज, स्वर्ण, लौह अयस्क, बॉक्साइट, निकल आदि के लिए क्योझर जिले में 16 परियोजनाओं सहित विभिन्न खनिज पदार्थों पर 121 खनिज गवेषण परियोजनाएं कार्यान्वित की हैं। एमएमडीआर संशोधन अधिनियम 2015 के बाद से, जीएसआई ने क्योझर जिले में लौह अयस्क (642.72 मिलियन टन), मैंगनीज (2.70 मिलियन टन), स्वर्ण (0.02 मिलियन टन) और बॉक्साइट (1.23 मिलियन टन) के संसाधनों को संवर्धित किया है। इसके अलावा, वर्ष 2021-2022 से, एनएमईडीटी ने ओडिशा में 43 खनिज गवेषण परियोजनाओं को वित्त पोषित किया है, जिसमें क्योझर जिले में लौह अयस्क की 3 परियोजनाएं और स्वर्ण की 2 परियोजनाएं शामिल हैं।

जहां तक डेटा तक पहुंच को सुदृढ़ करने के लिए उठाए गए कदमों का संबंध है, ओडिशा राज्य के लिए एनजीडीआर पोर्टल पर जीएसआई और अन्य हितधारकों की कुल 1459 रिपोर्टें उपलब्ध हैं, जिनमें क्योझर जिले की 235 गवेषण एवं आधारभूत रिपोर्टें शामिल हैं। इसके अलावा, अन्य भूवैज्ञानिक मानचित्र सेवाएं जैसे भूवैज्ञानिक, भू-आकृति विज्ञान, भू-रासायनिक, भूभौतिकीय और अन्य मानचित्र तथा डेटासेट भी क्योझर जिले के लिए निःशुल्क उपलब्ध और डाउनलोड करने योग्य हैं।

(छ): जीएसआई ने कार्य सत्र 2025-26 के दौरान हरियाणा में तीन खनिज गवेषण मदें शुरू कीं। इनका विवरण इस प्रकार है:

क्र. सं.	जिला	खनिज ब्लॉक/ क्षेत्र/प्रदेश का नाम	यूएनएफसी चरण	पदार्थ
1.	महेन्द्रगढ़ और चरखी दादरी	बधवाना- झोझू कलां	जी4	तांबा
2.	भिवानी	निगाना खुर्द, ढाणी, रिवासा	जी4	तांबा
3.	चरखी दादरी	मानकावास, कलियाणा, खेड़ी	जी4	तांबा

(ज): देश में दुर्लभ मृदा खनिज गवेषण को बढ़ावा देने के लिए, जीएसआई ने कार्य सत्र 2021-22 से 2023-24 तक दुर्लभ मृदा तत्वों (आरईई) को लक्षित करते हुए 166 खनिज गवेषण

परियोजनाएं शुरू की हैं। जीएसआई ने देश में आरईई सहित महत्वपूर्ण और सामरिक खनिजों का गवेषण भी तेज कर दिया है और कार्य सत्र 2024-25 के दौरान, इसने आरईई पर 78 खनिज गवेषण परियोजनाएं शुरू कीं, इसके बाद कार्य सत्र 2025-26 में आरईई पर 92 परियोजनाएं शुरू की गईं। इसके अलावा, जीएसआई ने आरईई सहित महत्वपूर्ण और सामरिक खनिजों के लिए द्वितीयक संवर्धन संभावना का आकलन करने के लिए वर्ष 2024-25 में महत्वपूर्ण खनिज आकलन कार्यक्रम (सीएमएपी) भी शुरू किया है। आज तक, देश के विभिन्न हिस्सों में 27 सीएमएपी परियोजनाएं शुरू की गई हैं। इसके अलावा, शुरुआत से ही, एनएमईडीटी ने देश में आरईई के लिए 77 परियोजनाओं को मंजूरी दी है, जिनमें वर्ष 2023-24 में 07 परियोजनाएं, 2024-25 में 22 परियोजनाएं और 2025-26 में 41 परियोजनाएं शामिल हैं। इसके अलावा, ईएल व्यवस्था के तहत, आज तक, 7 ईएल ब्लॉकों की नीलामी की गई है, जिसमें आरईई के लिए 2 ब्लॉक भी शामिल हैं।

TENDER OF OFFSHORE WIND ENERGY

5321. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

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

- (a) whether it is true that the offshore wind energy tender proposed off the Tamil Nadu coast in the Gulf of Mannar has been delayed beyond the earlier target timeline of February, 2026 and if so, the details thereof;
- (b) the status of the proposed 500 MW offshore wind project supported by Viability Gap Funding (VGF) and the timeline for release of such support;
- (c) the renewable energy capacity addition during the year 2025–26, State-wise including wind and solar installations in Tamil Nadu; and
- (d) the steps taken by the Government to expedite renewable energy

investments and power sale agreements for projects proposed in Tamil Nadu?

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

(a) and (b): National Institute of Wind Energy (NIWE) has installed floating LiDAR buoy for the wind resource assessment of Tamil Nadu site. NIWE also carried out offshore met-ocean field studies, Geophysical & Geophysical investigation for Tamil Nadu site. The tender for the development of Tamil Nadu offshore wind project is linked to the outcomes of wind resource assessment and other studies.

(c): The state wise renewable energy capacity addition in the country including wind and solar installations in Tamil Nadu during the financial year 2025–26 (till 28.02.2026) is given in **Statement-I**.

(d): Government has taken several steps to expedite renewable energy investments in the country including Tamil Nadu. The details are placed as **Statement-II**. Further, in order to expedite Power Sale Agreements (PSA), Government has requested States to comply with the Renewable Consumption Obligation (RCO) under the Energy Conservation Act, and advised Renewable Energy Implementing Agencies (REIAs) to aggregate demand from Electricity Distribution companies (DISCOMs) and other consumers before designing and issuing the tenders. Regional workshops have been organized with major renewable energy procuring States to accelerate PSA signing agreements for

RE projects.

STATEMENT-I

**State Wise renewable energy capacity addition in the country during
financial year 2025–26 (till 28.02.2026)**

S. No.	STATES / UTs	Renewable Energy Capacity Addition including Large Hydro (MW)	Wind Energy Capacity Addition (MW)	Solar Energy Capacity Addition (MW)
1	Andhra Pradesh	3558.01	38.63	1838.18
2	Arunachal Pradesh	500.59	0.00	0.59
3	Assam	336.93	0.00	336.93
4	Bihar	107.00	0.00	107.00
5	Chhattisgarh	433.26	0.00	408.36
6	Goa	19.80	0.00	19.80
7	Gujarat	11523.58	2519.71	8989.61
8	Haryana	535.05	0.00	519.81
9	Himachal Pradesh	594.77	0.00	142.02
10	Jammu & Kashmir	4.99	0.00	4.99
11	Jharkhand	42.52	0.00	42.52
12	Karnataka	2503.83	1149.44	1350.29
13	Kerala	655.56	0.25	611.31
14	Ladakh	4.22	0.00	4.22
15	Madhya Pradesh	1190.46	415.00	775.46
16	Maharashtra	9265.29	588.40	8676.89
17	Manipur	3.73	0.00	3.73
18	Meghalaya	0.00	0.00	0.00
19	Mizoram	3.30	0.00	3.30
20	Nagaland	0.17	0.00	0.17
21	Odisha	179.88	0.00	154.88
22	Punjab	145.48	0.00	145.48
23	Rajasthan	10464.90	20.40	10441.75
24	Sikkim	0.00	0.00	0.00
25	Tamil Nadu	2586.76	362.85	2198.91
26	Telangana	223.00	0.00	223.00

27	Tripura	14.17	0.00	14.17
28	Uttar Pradesh	485.13	0.00	482.38
29	Uttarakhand	995.86	0.00	244.82
30	West Bengal	0.00	0.00	0.00
31	Andaman & Nicobar Islands	2.21	0.00	2.21
32	Chandigarh	0.00	0.00	0.00
33	Dadra & Nagar Haveli and Daman & Diu	86.78	0.00	86.78
34	Delhi	101.67	0.00	100.50
35	Lakshadweep	1.60	0.00	1.60
36	Puducherry	26.20	0.00	26.20
37	Others	0.00	0.00	0.00
	Total (MW)	46596.70	5094.68	37957.86

STATEMENT-II

Government has taken several steps to expedite renewable energy investments in the country including Tamil Nadu. These, inter alia, include;

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified

quantum of consumption from Decentralized Renewable Energy sources.

- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.
- Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- Waiver on Inter State Transmission System (ISTS) charges for renewable energy projects including green hydrogen projects, with certain timelines and conditions.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV

Modules, Solar PV Inverters & Storage Battery) and Solar Water Heating systems notified.

- Issued National Framework for promoting & developing Energy Storage Systems.
- Issued Guidelines for Resource Adequacy Planning Framework for India.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- The Revised Guidelines for installation of prototype wind turbine models issued on 12th June 2025.
- Mechanism of Approved List of Models and Manufacturers for Wind Turbines, Wind Turbine Components, Solar Modules, Solar cells.
- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.

- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

RAIL LAND DEVELOPMENT AUTHORITY PROJECTS

5322. SHRI KUNDURU RAGHUVeer:

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

- (a) the total number of projects undertaken by the Rail Land Development Authority (RLDA) since its inception for commercial development and monetisation of railway land across the country along with their locations;
- (b) the number of such projects completed/made operational till date including currently under execution or yet to be taken up;

- (c) whether the Government has assessed delays in implementation of RLDA projects and the extent of railway land that remains unused or underutilised due to such delays and if so, the details thereof; and
- (d) the details of the total revenue generated from RLDA projects during the last five years and the estimated revenue potential that could be realised through timely development of railway land assets?

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

(a) to (d): The vacant railway land, which is not required by Railways for its immediate operational needs, is entrusted to RLDA by Ministry of Railways. This land is utilized for commercial development, wherever feasible, to mobilize additional financial resources for the purpose of non-fare revenues.

So far about 1,308 hectares of Railway Land has been entrusted to Rail Land Development Authority (RLDA) for commercial development and colony redevelopment etc. Out of 1,308 Ha land, about 220 Ha has been leased for commercial development at the total amount of ₹ 20,655 crores. So far (till Feb 2026) RLDA has earned revenue of approx. ₹ 7,053 crores.

Further, successful & timely leasing of railway land depend on many factors such as availability of land documents, clearances from other department etc.

**SATELLITE COMMUNICATION INFRASTRUCTURE AND SUPPORT TO
SPACE MISSIONS**

5323. SHRI ATUL GARG:

SHRI SHRIRANG APPA CHANDU BARNE:

SHRI NARESH GANPAT MHASKE:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI VISHALDADA PRAKASHBAPU PATIL:

DR. SHRIKANT EKNATH SHINDE:

SHRIMATI BHARTI PARDHI:

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

- (a) whether the Government has undertaken initiatives to strengthen satellite communication infrastructure and ground segment capabilities to support India's space missions and if so, the details thereof and if not, the reasons for the same;
- (b) whether measures have been introduced to develop and deploy advanced antenna systems and communication technologies for satellite tracking, telemetry and data reception and if so, the details thereof and if not, the reasons for the same;
- (c) whether steps have been taken to promote indigenous development and deployment of satellite communication and ground station infrastructure and if so, the details thereof and if not, the reasons for the same;
- (d) whether collaboration with industry stakeholders has been encouraged to enhance technological capabilities and operational efficiency in space

communication systems and if so, the details thereof and if not, the reasons for the same; and

- (e) the manner in which these initiatives are expected to strengthen India's space communication network, satellite mission support and technological self-reliance?

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

(a): Department of Telecommunications announced and implemented Satellite Communication Reforms-2022 to facilitate the ease-of-doing business, streamlining a number of processes and rationalizing various charges.

Also, the Space Sector reforms announced in 2020, enable larger participation of Non-Government Entities (NGEs) for building/leasing, owning and operating the satellite systems for providing satellite-based services. The Government of India, as part of its 2020 space sector reforms, established an autonomous nodal agency, namely Indian National Space Promotion and Authorization Centre (IN-SPACe) under Department of Space (DOS), to promote and oversee private sector participation in space activities. Various measures to encourage and hand hold private sector have been announced and implemented by IN-SPACe, such as Seed fund Scheme, Technical Centre, Design Lab for NGEs, Skill Development in Space Sector, ISRO facility utilisation support, Technology Transfer to NGEs, creation of IN-SPACe Digital

Platform to connect with all the stakeholders of space ecosystem etc.

It is envisaged that the infrastructure created will also support the space missions.

(b) to (d): Department of Telecommunications (DoT) has launched the Telecom Technology Development Fund (TTDF) Scheme to promote and fund research and development (R&D) in communication technologies, fostering collaboration between academia, start-ups, research institutes, and industry to enhance the telecom ecosystem in India. This is also likely to support development of advanced antenna systems.

To encourage indigenization, Department of Telecommunications issued instructions on 05.05.2025 which inter-alia, includes that the licensee having Global Mobile Personal Communication by Satellite Service (GMPCS) authorization under Unified License (UL), will aim at indigenisation to a level of at least 20% of their ground segment of the satellite network that is established at the end of 5 years post the date of launch of commercial operations.

(e): It is envisaged that these initiatives will enhance the diffusion of space technology and strengthen the space sector infrastructure including space communication network, satellite mission support and technological self-reliance.

आर्थिक गतिविधियों और डिजिटल समावेशन को बढ़ावा देना

5324. श्रीमती रुचि वीरा:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने उत्तर प्रदेश के मुरादाबाद जिले में छोटे व्यवसायों, व्यापारियों और सेवा उपभोक्ताओं के लिए दूरसंचार और डाक सेवा अवसंरचना की पर्याप्तता और विश्वसनीयता का आकलन किया है;
- (ख) यदि हां, तो उक्त जिले में सेवा संबंधी कमियों की पहचान करने, कवरेज में सुधार करने और सेवा की गुणवत्ता बढ़ाने के लिए किए गए अवसंरचना उन्नयन संबंधी उपायों का ब्यौरा क्या है; और
- (ग) सरकार द्वारा आर्थिक कार्यकलापों और डिजिटल समावेशन को बढ़ावा देने के लिए प्रस्तावित भावी संचार विस्तार संबंधी उपायों का ब्यौरा क्या है?

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

(क) और (ख): सरकार, दूरसंचार सेवा प्रदाताओं से प्राप्त जानकारी के आधार पर दूरसंचार कवरेज का आकलन करती है और जिन गांवों में यह सुविधा उपलब्ध नहीं है, उन्हें डिजिटल भारत निधि (डीबीएन) द्वारा वित्त पोषित स्कीमों के माध्यम से मोबाइल कनेक्टिविटी प्रदान करने के लिए चुना जाता है। फरवरी 2026 तक, मुरादाबाद जिले में सभी 1,164 गांव (भारत के महारजिस्ट्रार के आंकड़ों के अनुसार) 4जी और 987 गांव 5जी मोबाइल कनेक्टिविटी से कवर हैं। इसके अलावा, भारतनेट के तहत सभी 589 ग्राम पंचायतों को सेवा के लिए तैयार किया गया है।

मुरादाबाद डाक प्रभाग में डाक अवसंरचना छोटे व्यवसायों और व्यापारियों सहित उपभोक्ताओं की आवश्यकताओं को पर्याप्त रूप से डाकघरों के व्यापक नेटवर्क के माध्यम से पूरा करती है। कुशल संचालन और छोटे व्यवसायों की सहायता के लिए लेवल-2 पार्सल हब, नोडल डिलीवरी सेंटर और पार्सल पैकेजिंग यूनिट जैसी सुविधाओं के साथ मेल पार्सल ऑप्टिमाइजेशन प्रोजेक्ट (एमपीओपी) के तहत पार्सल संचालन को सुदृढ़ किया गया है। मेल नेटवर्क ऑप्टिमाइजेशन प्रोजेक्ट (एमएनओपी) के तहत अवसंरचना और आईटी उन्नयन के माध्यम से मेल प्रोसेसिंग का आधुनिकीकरण किया गया है। इसके अलावा, स्थानीय व्यापारियों द्वारा निर्यात

को बढ़ावा देने के लिए डाकघर निर्यात केंद्र (डीएनके) की स्थापना की गई है। मुरादाबाद पोस्टल डिवीजन ने व्यापक डिजिटल भुगतान और वित्तीय सेवाओं को सक्षम करते हुए बिजनेस पोस्ट और बुक नाउ पे लेटर (बीएनपीएल) सेवाओं का भी विस्तार किया है जिससे सुविधा में वृद्धि, व्यवसायों को सहयोग और वित्तीय समावेशन को बढ़ावा मिला है।

(ग): सरकार ने देश के सेवा से वंचित ग्रामीण और दूरदराज के क्षेत्रों में मोबाइल टावरों की स्थापना के माध्यम से दूरसंचार कनेक्टिविटी के विस्तार के लिए डिजिटल भारत निधि (डीबीएन) द्वारा वित्त पोषित विभिन्न स्कीमों को मंजूरी दी है। दिनांक 28.02.2026 तक, देश भर में विभिन्न डीबीएन वित्त पोषित स्कीमों के तहत 24,198 मोबाइल टावर चालू किए गए हैं जो उत्तर प्रदेश के 352 गांवों/स्थानों सहित 33,984 गांवों/स्थानों को मोबाइल कनेक्टिविटी प्रदान करते हैं।

उत्तर प्रदेश सहित देश के सभी ग्राम पंचायतों (जीपी)/गांवों को ब्रॉडबैंड से कनेक्ट करने के लिए नेटवर्क बनाने हेतु भारतनेट परियोजना को चरणबद्ध तरीके से लागू किया जा रहा है। इसके अतिरिक्त, केंद्रीय मंत्रिमंडल ने संशोधित भारतनेट कार्यक्रम को मंजूरी दी है, जिसके तहत देश की सभी ग्राम पंचायतों को रिंग टोपोलॉजी में कनेक्टिविटी प्रदान करने के साथ मौजूदा नेटवर्क का उन्नयन और लगभग 3.8 लाख गैर-ग्राम पंचायत गांवों को मांग के आधार पर कनेक्टिविटी प्रदान करना है।

भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) द्वारा बेहतर सेवा गुणवत्ता और सेवा डिलीवरी के लिए दिनांक 01.10.2024 से प्रभावी संशोधित गुणवत्ता सेवा (क्यूओएस) बेंचमार्क भी आरंभ किया है।

इसके अलावा, डाक विभाग द्वारा ई-कॉमर्स, एमएसएमई और स्थानीय उद्योगों की सहायता करने के लिए एक सुदृढ़ पार्सल और लॉजिस्टिक्स नेटवर्क के माध्यम से अवसंरचना का विस्तार करना, अंतिम छोर की कनेक्टिविटी को बढ़ाना जारी है जिससे छोटे व्यवसायों के लिए बाजार तक पहुंच सुविधाजनक होगी; डाक उत्पादों की सेवा वितरण में सुधार के लिए डिजिटल भुगतान प्रणालियों और मोबाइल आधारित अनुप्रयोगों और क्षमता निर्माण उपायों को बढ़ावा दिया जा रहा

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**VIABILITY AND OPERATIONAL STRENGTHENING OF FAIR PRICE
SHOPS UNDER NFSA**

5325. SHRI ANURAG SINGH THAKUR:

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

- (a) whether the Government is aware that a large number of Fair Price Shops (FPS) are commercially non-viable and if so, the details of the steps are proposed by the Government to ensure a minimum viability of at least Rs. 50,000 per shop;
- (b) the details of the measures to ensure uninterrupted supply to ration card holders when network/server failures or Aadhaar/fingerprint mismatches occur including any formal order preventing denial of rations;
- (c) whether dealers are permitted handling loss of foodgrains at 1 kg per quintal to justify shortages and who bears liability and if so, the details of the steps taken by the Government to ensure 100% weightment at doorstep delivery;
- (d) whether Union Government is likely to direct States to assess minimum beneficiaries per FPS before issuing new licences; and
- (e) whether there is any proposal of Government to allow FPS to sell rice and wheat under domestic open market sale scheme or to include dealers in schemes such as Jan Poshan/Jan Aushadhi to make them viable and if so, the details thereof?

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

(a): In the Targeted Public Distribution System (TPDS) under the National Food Security Act, 2013 (NFSA), the operational responsibility including issuance of licenses to Fair Price Shops (FPSs), supervision and monitoring of the functioning of Fair Price Shops etc., rests with the concerned State/UT Government.

As per sub-clause (7) of clause 9 of the TPDS (Control) Order, 2015, it is the responsibility of the State Government to fix fair price shop owner's margin, and this shall be periodically reviewed for ensuring sustained viability of the fair price shop operations.

The Central Government only provides the assistance to States/UTs for meeting the expenditure towards intra-State movement & handling of foodgrains and fair price shop dealers' margin under the NFSA in accordance with the provisions of Food Security (Assistance to State Governments) Rules, 2015 (as amended from time to time) which inter-alia provides for norms of expenditure and pattern of central sharing. In order to ensure viability of Fair Price Shops, the norms of FPS Dealers margin was enhanced as per the details given below:

Category of States	Component of FPS margin	Pre-revised norms (Rate in rupee per quintal) (upto 31st March, 2022)	Revised norms (Rate in rupee per quintal) (w.e.f. 1.4.2022)
General Category	Transportation & handling	65	70

States/UTs	FPS Dealers Margin	70	90
	Additional margin	17	21
Special category States/UTs	Transportation & handling	100	105
	FPS Dealers Margin	143	180
	Additional margin	17	26

Special category states includes Sikkim, Himachal Pradesh, Jammu & Kashmir, Ladakh, Uttarakhand, Andaman & Nicobar Islands, Lakshadweep and seven north east states.

The State Governments are free to fix the actual rates, which can be higher than the norms specified in the rules. Central assistance will be limited to the rates specified in the Rules or the actual average rates for the State as a whole, at which the expenditure was actually incurred by the State Government, whichever is lower.

As per sub-clause (9) of Clause 9 of the Targeted Public Distribution System (TPDS) Control Order, 2015, the State Government shall allow sale of commodities other than the foodgrains distributed under the TPDS at the fair price shop to improve the viability of the fair price shop operations.

It has been the endeavor of the Government to improve the financial viability of Fair Price Shops (FPSs) by providing additional business avenues to FPS dealers and enhancing beneficiary experience through the provision of value-added services at FPS. To improve the financial viability of FPSs, Government of India had requested all State/UT Governments to take up initiatives through FPSs such as providing banking services through tie-up with banks/corporate Banking Correspondents, banking and citizen-centric services

of India Post Payment Bank (IPPB), Retail selling of small (5kg) LPG cylinders, Sale of other commodities/ general store items etc.

The Department has also partnered with the Ministry of Skill Development & Entrepreneurship (MSDE) to enhance the capacity and confidence of Fair Price Shop (FPS) dealers by equipping them with essential entrepreneurship and business management skills. Under this collaboration, NIESBUD (an autonomous institute under MSDE) has developed a specialised training programme for FPS dealers covering digital and financial literacy, e-commerce, retail management, and basic nutrition. To date, approximately 325 FPS dealers across nine States—Rajasthan, Uttar Pradesh, Gujarat, Telangana, Karnataka, Odisha, Madhya Pradesh, Tamil Nadu, and Bihar—have undergone this training. As a result, 90 FPS outlets have been converted into Jan Poshan Kendras (JPKs) across five cities: Hyderabad, Ghaziabad, Jaipur, Ahmedabad and Indore, improving their commercial viability and community outreach.

(b): The Department's notification issued vide SO No. 371 [E] dated 08/02/2017 [as amended from time to time] under Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Act, 2016 ("Aadhaar Act"), requires the individual beneficiaries having Ration Cards under NFSA to undergo Aadhaar authentication to receive subsidies under NFSA.

Further, all States/UTs vide this Department's letter dated 24/10/2017 that no genuine beneficiary/household shall be denied from receiving entitled quota of subsidized foodgrains due to failure of biometric/Aadhaar

authentication due to network/connectivity/linking related issues, other technical reasons of poor biometrics of the beneficiary.

(c): State Governments vide letter dated 10.05.2021 are advised to take necessary action to ensure that handling losses to FPS dealers are minimized. Any decision to provide compensation to FPS dealers for handling losses rests with the State Government.

(d): As per sub-clause (5) of clause 9 of the TPDS (Control) Order, 2015, the licences to the fair price shop dealers shall be issued keeping in view the viability of the fair price shop.

Further, as per sub-clause (6) of clause 9 of the TPDS (Control) Order, 2015, the State Government shall ensure that the number of ration card holders attached to a fair price shop are reasonable, the fair price shop is so located that the consumer or ration card holder does not have to face difficulty to reach the fair price shop and that proper coverage is ensured in hilly, desert, tribal and such other areas difficult to access.

(e): Under Open Market Sales Scheme (Domestic) [OMSS(D)], wheat and rice are sold under various categories. With a view to provide atta (wheat flour) and rice to general consumers at subsidized rates, Bharat Atta and Bharat Rice were launched under OMSS (D). These commodities are sold to general public by central cooperative organizations, NAFED, NCCF and Kendriya Bhandar through their own stores/mobile vans and/or E-commerce/big chain retailer only.

Department of Food and Public Distribution has collaborated with the

Ministry of Skill Development & Entrepreneurship (MSDE) and 90 FPS outlets have been converted into Jan Poshan Kendras (JPKs) across five cities: Hyderabad, Ghaziabad, Jaipur, Ahmedabad, and Indore, improving their commercial viability and community outreach.

The Pradhan Mantri Bhartiya Janaushadhi Pariyojana was launched by the Government of India to make quality generic medicines available at affordable prices for all citizens. Under this scheme, special outlets called Jan Aushadhi Kendras (JAKs) are opened across the country. These Kendras provide medicines that are about 50% to 80% cheaper than branded medicines, helping reduce healthcare expenses for patients.

The government has adopted a franchise model for opening of JAKs by inviting online applications from individual entrepreneurs, non-governmental organisations, societies, trusts, firms, private companies, etc. through the website www.janaushadhi.gov.in. Any individual having D. Pharma. or B. Pharma. qualification either herself/himself or any individual or organisation who has employed a person with such qualification as a pharmacist for obtaining drug licence from the State Licensing Authority concerned is eligible to open a Jan Aushadhi Kendra.

NYPS 2.0 Portal

5326. SHRIMATI POONAMBEN MAADAM:

SHRI ARUN GOVIL:

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

- (a) the current status of implementation of the upgraded National Youth Parliament Scheme (NYPS) 2.0 portal and the total number of institutional registrations and individual participations recorded thereunder;
- (b) the status of the expansion of the Youth Parliament Programme across various States and Union Territories;
- (c) whether the Ministry has assessed any increased in democratic participation resulting from this initiative; and
- (d) whether there is any proposal to further expand it on a larger scale and if so, the details thereof?

**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):**

(a) and (b): To expand the Youth Parliament Programme and to ensure wider participation of students/citizens, the Ministry has unveiled an upgraded version of the National Youth Parliament Scheme (NYPS) web portal, known as NYPS 2.0, on 11th September 2024. Unlike the previous version, which was limited to recognized educational institutions only, NYPS 2.0 is open to all the educational institutions, groups, and citizens across the country through Institution Participation, Group Participation, and Individual Participation, respectively. It is open for participation regardless of gender, caste, creed, religion, race, region, place of residence in the country etc. Further, to expand the outreach of the NYPS more, the Ministry has written to all State Governments, Union Territory Administrations, Legislatures of States/UTs,

various educational boards (CBSE, CISCE), and also a publicity video tutorial is broadcast from time to time on Sansad TV. Since the launch of NYPS 2.0, a total of 4,594 institutions have registered under the Institution Participation, and 44,403 individuals have participated under the Individual Participation in the country.

(c) and (d): No such proposal is under consideration of this Ministry.

USE OF TECHNOLOGY FOR ESPIONAGE

5327. SHRI RAHUL GANDHI:

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

- (a) whether the Government is aware of the growing use of technology — including mobile phones and cameras — for espionage;
- (b) the reasons for the delay in addressing CCTV security vulnerabilities despite informing Parliament in 2021 that 10 lakh Chinese-origin cameras were in use by the Government and posed data transfer risks;
- (c) the total number of CCTV cameras procured during the last five years, by country of origin, proportion certified as not being vulnerable and standards used for such certification;
- (d) whether the Government is aware that Chinese mobile applications banned for data transfer risks continue operating in the country under rebranded versions and if so, the list of such applications along with action taken thereon;

- (e) the details of security protocols governing AI systems used by the Government including foreign AI platforms currently in use; and
- (f) the measures undertaken to protect India's data security and digital sovereignty from cyber threats and foreign surveillance?

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

(a) to (f): Government of India is conscious of the cybersecurity risks posed by digital technologies. In last 12 years, numerous efforts have been made to strengthen India's digital ecosystem, outlined below.

Protecting India's telecom networks:

Telecom networks are the most critical part of digital infrastructure. In 2021, Government undertook decisive step to implement National Security Directive on Trusted Sources. It ensures that telecommunication equipment only from the trusted sources is deployed in the telecom networks in the country.

Strengthening legal framework:

Government has strengthened the legal framework pertaining to network security and data protection. Government has notified the Telecommunication Act, 2023 containing extensive provisions for security of telecommunication networks in the country and Digital Personal Data Protection Act, 2022 containing legal framework to ensure protection of personal data.

Strengthening security of CCTV systems:

Government has undertaken major reforms for strengthening of security of CCTV systems and notified the mandatory Essential Requirements required for CCTVs in Indian market.

Additional security requirements are as follows:

- For ensuring hardware security, clear documentation of the origin of critical components (like System-on-Chip or SoC) is now mandatory.
- Devices must be tested against vulnerabilities that could allow unauthorized remote access.
- Devices must now undergo testing at accredited labs.

At present, 507 models of CCTVs cameras are certified for compliance of ERs.

CCTV use by Governments:

Government departments have been restricted from buying CCTV equipment that does not meet these criteria.

Additionally, an advisory was issued to all Ministries for taking appropriate measures to address the security threats of the CCTV network vulnerability and to ensure the overall security and integrity of CCTV/Video Surveillance Systems.

Blocking mobile applications:

Government of India has blocked 652 mobile applications on account of concerns relating to data security and other malpractices under Section 69A of the IT Act, 2000.

Additional measures to enhance cybersecurity posture:

- National Cyber Coordination Centre (NCCC) implemented by CERT-In, examines cyberspace to detect cyber security threats. It shares the information with concerned organizations, state governments and stakeholder agencies for taking action.
- CERT-In has empanelled 237 security auditing organizations to support and audit implementation of Information Security Best Practices.
- CERT-In has issued guidelines on information security practices for government entities in June 2023 covering domains such as data security, network security, identity and access management, application security, third-party outsourcing, hardening procedures, security monitoring, incident management and security auditing.
- CERT-In has issued updated technical guidelines in July 2025 for Bill of Materials (BOM) for software, hardware, Artificial Intelligence, Quantum Computing & Cryptography requirements. These guidelines are aimed to enhance the security and transparency of supply chains for software, hardware & emerging technologies.

राज्यों को सौर ऊर्जा के लिए सहायता**5328. श्रीमती मंजू शर्मा:**

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

(क) क्या सरकार सौर ऊर्जा के लिए विभिन्न राज्य सरकारों को वित्तीय सहायता प्रदान करती

है; और

(ख) यदि हां, तो राजस्थान को प्रदान की गई सहायता का जिला-वार ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क): सरकार, राजस्थान सहित पूरे देश में, सौर ऊर्जा उत्पादन को बढ़ावा देने के लिए विभिन्न योजनाओं के माध्यम से प्रोत्साहन/सहायता प्रदान करती है। वर्तमान में कार्यशील योजनाओं का ब्यौरा **विवरण-I** में दिया गया है।

(ख): राजस्थान को प्रदान किए गए प्रोत्साहन/सहायता का ब्यौरा **विवरण-II** में दिया गया है।

विवरण-I

राजस्थान सहित देश में सौर ऊर्जा उत्पादन को बढ़ावा देने वाली कार्यशील योजनाओं का ब्यौरा

योजना/कार्यक्रम	योजना के अनुसार वर्तमान में उपलब्ध प्रोत्साहन/सहायता			
क) पीएम सूर्य घर: मुफ्त बिजली योजना, रूफटॉप सौर ऊर्जा स्थापित करने और एक करोड़ घरों के लिए हर महीने 300 यूनिट तक मुफ्त बिजली प्रदान करने की योजना।	1. PMSG: MBY के अंतर्गत, आवासीय क्षेत्र में रूफटॉप सौर की स्थापना के लिए सीएफए नीचे दिया गया है:			
	क्र.सं	आवासीय खंड का प्रकार	सीएफए	सीएफए (विशेष श्रेणी के राज्य/संघ राज्य क्षेत्र)
	(i)	आवासीय क्षेत्र (रूफटॉप सौर (आरटीएस) क्षमता का प्रथम 2 किलोवाट पीक या उसका भाग)	₹30,000/kWp	₹33,000/kWp
	(ii)	आवासीय क्षेत्र (1 किलोवाट पीक की अतिरिक्त आरटीएस क्षमता के साथ या उसके भाग सहित)	₹18,000/kWp	₹19,800/kWp
	(iii)	आवासीय क्षेत्र (3 किलोवाट पीक से अधिक अतिरिक्त	No additional CFA	No additional CFA

योजना/कार्यक्रम	योजना के अनुसार वर्तमान में उपलब्ध प्रोत्साहन/सहायता			
		आरटीएस क्षमता)		
	(iv)	समूह आवासीय सोसायटी/आवासीय कल्याण समिति (जीएचएस/ आरडब्ल्यूए) आदि के लिए 500 किलोवाट पीक तक इलेक्ट्रिक व्हिकल चार्जिंग सहित साझा सुविधाओं के लिए (3 किलोवाट पीक प्रति घर की दर से)।	₹18,000/kWp	₹19,800/kWp
ख) सौर पार्क योजना		2. PMSG: MBY योजना में डिस्कॉमों को प्रोत्साहन देने का प्रावधान शामिल है, ताकि उन्हें अनुकूल नियामक और प्रशासनिक तंत्र बनाने, और कार्यान्वयन के लक्ष्यों को प्राप्त करने जैसी गतिविधियों में प्रेरित किया जा सके और उनकी मदद की जा सके। यह प्रोत्साहन, स्थापित आधार क्षमता के 10% से अधिक और 15% से कम क्षमता प्राप्त करने पर लागू बेंचमार्क लागत का 5% निर्धारित किया गया है; और स्थापित आधार क्षमता के 15% से अधिक क्षमता प्राप्त करने पर लागू बेंचमार्क लागत का 10% निर्धारित किया गया है। 3. आवासीय रूफटॉप सौर प्रणाली (RTS) के विस्तार को बढ़ावा देने और स्थानीय स्तर पर लोगों को जुटाने के प्रयासों के लिए, PMSG: MBY योजना में शहरी स्थानीय निकायों (ULBs) और पंचायती राज संस्थाओं (PRIs) को भी प्रोत्साहन देने का प्रावधान शामिल है। यह प्रोत्साहन ULB/PRI के अधिकार क्षेत्र में आवासीय क्षेत्र में RTS की प्रत्येक स्थापना के लिए ₹1000 की दर से दिया जाएगा, बशर्ते उस स्थापना के लिए उपभोक्ता को CFA (केंद्रीय वित्तीय सहायता) हस्तांतरित कर दी गई हो। 4. इसके अलावा, PMSG: MBY योजना के तहत देश के प्रत्येक जिले में एक 'मॉडल सोलर गाँव' विकसित करने के लिए ₹800 करोड़ का कोष निर्धारित किया गया है, जिसमें प्रत्येक मॉडल सोलर गाँव के लिए ₹1 करोड़ की सहायता प्रदान की जाएगी।		

योजना/कार्यक्रम	योजना के अनुसार वर्तमान में उपलब्ध प्रोत्साहन/सहायता								
	सोलर पार्क ₹ 25 लाख तक का CFA भी दिया जाता है।								
ग) किसानों की भूमि पर स्टैंडअलोन सौर पंपों की स्थापना, मौजूदा ग्रीड कनेक्टेड कृषि पंपों का सौरीकरण एवं सौर विद्युत संयंत्रों की स्थापना को सक्षम करने के लिए सरकार द्वारा वर्ष 2019 में पीएम कुसुम योजना की शुरुआत की गई थी।	घटक 'क': किसानों द्वारा अपनी ज़मीन पर 10,000 MW के विकेंद्रीकृत ग्राउंड/स्टिल्ट माउंटेड ग्रीड-कनेक्टेड सोलर या अन्य नवीकरणीय ऊर्जा-आधारित विद्युत संयंत्र स्थापित करना। घटक 'ख': 14 लाख स्टैंडअलोन ऑफ-ग्रीड सोलर कृषि पंपों की स्थापना। घटक 'ग': 35 लाख मौजूदा ग्रीड-कनेक्टेड कृषि पंपों का सौरीकरण, जिसमें फीडर लेवल सोलराइजेशन (FLS) भी शामिल है। पीएम कुसुम योजना के तहत पात्र वित्तीय सहायता का ब्यौरा नीचे दिया गया है। <table border="1"> <thead> <tr> <th>घटक</th><th>उपलब्ध वित्तीय सहायता</th></tr> </thead> <tbody> <tr> <td>घटक क</td><td>DISCOMs को पाँच वर्षों के लिए 40 पैसे/kWh या 6.60 लाख रुपये/MW/वर्ष (जो भी कम हो) की दर से खरीद आधारित प्रोत्सीहन (PBI) दिया जाता है। इस घटक के तहत कोई सीएफए नहीं है।</td></tr> <tr> <td>घटक ख</td><td> • MNRE द्वारा तय की गई बेंचमार्क लागत का 30% सीएफए, या टेंडर में तय की गई प्रणाली की कीमतें—इनमें से जो भी कम हो, वह दिया जाता है। • तथापि, सिक्किम, जम्मू-कश्मीर, लद्दाख, हिमाचल प्रदेश और उत्तराखंड, लक्षद्वीप और अंडमान-निकोबार द्वीप समूह जैसे उत्तर-पूर्वी राज्यों में, MNRE द्वारा तय की गई बेंचमार्क लागत का 50% CFA, या टेंडर में तय की गई प्रणाली की कीमतें—इनमें से जो भी कम हो, वह दिया जाता है। • इसके अलावा, संबंधित राज्य/संघ राज्य क्षेत्र को कम से कम 30% वित्तीय सहायता देनी होगी। बाकी लागत लाभार्थी को खुद वहन करनी होगी। • पीएम कुसुम योजना के घटक ख और घटक ग (व्यक्तिगत पंप सौरीकरण) को राज्य के 30% हिस्से के बिना भी लागू किया जा सकता है। केंद्रीय वित्तीय सहायता 30% ही रहेगी और बाकी 70% लागत किसान को खुद वहन करनी होगी। </td></tr> <tr> <td>घटक ग (फीडर)</td><td>घटक ग (फीडर स्तर पर सौरीकरण)</td></tr> </tbody> </table>	घटक	उपलब्ध वित्तीय सहायता	घटक क	DISCOMs को पाँच वर्षों के लिए 40 पैसे/kWh या 6.60 लाख रुपये/MW/वर्ष (जो भी कम हो) की दर से खरीद आधारित प्रोत्सीहन (PBI) दिया जाता है। इस घटक के तहत कोई सीएफए नहीं है।	घटक ख	• MNRE द्वारा तय की गई बेंचमार्क लागत का 30% सीएफए, या टेंडर में तय की गई प्रणाली की कीमतें—इनमें से जो भी कम हो, वह दिया जाता है। • तथापि, सिक्किम, जम्मू-कश्मीर, लद्दाख, हिमाचल प्रदेश और उत्तराखंड, लक्षद्वीप और अंडमान-निकोबार द्वीप समूह जैसे उत्तर-पूर्वी राज्यों में, MNRE द्वारा तय की गई बेंचमार्क लागत का 50% CFA, या टेंडर में तय की गई प्रणाली की कीमतें—इनमें से जो भी कम हो, वह दिया जाता है। • इसके अलावा, संबंधित राज्य/संघ राज्य क्षेत्र को कम से कम 30% वित्तीय सहायता देनी होगी। बाकी लागत लाभार्थी को खुद वहन करनी होगी। • पीएम कुसुम योजना के घटक ख और घटक ग (व्यक्तिगत पंप सौरीकरण) को राज्य के 30% हिस्से के बिना भी लागू किया जा सकता है। केंद्रीय वित्तीय सहायता 30% ही रहेगी और बाकी 70% लागत किसान को खुद वहन करनी होगी।	घटक ग (फीडर)	घटक ग (फीडर स्तर पर सौरीकरण)
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घटक ग (फीडर)	घटक ग (फीडर स्तर पर सौरीकरण)								

योजना/कार्यक्रम	योजना के अनुसार वर्तमान में उपलब्ध प्रोत्साहन/सहायता	
	स्तर पर सौरीकरण)	कृषि फीडर सौरीकरण के लिए, 1.05 करोड़ रुपये प्रति MW (पूर्वोत्तर राज्य/पहाड़ी/द्वीपीय क्षेत्रों के लिए 1.75 करोड़ रुपये प्रति MW) का CFA दिया जाता है। इसमें भाग लेने वाले राज्य/संघ राज्य क्षेत्र से वित्तीय सहायता की कोई अनिवार्य आवश्यकता नहीं है। फीडर सौरीकरण को कैपेक्स (CAPEX) या रेस्को (RESCO) मोड में लागू किया जा सकता है।
घ) प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमन) और धरती आबा जनजाति ग्राम उत्कर्ष अभियान (डीएजुआ) के तहत नई सौर ऊर्जा योजना (आदिवासी और पीवीटीजी बस्तियों/गांवों के लिए)	घटक	केंद्रीय भागीदारी (100%)
	1 लाख जनजातीय और पीवीटीजी घरों के लिए 0.3 किलोवाट सौर ऑफग्रीड प्रणाली का प्रावधान	50,000 रु. प्रति परिवार या वास्तविक लागत के अनुसार
	सौर स्ट्रीट लाइटिंग और पीवीटीजी क्षेत्रों के 1500 एमपीसी में प्रकाश व्यवस्था का प्रावधान (केवल पीएम जनमन घटक के अंतर्गत)	प्रति एमपीसी 1 लाख रु.
	ऑफ-ग्रीड सौर प्रणालियों के माध्यम से 2000 सार्वजनिक संस्थानों का सौरीकरण (केवल डीए जेजीयूए घटक के अंतर्गत)	20 किलोवाट प्रति सार्वजनिक संस्थान की अधिकतम सौर पीवी क्षमता सहित 1 लाख रु. प्रति किलोवाट

विवरण-II**राजस्थान को प्रदान किए गए प्रोत्साहनों/सहायता का ब्यौरा**

योजनाएँ / कार्यक्रम	राजस्थान को प्रदान की गई सहायता																																																												
(क) PM सूर्य घर: मुफ्त बिजली योजना — रूफटाप सौर पैनल लगाने और एक करोड़ परिवारों को हर महीने 300 यूनिट तक मुफ्त बिजली उपलब्ध कराने की योजना।	CFA का ज़िला-वार ब्यौरा नीचे दिया गया है.																																																												
	<table><tr><th>ज़िले</th><th>जारी किया गया CFA (राशि करोड़ रु. में)</th></tr><tr><td>अजमेर</td><td>43.33</td></tr><tr><td>अलवर</td><td>26.04</td></tr><tr><td>अनूपगढ़</td><td>2.60</td></tr><tr><td>बालोतरा</td><td>3.93</td></tr><tr><td>बांसवाड़ा</td><td>6.90</td></tr><tr><td>बारां</td><td>5.69</td></tr><tr><td>बाड़मेर</td><td>7.53</td></tr><tr><td>ब्यावर</td><td>9.37</td></tr><tr><td>भरतपुर</td><td>8.44</td></tr><tr><td>भीलवाड़ा</td><td>35.69</td></tr><tr><td>बीकानेर</td><td>42.62</td></tr><tr><td>बूंदी</td><td>6.12</td></tr><tr><td>चित्तौड़गढ़</td><td>35.14</td></tr><tr><td>चुरू</td><td>27.39</td></tr><tr><td>दौसा</td><td>9.97</td></tr><tr><td>डीग</td><td>1.14</td></tr><tr><td>धौलपुर</td><td>5.51</td></tr><tr><td>डीडवाना कुचामन</td><td>15.65</td></tr><tr><td>दूदू</td><td>0.06</td></tr><tr><td>डूंगरपुर</td><td>8.10</td></tr><tr><td>गंगानगर</td><td>95.64</td></tr><tr><td>गंगापुरसिटी</td><td>1.15</td></tr><tr><td>हनुमानगढ़</td><td>61.34</td></tr><tr><td>जयपुर</td><td>217.81</td></tr><tr><td>जयपुर ग्रामीण</td><td>0.18</td></tr><tr><td>जैसलमेर</td><td>2.13</td></tr><tr><td>जालौर</td><td>9.14</td></tr><tr><td>झालावाड़</td><td>8.09</td></tr><tr><td>झुंझुनूं</td><td>49.24</td></tr></table>	ज़िले	जारी किया गया CFA (राशि करोड़ रु. में)	अजमेर	43.33	अलवर	26.04	अनूपगढ़	2.60	बालोतरा	3.93	बांसवाड़ा	6.90	बारां	5.69	बाड़मेर	7.53	ब्यावर	9.37	भरतपुर	8.44	भीलवाड़ा	35.69	बीकानेर	42.62	बूंदी	6.12	चित्तौड़गढ़	35.14	चुरू	27.39	दौसा	9.97	डीग	1.14	धौलपुर	5.51	डीडवाना कुचामन	15.65	दूदू	0.06	डूंगरपुर	8.10	गंगानगर	95.64	गंगापुरसिटी	1.15	हनुमानगढ़	61.34	जयपुर	217.81	जयपुर ग्रामीण	0.18	जैसलमेर	2.13	जालौर	9.14	झालावाड़	8.09	झुंझुनूं	49.24
	ज़िले	जारी किया गया CFA (राशि करोड़ रु. में)																																																											
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योजनाएँ / कार्यक्रम	राजस्थान को प्रदान की गई सहायता							
	जोधपुर	59.44						
	जोधपुर ग्रामीण	0.03						
	करौली	3.61						
	केकड़ी	2.28						
	खैरथल-तिजारा	1.25						
	कोटा	36.45						
	कोटपूतली-बहरोड़	7.31						
	नागौर	13.78						
	नीम का थाना	1.65						
	पाली	20.27						
	फलौदी	1.55						
	प्रतापगढ़	8.01						
	राजसमंद	10.99						
	सलूंबर	1.21						
	सांचौर	1.07						
	सवाई माधोपुर	7.85						
	शाहपुरा	1.46						
	सीकर	63.58						
	सिरोही	9.81						
	टोंक	7.81						
	उदयपुर	54.87						
	कुल	1,060.19						
(ख) सोलर पार्क योजना	दिनांक 28.02.2026 की स्थिति के अनुसार, “सौर पार्कों और अल्ट्रा मेगा सौर विद्युत परियोजनाओं का विकास” की योजना के अंतर्गत, राजस्थान में सौर पार्कों के लिए कुल 780.13 करोड़ रु. की CFA राशि जारी की गई है। जिले-वार ब्यौरा नीचे दिया गया है। <table><tr><th>जिला</th><th>रूपए करोड़ में</th></tr><tr><td>फलौदी</td><td>424.84</td></tr><tr><td>फलौदी एवं जैसलमेर*</td><td>138.25</td></tr></table>		जिला	रूपए करोड़ में	फलौदी	424.84	फलौदी एवं जैसलमेर*	138.25
जिला	रूपए करोड़ में							
फलौदी	424.84							
फलौदी एवं जैसलमेर*	138.25							

योजनाएँ / कार्यक्रम	राजस्थान को प्रदान की गई सहायता	
	जैसलमेर	0.25
	बीकानेर	216.79
	*पार्क और पारिषद अवसंरचना दो जिलों में फैले हुए हैं।	
(ग) PM-KUSUM योजना मार्च, 2019 में सरकार द्वारा शुरू की गई थी, ताकि स्टैंडअलोन सोलर पंप लगाने, मौजूदा ग्रिड-कनेक्टेड कृषि पंपों को सोलर ऊर्जा से जोड़ने और किसानों की ज़मीन पर सोलर पावर प्लांट लगाने की सुविधा प्रदान की जा सके।	दिनांक 19.03.2026 की स्थिति के अनुसार, पीएम कुसुम योजना के तहत राजस्थान राज्य को 1,242 करोड़ रु. की केंद्रीय वित्तीय सहायता जारी की गई है। पीएम कुसुम एक मांग-संचालित योजना है, और क्षमताओं का आवंटन राज्य द्वारा रखी गई मांग और हासिल किए गए लक्ष्यों (milestones) के आधार पर किया जाता है। लाभार्थियों के चयन और योजना के कार्यान्वयन की जिम्मेदारी राज्य कार्यान्वयन एजेंसी (SIA) की होती है।	

BIOENERGY PROJECTS IN ANDHRA PRADESH

5329. SHRI G. LAKSHMINARAYANA:

SHRI TANGELLA UDAY SRINIVAS:

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

- the total number of waste-to-energy, biomass and biogas projects sanctioned under the National Bioenergy Programme, year and State-wise including Andhra Pradesh;
- the present implementation status of these projects including the number commissioned, under construction and pending, category-wise;
- the total Central Financial Assistance (CFA) sanctioned and released for each category of projects, year and State-wise;
- the details and number of proposals pending under the said Programme

particularly in Andhra Pradesh including project type, location, proposed capacity, implementing agency, date of submission, present status and reasons for delay, if any; and

- (e) the steps taken by the Government to accelerate implementation of pending bioenergy projects and ensure timely release of financial assistance?

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

(a): The details of total number of waste-to-energy, biomass and biogas projects sanctioned under the National Bioenergy Programme (NBP) Phase-I, year and State-wise including Andhra Pradesh are given at **Statement-I**.

(b): The details of status of implementation of these projects are given at **Statement-II**.

(c): The details of Central Financial Assistance (CFA) sanctioned and released for waste-to-energy, biomass and biogas projects, year and State-wise, are given at **Statement-III**.

(d): All proposals sanctioned in the State of Andhra Pradesh are commissioned. No proposals are pending.

(e): The Ministry has taken various steps to accelerate the implementation of pending bioenergy projects, which inter-alia includes revision of Scheme Guidelines of NBP, timely completion of inspection of commissioned projects.

STATEMENT-I**State-wise and year-wise details of projects sanctioned under NBP Phase-I:****A. Biomass Programme:**

S. No.	State	No. of projects Sanctioned			
		2022-23	2023-24	2024-25	2025-26
1.	Andhra Pradesh	0	0	1	0
2.	Gujarat	0	0	6	10
3.	Haryana	0	0	3	4
4.	Karnataka	0	0	1	0
5.	Madhya Pradesh	0	16	18	11
6.	Maharashtra	0	2	6	5
7.	Punjab	0	0	5	1
8.	Rajasthan	0	2	3	4
9.	Tamil Nadu	0	0	2	1
10.	Telangana	0	0	3	1
11.	Uttarakhand	0	0	1	
12.	Uttar Pradesh	0	0	1	4
	Total	0	20	50	41

B. Waste to Energy Programme:

S. No.	State	No. of projects Sanctioned				
		2022-23	2023-24	2024-25	2025-26	Total
1.	Andhra Pradesh	3	1	0	0	4
2.	Delhi	0	2	0	0	2
3.	Goa	0	1	0	0	1
4.	Gujarat	0	3	1	0	4
5.	Haryana	0	9	1	1	11
6.	Jharkhand	0	0	1	0	1
7.	Karnataka	0	3	2	0	5
8.	Madhya Pradesh	0	1	1	0	2
9.	Maharashtra	0	8	1	0	9
10.	Punjab	0	7	0	0	7
11.	Rajasthan	0	2	0	0	2

12.	Tamil Nadu	1	3	1	0	5
13.	Telangana	0	4	1	0	5
14.	Uttar Pradesh	0	13	4	0	17
15.	Uttarakhand	0	1		1	2
16.	West Bengal	0	1	1	0	2
	Total	4	59	14	2	79

Contd.**C. Biogas Programme:****i. Small Biogas plants:**

S. No.	State	No. of projects Sanctioned				
		2022-23	2023-24	2024-25	2025-26	Total
1.	Andhra Pradesh	30	0	58	0	88
2.	Arunachal Pradesh	0	200	0	0	200
3.	Assam	0	190	199	0	389
4.	Bihar	9	29	217	0	255
5.	Chhattisgarh	0	400	146	0	546
6.	Goa	11	0	0	0	11
7.	Gujarat	224	1074	2370	0	3668
8.	Haryana	116	239	84	0	439
9.	Himachal Pradesh	0	0	0	0	0
10.	Jammu & Kashmir	0	0	0	0	0
11.	Jharkhand	0	11	0	0	11
12.	Laddakh	0	0	0	0	0
13.	Karnataka	186	970	242	0	1398
14.	Kerala	330	201	106	0	637
15.	Madhya Pradesh	2132	2212	1916	0	6260
16.	Maharashtra	5180	4707	4581	0	14468
17.	Manipur	0	0	25	0	25
18.	Meghalaya	0	0	1	0	1
19.	Mizoram	0	1	0	0	1
20.	Nagaland	0	52	0	0	52
21.	Odisha	97	35	84	0	216
22.	Punjab	832	1366	1022	0	3220

23.	Rajasthan	20	347	200	0	567
24.	Sikkim	0	0	0	0	0
25.	Tamil Nadu	46	65	13	0	124
26.	Telangana	0	12	11	0	23
27.	Tripura	0	51	110	0	161
28.	Uttar Pradesh	172	167	201	0	540
29.	Uttarakhand	242	815	379	0	1436
30.	West Bengal	0	75	84	0	159
31.	Dadra & Nagar Haveli	0	0	18	0	18
32.	Daman and Diu	0	0	0	0	0
33.	Puducherry	0	0	0	0	0
	Total	9627	13219	12067	0	34913

Note: Under the Biogas Programme, no physical targets are allocated to PIAs during FY 2025-26.

Contd.

ii. Medium sized Biogas plants:

S. No.	State	No. of projects Sanctioned				
		2022-23	2023-24	2024-25	2025-26	Total
1.	Haryana	0	0	1	0	1
2.	Karnataka	0	1	0	0	1
3.	Maharashtra	0	12	4	0	16
4.	Punjab	0	3	0	0	3
5.	Uttarakhand	0	1	0	0	1
6.	Uttar Pradesh	0	0	1	0	1
7.	West Bengal	0	0	1	0	1
8.	Tamil Nadu	0	11	0	0	11
9.	Odisha	0	1	0	0	1
10.	Telangana	0	2	0	0	2
	Total	0	31	7	0	38

STATEMENT-II

The number of projects sanctioned, completed and under implementation under each component of Phase-I of NBP, State-wise is given as under:

A. Biomass Programme:

No. of projects Sanctioned	No. of Projects Completed	No. of Projects under Implementation
111	111	0

B. Waste to Energy Programme:

No. of projects Sanctioned	No. of Projects Completed	No. of Projects under Implementation
79	72	7

C. Biogas Programme: All biogas plants sanctioned under Biogas programme are commissioned, and the details may be seen below:

Number of small biogas plants	Number of medium biogas plants	No. of Projects under Implementation
34913	38	0

STATEMENT-III

The details of the total Central Financial Assistance (CFA) sanctioned and released under NBP:

A. Biomass Programme:

(Rs. in Crores)

State	2022-23		2023-24		2024-25		2025-26	
	Sanctioned	Released	Sanctioned	Released	Sanctioned	Released	Sanctioned	Released
Andhra	0	0	0	0	3.28	1.95	0	3.41

Pradesh								
Gujarat	0	0	0	0	1.81	0	2.85	0
Haryana	0	0	0	0	0.57	2.04	3.22	2.47
Karnataka	0	0	0	0	0.46	4.0	0	0
Madhya Pradesh	0	0	7.15	0	6.27	0	4.26	10.09
Maharashtra	0	1.75	0.46	0.07	1.71	0	0.84	0.93
Punjab	0	1.73	0	0	10.51	7.6	0.46	10.23
Rajasthan	0		0.92	1.96	0.66	0	1.48	0.93
Tamilnadu	0	1.02	0	0	1.91	0	0.18	1.16
Telangana	0	0	0	0	2.60	0	0.33	1.57
Uttarakhand	0	0	0	0	0	0	2.46	1.03
Uttar Pradesh	0	0	0	0	4.89	0.51	0.18	7.17
West Bengal	0	0	0	2.41	1.03	0	0	0
Total	0	4.50	8.55	4.45	35.75	16.10	16.31	39.00

B. Waste to Energy Programme:

(Rs. in Crores)

State	2022-23		2023-24		2024-25		2025-26	
	Sanctioned	Released	Sanctioned	Released	Sanctioned	Released	Sanctioned	Released
Andhra Pradesh	2.74	50.47	0.72	2.74	0	0.72	0	0
Delhi	0	0	9.52	0	0	0	0	0
Goa	0	0	3.03	3.03	0	0	0	0
Gujarat	0	1.38	13.26	0	2.04	3.06	0	7.04
Haryana	0	3.54	36.26	0	10.20	7.53	8.50	5.1
Jharkha	0	0	0	0	4.25	0	0	0

nd								
Karnataka	0	0	14.91	6.59	4.68	8.32	0	0
Madhya Pradesh	0	0	10.20	0.84	1.70	10.20	0	1.70
Maharashtra	0	0	49.52	0	0.80	10.20	0	22.66
Punjab	0	0	64.11	0.57	0	0	0	20.2
Rajasthan	0	0	3.98	0	0	1.70	0	0.02
Tamil Nadu	2.36	0	13.60	2.36	6.30	15.18	0	4.08
Telangana	0	0.33	8.22		4.55	5.36	0	0
Uttar Pradesh	0	1.82	79.00	4.71	8.99	23.87	0	20.33
Uttarakhand	0	0	10.20	0	0	0.20	0.50	0
West Bengal	0	0.07	0.51		0.19		0	0.51
Total	5.10	57.60	317.04	20.84	43.68	86.35	9.00	81.64

Contd.

C. Biogas Programme:*(Rs. In Crores)*

State	2022-23		2023-24		2024-25		2025-26	
	No. of Plants installed	Released	No. of Plants installed	Released	No. of Plants installed	Released	No. of Plants installed	Released
Arunachal Pradesh	0	0.00	200	0.39	0	0.31	0	0
Andhra Pradesh	30	0	0	0	58			
Assam	0	0.00	190	1.26	199	0.00	0	0
Bihar	9	0.00	29	0.00	217	0.00	0	0
Chhattisgarh	0	3.70	400	0.95	146	0.72	0	0.22

Goa	11	0.00	0	0.00	0	0.00	0	0
Gujarat	224	0.00	1074	8.14	2370	2.39	0	0
Haryana	116	0.00	239	0.00	84	0.11	0	0
Jharkhand	0	0	11		0			
Karnataka	186	0.00	970	6.77	242	0.95	0	0.95
Kerala	330	0.00	201	0.00	106	0.04	0	0
Madhya Pradesh	2132	0.29	2212	6.97	1916	3.83	0	1.88
Maharashtra	5180	3.04	4707	13.02	4581	31.34	0	18.61
Manipur	0	0.00	0	0.22	25	0.00	0	0
Meghalaya	0	0.00	0	0.22	1	0.00	0	0
Mizoram	0	0.00	1	0.00	0	0.00	0	0
Nagaland	0	0.00	52	0.18	0	0.00	0	0
Odisha	97	0.00	35	0.32	84	0.26	0	0.22
Punjab	832	0.00	1366	2.34	1022	2.21	0	2.17
Rajasthan	20	0.00	347	0.35	200	0.00	0	0
Tamil Nadu	46	0.00	65	0.47	13	4.95	0	0
Telangana	0	0.00	12	0.29	11	0.85	0	0.03
Tripura	0	0.00	51	0.70	110	0.91	0	1.20
Uttar Pradesh	172	0.00	167	1.84	201	0.58	0	0.23
Uttarakhand	242	0.00	815	0.77	379	1.29	0	0.40
West Bengal	0	0.00	75	0.00	84	0.01	0	0.04
Chandigarh	0	2.11	0	0.00	0	0.00	0	0
Delhi	0	0.00	0	0.23	0	0.00	0	0
Dadra & Nagar Haveli	0	0.00	0	0.11	18	0.00	0	0.04
KVIC,Mumbai	0	0.00	0	0.00	0	0.00	0	2.76
Amul Dairy	0	0.00	0	0.00	0	0.00	0	0.81
NDDDB, Anand	0	0.00	0	0.00	0	0.00	0	6.97
BDTC IIT Guwahati	0	0.11	0	0.00	0	0.52	0	0
BDTC IIT Delhi	0	0.00	0	0.00	0	0.27	0	0.56
BDTC PAU	0	0.00	0	0.00	0	0.15	0	0

Ludhiana								
BDTC KIIT Bhubaneswar	0	0.47	0	0.00	0	0.38	0	0.82
BDTC MPUAT, Udaipur	0	0.10	0	0.00	0	0.61	0	0
BDTC TNAU, Coimbatore	0	0.34	0	0.00	0	0.51	0	0
BDTC DAV, Indore	0	0.00	0	0.00	0	0.78	0	0.46
BDTC UAS Bangalore	0	0.12	0	0.00	0	3.88	0	3.88
Total	9627	10.28	13219	45.54	12067	57.86	0	42.24

**The Biogas Programme is being implemented by the state and national PIA.*

COMPLAINTS LODGED IN LOKPAL

5330. SHRIMATI MALA ROY:

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

- (a) the details of the number of complaints lodged in Lokpal during the last five years, year-wise; and
- (b) the details of the number of complaints disposed of out of them?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE

DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) and (b): The details of the number of complaints registered before Lokpal and disposed of by the Lokpal are stated below:-

Financial Year	Complaints Registered	Complaints Disposed of
2025-26 (As on 28.02.2026)	389	336
2024-25	292	260
2023-24	166	161
2022-23	320	316
2021-22	149	147

The year-wise details of complaints registered and disposed of are available in the public domain through dedicated website of the Lokpal.

EPOS DEVICE EQUIPPED IN FAIR PRICE SHOPS

5331. SHRI JAGDAMBIKA PAL:

CAPTAIN BRIJESH CHOWTA:

SHRI TEJASVI SURYA:

SHRI LUMBARAM CHOUDHARY:

SHRI DAMODAR AGRAWAL:

DR. HEMANT VISHNU SAVARA:

SHRI BHARTRUHARI MAHTAB:

SHRI DILIP SAIKIA:

DR. MANNA LAL RAWAT:

SHRI PRADEEP KUMAR SINGH:

SHRIMATI KAMLESH JANGDE:

SHRIMATI SANJNA JATAV:

SHRI LAVU SRIKRISHNA DEVARAYALU:

SHRI YOGENDER CHANDOLIA:

SHRI RODMAL NAGAR:

SHRI BIBHU PRASAD TARAI:

SHRI MADHAVANENI RAGHUNANDAN RAO:

SHRI P. P. CHAUDHARY:

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

- (a) whether all Fair Price Shops (FPSs) in the country have been equipped with Electronic Point of Sale (EPOS) devices specially in districts under Bharatpur Lok Sabha Constituency and Uttar Pradesh, Karnataka and Dakshina Kannada, district-wise and if so, the details thereof;
- (b) the number of Fair Price Shops currently integrated with the Aadhaar-based authentication system in the Country especially in Rajasthan and Pali Lok Sabha Constituency;
- (c) whether the Government operates a real-time dashboard to monitor Public Distribution System (PDS) transactions in the States particularly in Chhattisgarh and if so, the details thereof;
- (d) the number of ration cards cancelled due to duplication or ineligibility after digitization in the country including Karnataka and Dakshina Kannada;

- (e) whether the Government proposes to integrate the PDS database with other welfare schemes to ensure targeted benefits in the Country especially in tribal dominated district like Palghar in Maharashtra; and
- (f) if so, the details thereof?

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

(a) and (b): More than 5.50 Lakh out of 5.51 Lakh Fair Price Shops (FPSs) i.e. 99.8% in the country have been automated by installing e-PoS devices for the distribution of foodgrains through Aadhaar biometric authentication of beneficiaries. Further, the status of Fair Price Shops (FPSs) integrated with e-PoS devices are as follows:

- **Rajasthan**-24,910 FPSs out of 27263 FPSs
 - Bharatpur- 976 FPSs out of 1018 FPSs
 - Pali-755 FPSs out of 808 FPSs
- **Uttar Pradesh**- 73127 FPSs out of 73138 FPSs
- **Karnataka**-20481 FPSs out of 20862 FPSs
 - Dakshina Kannada- 474 FPSs out of 476 FPSs

(c): The Department is continuously monitoring the ONORC operations and monthly PDS transactions through the Central Dashboard namely IM-PDS Portal (impds.nic.in) which provide dynamic information/reports about the portability as well as usual PDS transactions happening in the States/UTs

(including Chhattisgarh State).

(d): As an outcome of the use of technology in TPDS operations i.e., digitization of ration cards/beneficiary databases, Aadhaar seeding, de-duplication process, identification of ineligible records, deaths, permanent migration of beneficiaries, etc. a total of 50,594 ration cards have been deleted in the State of Karnataka (including Dakshina Kannada) in the year 2025. Further, a Statement showing the number of deleted ration cards in the country for the year 2025 is at **Statement**.

(e) and (f): At present, there is no proposal to integrate the Public Distribution System (PDS) database with other welfare schemes.

However, in order to strengthen transparency, improve data accuracy and enable rightful targeting of beneficiaries under NFSA, the Department has undertaken integration of the PDS database with databases of various Ministries/Departments. This includes data sharing and validation with entities such as Income Tax Department (CBDT), Ministry of Road Transport and Highways (MoRTH), Ministry of Corporate Affairs (MCA), GST (CBIC) and UIDAI among others.

STATEMENT

STATUS OF DELETED RATION CARDS IN THE YEAR 2025

Sl.	State/UT	Number of deleted ration cards
1	Andhra Pradesh	102
2	Andaman & Nicobar	50,681
3	Arunachal Pradesh	1,128
4	Assam	24,381

5	Bihar	1,49,043
6	Chandigarh	2,401
7	Chhattisgarh	60,496
8	DNH and Daman & Diu	1,101
9	Delhi	11,438
10	Goa	3,467
11	Gujarat	69,102
12	Haryana	13,43,474
13	Himachal Pradesh	7,400
14	Jammu and Kashmir	3,036
15	Jharkhand	67,730
16	Karnataka	50,594
17	Kerala	7,261
18	Ladakh	764
19	Lakshadweep	32
20	Madhya Pradesh	260,285
21	Maharashtra	1,33,469
22	Manipur	6,515
23	Meghalaya	102
24	Mizoram	742
25	Nagaland	1,347
26	Odisha	1,21,134
27	Puducherry	763
28	Punjab	2,290
29	Rajasthan	6,05,826
30	Sikkim	2,116
31	Tamil Nadu	33,339
32	Telangana	1,40,947
33	Tripura	4,334
34	Uttar Pradesh	5,97,012
35	Uttarakhand	3,014
36	West Bengal	3,74,519
	Grand Total	41,41, 385/-

**FINANCIAL LAPSES IN INSTITUTIONS UNDER THE MINISTRY OF
EARTH SCIENCES**

5332. THIRU DR. S. JAGATHRAKSHAKAN:

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

- (a) whether it is a fact that financial lapses has been highlighted by Report No. 29 of 2025 of the Comptroller and Auditor General of India including non-recovery of Rs.7.28 crore in meteorological charges and statutory levies by the India Meteorological Department (IMD) from private airport operators and penalties of Rs.1.58 crore incurred by the Indian National Centre for Ocean Information Services (INCOIS) for occupying buildings without mandatory approvals and if so, the details thereof;
- (b) the details of the amount due to IMD and amount recovered during the last five years, year-wise; and
- (c) the details of penalties incurred by INCOIS and the amount paid towards payment of penalties during the last five years, year-wise along with the reasons for these financial lapses?

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

(a): Yes. An amount of ₹7.28 crore towards aviation meteorological charges/statutory levies was outstanding to the India Meteorological Department (IMD), against two private airport operators. However, there are some other private and State Government airports that have not paid the meteorological charges to the IMD, as indicated in the tables at (b).

The Indian National Centre for Ocean Information Services (INCOIS) paid ₹1.58 crore during 2014-15 to 2021-22 to the Greater Hyderabad Municipal Corporation (GHMC) as a penalty for occupying buildings without the required mandatory approvals. While the Occupancy Certificates were not obtained at the time of occupation due to protracted statutory processing by the GHMC, the campus has been now fully regularised and obtained all required approvals from the GHMC.

(b): The details of the amount due to IMD and the amount recovered during the last five years, as follows:

Recovery/Dues for Airport Authority of India (AAI)- Airports		
Financial Year	Amount due to IMD (₹ crore)	Amount recovered by IMD (₹ crore)
2020-21	61.26	61.26
2021-22	60.35	60.35
2022-23	70.84	90.94
2023-24	66.30	65.73
2024-25	72.99	71.78

Recovery/Dues for Greenfield Private/State Government Airports		
Financial Year	Amount Due to IMD (₹ crore)	Amount recovered by IMD (₹ crore)
2020-21	6.05	3.01
2021-22	7.55	1.86

2022-23	9.49	2.56
2023-24	12.21	6.26
2024-25	12.65	19.40

(c): The details of penalties incurred by INCOIS and the amount paid during the last five years are as follows:

Financial year	Amount of Penalty (₹ crore)	Reasons
2021-22	0.236	While the Occupancy Certificates were not obtained at the time of occupation due to protracted statutory processing by the GHMC, the campus has since been fully regularised with all approvals now in place.
2022-23	0.000	
2023-24	0.000	
2024-25	0.000	
2025-26	0.000	

UPGRADATION OF MANGALURU CENTRAL RAILWAY STATION AS WORLD CLASS RAILWAY STATION

5333. CAPTAIN BRIJESH CHOWTA:

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

- (a) whether Mangaluru Central railway station was identified for development as a “World Class Railway Station” and if so, the details of the proposal and estimated investment made;
- (b) the steps taken since the announcement to implement the said project including preparation of feasibility reports, redevelopment plans and consultations;
- (c) the reasons for non-implementation/delay in upgrading the station under

the World Class Station programme;

- (d) whether the Government proposes for redevelopment/modernisation of said railway station under the Amrit Bharat Station Scheme/other programmes and if so, the details of works sanctioned, funds allocated and timelines for their completion; and
- (e) the details of the total capital expenditure incurred during the last five years on passenger amenities and infrastructure at Mangaluru Central and Mangaluru Junction railway stations?

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

(a) to (e): Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach. So far, 1338 stations have been identified for redevelopment under Amrit Bharat Station Scheme, out of which 61 stations including Mangalore Central and Mangalore Junction are located in Karnataka.

At Mangalore Central station, the works of development of second entry, construction of booking office, development of circulating area and parking at second entry and improvement of water supply arrangements have been completed in recent years. Further, the works for provision of platform shelters, coach indicator and extension of foot over bridge have been taken up.

Master planning for development of Mangalore Central railway station under Amrit Bharat Station Scheme has been taken up. This is an iterative

process requiring optimization and the time frame for such optimization cannot be indicated at this stage.

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

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and

feasibility and creation of city centre at the station in the long term.

The stations identified for redevelopment under Amrit Bharat Station Scheme in Karnataka are as following:

State	No. of Stations	Names of Stations
Karnataka	61	Almatti, Alnavar, Arsikere Junction, Badami, Bagalkot, Ballary, Bangalore Cantt., Bangarpet, Bantawala, Belagavi, Bidar, Chamaraja Nagar, Channapatna, Channasandra, Chikkamagaluru, Chikodi Road, Chitradurga, Davangere, Dharwad, Dodballapur, Gadag, Gangapur Road, Gangavathi, Ghataprabha, Gokak Road, Gubbi, Harihar, Hassan, Hosapete, Kalaburagi Jn., Kengeri, Koppal, Krantivira Sangolli Rayanna (Bengaluru Station), Krishnarajapuram, Malleswaram, Malur, Mandya, Mangalore Central, Mangalore Jn, Munirabad, Mysuru Jn (Mysore), Raichur Jn, Ramanagaram, Ranibennur, Raybag, Sagar Jambagaru, Sakleshpur, Shahabad, Shivamogga Town, Shravanabelgola, Shree Siddharoodha Swamiji Hubballi Jn, Subramanya Road, Talguppa, Tiptur, Tumakuru, Udupi, Vijayapura, Wadi, Whitefield, Yadgir, Yesvantpur

Development works at railway stations under Amrit Bharat Station Scheme in Karnataka have been taken up at a good pace. Till now, works of 09 stations (Alnavar, Badami, Bagalkot, Dharwad, Gadag, Gokak Road, Koppal, Munirabad, Bantawala) in Karnataka have been completed under this scheme. The activities for development at other stations have also been taken up at good pace and progress of some of the stations located in Karnataka is as given below:-

- **Mangalore Junction station:** The works of widening of the station

approach road, works of circulating area including parking, improvement of station building including porch, booking office, provision of additional platform shelter, provision of new waiting hall with toilet, improvement to platform surfacing at platform 1, provision of lighting, coach guidance boards and parcel office have been completed. The works for construction of 6 m wide foot over bridge has been taken up.

- **Bangalore Cantonment station:** The works of diversion road on south side, training centre, hostel on north side and electric substation building have been completed. The works of south side station building, north side station building, circulating area and foot over bridge have been taken up.
- **Chamaraja Nagar station:** The works of improvement of station building, entrance porch, platform shelter, platform surfacing, waiting hall, booking counter, circulating area and parking have been completed. The works of lift, escalator and 12 m foot over bridge have been taken up.
- **Hosapete station:** The works of improvement of station building, platform shelter, improvement of waiting hall and coach indication board at platform no. 1 have been completed. The works of platform surfacing, coach indication board at platform no. 2/3, lift, escalator and 12 m foot over bridge have been taken up.
- **Ranibennur station:** The works of improvement of station building,

entrance porch, platform shelter, platform surfacing, waiting hall, toilet, circulating area, parking and entry arch have been completed. The works of lift, escalator and 12 m foot over bridge have been taken up.

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

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fiber cables, gas pipe lines, power/signal cables etc.) infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Development / Upgradation / Modernization of stations including Amrit Bharat Station Scheme are generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Mangalore

Central and Mangalore junction Railway stations fall under the jurisdiction of Southern Railway for which an allocation (RE) of ₹ 1125 crores has been made for the financial year 2025-26. For Southern Railway, total expenditure of ₹3210 crores has been incurred during the last four and current year (till January, 2026).

INDIGENOUS DEVELOPMENT OF AI MODELS

5334. SHRI MANISH TEWARI:

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

- (a) whether Government has taken note of concerns that India risks remaining primarily a consumer of Artificial Intelligence (AI) technologies rather than emerging as a global creator and developer of foundational AI models and technologies;
- (b) the steps taken by the Government under the IndiaAI Mission and other initiatives to promote indigenous development of AI models, compute infrastructure, datasets and research capabilities within the country;
- (c) whether the Government has undertaken any assessment of India's current capacity in terms of AI research talent, semiconductor and compute infrastructure and availability of high-quality datasets required for building large-scale AI systems;
- (d) the measures being taken to encourage startups, academic institutions and industry to develop foundational AI technologies and reduce

dependence on foreign AI platforms; and

- (e) whether the Government proposes to introduce any policy incentives, funding mechanisms or public-private partnerships to strengthen India's position as a producer and innovator in the global AI ecosystem?

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

(a) to (e): India's AI strategy is based on the Hon'ble Prime Minister's vision to democratize the use of technology. It aims to address India centric challenges, create economic and employment opportunities for all Indians.

IndiaAI Mission:

In 2024, Government launched IndiaAI Mission to establish a robust and inclusive AI ecosystem that aligns with the country's development goals.

India AI mission is driven by a vision to position India as a global leader in artificial intelligence by focusing on seven foundational pillars.

Development of the India's Foundational Model

Government is supporting twelve organisations and consortia to develop sovereign foundational model.

These include Sarvam AI, Soket AI, Gnani AI, Gan AI, Avatar AI, IIT Bombay Consortium (BharatGen), GenLoop, Zentieg, Intellihealth, Shodh AI, Fractal Analytics Ltd. and Tech Mahindra Maker's Lab.

Financial assistance is being provided in calibrated manner to cover

compute usage costs.

Sovereign models of Sarvam AI, BharatGen and Gnani were launched during the IndiaAI Impact Summit 2026. These models have shown strong performance on Indic language benchmarks, and in some cases perform better than leading frontier models on specific tasks

The resulting AI models are expected to contribute to the open-source ecosystem by making them available through AIKosh platform for other startups and researchers. This will fuel innovation across India's startup and research community.

As part of the same, Sarvam and BharatGen models are now available on AIKosh platform for the developer community to develop AI based applications.

Affordable Compute Capacity for AI Development

Government is offering GPU access at subsidized rates to Indian start-ups and academia. As on date, **38,231 GPUs** have been onboarded from 14 empaneled service providers under the IndiaAI Compute Capacity framework

Government of India provides access to these GPUs at subsidized rates. The average rate is approximately **Rs 65 per GPU per hour**, except for select high-end GPUs

Apart from compute, empanelled providers are delivering storage, networking, AI platforms and other supporting services necessary for AI model development and deployment

Promoting Indian start-ups to get global opportunities:

The IndiaAI Startups Global program was launched in collaboration with Station F (Paris) and HEC Paris. Under this program, 10 Indian AI startups have been selected and supported to expand into the European market. Details are at **Statement**.

It supports Indian AI startups in accessing global innovation ecosystems and expanding into international markets. These startups are already developing innovative solutions across sectors such as governance, smart cities, document intelligence, and enterprise automation.

Their work highlights the growing maturity of India's AI startup ecosystem and its ability to build practical, deployment-ready solutions.

Development of AI Applications:

Further, under the IndiaAI Mission, thirty (30) applications have been selected focusing on India-specific problems. These applications belong to critical sectors notably agriculture, health, climate change and natural disaster.

Collaboration with other departments/ministries:

Sector-specific hackathons and innovation challenges have also been organised with the Indian Cyber Crime Coordination Centre (I4C), the Geological Survey of India, Ministry of Ayush, Ministry of MSME, NFRA and National Cancer Grid (NCG) to further encourage focused AI solution development.

From these hackathons and innovation challenges, 10 startups have been identified for scaling up the solutions.

AI Centre of Excellence

Government is establishing Artificial Intelligence Centres of Excellence (AI-CoEs) across States and Union Territories in a collaborative model State/UTs and Industry Partners. These CoEs aims to nurture skilled professionals through targeted talent development programs in emerging tech domains.

In addition, 7 Centres of Excellence have been established in emerging technology domain including Gaming/ VFX, AR/VR, Blockchain, IoT at different geographical locations.

Responsible and safe AI:

Various initiatives have been taken to promote responsible and ethical AI across multiple sectors especially on governance and education. Details are as follows:

- Establishment of IndiaAI Safety Institute for AI safety, security, and developing trust with diverse stakeholders.
- Diverse stakeholders including academia, startups, industry & government bodies engage through a hub-and-spoke model.
- 13 Responsible AI Projects are underway covering Machine Unlearning, AI Bias Mitigation, Privacy-Enhancing Tools, AI Governance Testing, etc.

Strengthening AI research ecosystem in India

Government is developing an extensive AI talent and research pipeline by supporting 500 PhD fellows, 5,000 postgraduates and 8,000 undergraduates.

27 IndiaAI Data and AI Labs have been established in Tier-2 and Tier-3

cities through NIELIT to conduct coursework in AI, data curation, annotation, cleaning and applied data science

543 ITIs and Polytechnics across all States/UTs have been approved to set up additional IndiaAI Data and AI Labs

More than 250 fellowships have already been awarded under the programme to promote high-quality research in Artificial Intelligence

STATEMENT

The final list of 10 Startups for the IndiaAI Startups Global Program - Paris:

Sr. No.	Startup Name	Area of Work
1	PrivaSapien Technologies	Responsible AI with privacy engineering and privacy-enhancing technologies
2	CoRover.ai	Conversational Gen AI platform for contextual, domain-specific human-like responses
3	Staqu Technologies (Jarvis)	AI-powered audio-video analytics for surveillance, security, and governance
4	SatSure Analytics	Earth Observation using satellite imagery and AI for decision intelligence
5	Storyvord	AI-based video content generation from product URLs and brand context
6	VolarAlta	Drone-based AI solutions for industrial inspections
7	Smartail	AI-powered edtech platform for immersive learning and real-time assessment
8	Secure Blink	AI-driven cybersecurity with proactive DevSecOps posture management
9	NeuroPixel.AI	AI-enabled ultra-fast image editing for fashion and e-commerce
10	Voicing AI	Agentic AI platform for enterprise-grade intelligent voice agents

**LEGISLATIVE REFORMS, GLOBAL BEST PRACTICES AND CAPACITY
BUILDING IN THE METEOROLOGICAL DEPARTMENT**

5335. SHRI PARSHOTTAMBHAI RUPALA:

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

- (a) whether the Government is considering introduction of a dedicated legislation or statutory reforms to enhance the efficiency, autonomy and functional effectiveness of the Meteorological Department and if so, the details thereof;
- (b) whether the Government has taken cognisance of representations seeking review of meteorological legislations and governance models of foreign Governments including those of Korea, Kenya, Tuvalu, Tanzania, Nauru and Vanuatu to adopt best practices and if so, the details thereof; and
- (c) the details of the concrete steps being taken to attract skilled professionals and strengthen advanced research including application of emerging technologies for improving accuracy of local and short-range weather forecasting?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE

DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) : Yes. The Ministry of Earth Sciences (MoES) has constituted a committee comprising of members from various organizations including representative from Legislative Department, Government of India for the formulation of legal framework for (i) the provision of the Meteorological Services in India and the role of agencies involved in it and (ii) to promote research and development for improving and delivering effective meteorological services.

(b) : Yes. The World Meteorological Organization (WMO) has suggested that all member countries develop appropriate legislation for hydrometeorological services. In this context, a committee constituted by the Ministry has taken note of the legislation of certain foreign Governments, including Korea, Kenya, Tuvalu, Tanzania, Nauru, and Vanuatu, with reference to the efficiency of meteorological services.

(c) : To attract skilled professionals to the Meteorological Department and enhance research activities related to the influence of technology on accurate local weather forecasts, IMD, in coordination with MoES, has taken the following steps:

- Public Awareness Program.
- Integrated Academic Program with various Universities and Institutions. Regular interaction and signing MoUs with the Centre, State, and private Universities, and sharing the data and HPC for engaging undergraduate and postgraduate students to work in this

department remotely and through summer projects.

- Specific Scientific research projects like Monsoon Mission, Mission Mausam, Thunderstorm research testbed, etc, are being implemented in collaboration with State and Central Universities, IITs, etc., to attract young students pursuing master's and PhD.
- IMD is also extending all support to private and Government Universities to install AWS, ARGs, and other meteorological observatories to carry out the observation through student participation.
- IMD advertises regularly for project scientists and research scholar posts meant for young researchers. In that way, a pool of experienced human resources is being developed, facilitating future workforce selection in the various MoES organisations.
- From time to time, IMD and other MoES institutes have been recruiting employees at the level of Scientific Assistant and Scientist B & Scientist C to sustain and enhance their capabilities for delivering weather and climate services.
- IMD also has mutual cooperation and understanding with other Government Agencies, such as the Indian Air Force, Indian Navy, Coast Guard, and Indian Army, for operational and research activities.

PENDING CASES UNDER CENTRAL ADMINISTRATIVE TRIBUNAL**5336. SUSHRI MAHUA MOITRA:**

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

- (a) the details of the number of cases pending under the Central Administrative Tribunal (CAT), bench-wise;
- (b) the details of the number of cases pending for more than five years, ten years and fifteen years, category-wise and bench-wise; and
- (c) the details of the average time taken to dispose of such cases, bench-wise?

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

(a) to (c): Central Administrative Tribunal adjudicates grievances and disputes arising out of the conditions of service of an employee appointed to the public services and posts in connection with the affairs of the Union and the States. The grievances include cases relating to pay, promotion, career progression, pension and other similar matters. Since its inception in the year 1985, the Central Administrative Tribunal (CAT) has received 9,88,738 cases for adjudication, out of which 9,19,157 cases have been disposed upto 31.01.2026, leaving 69,581 cases under adjudication presently. The number of cases instituted, disposed and

pending, year-wise, since the inception of the Tribunal are available in the Annual Report of DoP&T, which can be accessed through the link url:<https://dopt.gov.in/sites/default/files/AR2024-25English.pdf>.

During the last 3 years i.e., from the year 2023 to 2025, the details of the cases instituted in all the benches of the Tribunal and disposals made year-wise are given below: -

Details of cases instituted and disposed in CAT

Year	Cases instituted	Cases disposed	Disposal rate (%)
2023	25,742	31,672	123
2024	32,998	35,460	108
2025	31,899	34,318	108
Total	90,639	1,01,450	112

The above records of disposal indicate a consistently high rate of disposal in all the benches of the Tribunal. To ensure expeditious disposal of all cases, the Tribunal has rolled out the cloud based Advance Case Information System (ACIS) comprising several new initiatives, such as Mobile App, SMS facility, online payment, hybrid video conference-based hearing, e-courts setup, scanning & digitization of all records and e-filing of cases.

ERGONOMIC BERTHS IN TRAINS

5337. SHRIMATI APARAJITA SARANGI:

SHRI BHOJRAJ NAG:

SHRI CHANDRA PRAKASH CHOUDHARY:

SHRI TEJASVI SURYA:

SHRI BIDYUT BARAN MAHATO:

SHRI DILIP SAIKIA:

SHRI PRADEEP KUMAR SINGH:

SHRI SHANKAR LALWANI:

SHRI DINESHBHAI MAKWANA:

SHRI RAMESH AWASTHI:

SHRIMATI KAMLESH JANGDE:

SHRI NABA CHARAN MAJHI:

SHRI JANARDAN MISHRA:

SHRI MAHESH KASHYAP:

SHRI ALOK SHARMA:

SHRI VINOD LAKHAMSHI CHAVDA:

SHRI MANISH JAISWAL:

SHRI MANOJ TIWARI:

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

- (a) whether the inclusion of 'Ergonomic Berths' and advanced noise reduction technology improved the overnight travel experience for passengers of trains and if so, the details thereof;
- (b) the details of specific progress made towards the target of launching 30 new Sleeper rakes by December 2026;
- (c) whether the Government has successfully completed the trial runs for the 24-coach Vande Bharat Sleeper prototype at Integral Coach Factory (ICF)

Chennai;

- (d) if so, the details thereof including Jharkhand particularly Hazaribagh and Ramgarh district, district-wise;
- (e) whether travel time has been successfully reduced on the Howrah-Guwahati corridor compared to traditional/existing superfast express trains and if so, the details thereof;
- (f) the number of Vande Bharat trains proposed to be running through Jharkhand;
- (g) whether the Government is taking steps to introduce Vande Bharat sleeper train service from Raipur to Raigarh via Bilaspur in Chhattisgarh and if so, the details thereof;
- (h) the name of cities proposed to be connected with Vande Bharat sleeper train from Bhopal; and
- (i) whether the Government proposes to operate new Vande Bharat train service in the Kachchh Lok Sabha Constituency of Gujarat, if so, the details thereof and if not, the reasons therefor?

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

- (a) to (i): Modernization and Improvement/up-gradation of Rolling Stock to enhance safety, convenience and comfort of passengers is a continuous and ongoing process on Indian Railways (IR). This includes ergonomic design of seats and provision of noise reduction technologies like sound insulation

paints, use of improved suspension etc.

For long distance travel, the Sleeper variant of Vande Bharat Express has been indigenously designed and developed.

The process of development of new rolling stocks like Vande Sleeper necessitates a holistic approach, combining technological innovation, strategic planning and manufacturing to ensure a safe, reliable and comfortable travel. This involves development of prototype, extensive testing and trials followed by series production.

These train-sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of fire safety standards.
- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp-based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger

area.

- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers, special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

Presently, the following 01 pair Vande Bharat train services (Sleeper Car) are being operated on the Indian Railways network:

SN	Train No. and Name
1	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express

The travel time of 27575/27576 Howrah-Kamakhya Vande Bharat Sleeper Express is 14 hrs in each direction. This is more than 2hours lesser than the fastest train on the sector in both directions.

As the railway network straddles across State boundaries, trains are operated as per network requirement, across such boundaries. However,

Indian Railways, on originating/terminating basis, have introduced 14 Vande Bharat Chair Car services catering to the needs of the stations located in the State of Jharkhand. The list of these Vande Bharat train services is given below:-

SN	Train no. and name
1	20893/20894 Tatanagar-Patna Vande Bharat Express
2	20897/20898 Ranchi-Howrah Vande Bharat Express
3	22499/22500 Varanasi-Deoghar Vande Bharat Express
4	20891/20892 Tatanagar-Brahmapur Vande Bharat Express
5	21895/21896 Tatanagar-Patna Vande Bharat Express
6	20887/20888 Ranchi-Varanasi Vande Bharat Express
7	21893/21894 Tatanagar-Patna Vande Bharat Express

Presently, Raipur station is served by 04 Vande Bharat Chair Car services. Similarly, Bilaspur is served by 02 Vande Bharat Chair Car services while Bhopal/Rani Kamalapati is served by 06 Vande Bharat Chair Car services These are listed below:-

Vande Bharat Chair Car serving Raipur

SN	Train No. & Number
1	20825/20826 Bilaspur-Nagpur Vande Bharat Express
2	20829/20830 Durg-Visakhapatnam Vande Bharat Express

Vande Bharat Chair Car serving Bilaspur

SN	Train No. & Number
1	20825/20826 Bilaspur-Nagpur Vande Bharat Express

Vande Bharat Chair Car serving Bhopal/Rani Kamlapati

SN	Train No. & Number
1	20911/20912 Indore-Nagpur Vande Bharat Express
2	20171/72 Rani Kamalapati-Hazrat Nizamuddin Vande Bharat Express
3	20173/20174 Rani Kamalapati-Rewa Vande Bharat Express

Further, Raipur-Raigarh sector is presently served by 25 pairs of train services which are listed below:

SN	Train No. & Number
1	12069/70 Gondia -Raigarh Jan Shatabdi Express
2	12129/30 Pune -Howrah Express
3	12151/52 Lokmanya Tilak (T)-Shalimar Express
4	12409/10 Hazrat Nizamuddin -Raigarh Express
5	12809/10 Chhatrapati Shivaji Maharaj (T)-Howrah Express
6	12811/12 Lokmanya Tilak (T)-Hatia Express
7	12833/34 Ahmedabad -Howrah Express
8	12859/60 Chhatrapati Shivaji Maharaj (T)-Howrah Express
9	12879/80 Lokmanya Tilak (T)-Bhubaneswar Express
10	12905/06 Porbandar-Shalimar Express
11	13287/88 Durg-Ara Express
12	13425/26 Surat-Malda Town Express
13	17005/06 Hyderabad-Raxaul Express
14	17007/08 Charlapalli-Darbhanga Express
15	18029/30 Lokmanya Tilak (T)-Shalimar Express

16	18109/10 NSCB Itwari-Tatanagar Express
17	20813/14 Jodhpur -Puri Express
18	20917/18 Indore -Puri Express
19	22357/58 Lokmanya Tilak (T)-Gaya Express
20	22511/12 Lokmanya Tilak (T)-Kamakhya Express
21	22845/46 Pune -Hatia Express
22	22865/66 Lokmanya Tilak (T)-Puri Express
23	22893/94 Sainagar Shirdi-Howrah Express
24	22905/06 Okha-Shalimar Express
25	68861/62 Gondia -Jharsuguda MEMU

At present, Bhuj and Gandhidham stations of Kutch region are served by 24 and 50 train services respectively both including the services of 94801/94802 Ahmedabad-Bhuj Namo Bharat Rapid Rail as under:

Trains services serving Bhuj:

SN	Train No. & Name
1	94801 Ahmedabad-Bhuj Namo Bharat Rapid Rail
2	94802 Bhuj-Ahmedabad Namo Bharat Rapid Rail
3	11091 Bhuj-Pune Express
4	11092 Pune-Bhuj Express
5	12959 Bandra(T)-Bhuj Express
6	12960 Bhuj-Bandra(T) Express
7	12965 Bandra(T)-Bhuj Express
8	12966 Bhuj-Bandra(T) Express
9	14311 Bareilly-Bhuj Ala Hazrat Express
10	14312 Bhuj-Bareilly Ala Hazrat Express
11	14321 Bareilly-Bhuj Express
12	14322 Bhuj-Bareilly Express
13	20907 Dadar-Bhuj Express
14	20908 Bhuj-Dadar Express
15	20927 Palanpur-Bhuj Express
16	20928 Bhuj-Palanpur Express
17	20983 Bhuj-Delhi Sarai Rohilla Express

18	20984 Delhi Sarai Rohilla-Bhuj Express
19	22829 Bhuj-Shalimar Express
20	22830 Shalimar-Bhuj Express
21	22903 Bandra(T)-Bhuj Express
22	22904 Bhuj-Bandra(T) Express
23	22955 Bandra(T)-Bhuj Kutch Express
24	22956 Bhuj-Bandra(T) Kutch Express

Train services serving Gandhidham:

SN	Train No. & Name
1	94801 Ahmedabad-Bhuj Namo Bharat Rapid Rail
2	94802 Bhuj-Ahmedabad Namo Bharat Rapid Rail
3	11091 Bhuj-Pune Express
4	11092 Pune-Bhuj Express
5	12473 Gandhidham-Shri Mata Vaishno Devi Katra Sarvodaya Express
6	12474 Shri Mata Vaishno Devi Katra-Gandhidham Sarvodaya Express
7	12937 Gandhidham-Howrah Garba Express
8	12938 Howrah-Gandhidham Garba Express
9	12959 Bandra(T)-Bhuj Express
10	12960 Bhuj-Bandra(T) Express
11	12965 Bandra(T)-Bhuj Express
12	12966 Bhuj-Bandra(T) Express
13	12993 Gandhidham-Puri Express
14	12994 Puri-Gandhidham Express
15	14311 Bareilly-Bhuj Ala Hazrat Express
16	14312 Bhuj-Bareilly Ala Hazrat Express
17	14321 Bareilly-Bhuj Express
18	14322 Bhuj-Bareilly Express
19	15667 Gandhidham-Kamakhya Express
20	15668 Kamakhya-Gandhidham Express
21	16335 Gandhidham-Nagercoil Express
22	16336 Nagercoil-Gandhidham Express
23	19405 Palanpur-Gandhidham Express
24	19406 Gandhidham-Palanpur Express
25	20685 Gandhidham-KSR Bengaluru Express

26	20686 KSR Bengaluru-Gandhidham Express
27	20803 Visakhapatnam-Gandhidham Express
28	20804 Gandhidham-Visakhapatnam Express
29	20907 Dadar-Bhuj Express
30	20908 Bhuj-Dadar Express
31	20923 Tirunelveli-Gandhidham Humsafar Express
32	20924 Gandhidham-Tirunelveli Humsafar Express
33	20927 Palanpur-Bhuj Express
34	20928 Bhuj-Palanpur Express
35	20935 Gandhidham-Indore Express
36	20936 Indore-Gandhidham Express
37	20983 Bhuj-Delhi Sarai Rohilla Express
38	20984 Delhi Sarai Rohilla-Bhuj Express
39	22483 Bhagat Ki Kothi-Gandhidham Express
40	22484 Gandhidham-Bhagat Ki Kothi Express
41	22829 Bhuj-Shalimar Express
42	22830 Shalimar-Bhuj Express
43	22903 Bandra(T)-Bhuj Express
44	22904 Bhuj-Bandra(T) Express
45	22951 Bandra(T)-Gandhidham Express
46	22952 Gandhidham-Bandra(T) Express
47	22955 Bandra(T)-Bhuj Kutch Express
48	22956 Bhuj-Bandra(T) Kutch Express
49	22973 Gandhidham-Puri Express
50	22974 Puri-Gandhidham Express

Besides, introduction of train services, including Vande Bharat train services and its variants, on any route/section, is an on-going process, which depends on various factors including:

- Capacity of that section.
- Availability of path.
- Availability of required rolling stock.

- Availability of matching infrastructure for rolling stock.
- Maintenance requirement of railway tracks and other assets.

ADVANCED METEOROLOGICAL INFRASTRUCTURE

5338. DR. KADIYAM KAVYA:

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

- (a) whether the advanced meteorological infrastructure including Doppler Weather Radar coverage, Automatic Weather Stations and flood forecasting systems are operational in Warangal district of Telangana and if so, the details thereof;
- (b) the details of the number of extreme weather alerts, heavy rainfall warnings and flood advisories issued for Warangal district during the last three years along with the dissemination mechanism adopted for timely communication to local authorities and the public;
- (c) whether any proposal exists to strengthen weather forecasting, lightning detection and climate resilience systems in Warangal particularly in view of increasing instances of extreme weather events and if so, the details thereof; and
- (d) the details of funds allocated and utilised for such initiatives in Telangana including district-level interventions in Warangal?

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

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

(a): Yes. Advanced meteorological infrastructure is operational in the Warangal district of Telangana. Five Automatic Weather Stations/Automatic Rain Gauges (Hanamkonda, Mamnoor-KVK, Siddhapur, PTO Warangal, and Mulugu) are operational in the district. There is no Doppler Weather Radar (DWR) installed in the Warangal district. The nearest operational S-Band DWRs are installed at Hyderabad and Visakhapatnam. Their radial coverage extends up to about 400 km, covering Warangal and the surrounding areas and enabling monitoring of regions without local installations.

The Central Water Commission (CWC) is mandated to issue flood forecasts to the concerned State Governments at identified locations. There are no Flood Forecasting (FF) systems of the CWC in the Warangal district. However, FF stations are located in the adjacent districts, namely Mulugu, Jayashankar Bhupalapally, and Mahabubabad. In addition, the CWC's Real Time Data Acquisition System (RTDAS) stations in Mulugu and Jayashankar Bhupalapally—each having one Level Forecast Station and one Inflow Forecast Station—support flood monitoring in Warangal district.

(b): Yes. The Government adopts various dissemination mechanisms to ensure timely communication, including alerts and warnings, reaches all concerned, enabling local authorities, State Governments, State Disaster

Management Authorities (SDMAs), the National Disaster Management Authority (NDMA), the Ministry of Home Affairs (MHA), and the public to take appropriate mitigation measures. The number of alerts, advisories, forecasts, and bulletins issued regarding extreme weather conditions, such as heavy rainfall and floods in Telangana, including Warangal, over the last three years is provided in **Statement**.

The Ministry of Earth Sciences (MoES) has developed advanced early warning systems for severe weather events, including heavy rainfall. These systems are supported by a state-of-the-art observation network comprising surface and upper-air observations, remote sensing, high-resolution dynamical models, and an end-to-end GIS-based Decision Support System (DSS) developed by MoES institutions, which serves as the front end for early warning systems to enable detection and monitoring of weather hazards across the country. The system is integrated with modern telecommunications technologies to ensure the timely dissemination of information. Effective dissemination methods for weather information and alerts by the MoES are as follows:

- Public alerts and information are disseminated through mobile applications such as MAUSAM, MEGHDOOT, DAMINI, and UMANG.
- Digital dissemination channels include e-mail and SMS-based nowcasting and forecasting alerts to registered users.
- Alerts are issued through the Common Alerting Protocol (CAP) and

the SACHET App.

- Information is shared via social media and mass media platforms.
- District Collectors are informed through direct e-mail and WhatsApp group notifications, in coordination with the Telangana Integrated Command and Control Centre (ICCC) of the Police Department.
- Broadcast dissemination is carried out through community radio, public broadcasting systems, and other local communication networks.
- Dissemination is also undertaken through State Government mobile applications.
- Gram Panchayat-level weather forecasting (GPLWF) is facilitated through digital platforms such as e-Gramswaraj, Meri Panchayat App, and e-Manchitra, in collaboration with the Ministry of Panchayati Raj.
- Weather information is disseminated to Pashu Sakhi and Krishi Sakhi at the block and Panchayat levels in collaboration with the Ministry of Rural Development.
- Forecasts are accessible through the Mausamgram portal of the India Meteorological Department (IMD).

The Division Flood Control Rooms (DFCRs) at the Regional Offices of the CWC issue flood forecasts to stations under their jurisdiction during the flood season, based on heavy rainfall warnings and quantitative precipitation forecasts provided by the India Meteorological Department under the Ministry

of Earth Sciences. The Central Flood Control Room (CFCR) at CWC Headquarters issues daily flood bulletins, including red and orange bulletins, to all States and to central agencies such as the NDMA and the MHA.

CWC is currently providing a seven-day advisory flood forecast on its web portal <https://aff.india-water.gov.in/> through pan-India rainfall-based mathematical modeling for major river basins of the country. CWC takes immense steps and adopts various dissemination mechanisms to get maximum reach to the flood warnings produced, so that mitigation measures can be adopted by State Governments, SDMA, NDMA, and the public. The flood forecasts formulated by CWC are disseminated to all stakeholders through the Flood Forecasting Website (<https://ffs.india-water.gov.in/>), FloodWatch India 2.0 App/E-mail/Whatsapp/Facebook-CWCOfficial.FF/X-CWCOfficial_FF, Youtube-CWC Flood updates, and CAP Alert through the NDMA Sachet portal.

(c): Mission Mausam has been launched by the Ministry with the objective of making Bharat a "weather-ready and climate-smart" nation, including the State of Telangana. The Ministry is in continuous endeavour of augmenting the observational, including the lightning detection network and R&D infrastructure, towards achieving better accuracy in weather forecasting.

IMD has also brought out a web-based "Climate Hazard & Vulnerability Atlas of India" prepared for the thirteen most hazardous meteorological events, which cause extensive damage and economic, human, and animal losses. The same can be accessed at <https://imdpune.gov.in/> hazardatlas/

about hazard.html. The atlas provides information that may assist State Government authorities and disaster management agencies in identifying potential hotspots and in planning appropriate measures to address extreme weather events caused by climate change. The product also serves as a reference for efforts related to climate-resilient infrastructure planning.

(d): The Ministry implements Central Sector Schemes uniformly across the country; therefore, the allocation of funds is not made on a State-wise basis. Funds under these schemes are not released directly by the MoES to the State Governments for implementation.

STATEMENT

Daily routine forecasts issued for Telangana, including Warangal:

Forecast issued (Type)	No. of Bulletins issued (2023–25)
Seven-day forecast	4,380
Zonal forecasts	1,094
Nowcast for districts	11,680
Agro-meteorological advisory services	1,408

Special bulletins during extreme weather conditions in Telangana, including Warangal:

Bulletin Type	No. of Bulletins issued (2023–25)
Advisory bulletin	13
Alert bulletin	27

Bulletin Type	No. of Bulletins issued (2023–25)
Impact-based forecast bulletin	305
Agro-meteorological advisory services with severe weather warning	205
Special bulletin of severe weather for the Chief Secretary	45

The number of flood forecasts issued to the Flood Forecasting (FF) stations in Telangana, including Warangal:

Forecast Type	No. of forecasts issued (2023-25)
Flood forecast	1154

ESTABLISHMENT OF AI UNIVERSITY

5339. SHRI SOUMENDU ADHIKARI:

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

- (a) whether the Government has made key focus with this year Budget for development of Science and Technology to boost private-sector "AI and Deep-tech";
- (b) if so, the details of Budget allocation and sanctioned since Financial Year 2024 and this year allocation for the roadmap or strategy proposed to achieve this target;
- (c) whether the Government has any plan to establish AI University in the country including in the State of West Bengal therefor; and
- (d) if not, whether the Government is planning to consider such proposal in

the near future therein?

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

(a) and (b): The Government has accorded high priority in the current Budget to strengthen Science & Technology and promote private sector participation in Artificial Intelligence (AI) and deep-tech sectors.

In this direction, the Government has launched the Research, Development and Innovation (RDI) Scheme on 03 November 2025, with a total outlay of ₹1 lakh crore over a period of six years. The Scheme aims to incentivise private sector investment in R&D across strategic and sunrise sectors, including deep technologies such as quantum computing, robotics and space; AI and its applications in agriculture, healthcare and education; energy transition and climate action; biotechnology, biomanufacturing, pharmaceuticals and medical devices; and the digital economy, including digital agriculture.

The Scheme is being operationalised through a Special Purpose Fund (SPF) established within the Anusandhan National Research Foundation (ANRF), with a two-tier funding structure. Under this mechanism, the SPF

custodises the corpus and channels funds to Second-Level Fund Managers (SLFMs). The Technology Development Board (TDB) and the Biotechnology Industry Research Assistance Council (BIRAC) have been designated as SLFMs and have issued calls for proposals in February 2026. Further, applications for additional SLFMs, including Fund of Funds, have been invited and are under evaluation. The Scheme supports technology development at Technology Readiness Level (TRL) 4 and above by start-ups, companies and industry-led R&D entities.

Further, the Department of Science & Technology (DST) is implementing the National Mission on Interdisciplinary Cyber-Physical Systems (NM-ICPS), under which 25 Technology Innovation Hubs (TIHs) have been established in areas such as AI, robotics, IoT, cybersecurity and quantum technologies. Under this Mission, the Bharat-Gen initiative is being implemented to develop multimodal, multilingual generative AI models tailored for India.

In addition, the Anusandhan National Research Foundation (ANRF), under its Mission for Advancement in High-Impact Areas (MAHA), supports Artificial Intelligence for Science & Engineering, promoting industry-academia collaboration and accelerating the development and commercialisation of AI-driven solutions.

Moreover, the Union Cabinet approved the IndiaAI Mission in March 2024, with a total outlay of ₹10,371.92 crore over a period of five years, to build a robust and inclusive AI ecosystem in the country. The Mission is being implemented by the Ministry of Electronics and Information Technology and

focuses on strengthening innovation, supporting research and start-ups, enhancing data access, and ensuring responsible AI deployment. The IndiaAI Mission comprises seven key pillars, including compute capacity, foundation models, datasets platform, application development, skilling, startup financing, and safe & trusted AI.

Under this Mission, initiatives such as BharatGen, India's indigenous multilingual multimodal large language model supporting 22 Indian languages, have been launched. Further, approval has been accorded for development of a sovereign LLM ecosystem to enhance public service delivery and digital trust.

The detailed allocation under the NM-ICPS, RDI, and IndiaAI Mission (for 5 years) is as follows:

S. No.	Financial Year	Budget Allocation (in crore)
NM-ICPS		
1	2024-25	815
2	2025-26	750.6
RDI Scheme		
3	2025-26	20,000

Components	Total Expenditure (₹ Cr)
IndiaAI Compute Capacity	4563.36
IndiaAI Foundation Models	1971.37
IndiaAI Datasets Platform	199.55
IndiaAI Application Development Initiative	689.05
IndiaAI FutureSkills	882.94
IndiaAI Startup Financing	1942.5
Safe & Trusted AI	20.46

IndiaAI Overheads and Contingency @1%	102.69
Total	10,371.92

(c) and (d): The Government is undertaking multiple initiatives to strengthen the Artificial Intelligence (AI) ecosystem in the country through the establishment of Centres of Excellence (CoEs) and related institutional mechanisms.

In this regard, three Centres of Excellence in Artificial Intelligence have been approved in key sectors namely healthcare, agriculture, and sustainable cities at reputed academic institutions, including the Indian Institutes of Technology (IITs). These CoEs aim to promote research-driven innovation, develop scalable AI-based solutions, and foster collaboration among academia, industry, and government.

Further, under the IndiaAI Mission, efforts are being made to enable access to high-end computing infrastructure, support research and innovation, and promote the development of AI applications for public good.

The Government is also strengthening the AI ecosystem in education and skilling through initiatives including establishment of Centres of Excellence and integration of AI in learning frameworks, to equip youth with industry-relevant skills and build a future-ready workforce. The Ministry of Education is supporting such initiatives, including Centres of Excellence and skilling programmes in emerging technologies, benefiting all States and Union Territories

**PAIMANA PORTAL AND MANAGEMENT OF MAJOR INFRASTRUCTURE
PROJECTS**

5340. SHRIMATI MALA RAJYALAXMI SHAH:

SHRIMATI KAMALJEET SEHRAWAT:

SHRI P. C. MOHAN:

DR. BHOLA SINGH:

SHRI ANOOP PRADHAN VALMIKI:

SHRI P. P. CHAUDHARY:

SHRIMATI ANITA NAGARSINGH CHOUHAN:

SHRI VIJAY BAGHEL:

SHRI NALIN SOREN:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI AVIMANYU SETHI:

SHRI RODMAL NAGAR:

SHRI BIBHU PRASAD TARAI:

SHRI RAJKUMAR CHAHAR:

SHRI JUGAL KISHORE:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

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

- (a) the current number of ongoing infrastructure projects valued at Rs. 150 crore and above that are being monitored by the Ministry particularly in Rajasthan and Jharkhand;

- (b) the manner in which introduction of the Project Assessment, Infrastructure Monitoring and Analytics for Nation-Building (PAIMANA) web-portal has improved the real-time tracking of delays and cost overruns in Central Sector Projects;
- (c) whether the Government provides specific recommendations to administrative Ministries when a project exceeds its original sanctioned cost by more than 20 per cent and if so, the details thereof;
- (d) the details of the mechanism used to coordinate with the Project Monitoring Group (PMG) to resolve inter-ministerial bottlenecks for delayed projects particularly in Jharkhand and Jammu and Kashmir; and
- (e) the number of major infrastructure projects in Karnataka that have experienced delays or cost overruns and the corrective measures taken?

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

(a), (b) and (e): The Ministry of Statistics & Programme Implementation (MoSPI) is mandated to monitor the status of Ongoing Central Sector Infrastructure Projects costing Rs. 150 crore & above, and the same is being undertaken through a new web monitoring system called PAIMANA (Project Assessment Infrastructure Monitoring and Analytics for Nation-Building).

As of January 2026, PAIMANA captured the status of 1,702 nationwide ongoing projects being implemented by 17 Central Ministries/Departments with

original cost of ₹33.71 lakh crore and cumulative expenditure of ₹20.01 lakh crore. The details of these projects may be seen in the flash report available at <https://ipm.mospi.gov.in/>.

Accordingly, the project-wise details of all ongoing infrastructure projects and those pertaining to States of Rajasthan, Jharkhand, Jammu & Kashmir and Karnataka are available in the Flash Report published by this Ministry on the website <https://ipm.mospi.gov.in/ReportPage>.

In line with the principle of "One Data One Entry", the PAIMANA portal is integrated with Integrated Project Monitoring Portal (IPMP) of Department for Promotion of Industry and Internal Trade (DPIIT) via Application Programming Interfaces (APIs) enabled to automatically fetch data reported by the Central Ministries/ Departments/ Project Implementing Agencies. The integrated platform, PAIMANA, has substantially reduced manual entry, with about 64 per cent of projects pertaining to Ministry of Road, Transport & Highways, Petroleum & Natural Gas and Coal, being updated automatically.

(c) and (d): All stakeholders (Infrastructure Line Ministries/ Departments) are also regularly being apprised of their project execution and slippages on the basis of data analytics available on PAIMANA, for any required intervention in managing the project execution at their end. Further, regular coordination with stakeholders through monthly review meetings and other communications contribute to the evidence-based monitoring. In addition to, the login credentials providing access to the customized dashboards are already shared with all Line Ministries/ Departments, thereby giving them direct access to the

portal for review of the project progress.

Other major steps taken by the Government of India to mitigate the delays and expedite the infrastructure projects include the Periodic review of projects under PRAGATI meetings through video conferencing by Hon'ble Prime Minister, and rigorous project appraisal.

Furthermore, the Project Monitoring Group (PMG) of the Department for Promotion of Industry and Internal Trade (DPIIT) is an institutional mechanism set up with the objective of milestone-based monitoring of projects and for expediting issue resolution and fast-tracking of approvals/ clearances for projects with an anticipated investment of Rs. 500 cr. and above through inter-Ministerial/State coordination. Apart from PRAGATI meetings chaired by the Hon'ble Prime Minister, PMG conducts regular review meetings of projects facing delays/issues at the level of DPIIT, and Cabinet Secretariat. For these reviews to be effective, PMG has implemented a unique 5-tier Escalation framework that ensures issues are addressed at the appropriate level, beginning with the respective Ministry for regular issues and escalating up to PRAGATI for complex issues. This approach streamlines the review mechanism, prevents duplication, and enables higher authorities to focus on critical issues that require their intervention.

SHORTFALL IN COAL PRODUCTION TARGETS

5341. SHRI UMMEDA RAM BENIWAL:

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

- (a) whether coal production targets have consistently fallen short of projections;
- (b) if so, the details and the reasons therefor;
- (c) whether this shortfall has contributed to frequent power shortages across the country; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) and (b): The domestic coal production in the country was 1047.52 Million Tonne (MT) in the FY 2024-25 against a coal production target of 1080 MT. Major constraints faced by the coal companies for achievement of coal production targets are as under:

- i. Issues relating to land acquisition and Rehabilitation & Resettlement (R & R).
- ii. Delay in Forestry and Environmental Clearances.
- iii. Evacuation & logistics constraints.
- iv. Law & Order issues.
- v. Shortage of stowing material and adverse geo-mining conditions in some underground mines.

(c) and (d): The energy supplied has been commensurate to the energy requirement of the country and there has been no power shortages.

RENEWABLE ENERGY POTENTIAL IN UTTAR PRADESH

5342. SHRI ZIA UR REHMAN:

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

- (a) whether the Government is aware of the untapped potential for solar and biomass energy generation in Western Uttar Pradesh;
- (b) if so, the details of steps taken to promote rooftop solar installations, solar parks and renewable energy projects in the region;
- (c) whether similar renewable energy expansion challenges exist in other States of the country; and
- (d) if so, the details of national initiatives undertaken to increase the share of renewable energy in the country's total energy mix?

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

(a) to (d): The Government is aware of the potential for renewable energy generation, including Solar, Wind, Biomass etc. across the country, which also includes Western Uttar Pradesh region and is promoting their development through various policies and programmes in coordination with State Governments.

The details of schemes/ programmes being implemented by the Ministry of New & Renewable Energy (MNRE) to promote development and deployment of renewable energy in the country are given at **Statement-I**. Further, the Government of Uttar Pradesh has launched 3 policies to promote

the use of renewable energy in the State, namely, Uttar Pradesh Solar Energy Policy-2022; Uttar Pradesh Bio Energy Policy-2022; and Uttar Pradesh Green Hydrogen Policy-2024.

The Government has also taken several steps and initiatives to promote and accelerate development and deployment of renewable energy capacity across the country in order to realize the commitment of 500 GW non-fossil energy capacity by 2030 and to increase the share of renewable energy in the country's total energy mix, as given at **Statement-II**.

STATEMENT-I

Details of the ongoing major Renewable Energy Schemes / Programmes being implemented by MNRE

1. PM-Surya Ghar: Muft Bijli Yojana launched in February, 2024 with the aim to achieve rooftop solar installation in one crore households in the residential sector with an outlay of Rs. 75,021 crore.
2. Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM) for setting up decentralized solar or other renewable energy power plants, installation of stand-alone solar agriculture pumps, and solarization of existing grid-connected agriculture pumps, including feeder-level solarization.
3. Scheme for Development of Solar Parks and Ultra-mega Solar Power Projects. Under the scheme, the infrastructure such as land, roads, power evacuation system, water facilities are developed with all statutory clearances/approvals, to help expeditious development of utility-scale solar projects in the country.

4. Production Linked Incentive scheme 'National Programme on High Efficiency Solar PV Modules' for achieving manufacturing capacity of Giga Watt (GW) scale in High Efficiency Solar PV modules.
5. Central Public Sector Undertaking (CPSU) Scheme Phase-II (Government Producer Scheme) for setting up 12,000 MW grid-connected Solar Photovoltaic (PV) Power Projects by Government Producers, using domestically manufactured solar PV cells and modules, with Viability Gap Funding (VGF) support, for self-use or use by Government/ Government entities, either directly or through Distribution Companies (DISCOMS).
6. National Green Hydrogen Mission launched with aim to make India a Global Hub for production, utilization and export of Green Hydrogen and its derivatives.
7. Green Energy Corridors (GEC) to create intra-state transmission system for renewable energy projects.
8. Bio-Energy Programme:
 - Waste to Energy Programme : Programme on Energy from Urban, Industrial and Agricultural Wastes/Residues
 - Biomass Programme: Scheme to Support Manufacturing of Briquettes & Pellets and Promotion of Biomass (non-bagasse) based cogeneration in Industries.
 - Biogas Programme : for promotion of family type Biogas plants
9. New Solar Power Scheme [for Tribal and Particularly Vulnerable Tribal

Groups (PVTG) Habitations/Villages] under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA) with a provision for providing off-grid Solar Lighting where electricity supply through grid is not techno-economically feasible.

STATEMENT-II

The Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity in the country to realize the commitment of 500 GW non-fossil energy capacity by 2030.

These include, inter-alia, the following:

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.

- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.
- Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- Waiver on Inter State Transmission System (ISTS) charges for renewable energy projects including green hydrogen projects, with certain timelines and conditions.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV Modules, Solar PV Inverters & Storage Battery) and Solar Water Heating systems notified.
- Issued National Framework for promoting & developing Energy Storage Systems.

- Issued Guidelines for Resource Adequacy Planning Framework for India.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- The Revised Guidelines for installation of prototype wind turbine models issued on 12th June 2025.
- Procedure for inclusion/updating Wind Turbine Model in the Revised List of Models and Manufacturers of Wind Turbines (RLMM) issued on 31st July 2025. The amendment renames RLMM as Approved List of Models and Manufacturers [ALMM (Wind)] and mandates usage of listed components such as Blade, Tower, Generator, Gearbox and Special Bearings (Main, Pitch and Yaw Bearing) along with mandatory relocation of data centres within India and prohibition of real-time data transfer outside India.
- The Standard Operating Procedure (SOP) for ALMM-Wind and ALMM – Wind Turbine Components (ALMM-WTC) issued on 29th October 2025, detailing the end-to-end process for application, verification, factory

inspection, component evaluation and model enlistment.

- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

MINING LEASES HELD BY PUBLIC AND PRIVATE COMPANIES

5343. SHRI BAPI HALDAR:

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

- (a) the number of mining leases held by public sector companies and private companies in the country till date, State-wise;
- (b) the details of list of lease-holders, mineral mined, place of mining, name of the mine and area along with year of grant, company-wise;
- (c) the number of leases that are operational and non-operational along with the reasons for non-operation, company-wise; and
- (d) the details of royalty and other revenues realised from each company during the last five years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a) to (c): As per the information provided by Indian Bureau of Mines, State-wise details of mining leases of major minerals held by public and private companies are given at **Statement-I**. State-wise mineral-wise number of working and non-working mines are given at **Statement-II**. The mines are currently non-working mainly due to non-availability of or non-compliance with statutory clearances, lack of availability of suitable grade mineral, uneconomic operations, court matters/ litigation, blocks falling under Eco-Sensitive Zones (ESZs) or notified wildlife/ tiger corridors, and other factors such as land acquisition and local issues.

(d): As per the Mines and Minerals (Development and Regulation) (MMDR) Act, 1957 and the Rules framed thereunder, grant of mineral concessions and

collection of revenues from the same fall within the purview of State Governments. As per the information provided by Indian Bureau of Mines, State-wise and year-wise details of revenue generated in the country during last five years is given at **Statement-III**.

STATEMENT-I

State-wise details leases hold by Public and Private Companies

S No	State	No. of Leases Hold by Public Sector Companies	No. of Leases Hold by Private Companies
1	Andhra Pradesh	5	371
2	Assam	1	4
3	Bihar	-	7
4	Chhattisgarh	26	97
5	Goa	-	13
6	Gujarat	16	306
7	Haryana	-	4
8	Himachal Pradesh	2	35
9	Jharkhand	21	78
10	Karnataka	27	200
11	Kerala	1	4
12	Madhya Pradesh	29	431
13	Maharashtra	25	100
14	Meghalaya	2	26
15	Odisha	48	137
16	Rajasthan	10	113
17	Tamil Nadu	18	400
18	Telangana	2	73
19	Uttar Pradesh	-	3
20	Uttarakhand	-	6

21	West Bengal	1	-
	Total	234	2408

Note: List excludes coal, lignite, sand for stowing, minor minerals and newly classified major minerals (quartz, feldspar, mica, barytes)

STATEMENT-II

State-wise details of minerals with Working/Non-working status

S No	State	Minerals	No. of Working Mines	No. of Non-Working Mines
1	Andhra Pradesh	Limestone-219, Iron Ore-56, Vermiculite-45, Manganese -32, Semi Precious Stone-13, Garnet-4, Limeshell-3, Moulding Sand-2, Gold-1, Kyanite - 1	94	282
2	Assam	Limestone-5	4	1
3	Bihar	Limestone-7	1	6
4	Chhattisgarh	Limestone-68, Iron Ore-22, Bauxite-16, Tin-13, Moulding Sand-3, Graphite-1	99	24
5	Goa	Iron Ore-11, Bauxite-1, Manganese-1	5	8
6	Gujarat	Limestone-210, Bauxite-109, Perlite-1, Fluorite-1, Copper-1	150	172
7	Haryana	Limestone-4	-	4
8	Himachal Pradesh	Limestone-36, Rock Salt-1	28	9
9	Jharkhand	Bauxite-43, Limestone-19, Iron Ore-14, Graphite-11, Kyanite-5, Copper-3, Gold-2, Manganese-2	32	67
10	Karnataka	Limestone-113, Iron Ore-68, Manganese-22, Limeshell-8, Gold-6, Magnesite-5, Kyanite-2, Copper-2, Aluminous Laterite-1	117	110
11	Kerala	Limeshell-2, Limestone-1, Iron Ore-1, Graphite-1	1	4
12	Madhya Pradesh	Limestone-279, Iron Ore-38, Manganese-75, Bauxite-59, Phosphorite-6, Diamond-2,	317	143

		Copper-1		
13	Maharashtra	Limestone-41, Iron Ore-22, Manganese-35, Bauxite-20, Sillimanite-3, Kyanite-3, Fluorite-1	89	36
14	Meghalaya	Limestone-28	17	11
15	Odisha	Iron Ore-98, Manganese-22, Chromite-19, Graphite-16, Limestone-13, Bauxite-8, Gemstone & Quartz-4, Garnet-2, Semi Precious Stone-1, Gemstone- 2	105	80
16	Rajasthan	Limestone-50, Siliceous Earth -16, Garnet-11, Iron Ore-10, Bauxite-1, Copper Ore-3, Emerald-1, Epidote-1, Fluorite-2, Kyanite-1, Lead & Zinc Ore-10, Magnesite-1, Manganese Ore-1, Phosphorite-1, Selenite -4, Vermiculite-1, Wollastonite-9	98	25
17	Tamil Nadu	Limestone-381, Magnesite-19, Garnet-8, Graphite-5, Bauxite-3, Vermiculite-1, Limeshell-1	71	347
18	Telangana	Limestone-52, Manganese-12, Iron Ore-5, Garnet-4, Amethyst-2	35	40
19	Uttar Pradesh	Limestone-3	3	
20	Uttarakhand	Magnesite-4, Limestone-2	2	4
21	West Bengal	Apatite-1	-	1
	Total	2642	1268	1374

Note: List excludes coal, lignite, sand for stowing, minor minerals and newly classified major minerals (quartz, feldspar, mica, baryte,)

STATEMENT-III

State-wise royalty accrual from major minerals during the period from 2020-21 to 2024-25

(Unit: Lakh Rupees)

State/UT	2020-21 (R)	2021-22(R)	2022-23(P)	2023-24(P)	2024-25(P)
Andhra Pradesh	34016.499	41401.751	43279.634	49267.051	NA
Assam	1180.58	1476.45	557.302	807.511	632.549

Bihar	1079.85	710.39	758.53	831.95	1071.73
Chhattisgarh	232022.26	883872.12	NA	NA	NA
Goa	7344.22	9755.237	95.499	743.714	NA
Gujarat	24646.037	25165.114	40760.816	37434.901	40757.430
Himachal Pradesh	1013	1167	983	NA	NA
Jharkhand	108284.79	280169.13	364688.03	321359.38	NA
Karnataka	197466	424498.605	384425.845	531939.69	NA
Kerala	818	1055	1725	NA	NA
Madhya Pradesh	48175	58112	56393	NA	NA
Maharashtra	16583.5	30453.66	55868.6	82629.37	98847.7
Meghalaya	10032.442	12433.485	NA	NA	NA
Odisha	703461	1798304.466	1085291.821	1427875.087	NA
Rajasthan	288627.78	382179.24	413464.289	394557.379	425186.955
Tamil Nadu	18008.243	17936.39	20562.927	22696.574	21385.694
Telangana	19595.89	22674.058	21076.92	21133.9	21975.62
Uttar Pradesh	3804.1	2452.322	NA	NA	NA
Uttarkhand	10.61212	41.15	NA	NA	NA

Source: Data received from concerned State Government/DGM offices

Note 1 - P: Provisional; R: Revised; NA: Not Available (Data not received from concerned State Government)

Note 2 - List excludes coal, lignite, sand for stowing, minor minerals and newly classified major minerals (quartz, feldspar, mica, barytes)

RAILWAY FREIGHT SERVICES

5344. SHRI SRIBHARAT MATHUKUMILLI:

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

- (a) whether the Government has assessed that existing freight tariffs, booking rules, service rigidity and reliability issues of Railways affect the last mile connectivity cost, predictability and competitiveness for shippers, transporters and MSMEs and if so, the details thereof;
- (b) whether these factors has led to a growing preference for road transport despite higher costs, thereby increasing logistics burdens on businesses

and if so, the details thereof;

- (c) the steps taken/being taken by the Government to make rail cargo more shipper-friendly including tariff rationalisation, small-lot and single-wagon services, time-tabled freight operations and use of parcel vans for general cargo;
- (d) whether any performance benchmarks/service-level assurances are proposed for freight customers and if so, the details thereof; and
- (e) the impact of these measures expected on logistics costs, modal shift and ease of doing business?

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

(a) to (e): Railways are environment friendly, cost competitive and energy-efficient mode of transportation, yielding substantially lower CO₂ emissions in transportation as compared to transportation by road. The difference in CO₂ emissions between Rail and Road is as under:

Mode of transportation	CO ₂ emission per tonne per Km
Road	101 gm
Rail	11.5 gm (about 89% less)

Ref: - NITI Aayog Report titled "Fast Tracking Freight in India, June 2021"

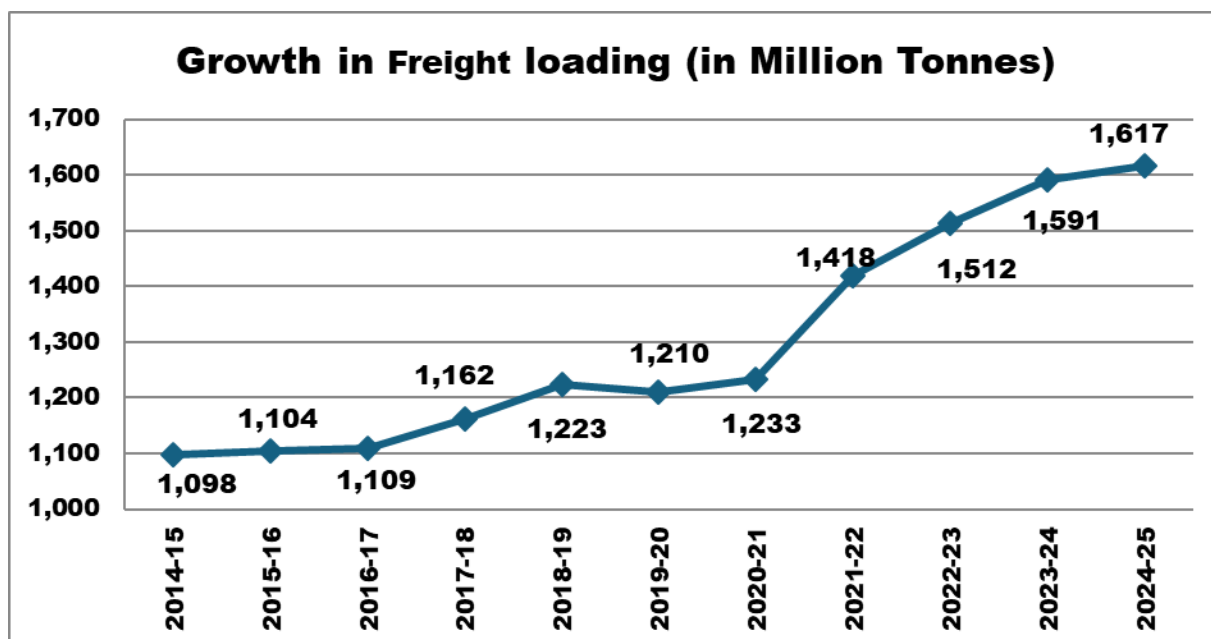
Shifting of one million metric tonne (MMT) of cargo from road to rail reduces the carbon emission by about 5.37 Crore Kg. During the period from 2014 to 2025, about 562 MMT freight has shifted to Railways which corresponds to reduction in carbon emission amounting to about 3,018 crore

kg.

Further, Railway is also cost efficient mode of transportation with an average cost of ₹1.96 per tonne per kilometer which is significantly lower than road where the logistics cost is around ₹3.78 per tonne per kilometer. (Ref: *NCAER report titled “Assessment of Logistics Cost in India, September 2025” instituted by DPIIT, Ministry of Commerce and Industries*)

Indian Railway has taken several measures during the last few years to enhance bulk and non-bulk cargo loading and revenue. Freight loading since 2014 is as below:

Year	Freight loading (in Million Tonnes)
2014-15	1,098
2015-16	1,104
2016-17	1,109
2017-18	1,162
2018-19	1,223
2019-20	1,210
2020-21	1,233
2021-22	1,418
2022-23	1,512
2023-24	1,591
2024-25	1,617



The freight loading has increased to 1,617 MT in 2024-25, thus making Indian Railways the second largest freight carrying Railways in the world.

To increase rail traffic following measures have been taken:

- Capacity augmentation, removing bottlenecks in operations by yard remodeling, construction of bypass/chord lines, rail flyovers etc., have been taken up in a big way during the last 11 years. The details of new tracks laid are as under:

Period	New track commissioned
2009-14	7,599 Km
2014-25	34,428 Km

Further as on 01.04.25, there are 431 (154 New Line, 33 Gauge Conversion and 244 Doubling) projects sanctioned. The summary of which is as under:-

Category	No. of	Total	Length	Balance	Cost

	Projects	length (Km)	completed till Mar'25 (Km)	length (Km)	(Cr.)
New lines	154	16,142	3,036	13,105	3,77,389
Gauge conversion	33	4,180	2,997	1,183	43,820
Doubling / Multi tracking	244	15,644	6,736	8,909	2,53,711
Total	431	35,966	12,769	23,197	6,74,920

- Further, the construction of Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km) has been taken up. Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational which would provide higher freight speed, reduce cargo transit time and improve predictability of cargo delivery.
- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometre
Before 2014	21,801
2014-26 (upto Feb 26)	47,966

- To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than

10,000 locomotives have been added for increasing freight loading and mobility.

- To improve the efficiency of rail freight handling at the terminals, Indian Railway has adopted two-pronged approach: encouraging development of modern rail freight terminals under Gati Shakti Multi-Modal Cargo Terminal (GCT) policy and augmenting/ upgrading the infrastructure at Railway owned goods sheds. So far, 128 GCTs have already been commissioned. In addition, for improvement of customer amenities at goods and parcel terminals all across the country, an amount of ₹14,500 crore has been allocated for the financial year 2023-24, 2024-25 and 2025-26.
- In addition, Indian Railway has taken various steps to promote the improvement of freight segment through freight rationalization, adoption of various freight incentive schemes for transportation of bulk and small cargo & various concession and services. Some of them are as under:
 - A “Bulk Cement Terminal Policy” for setting up terminals on Railway land has been launched recently as part of Railway reforms for facilitating Bulk Cement transportation.
 - Introduction of Gross Tonne Kilometer based haulage rate for Bulk Cement in Tank Containers,
 - Cargo Aggregator Transportation Product to promote Fast- Moving Consumer Goods (FMCG), White Goods, Electronics, Automotive

Components, etc.,

- Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions,
 - Concession on Short lead traffic,
 - Discount in freight to Fly Ash /Bed Ash traffic booked in Open/flat Stock & covered wagons,
 - Rationalisation of Haulage rate of Automobile traffic,
 - Promotion of Bamboo Traffic in North Eastern Region by granting exemption from levy of Busy Season Charge (BSC).
 - To enhance the capacity of the automobile stock, various new wagons have been introduced such as ACT 1, ACT 2, ACT 3, NMGHS, etc.
 - Discount on empty haulage of containers transporting Chemical Gypsum and Tiles traffic,
 - Classification of new commodities such as Potassium Sulphate, Ammonium Bicarbonate Food Grade, RUF Pitch, Liquefied Isobutylene, Liquefied Ethane, Shea nuts, etc.
- The Joint Parcel Product (JPP) initiative with India Post was introduced on pilot basis in 2022 over certain routes to target business-to-customer (B2C) and business-to-business (B2B) market with focus on e-Commerce and MSME market with an affordable price as per the market trends of weight category between 35 Kgs to 100 Kgs. Under

the scheme India Post provides First & Last Mile services, and Indian Railways provides the middle mile services.

- Further, Indian Railways has a dedicated system for, carrying parcels across the country in Parcel Vans (in addition to the Brakevans) by attaching the same to the scheduled Passenger-carrying trains in the form of leased/ non-leased services. In addition, full Parcel trains comprising of Parcel Vans also run in the form of leased and non-leased services. These Parcel Vans are used for transportation of various types of goods, including e-commerce items, Fast Moving Consumer Goods (FMCG), perishables, general merchandise, industrial raw materials, machinery, consumer goods, and more.
- Business Development units are functional at all Railway Divisions for engagement and co-ordination with various stakeholders to assess the traffic potential as well as and readiness of logistics service provider for the first and last mile services.
- To enhance ease of doing business and efficiency in operations, Indian Railways is leveraging advanced technologies like Artificial Intelligence (AI), Internet of Things (IoT), and Automation to enhance freight operations and reduce wagon turnaround times, Key innovations include Freight Maintenance Management (FMM), Real-Time Train Information System (RTIS), Control Chart Automation, Control Office Application (COA), Railways, Radio Frequency Identification (RFID),

and integration of train timing data via RTIS/ Remmlot systems and Data Loggers. The integration of FMM and COA with IoT devices has been successfully implemented to improve operational efficiency.

These measures are expected to improve the efficiency and attractiveness of rail freight, encourage modal shift from road to rail, reduce overall logistics costs, and enhance ease of doing business in the country.

संचार साथी पोर्टल

5345. श्री भोजराज नाग:

श्री कोटा श्रीनिवास पूजारी:

श्री लुम्बाराम चौधरी:

श्री दुलू महतो:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री अनूप प्रधान वाल्मीकि:

श्री योगेन्द्र चांदोलिया:

श्री दिलीप शङ्कीया:

डॉ. मन्ना लाल रावत:

श्री प्रवीण पटेल:

श्री प्रदीप कुमार सिंह:

श्रीमती कमलेश जांगड़े:

श्री अभिमन्यु सेठी:

श्री हरीभाई पटेल:

श्री नव चरण माझी:

श्रीमती स्मिता उदय वाघ:

श्री माधवनेनी रघुनंदन राव:

श्री महेश कश्यप:

श्री चन्द्र प्रकाश जोशी:

डॉ. हेमंत विष्णु सवरा:

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

- (क) क्या वर्ष 2025-26 के दौरान 'संचार साथी' पोर्टल के माध्यम से 47 लाख रुपये से अधिक के खोए या चोरी हुए मोबाइल हैंडसेट सफलतापूर्वक ब्लॉक किए गए हैं और यदि हां, तो तत्संबंधी राज्यवार, विशेषकर महाराष्ट्र के जलगांव जिले में ब्यौरा क्या है;
- (ख) 'चक्षु' सुविधा ने नागरिकों को व्हाट्सएप के माध्यम से प्राप्त 8.5 लाख से अधिक संदिग्ध धोखाधड़ी वाले संदेशों की रिपोर्ट करने में किस प्रकार सहायता की है;
- (ग) यूपीआई सेवा उपयोगकर्ताओं को होने वाली हानि को रोकने में वित्तीय धोखाधड़ी जोखिम संकेतक (एफआरआई) का विशिष्ट प्रभाव क्या है;
- (घ) क्या सरकार ने कृत्रिम बुद्धिमत्ता आधारित चेहरे की पहचान करने वाले उपकरणों का उपयोग करके 3 करोड़ से अधिक फर्जी मोबाइल कनेक्शनों को सफलतापूर्वक समाप्त कर दिया है; और
- (ङ.) नागरिकों द्वारा वर्ष 2025-26 के दौरान रिपोर्ट किए गए स्थानीय नंबरों के रूप में दिखाई देने वाली अंतर्राष्ट्रीय कॉलों की संख्या कितनी है?

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

- (क): दूरसंचार विभाग का संचार साथी पोर्टल (www.sancharsaathi.gov.in) और मोबाइल ऐप नागरिकों को खोए / चोरी हुए मोबाइल हैंडसेट की रिपोर्ट करने की सुविधा प्रदान करता है।

रिपोर्ट किए गए मोबाइल हैंडसेट को भारतीय दूरसंचार नेटवर्क में ब्लॉक कर दिया जाता है। आज तक, महाराष्ट्र और जलगाँव जिले में क्रमशः 5,96,069 और 6,438 मोबाइल हैंडसेट ब्लॉक कर दिए गए हैं।

(ख): संचार साथी की चक्षु सुविधा नागरिकों को कॉल, एसएमएस या व्हाट्सएप के माध्यम से प्राप्त संदिग्ध धोखाधड़ी वाले संचार को रिपोर्ट करने की सुविधा प्रदान करती है। आज तक, नागरिकों ने संचार साथी पर 8.82 लाख संदिग्ध धोखाधड़ी वाले संचार संबंधी इनपुट साझा किए हैं।

(ग): मई 2025 में वित्तीय धोखाधड़ी जोखिम संकेतक (एफआरआई) की शुरुआत के बाद से, यूनिफाइड पेमेंट्स इंटरफेस (यूपीआई) सेवा प्रदाताओं सहित वित्तीय संस्थानों ने रिपोर्ट किया है कि लेनदेन में गिरावट और नागरिकों को दी गई चेतावनी या सूचनाओं के आधार पर, एफआरआई का उपयोग करके 1,900 करोड़ रुपये से अधिक की संभावित धोखाधड़ी को रोका गया है।

(घ): दूरसंचार विभाग ने अस्त्र विकसित किया है जो एक कृत्रिम बुद्धिमत्ता और बिग डेटा एनालिटिक्स टूल है जो संदिग्ध मोबाइल कनेक्शनों की पहचान करता है। इस तरह के नंबरों को डिजिटल इंटेलिजेंस प्लेटफॉर्म के माध्यम से दूरसंचार सेवा प्रदाताओं (टीएसपी) के साथ साझा किया जाता है। पुनः सत्यापन में विफल होने के बाद ऐसे 88 लाख से अधिक मोबाइल कनेक्शन काट दिए गए हैं।

(ङ): दूरसंचार विभाग ने इंटरनेशनल इनकमिंग स्पूफड कॉल प्रिवेंशन सिस्टम (सीआईओआर) विकसित किया है जो भारतीय मोबाइल नंबर प्रदर्शित करने वाली इनकमिंग इंटरनेशनल स्पूफड कॉल्स की पहचान करने और उन्हें ब्लॉक करने हेतु एक प्रणाली है जो भारत के भीतर से ही उत्पन्न होती प्रतीत होती है। सीआईओआर ने दिनांक 17.10.2024 को कमीशन किए जाने के बाद से, 24 घंटों में 1.35 करोड़ कॉल्स को ब्लॉक करते हुए उल्लेखनीय परिणाम दिखाए हैं, और इसके परिणामस्वरूप इंडियन कॉलिंग लाइन आइडेंटिफिकेशन के साथ स्पूफड कॉल्स में लगभग 99% की कमी आई है। ऐसे कॉल जो अभी भी अंतर्राष्ट्रीय गेटवे पर आते हैं, उन्हें वहीं ब्लॉक कर

दिया जाता है। इस तरह की कॉल्स को ब्लॉक करने के लिए संचयी आंकड़ों का वर्ष-वार रखरखाव नहीं किया जाता है।

RECLAMATION OF ABANDONED COAL MINES

5346. SHRI ANUP SANJAY DHOTRE:

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

- (a) the details of abandoned or non-operational coal mines that have been identified for reclamation or repurposing;
- (b) the details of mechanisms put in place to monitor environmental restoration of such sites;
- (c) whether there are any successful models where abandoned mines have been converted into eco-parks, water reservoirs or tourism zones and if so, the details thereof;
- (d) the manner in which the Government is involving local communities in this reclamation process; and
- (e) the details of expected environmental and socio-economic impact of these efforts?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Coal companies have identified 147 mines for closure, out of which 26 mines have been identified for implementing repurposing activities. Repurposing initiatives such as solar power projects, eco-parks, pisciculture,

plantation, etc., for community and sustainable uses are undertaken based on site-specific feasibility. Further, reclamation activities are carried out in all coal companies' mines in line with the approved mine closure plan.

(b): Environmental restoration and monitoring in Coal companies are carried out in accordance with the approved Mine Closure Plan of the individual mine, which is prepared as per provisions of the mine closure guidelines issued by the government. The monitoring mechanism includes state-of-the-art satellite surveillance technology, periodic monitoring of land reclamation, plantation and afforestation activities, compliance with statutory environmental regulations and oversight by regulatory authorities, 3rd Party audits by reputed expert institutes, and joint inspection with State Forest Authorities for ensuring plantation survival rate as per the agreed terms.

(c): To boost local tourism and promote conservation in mining areas, Coal India Limited has undertaken development of 38 Eco-parks, Recreation parks, Eco-tourism sites & Eco-restoration sites in mining areas. These sites have become a site for social events, recreational activities, morning walks, Yoga, meditation, etc., with more than 2 lakh annual footfalls.

In addition, some mine voids have also been converted to water reservoirs, and Amrit Sarovars, where mine water is utilised for community and irrigation processes.

CIL has developed the Coal Neer project, with 50,000 beneficiaries and 8 such plants at different stages of implementation. CIL has also developed 8 pisciculture projects in mine voids with more than 700 beneficiaries.

The Singareni Collieries Company Limited (SCCL) has developed an Eco -Park in the reclaimed mining area at Kothagudem. The park integrates diverse features that enhance biodiversity, recreation, and community engagement for lawns and theme plantations for aesthetic appeal and ecological restoration, butterfly garden and palmatum to attract pollinators and enrich biodiversity, boating facilities in the reclaimed water reservoir, offering leisure and tourism opportunities, vinayaka vanam (sacred grove) to blend cultural heritage with ecological conservation, water fountains, yoga centre, and open gymnasium to promote wellness and healthy lifestyles, canteen and rest rooms to provide visitor amenities and encourage longer stay.

(d): To promote afforestation and to enhance environmental quality, coal companies carry out an extensive plantation programme with native species every year inside and outside the mine lease area through the State Forest Department. Local communities are actively engaged through State Forest Departments, whose participation is embedded in the Work Orders or MoUs executed for reclamation and repurposing activities.

(e): The expected environmental and socio-economic impacts are as follows:

Environmental Impact:

- Restoration of mined-out land towards near pre-mining condition
- Improvement in green cover through plantation and afforestation
- Enhancement of ecological balance and biodiversity

Socio-economic Impact:

- Generation of livelihood opportunities for local communities through

plantation works, pisciculture, solar projects and skill development initiatives

- Community development measures such as health camps, skill development and entrepreneurship
- Improvement in local infrastructure and living conditions in the surrounding areas
- Long-term socio-economic benefits through sustainable post-mining land use

PUBLIC AND PRIVATE PARTICIPATION IN ISM

5347. ADV. FRANCIS GEORGE:

SHRI SUNIL DATTATREY TATKARE:

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

- (a) whether the Government has launched the 'India Semiconductor Mission' (ISM) and if so, the details of the Public and Private participation in the Mission so far;
- (b) the objectives and target set for the ISM and ISM 2.0 along with the details of the major milestones achieved under ISM 1.0;
- (c) whether the Government has offered financial incentives to Private investors and if so, the details thereof;
- (d) the role of private sector and Public Private Partnership (PPP) in ISM 2.0;
- (e) the quantum of employment expected to be generated by the Mission;

- (f) whether the Government is encouraging global semiconductor companies to setup their Research and Development (R&D) operations in the country;
- (g) if so, the details of major R&D initiatives being taken for enhancing manufacturing capacity and semiconductor development;
- (h) the details of steps taken for long term sustenance and growth of major projects under these schemes and missions; and
- (i) whether the Government is providing incentives to Indian start-ups and academic institutions to enter the Electronic Design Automation sector and if so, the details thereof?

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

(a) to (i): Semiconductor industry is a foundational industry as it is embedded in almost all aspects of the economy. Self-reliance in electronics and semiconductor manufacturing is of strategic importance for our country. The supply chain of semiconductors is concentrated in few geographies leading to vulnerabilities. COVID-19 exposed such vulnerabilities in the global semiconductor supply chains.

Driven by the Atma Nirbhar Bharat vision of Hon'ble PM and to diversify the electronics and semiconductor supply chains, the Government launched Semicon India Programme for development of a complete ecosystem, ranging

from design, fabrication, assembly, testing, packaging and module manufacturing. The details of the programme are available at www.ism.gov.in.

Achievements:

- In a short span of four years, the Government has approved 10 manufacturing projects with investment commitments of about Rs. 1.6 lakh crore. These units are expected to generate more than 27,000 direct employment and will have a cascading effect on the employment opportunities across the supply chain and allied sectors, leading to significant indirect job creation. The approved project details are at **Statement.**
- 24 design projects worth Rs. 900 crore have been approved, covering critical sectors like video surveillance, drone detection, energy metering, microprocessors, satellite communications, broadband, and IoT SoCs. Of these, 14 companies have secured venture capital funding,
- 103 fabless chip design companies have been supported with access to advanced chip design infrastructure, cumulatively consuming 60 lakh hours of tool usage
- 7 chips have been successfully fabricated out of 16 designs taped out across multiple foundries, including advanced nodes such as 12 nm at TSMC

Driving Innovation through dedicated Schemes: To strengthen the innovation ecosystem, the Department of Science and Technology (DST) is

implementing two complementary initiatives with distinct focus areas.

- Anusandhan National Research Foundation (ANRF): Focused on academic research, industry collaboration, and translational research in semiconductors, electronics, and advanced materials
- Research, Development and Innovation (RDI) Scheme: Designed to support late-stage technology development and commercialization, providing long-term financing and risk capital for industry-led R&D

Together, ANRF and RDI address the full innovation pipeline – from knowledge creation in academia to industrial deployment and commercialization

Specific Projects supported by MeitY: Additionally, MeitY supports R&D projects across academic institutions, research organizations, and startups in areas of semiconductors such as nanotechnology, semiconductor materials, processes, chip design, and IP cores. Notable initiatives include:

- Government has approved a project titled “Next Generation AMOLED Displays, OLED Lighting and OPV products: Development of disruptive Technologies to enable cost effective electronic component manufacturing in India” with a budget outlay of ~₹42 Crore, being implemented at IIT Madras. The physical deliverables of the project are to develop prototypes for AMOLED Display; OLED Lighting; and OPV Power Source for Mobile Phones
- Government has also funded a project to Foundation for Science

Innovation and Development (FSID), IISc Bengaluru for “Establishment of Gallium Nitride (GaN) Ecosystem Enabling Centre and Incubator (GEECI) for High Power and High-Frequency Electronics” at IISc Bengaluru with budget outlay of ~Rs. 334 Crore. The project envisions to nucleate an end-to-end ecosystem for enabling GaN based electronics manufacturing in the country for power and RF electronics

- Indian Nanoelectronics Users’ Programme (INUP) program for accelerating research and development in micro and nanoelectronics in India has been launched to leverage the Nano centres established by MeitY at Indian Institute of Science, Bengaluru (IISc) and Indian Institutes of Technology (IITs). The program supports the exploratory and innovative research for development of technologies covering MEMS, Compound Semiconductor materials & devices, sensors and photovoltaics. The program will also support start-ups, incubation, prototyping through collaboration and mentoring Programme

India Semiconductor Mission 2.0: Building on the success of Semicon India Programme and further enhance the capabilities in semiconductors, Hon’ble FM, in the Union Budget 2026-27, announced India Semiconductor Mission 2.0 for manufacture of equipment and materials, design full stack, Indian IP and fortify supply chains.

STATEMENT

Details of approved semiconductor manufacturing projects:

1. **Micron Technology Inc.** is establishing semiconductor manufacturing

facility in Gujarat with an investment of Rs.22,516 crore. Micron's facility in India will enable assembly and test manufacturing for both DRAM and NAND products and address demand from domestic and international markets. The production capacity is around 14 million units per week.

2. **Tata Electronics Private Limited (TEPL)** is establishing semiconductor manufacturing facility in Gujarat with an investment of Rs. 91,526 crore. The fab facility will be set up in technology partnership with PSMC, Taiwan. The production capacity of the project would be around 50,000 wafer starts per month (WSPM).

3. **Tata Electronics Private Limited (TEPL)** is establishing semiconductor manufacturing facility in Assam with an investment of Rs.27,120 crores. The facility will use indigenous semiconductor packaging technologies with a production capacity of 48 million units per day.

4. **CG Power and Industrial Solutions Limited** is establishing semiconductor manufacturing facility in Gujarat with an investment of Rs. 7,584 crore. The facility will be set up as a joint venture partnership with Renesas Electronics America Inc., USA, and STARS Microelectronic, Thailand. The Technology would be provided for this facility by Renesas Electronics Corporation, Japan and STARS Microelectronic, Thailand. The production capacity would be around 15.07 million units per day.

5. **Kaynes Technology India Limited (KTIL)** is establishing semiconductor manufacturing facility in Gujarat with an investment of Rs. 3,307 crores for Wire bond Interconnect, Substrate Based Packages. The Technology would be

provided by ISO Technology Sdn. Bhd. and AOI Electronics Co. Ltd. (AOI). The facility will have the capacity to produce more than 6.33 million chips per day.

6. **Vama Sundari Investments (Delhi) Private Limited (VSIPL)** is establishing semiconductor manufacturing facility in Uttar Pradesh with an investment of Rs 3,706 crores for display driver ICs (DDIC) using Gold (Au) Bump technology along with chip probing facilities and die processing services. The Technology would be provided by Hon Hai, Taiwan. The facility will be set up as a joint venture partnership between VSIPL and Foxconn, India. The production capacity would be around 20K wafers per month/36 million chips per month.

7. **3D Glass Solutions Inc. (3DGS)** is establishing semiconductor manufacturing facility in Odisha with an investment of Rs. 1,943 crores. The plant will handle the assembly of packaged products such as Flip Chip Ball Grid Array (FCBGA) assembly, Radio Frequency System in Package (RF SiP), Antenna in Package System in Package (AiP SiP), glass interposers with passives and silicon bridges and 3D Heterogeneous Integration (3DHI) modules. The Proposed installed capacity for glass panel substrate production, assembly and 3DHI is around 5800 panels per month, 4.20 million units per month, and 1100 units per months respectively.

8. **SiCSem Private Limited** is establishing semiconductor manufacturing facility in Odisha with an investment of Rs. 2,066 crores. The facility will be set up in technology partnership with Clas-SiC Wafer Fab Ltd. for SiC fab and

Continental Device India Pvt. Ltd. for packaging. The production capacity is 5,000 wafers/month, and the packaging capacity is 8 million units/month.

9. **Continental Device India Private Limited (CDIL)** is expanding its semiconductor manufacturing facility in Punjab, with an investment of Rs. 117 crores. The facility will manufacture high-power discrete semiconductor devices such as MOSFETs, IGBTs, Schottky Bypass Diodes, and transistors, both in Silicon and Silicon Carbide. The production capacity will be around 158.38 million units/annum.

10. **Advanced System in Package Technologies Private Limited (ASIP)** is establishing semiconductor manufacturing facility in Andhra Pradesh, with an investment of Rs. 480 crores. The facility will be set up in technology partnership with APACT Co. Ltd, South Korea. The production capacity of the facility would be around 96 million units/annum.

SOPs TO ADDRESS GREY AREAS FOR SOCIAL MEDIA COMPANIES

5348. SHRI NAVEEN JINDAL:

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

- (a) whether the Government has formulated any new guidelines/Standard Operating Procedures (SOPs) to address grey areas for social media companies to comply with all intermediary guidelines;
- (b) if so, the details thereof; and
- (c) the steps taken by the Government to ensure that internet is open, safe

and secure?

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

(a) to (c): The policies of Government of India are aimed at ensuring open, safe, trusted and accountable cyberspace for users in the country. The Government is cognizant of the risks and harms arising from the misuse of digital technologies including the social media. The Information Technology Act, 2000 ("IT Act") and the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 ("IT Rules"), together, have established a framework to deal with unlawful content in the digital space.

Advisories and Standard Operating Procedure (SOP):

The government has issued multiple advisories to the intermediaries, including the Social Media Intermediaries, emphasizing the observance of due diligence obligations under the IT Act and IT Rules. The details of the advisories issued and SOPs formulated are as follows:

- An advisory dated 26.12.2023 was issued to intermediaries to ensure compliance regarding observance of due diligence obligations under the IT Rules
- An advisory dated 15.03.2024 was issued to intermediaries to ensure compliance with statutory due diligence obligations under the IT Act and IT Rules. The advisory specifically addresses risks arising from

computer resources that permit the synthetic creation or modification of text, audio, and audiovisual content

- A Standard Operating Procedure (“SoP”) to curtail dissemination of Non-Consensual Intimate Imagery (NCII) content on online platforms has been formulated and released on 11.11.2025. The SoP provides detailed guidance for victims, intermediaries and law enforcement agencies to ensure prompt and uniform action against the online dissemination of NCII content including intimate or morphed images shared without consent
- An advisory dated 29.12.2025 was issued to intermediaries, including the Social Media Intermediaries, reiterating the observance of statutory due diligence obligations by the Intermediaries under the IT Act and IT Rules, for preventing hosting, publication, transmission, sharing, or uploading of vulgar, indecent, obscene, pornographic and other unlawful content on their platforms
- An advisory dated 09.02.2026 was issued to intermediaries regarding the responsible handling of information relating to religious matters or otherwise unlawful information
- An advisory dated 16.03.2026 was issued to intermediaries with respect to the generation, hosting, publication, transmission, sharing or uploading of abusive, defamatory, objectionable, derogatory and misleading synthetically generated information

On 10th February, 2026, the Government strengthened the regulatory framework by amending the IT Rules to address harms arising from synthetically generated information (SGI), including deepfakes and AI-generated content.

Key points related to the amendment are as follows :-

- Intermediaries and social media platforms to deploy reasonable technical measures to prevent the creation and dissemination of unlawful AI-generated content, including content that is obscene, misleading, impersonating individuals, or harmful to children
- Platforms are also required to ensure clear labelling and traceable metadata for permissible AI-generated content, so that users can easily identify synthetically generated material and prevent deception or misuse
- It further strengthens user accountability and platform due diligence, including mandatory user awareness regarding legal consequences of unlawful AI-generated content and stronger compliance obligations for social media intermediaries
- Importantly, the guidelines explicitly covers child sexual exploitation material, non-consensual intimate imagery, impersonation and other harmful AI-generated content, requiring platforms to prevent such content and take prompt action when detected
- Intermediaries are obligated to deploy reasonable and appropriate

technical measures, including automated tools or other suitable mechanisms, to not allow any user to create, generate, modify, alter, publish, transmit, share, or disseminate, as the case may be, any synthetically generated information that violates any law for the time being in force

- Social media platforms and other intermediaries are required to remove unlawful content within three hours of the receipt of an order of a court of competent jurisdiction or a reasoned intimation by the Appropriate Government or its agency

NFSA

5349. SHRI ABHAY KUMAR SINHA:

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

- (a) whether the Government has made any specific provision under the National Food Security Act for homeless persons and other vulnerable groups who do not possess any Below Poverty Line (BPL), Antyodaya Anna Yojana (AAY) or Above Poverty Line (APL) ration card to receive subsidised foodgrains;
- (b) if so, the details and the exact mechanism through which such persons without any ration card receive foodgrains and the number of such beneficiaries identified so far, State-wise, particularly in Bihar, district-wise;

- (c) whether the Government maintains a detailed and updated database of all BPL, AAY and APL card holders in the country;
- (d) if so, the details thereof, State and district-wise particularly for Bihar especially in Aurangabad district; and
- (e) the steps taken or proposed to be taken by the Government to fully digitise all BPL, APL and AAY ration cards and link them with Aadhaar for better targeting and transparency?

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

(a) and (b): The Targeted Public Distribution System (TPDS) is now governed as per the provision of the National Food Security Act (NFSA), 2013. Identification of beneficiaries under the Act is under two categories - Antyodaya Anna Yojana (AAY) and priority households (PHH). There is no Above Poverty Line (APL) or Below Poverty Line (BPL) category under the Act.

The Act provides that the State Government shall, within the ceiling of beneficiaries determined for the State, identify the households to be covered under the AAY to the extent specified by the Central Government, in accordance with the guidelines applicable to the said scheme and the remaining households as PHH to be covered under the TPDS, in accordance with such guidelines evolved by the State Government itself. Thus, the criteria for identification of beneficiaries under Priority Households Category may vary from State to State. There is no specific provision for "Homeless persons"

under the Act.

(c) and (d): A statement indicating State/UT wise number of beneficiaries covered under the Act, including State of Bihar is at **Statement-I**.

A statement indicating the district wise number of beneficiaries covered under the Act in the State of Bihar, including Aurangabad district, is provided at **Statement-II**.

(e): For better targeting and transparency, the Ration cards/ beneficiaries' database has been completely (100%) digitized in all States/UTs and 99.7% of ration cards have been Aadhar seeded.

STATEMENT-I

Statement indication State/UT wise number of beneficiaries covered under the National Food Security Act (NFSA), 2013.

S. N o	State Name	Beneficiary Count (As on 23.03.2026)		
		AAY	PHH	Total
1	ANDAMAN AND NICOBAR ISLANDS	11,463	49,900	61,363
2	ANDHRA PRADESH	22,61,686	2,45,61,517	2,68,23,203
3	ARUNACHAL PRADESH	1,58,173	7,24,824	8,82,997
4	ASSAM	21,50,112	2,27,44,673	2,48,94,785
5	BIHAR	83,00,243	7,71,24,599	8,54,24,842
6	CHANDIGARH	926	3,43,413	3,44,339
7	CHHATTISGARH	18,63,494	1,81,10,189	1,99,73,683
8	DADAR & NAGAR HAVELI & DAMAN & DIU	20,704	2,42,470	2,63,174
9	DELHI	2,66,874	69,42,182	72,09,056
10	GOA	38,842	4,37,568	4,76,410
11	GUJARAT	31,90,729	3,05,01,291	3,36,92,020
12	HARYANA	8,12,965	1,48,22,882	1,56,35,847
13	HIMACHAL PRADESH	6,37,786	22,26,610	28,64,396

14	JAMMU AND KASHMIR	7,52,355	50,83,210	58,35,565
15	JHARKHAND	33,64,649	2,29,78,222	2,63,42,871
16	KARNATAKA	42,77,361	3,59,16,376	4,01,93,737
17	KERALA	18,56,178	1,34,39,202	1,52,95,380
18	LADAKH	18,804	94,299	1,13,103
19	LAKSHADWEEP	4,040	16,048	20,088
20	MADHYA PRADESH	47,31,631	4,91,11,111	5,38,42,742
21	MAHARASHTRA	97,58,759	5,79,18,342	6,76,77,101
22	MANIPUR	1,86,866	19,23,346	21,10,212
23	MEGHALAYA	2,89,138	18,44,911	21,34,049
24	MIZORAM	63,585	6,51,026	7,14,611
25	NAGALAND	1,29,718	10,02,634	11,32,352
26	ODISHA	34,27,028	2,89,38,481	3,23,65,509
27	PUDUCHERRY	77,091	6,27,023	7,04,114
28	PUNJAB	3,23,318	1,50,02,924	1,53,26,242
29	RAJASTHAN	19,23,705	4,22,59,086	4,41,82,791
30	SIKKIM	57,847	3,18,731	3,76,578
31	TAMIL NADU	62,63,321	3,01,97,875	3,64,61,196
32	TELANGANA	15,66,311	1,75,98,796	1,91,65,107
33	TRIPURA	4,34,895	19,03,186	23,38,081
34	UTTARAKHAND	6,69,312	53,50,952	60,20,264
35	UTTAR PRADESH	1,27,96,79 0	13,29,40,07 2	14,57,36,86 2
36	WEST BENGAL	52,90,817	5,46,89,849	5,99,80,666
	Total	7,79,77,51 6	71,86,37,82 0	79,66,15,33 6

STATEMENT-II

Statement indication District wise number of beneficiaries covered under the National Food Security Act (NFSA), 2013.

S. No.	District	Beneficiary Count (As on 23.03.2026)		
		AAY	PHH	Total
1	ARARIA	2,15,229	24,40,075	26,55,304
2	ARWAL	74,236	3,82,025	4,56,261

3	AURANGABAD	2,19,321	15,72,731	17,92,052
4	BANKA	1,10,634	17,10,211	18,20,845
5	BEGUSARAI	2,47,728	23,47,918	25,95,646
6	BHAGALPUR	1,90,877	23,26,844	25,17,721
7	BHOJPUR	2,00,130	18,47,741	20,47,871
8	BUXAR	1,07,089	10,51,193	11,58,282
9	DARBHANGA	2,96,489	33,27,823	36,24,312
10	GAYA	3,04,922	27,69,272	30,74,194
11	GOPALGANJ	2,27,781	16,32,421	18,60,202
12	JAMUI	1,43,203	13,98,904	15,42,107
13	JEHANABAD	73,928	7,11,716	7,85,644
14	KAIMUR (BHABUA)	1,59,879	10,77,813	12,37,692
15	KATIHAR	1,72,427	28,45,221	30,17,648
16	KHAGARIA	1,51,896	13,58,506	15,10,402
17	KISHANGANJ	1,84,985	14,30,577	16,15,562
18	LAKHISARAI	62,995	8,10,412	8,73,407
19	MADHEPURA	1,25,923	15,68,568	16,94,491
20	MADHUBANI	4,75,147	32,48,107	37,23,254
21	MUNGER	1,38,680	8,79,562	10,18,242
22	MUZAFFARPUR	4,43,792	38,09,476	42,53,268
23	NALANDA	2,84,216	20,73,852	23,58,068
24	NAWADA	1,40,987	16,04,748	17,45,735
25	PASHCHIM CHAMPARAN	4,02,974	29,28,947	33,31,921
26	PATNA	3,41,619	36,46,569	39,88,188
27	PURBI CHAMPARAN	4,87,690	38,47,374	43,35,064
28	PURNIA	2,04,201	26,52,960	28,57,161
29	ROHTAS	1,84,085	17,75,699	19,59,784
30	SAHARSA	1,17,600	16,69,400	17,87,000
31	SAMASTIPUR	3,91,479	34,41,030	38,32,509
32	SARAN	3,70,202	23,89,014	27,59,216
33	SHEIKHPURA	41,154	4,73,918	5,15,072
34	SHEOHAR	42,967	5,28,926	5,71,893
35	SITAMARHI	2,57,004	25,60,499	28,17,503
36	SIWAN	2,23,060	25,51,362	27,74,422
37	SUPAUL	1,60,201	18,99,526	20,59,727
38	VAISHALI	3,23,513	25,33,659	28,57,172
	Total	83,00,243	7,71,24,599	8,54,24,842

कार्बन उत्सर्जन को कम करने में पीएम-एसजीएमबीवाई का प्रभाव

5350. श्री आशीष दुबे:

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

- (क) क्या सरकार ने प्रधानमंत्री सूर्य घर मुफ्त बिजली योजना (पीएम-एसजीएमबीवाई) के अंतर्गत वितरित नवीकरणीय ऊर्जा क्षमता में वृद्धि और इसके परिणामस्वरूप कार्बन उत्सर्जन में कमी के प्रभाव का आकलन किया है;
- (ख) यदि हां, तो इस योजना के अंतर्गत अब तक जोड़ी गई प्राक्कलित छतों पर सौर क्षमता का ब्यौरा क्या है;
- (ग) छत पर सौर प्रणालियों के निर्माण, स्थापना और अनुरक्षण के माध्यम से सृजित रोजगार के अवसरों की संख्या कितनी है;
- (घ) दीर्घकालिक नवीकरणीय ऊर्जा और ऊर्जा-सुलभता लक्ष्यों को प्राप्त करने के लिए योजना के विस्तार हेतु तैयार की गई रूपरेखा का ब्यौरा क्या है; और
- (ङ) क्या सरकार ने दीर्घकालिक नवीकरणीय ऊर्जा और ऊर्जा-सुलभता लक्ष्यों को प्राप्त करने के लिए पीएम-एसजीएमबीवाई के अंतर्गत कोई जिला-वार रूपरेखा तैयार की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) और (ख): पीएम सूर्य घर मुफ्त बिजली योजना (पीएमएसजी: एमबीवाई) के तहत, ऐसा अनुमान है कि एक करोड़ घरों में आरटीएस स्थापना से 1,000 बिलियन यूनिट की नवीकरणीय बिजली का उत्पादन होगा, जिसके परिणामस्वरूप रूफटॉप सौर परियोजनाओं के 25 वर्षों के जीवनकाल के दौरान 720 मिलियन टन कार्बन डाई ऑक्साइड उत्सर्जन के समतुल्य में कमी आएगी।

फरवरी 2024 में पीएमएसजी: एमबीवाई के शुभारंभ के बाद से, दिनांक 20.03.2026 तक

देश भर में कुल 9,566.89 मेगावाट रूफटॉप सोलर (RTS) क्षमता जोड़ी गई है।

(ग): पीएमएसजी: एमबीवाई के कार्यान्वयन से, ऐसा अनुमान है कि विनिर्माण, लॉजिस्टिक्स, आपूर्ति श्रृंखला, बिक्री और स्थापना, प्रचालन एवं रखरखाव (ओ एंड एम) सेवाओं, वित्तीय सेवाओं आदि में लगभग 17 लाख रोजगार का सृजन होगा।

(घ) और (ङ): पीएमएसजी एमबीवाई एक मांग संचालित योजना है जिसमें देश के सभी आवासीय उपभोक्ता, जिनके पास स्थानीय डिस्कॉम का ग्रिड कनेक्टेड बिजली कनेक्शन है, वे योजना के राष्ट्रीय पोर्टल पर आवेदन करके आरटीएस प्रणालियों की स्थापना के लिए योजना का लाभ उठा सकते हैं।

मंत्रालय ने इस योजना के तहत रूफटॉप सौर को अपनाने को बढ़ावा देने और देश में एक करोड़ घरों के लिए रूफटॉप सौर की स्थापना के लक्ष्य को प्राप्त करने के लिए निम्नलिखित उपाय किए हैं:-

- राष्ट्रीय पोर्टल के माध्यम से पंजीकरण से लेकर आवासीय उपभोक्ता के बैंक खाते में सब्सिडी के सीधे वितरण तक की ऑनलाइन प्रक्रिया।
- राष्ट्रीयकृत बैंकों से रेपो रेट प्लस 50 बीपीएस अर्थात् वर्तमान के लिए 5.75 प्रतिशत प्रति वर्ष की रियायती ब्याज दर पर 10 वर्ष की अवधि के लिए कोलेट्रल-फ्री ऋण की उपलब्धता।
- तकनीकी व्यवहार्यता आवश्यकता को माफ करके और 10 किलोवाट तक ऑटो लोड वृद्धि की शुरुआत करके, विनियामक अनुमोदन प्रक्रिया को सरल बनाया गया।
- राष्ट्रीय पोर्टल में नेट मीटरिंग करार को आवेदन का एक हिस्सा बनाया गया।
- रेस्को/यूटिलिटी-लेड एग्रीगेशन (ULA) मॉडल शामिल किया गया
- वेंडरों के पंजीकरण की प्रक्रिया को सरल बनाया गया है ताकि पर्याप्त और योग्य वेंडर उपलब्ध हो सकें।

- कुशल मेनपावर तैयार करने के लिए क्षमता निर्माण (कैपेसिटी बिल्डिंग) और प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं।
- प्रमुख समाचार पत्रों में विज्ञापन के प्रकाशन, टी.वी. विज्ञापन अभियानों, एफएम स्टेशनों सहित क्षेत्रीय चैनलों पर रेडियो अभियानों आदि के माध्यम से देश में जागरूकता और आउटरीच कार्यक्रम द्वारा योजना के बारे में जागरूकता पैदा की जा रही है।
- राज्यों/डिस्कॉमों सहित विभिन्न स्तरों पर योजना की नियमित मॉनीटरिंग की जा रही है।
- समय-समय पर क्षेत्रीय समीक्षा बैठकें आयोजित की गईं।
- शिकायतों के समयबद्ध तरीके से समाधान के लिए शिकायत समाधान तंत्र स्थापित किया गया है। टेलीफोन नंबर 15555 वाला कॉल सेंटर 12 भाषाओं में कार्यरत है।

इसके अलावा, एमएनआरई और आरईसी लिमिटेड, पीएमएसजी: एमबीवाई के लिए राष्ट्रीय कार्यक्रम कार्यान्वयन एजेंसी (एनपीआईए) के रूप में, योजना के प्रभावी कार्यान्वयन के लिए सभी डिस्कॉम के साथ निकट समन्वय में कार्य करते हैं।

CYBERSECURITY INFRASTRUCTURE

5351. SHRI BASTIPATI NAGARAJU:

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

- (a) the details of the cybersecurity infrastructure established by the Government to protect the data of Central Government institutions, State Government bodies and private data of citizens from hacking and other

cyber breaches;

- (b) whether there have been any major cyber breaches in recent years that resulted in or attempted to result in the theft of data and if so, the details thereof and if not, the reasons therefor;
- (c) the details of remedial and preventive measures undertaken by the Government in response to such breaches;
- (d) whether the Government has conducted any audits, inspections or infrastructure checks to test and ensure the integrity and resilience of its digital infrastructure;
- (e) if so, the details thereof including the private entities being collaborated with and if not, the reasons therefor; and
- (f) whether there are funds allocated to further develop and strengthen digital infrastructure to safeguard and protect sensitive data and if so, the details thereof and if not, the reasons therefor?

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

(a) to (f): The policies of the Government of India aim to ensure a secure and trustworthy cyberspace. The Government has undertaken various measures to strengthen India's cyber security infrastructure and prevent cyber breaches in the country which, inter alia, includes:

- I. The Indian Computer Emergency Response Team (CERT-In) is

designated as the national agency for responding to cyber security incidents under the provisions of Section 70B of the Information Technology Act, 2000.

CERT-In coordinates incident prevention and response measures with organisations, service providers and sector regulators.

- II. National Cyber Coordination Centre (NCCC) implemented by CERT-In, examines the cyberspace to detect cyber security threats.

NCCC shares the information with concerned organisations, state governments and stakeholder agencies for taking action.

- III. Cyber Swachhta Kendra (CSK) is the Botnet Cleaning and Malware Analysis Centre that helps to detect malicious programs and provides free tools to remove the same.

CSK also provides cyber security tips and best practices for citizens and organisations.

- IV. CERT-In operates an automated cyber threat intelligence exchange platform for sharing tailored alerts with organisations across sectors for proactive threat mitigation.

- V. The Government has established National Critical Information Infrastructure Protection Centre (NCIIPC) for protection of critical information infrastructure in the country under the provisions of section 70A of the IT Act, 2000.

- VI. National Informatics Centre (NIC) provides Information Technology (IT) backbone support to all Central and State Government bodies.

Information security policies and practices, in line with industry standards, are followed by NIC at every level for cyber-attack prevention and data safeguarding.

- VII. CERT-In has empanelled 237 security auditing organisations to support and audit implementation of Information Security Best Practices.

A total number of cyber security audits conducted by CERT-In empanelled auditing organizations for Government entities, including State Government and Public Sector entities during last three years are as follows:

Year	Total Audits
2023	9,772
2024	12,176
2025	18,667

- VIII. CERT-In conducts cyber security training programs in collaboration with Industry partners to upskill the cyber security workforce in Government, public and private organizations.

- IX. The budget allocated for strengthening cyber security infrastructure by Ministry of Electronics and Information Technology (MeitY) during the last three years is as follows:

Year	Budget
2023-24	Rs. 580 Cr.
2024-25	Rs. 1004 Cr.
2025-26	Rs. 953 Cr.

प्रधानमंत्री विरासत का संवर्धन योजना

5352. श्री राहुल सिंह लोधी:

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

- (क) प्रधानमंत्री विरासत का संवर्धन (पीएम-विकास) योजना के अंतर्गत कौशल विकास, महिला उद्यमिता और शिक्षा जैसे घटकों की प्रगति का ब्यौरा क्या है;
- (ख) राज्य-वार विशेषकर इलेक्ट्रॉनिक्स, स्वास्थ्य देखभाल आदि क्षेत्रों में अनुमोदित परियोजनाओं और प्रशिक्षित लाभार्थियों का ब्यौरा क्या है; और
- (ग) क्या उक्त योजना के अंतर्गत अल्पसंख्यक समुदायों से संबंधित व्यक्तियों की रोजगार क्षमता और आय वृद्धि पर किसी प्रभाव का आकलन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क): अल्पसंख्यक कार्य मंत्रालय द्वारा प्रधानमंत्री विरासत का संवर्धन (PM VIKAS) योजना को एक केंद्रीय क्षेत्र योजना के रूप में लागू किया जा रहा है, जिसमें पाँच पूर्ववर्ती योजनाओं, अर्थात् 'सीखो और कमाओ', 'नई मंज़िल', 'नई रोशनी', 'उस्ताद' और 'हमारी धरोहर' का समायोजन किया गया है और यह योजना कौशल विकास, अल्पसंख्यक महिलाओं की उद्यमिता तथा नेतृत्व विकास तथा स्कूल छोड़ चुके विद्यार्थियों के लिए शैक्षिक सहायता के माध्यम से छह अधिसूचित अल्पसंख्यक समुदायों के सामाजिक-आर्थिक सशक्तीकरण पर केंद्रित है। यह योजना जनवरी, 2025 में प्रारंभ की गई तथा प्रशिक्षण वर्तमान वित्तीय वर्ष के दौरान ही शुरू हुआ है। योजना के अंतर्गत, वर्तमान तिथि तक परियोजना क्रियान्वयन एजेंसियों (PIA) को कुल 1.47 लाख से अधिक अभ्यर्थियों का लक्ष्य आवंटित किया गया है। इस योजना के अंतर्गत घटक-वार आवंटन निम्नानुसार है:

क्र. सं.	योजना घटक	आवंटित लक्ष्य
1	कौशल विकास और प्रशिक्षण:-	
	(i) गैर-पारंपरिक कौशल विकास	1,12,095

	(ii) पारंपरिक कौशल विकास	9,910
2	शिक्षा	22,000
3	महिला नेतृत्व और उद्यमिता	3,380
कुल योग		1,47,385

(ख): इलेक्ट्रॉनिक्स एवं स्वास्थ्य देखभाल क्षेत्रों सहित, राज्य-वार लक्ष्य आवंटन का ब्यौरा (वर्तमान तारीख तक) **विवरण** में संलग्न है।

(ग): चूंकि परियोजनाओं का कार्यान्वयन वर्तमान वित्तीय वर्ष के दौरान ही प्रारंभ हुआ है, अतः प्रशिक्षण गतिविधियों के पूर्ण होने के पश्चात प्रभाव आकलन प्रारंभ किया जाना प्रस्तावित है।

विवरण

PM VIKAS के अंतर्गत राज्य-वार लक्ष्य आवंटन

क्र. सं.	राज्य/संघ राज्य क्षेत्र	कुल आवंटित लक्ष्य	इलेक्ट्रॉनिक्स क्षेत्र	स्वास्थ्य देखभाल क्षेत्र
1	आंध्र प्रदेश	3150	420	390
2	अरुणाचल प्रदेश	1860	--	--
3	असम	12020	--	--
4	बिहार	4725	--	--
5	छत्तीसगढ़	260	--	--
6	दिल्ली	9140	--	357
7	गोवा	270	--	--
8	हरियाणा	3370	103	120
9	जम्मू एवं कश्मीर	14960	--	240
10	झारखंड	8120	--	540
11	कर्नाटक	4885	--	--
12	केरल	1840	--	--
13	मध्य प्रदेश	10245	180	--
14	महाराष्ट्र	8995	30	--
15	मेघालय	7045	--	--
16	मिजोरम	210	--	--
17	नागालैंड	1550	--	--
18	ओडिशा	1400	--	--
19	पंजाब	16680	91	1263
20	राजस्थान	3330	--	--
21	सिक्किम	210	--	--

22	तमिलनाडु	2000	--	--
23	तेलंगाना	3300	--	--
24	त्रिपुरा	1350	--	--
25	उत्तर प्रदेश	18080	150	--
26	उत्तराखंड	5780	189	--
27	पश्चिम बंगाल	2610	--	--
	कुल योग	147385	1163	2910

PILOT PROJECTS FOR OFFSHORE WIND ENERGY

5353. SHRI KOTA SRINIVASA POOJARY:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI YOGENDER CHANDOLIA:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

SHRI AVIMANYU SETHI:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

SHRI SHANKAR LALWANI:

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

- whether the Government has identified potential offshore wind energy zones along the Indian coastline;
- if so, the details thereof;
- the details of estimated offshore wind energy potential in the Country;
- whether pilot projects have been initiated for offshore wind power generation;
- if so, the details thereof; and
- the details of steps taken by the Government to attract private investment in offshore wind energy projects?

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

(a) to (c): Based on the meso-scale study carried out by the National Institute of Wind Energy (NIWE) in collaboration with various multilateral agencies, the Government has identified eight zones each off the coast of Gujarat and Tamil Nadu as initial offshore wind energy zones. As per assessment, it has been estimated that about 70 Giga Watt (GW) offshore wind power potential exists off the coast of Gujarat and Tamil Nadu.

(d) and (e): In order to kick start the offshore Wind energy sector in the country, Government has launched the 'Viability Gap Funding (VGF) scheme for offshore wind energy projects' with total outlay of ₹ 7453 crore for installation and commissioning of 1 GW of offshore wind energy projects and grant for upgradation of two ports to meet logistics requirements for offshore wind energy projects. MNRE has issued Scheme Guidelines for implementation of 'VGF Scheme for Offshore Wind Energy Projects' vide sanction dated 11.09.2024. Under the scheme, the first tender for development of 500 MW offshore wind energy project off Gujarat coast issued by Solar Energy Corporation of India (SECI) on 13.09.2024. The tender was closed on 31.07.2025 (last date of bid submission) without receipt of any bids.

(f): Government has taken several steps to attract private investment in offshore wind energy projects in the country. These, inter alia, include;

- Notification of 'Offshore Wind Energy Policy' in October 2015 to provide

framework for the development of offshore wind energy in the country.

- The Offshore Wind Energy Lease Rules, 2023 have been notified to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- For initial phase of developments, 08 potential offshore wind zones each off the coast Tamil Nadu and Gujarat have been identified through meso-scale study.
- Installed a LiDAR off Gujarat Coast in Nov, 2017 and collected 02 years wind data. NIWE has also conducted Geophysical, Geotechnical study, Rapid EIA study, Oceanographic (Wave, Tide & current study) for 01 GW capacity off Gujarat coast.
- Geotechnical study at three bore hole locations carried out off Tamil Nadu coast. Further, 4 LiDARs off Tamil Nadu coast installed for wind resource measurement. Offshore met-ocean field studies and Geophysical & Geotechnical investigation for a 500 MW capacity site off Tamil Nadu coast has also been completed.
- Central Transmission Utility (CTU) has completed the planning for initial 10 GW offshore transmission capacity (05 GW each off Gujarat and Tamil Nadu coast).
- Government has launched the 'Viability Gap Funding (VGF) scheme for offshore wind energy projects'.
- Offshore Wind has been included in the list of activities to be considered

for trading of Carbon Credits under bilateral/co-operative approaches as per Article 6.2 Mechanism of Paris Agreement.

- Waiver of Inter-State Transmission (ISTS) Charges along with waiver of additional surcharges for open access consumers for offshore wind power projects commissioned on or before 31.12.2032.

STATE WAQF BOARD CONTRIBUTIONS TO CENTRAL WAQF COUNCIL

5354: SHRI ASADUDDIN OWAISI:

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

- (a) the details of Annual Contributions paid by State Waqf Boards to Central Waqf Council under section 10(1) of The Waqf Act,1995, year-wise;
- (b) the amounts received by the CWC as Donations, Benefactions & Grants, year-wise;
- (c) the details of Developmental Activities carried on by the CWC and grants or assistance provided by CWC to State Waqf Boards; and
- (d) the details of actions taken by the CWC against any State Waqf Board for non-compliance with any Mandatory Duty as well as for ignoring CWC directions?

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

(a): The Central Waqf Council is a statutory body under the administrative control of the Ministry of Minority Affairs. The details of annual contributions paid by the State Waqf Boards to the Central Waqf Council under Section

10(1) of the UMEED Act, 1995, for the last five financial years are as follows:

(Rs. in crore)		
S. No.	Year -wise	Amount Received from State/UT Waqf Boards
1.	2021-22	4.28
2.	2022-23	5.27
3.	2023-24	3.87
4.	2024-25	2.06
5.	2025-26	3.27 (as on date)

(b) to (d): Central Waqf Council implements the following two schemes of the Ministry, which is now being implemented by the Ministry directly, namely:

(i) **Qaumi Waqf Board Taraqqiati Scheme (QWBTS):** The scheme aimed at strengthening the State Waqf Boards and automation of their activities to make the Boards self-reliant. This scheme is implemented with a view to streamline record keeping, introduce transparency and automation of the various functions/processes of the Waqf Boards and to develop a single web based centralized application.

(ii) **Shahari Waqf Sampatti Vikas Yojana (SWSVY):** Under the scheme, interest free loans are granted to various Waqf Boards and Waqf Institutions for construction of economically viable buildings on the Waqf land, such as commercial complexes, marriage halls, hospitals and cold storage etc. Maximum Rs.2.00 crore or 75% estimated cost of the project (excluding the value of the land) whichever is less is given as loan.

For approved loan, Central Waqf Council levies charges of 8% administrative processing cost. The loan is repayable in 16 half yearly installments with the moratorium of one year after the final installment of loan

is disbursed.

Further, under SWSVY, various projects such as commercial complex, hostel, college, hospital marriage hall etc. has been undertaken.

The details of grant-in-aid received and released during the last five financial years under the QWBTS and SWSVY schemes, which have subsequently been disbursed to the State/UT Waqf Boards, are as follows:

Sl. No.	Year	(Rs. in Crore)			
		(QWBTS)		(SWSVY)	
		GIA Received from the Ministry	GIA released to the SWBs	GIA Received from the Ministry	GIA released to the SWBs
1.	2021-2022	6.60	9.61*	1.00	0.33
2.	2022-2023	2.50	1.02	-	0.67*
3.	2023-2024	1.25	-	-	-
4.	2024-2025	1.50	1.19	-	-
5.	2025-2026 (as on date)	9.80	9.73	-	-

*Including carry forward grant.

Note: Low expenditure is attributable to the non-constitution of the full Council.

SPREAD OF INTERNET IN SC/ST GRAMA SABHAS

5355. SHRI P. V. MIDHUN REDDY:

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

- the details of the resultant internet penetration in Gram Sabhas with SC/ST majority population as a result of the Government's BharatNet project during the last five years;
- whether the Government has taken steps to increase internet literacy

along with access to quality internet; and

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

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

(a): BharatNet project is implemented in a phased manner to provide broadband connectivity to all Gram Panchayats (GPs) and villages beyond GPs on demand basis across the country, including Gram Sabhas with SC/ST majority population. As of February, 2026, a total of 14,54,197 Fiber to the Home (FTTH) connections have been provided in the country, including Gram Sabhas with SC/ST majority population under the BharatNet project.

(b) and (c): Ministry of Electronics and Information Technology (MeitY), Government of India launched Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) in 2017 to ensure digital literacy. Under the scheme, a total of 6.39 crore individuals were trained across the country against the target to train 6 crore individuals. Out of these, approximately 1.17 crore trained candidates belong to the Scheduled Castes (SC), and approximately 56.23 lakh candidates belong to the Scheduled Tribes (ST). The scheme ended on 31st March 2024.

National Institute of Electronics & Information Technology (NIELIT), an autonomous scientific society under the MeitY is also providing training on digital literacy and has trained more than 43 Lakh candidates across the country.

NAVIC SATELLITE SYSTEM

5356. SHRI DUSHYANT SINGH:

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

- (a) the present status of the NavIC satellite constellation including the number of satellites launched and currently operational;
- (b) the coverage range and service capabilities of NavIC for civilian navigation, aviation safety, maritime operations and disaster management;
- (c) the steps taken to integrate NavIC with national air traffic management and other critical infrastructure systems;
- (d) whether in light of past strategic assessments such as by the Kargil War Review Committee emphasising the need for indigenous navigation and surveillance capabilities, NavIC and associated satellite systems have been operationalised for defence-related applications such as secure navigation and real-time situational awareness and if so, the details thereof; and
- (e) the roadmap for further strengthening India's autonomous satellite navigation architecture to enhance strategic preparedness and technological self-reliance?

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

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

(a): Total number of NavIC satellites launched are eleven; out of these eight satellites are functional. Three satellites are broadcasting navigation signals and five satellites are capable of broadcasting signals for one-way messaging.

(b) and (c): NavIC constellation is designed to provide Position, Navigation and Timing (PNT) services over India and a region extending up to 1500km from Indian land mass for various applications such as civilian navigation, maritime operations and disaster management. Discussions are ongoing with Airport Authority of India/Ministry of Civil Aviation on adoption of NavIC in air traffic management. It is to kindly note that India's space-based augmentation system GAGAN is operational and providing services for air navigation. Department of Space (DoS) is constantly engaged in efforts to broaden the use of NavIC in various critical infrastructures such as real-time train tracking, fishing vessel communication and support system, location system on public & commercial vehicles for passenger safety, and IST dissemination.

(d) and (e): DoS is actively working for operationalisation of NavIC and associated satellite systems for providing secure navigation service. The roadmap for further strengthening satellite navigation architecture includes completion of NavIC base layer constellation and suitable enhancement in services to meet the user requirements, and induction of indigenous technologies including space-grade atomic clock for technological self reliance

STOPPAGES OF TRAINS AT THIRUVERUMBUR RAILWAY STATION**5357. SHRI DURAI VAIKO:**

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

- (a) whether the Government has received requests for providing stoppage of additional trains at Thiruverumbur Railway Station in Tiruchirappalli district considering the growing passenger patronage at the station and if so, the details thereof;
- (b) whether the Government considers providing stoppage for the following trains at Thiruverumbur Railway Station: 16615 / 16616 – Chemmozhi Express (Mannargudi – Coimbatore – Mannargudi) 12083 / 12084 – Mayiladuturai – Coimbatore – Mayiladuturai Jan Shatabdi Express 16187 / 16188 – Ernakulam – Karaikal – Ernakulam Express;
- (c) whether any feasibility study/passenger demand assessment has been carried out in this regard and if so, the details thereof; and
- (d) the details of the steps taken by the Government to provide stoppage of the above trains at Thiruverumbur Railway Station?

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

- (a) to (d): To facilitate the passengers of Tiruverumbur, stoppage of 22675/22676 Chennai Egmore-Tiruchchirappalli Chozhan Express has been provided at Tiruverumbur station w.e.f. 26.01.2026. Accordingly, Tiruverumbur

station is presently served by following 27 train services:

SN	Train No. and Name
1	16231 Cuddalore Port - Mysore Express
2	16232 Mysore - Cuddalore Port Express
3	16807 Tambaram - Tiruchchirappalli Express
4	16808 Tiruchchirappalli - Tambaram Express
5	16811 Mayiladuturai - Salem Express
6	16812 Salem - Mayiladuturai Express
7	16847 Mayiladuturai - Sengottai Express
8	16848 Sengottai - Mayiladuturai Express
9	22675 Chennai Egmore - Tiruchchirappalli Express
10	22676 Tiruchchirappalli - Chennai Egmore Express
11	56700 Tiruchchirappalli - Mayiladuturai Passenger
12	56745 Thanjavur - Tiruchchirappalli Passenger
13	56805 Thiruvarur - Tiruchchirappalli Passenger
14	56806 Tiruchchirappalli - Thiruvarur Passenger
15	56818 Tiruchchirappalli - Karaikal Passenger
16	56819 Thanjavur - Tiruchchirappalli Passenger
17	56821 Mayiladuturai - Tiruchchirappalli Passenger
18	56823 Thanjavur - Tiruchchirappalli Passenger
19	56824 Tiruchchirappalli - Thanjavur Passenger
20	76801 Mannargudi - Tiruchchirappalli DMU
21	76802 Tiruchchirappalli - Mannargudi DMU
22	76819 Karaikal - Tiruchchirappalli DMU
23	76820 Tiruchchirappalli - Karaikal DMU
24	76825 Velankanni - Tiruchchirappalli DMU
25	76826 Tiruchchirappalli - Velankanni DMU
26	06716 Tiruchchirappalli - Thanjavur DMU
27	06717 Tiruturai - Tiruchchirappalli DMU

Proposals/ requests/ suggestions/ representations, both formal and informal inter alia for provision of stoppage of trains are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Office

etc. As receipt of such proposals/ requests/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time, which is an on-going process.

Besides, provision of stoppages of train services, which is an on-going process, depends on the traffic justification, operational feasibility including availability of extra time on the section & availability of matching infrastructure such as Platform length etc.

भागलपुर के ग्रामीण क्षेत्रों में मोबाइल नेटवर्क और ब्रॉडबैंड कनेक्टिविटी

5358. श्री अजय कुमार मंडल:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) भागलपुर के ग्रामीण क्षेत्रों में मोबाइल नेटवर्क और ब्रॉडबैंड कनेक्टिविटी की वर्तमान स्थिति क्या है;
- (ख) भारतनेट परियोजना के अंतर्गत कितनी ग्राम पंचायतें जुड़ी हुई हैं;
- (ग) डाकघरों के आधुनिकीकरण के लिए क्या पहल की गई है; और
- (घ) क्या 5जी सेवाओं के विस्तार का कोई प्रस्ताव है?

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

- (क): जनवरी, 2026 तक, बिहार के भागलपुर जिले के सभी 1,520 गाँव (भारत के महापंजीयक के आंकड़ों के अनुसार) 4जी मोबाइल ब्रॉडबैंड कनेक्टिविटी से कवर किए गए हैं।
- (ख): भारतनेट परियोजना को चरणबद्ध तरीके से कार्यान्वित किया गया है ताकि देश भर में सभी ग्राम पंचायतों (जीपी) और मांग के आधार पर ग्राम पंचायतों से बाहर के गांवों को ब्रॉडबैंड

कनेक्टिविटी उपलब्ध कराई जा सके जिसमें बिहार के भागलपुर जिला भी शामिल है। फरवरी, 2026 तक, भारतनेट परियोजना के तहत बिहार के भागलपुर जिले में कुल 234 ग्राम पंचायतों को सेवा प्रदान करने के लिए तैयार किया जा चुका है।

(ग): डाक विभाग (डीओपी) ने बिहार के भागलपुर जिले में डाकघरों के आधुनिकीकरण के लिए विभिन्न पहल की हैं।

इस इलाके के सभी पोस्ट ऑफिस को एडवांस्ड पोस्टल टेक्नोलॉजी (एपीटी) प्लेटफॉर्म पर लाया गया है, जिसे सूचना प्रौद्योगिकी (आईटी) 2.0 प्रोजेक्ट के तहत एंड-टू-एंड कंप्यूटराइजेशन और नेटवर्क कनेक्टिविटी के लिए शुरू किया गया है। ग्राहकों को कहीं भी बैंकिंग सेवाएं देने के लिए सभी पोस्ट ऑफिस में कोर बैंकिंग सॉल्यूशन (सीबीएस) लागू किया गया है।

सभी पोस्ट ऑफिस में नेट बैंकिंग, ऑटोमेटेड टेलर मशीन (एटीएम), इंडिया पोस्ट पेमेंट्स बैंक (आईपीपीबी), ई-मनी ऑर्डर, ट्रैक एंड ट्रेस, मोबाइल-बेस्ड सर्विस आदि जैसी डिजिटल सर्विस शुरू की गई हैं।

ग्रामीण इलाकों में डाक सेवाएं सुचारु रूप से चलाने के लिए बिहार के भागलपुर जिले के सभी ब्रांच पोस्ट ऑफिस को डिजिटल रूरल एंटरप्राइज एप्लीकेशन वाले मोबाइल डिवाइस दिए गए हैं।

(घ): दूरसंचार सेवा प्रदाता (टीएसपी) टेक्नो-कमर्शियल व्यवहार्यता के आधार पर ग्रामीण इलाकों में 5जी सेवाओं का विस्तार करते हैं। सरकार, डिजिटल भारत निधि (डीबीएन) से वित्तपोषण के माध्यम से देश के सेवा-वंचित ग्रामीण और दूर-दराज के गांवों में 4जी मोबाइल कनेक्टिविटी का विस्तार करने के लिए कई स्कीमें कार्यान्वित कर रही है।

डिजिटल कनेक्टिविटी को बढ़ावा

5359. श्री अरुण कुमार सागर:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

- (क) डाक और दूरसंचार सेवाओं में संचार मंत्रालय की भूमिका क्या है;
- (ख) सरकार भारतनेट परियोजना के माध्यम से डिजिटल कनेक्टिविटी को किस प्रकार बढ़ावा देती है;
- (ग) सरकार द्वारा डाक विभाग के आधुनिकीकरण के लिए क्या पहलें की गई हैं;
- (घ) सरकार द्वारा 5जी सेवाओं को शुरू करने में सहायता के लिए क्या कदम उठाए गए हैं; और
- (ङ) सरकार डाक बैंकिंग सेवाओं को बढ़ावा देने में किस प्रकार योगदान देती है?

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

(क): डाक विभाग (डीओपी) और दूरसंचार विभाग (डीओटी), दोनों संचार मंत्रालय के तत्वाधान में कार्य करते हैं। दोनों विभागों की भूमिका का ब्यौरा **विवरण** के रूप में संलग्न है।

(ख): डिजिटल भारत निधि (डीबीएन) के तहत भारतनेट परियोजना देश भर की सभी ग्राम पंचायतों और गांवों में ब्रॉडबैंड कनेक्टिविटी प्रदान करने हेतु चरणबद्ध रूप से कार्यान्वित की जा रही है। फरवरी 2026 की स्थिति के अनुसार, देश भर में भारतनेट परियोजना के अंतर्गत, 2,17,805 ग्राम पंचायतों को सेवाओं से जोड़ा गया है। इसके अतिरिक्त, सरकार द्वारा अनुमोदित संशोधित भारतनेट कार्यक्रम (एबीपी), भारतनेट फेज़-I और फेज़-II के मौजूदा नेटवर्क के उन्नयन, शेष ग्राम पंचायतों में नेटवर्क निर्माण तथा ग्राम पंचायत रहित शेष गांवों में उनकी संबंधित ग्राम पंचायतों की मांगों के आधार पर कनेक्टिविटी हेतु कार्यान्वयन अधीन है।

(ग): सरकार द्वारा डाक विभाग की सूचना प्रौद्योगिकी आधुनिकीकरण परियोजना 2.0 को वर्ष 2022-2023 से आठ वर्षों की अवधि के लिए 5,785 करोड़ रुपये के कुल परिव्यय के साथ अनुमोदित किया गया है। उक्त परियोजना के तहत, डाक विभाग ने आईटी आधुनिकीकरण परियोजना 2.0 के तहत स्वदेशी रूप से विकसित उन्नत डाक प्रौद्योगिकी (एपीटी) प्लेटफॉर्म की सफलतापूर्वक शुरुआत की है। यह प्लेटफॉर्म डाक प्रौद्योगिकी उत्कृष्टता केंद्र (सीईपीटी) द्वारा इन-हाउस रूप से विकसित क्लाउड आधारित डिजिटल प्लेटफॉर्म है और इसे मेघराज 2.0 क्लाउड पर होस्ट किया गया है।

एपीटी, ग्राहकों की बढ़ती अपेक्षाओं को पूरा करने में दक्ष एवं स्केलेबल है। 4 अगस्त 2025 को राष्ट्रव्यापी स्तर पर शुभारंभ होने के बाद इसे 23 डाक सर्कलों में लगभग 1.70 लाख कार्यालयों में इंटीग्रेट किया गया है। क्यूआर कोड आधारित भुगतान प्रणाली की उपलब्धता के द्वारा ग्रामीण क्षेत्रों में सेवा डिलीवरी को सुदृढ़ करने, कनेक्टिविटी और प्रयोगकर्ता अनुभव को बेहतर बनाने के उद्देश्य से शाखा डाकघरों को इन-हाउस डिजिटल रूरल एंटरप्राइज एप्लीकेशन फॉर मोबाइल (मोबाइल के लिए डिजिटल ग्रामीण उद्यम एप्लीकेशन - ड्रीम) चालित ऐंड्रॉइड स्मार्टफोन उपलब्ध कराए गए हैं।

(घ): 5जी नेटवर्क को देश भर के सभी राज्यों/संघराज्य-क्षेत्रों में शुरू किया गया है और वर्तमान में देश के 99.9% जिलों में 5जी सेवाएं उपलब्ध हैं। 28 फरवरी, 2026 के अनुसार, देश भर में 5.23 लाख 5जी बेस ट्रांसमीटर स्टेशन (बीटीएस) स्थापित किए गए हैं। टीआरएआई सिफारिशों से लेकर फ्रीक्वेंसी आबंटन तक सभी कार्यों को 128 दिनों के रिकॉर्ड समय में पूरा किया गया है। तत्पश्चात्, 50 दिनों की अवधि के भीतर, 1 अक्टूबर, 2022 को माननीय प्रधानमंत्री द्वारा इन सेवाओं का सफलतापूर्वक शुभारंभ किया गया। विगत 4जी मोबाइल प्रौद्योगिकी की तुलना में 5जी की विशेषताओं में उच्च पीक डाटा दर, विलंब में कमी और उच्च स्पेक्ट्रम दक्षता शामिल हैं। सरकार ने 5जी सेवाओं के प्रचार-प्रसार हेतु विभिन्न पहलों की शुरुआत की है, जिनमें निम्नलिखित शामिल हैं :-

- i. वर्ष 2022 में 5जी मोबाइल सेवाओं के लिए स्पेक्ट्रम की नीलामी
- ii. समायोजित सकल राजस्व (एजीआर), बैंक गारंटी (बीजी) और ब्याज दरों को युक्तिसंगत बनाने हेतु वित्तीय सुधार
- iii. वर्ष 2022 और उसके बाद की नीलामी में प्राप्त स्पेक्ट्रम हेतु स्पेक्ट्रम उपयोग शुल्क को हटाना
- iv. रेडियो फ्रीक्वेंसी आबंटन पर स्थायी सलाहकार समिति (एसएसीएफए) के क्लीयरेंस हेतु प्रक्रिया को सरल बनाना
- v. दूरसंचार अवसंरचना की संस्थापना के लिए आरओडब्ल्यू अनुमति और क्लीयरेंस को सुचारु बनाने हेतु गतिशक्ति संचार पोर्टल और राइट ऑफ वे (आरओडब्ल्यू) का शुभारंभ
- vi. लघु सेल और दूरसंचार लाइन की स्थापना के लिए गलियों में लगे फर्नीचर के प्रयोग हेतु

समयबद्ध अनुमति

(ड): डाक विभाग, अपने 1.64 लाख डाकघरों के नेटवर्क के माध्यम से 47 करोड़ डाकघर बचत बैंक (पीओएसबी) खाताधारकों को सेवाएं प्रदान कर रहा है। पीओएसबी अपनी बचत योजनाओं जैसे - डाकघर बचत खाता (पीओएसए), सावधि जमा खाता (टीडी), आवर्ती जमा खाता (आरडी), मासिक आय खाता (एमआईएस), वरिष्ठ नागरिक बचत स्कीम (एससीएसएस), लोक भविष्य निधि (पीपीएफ), सुकन्या समृद्धि खाता (एसएसए), राष्ट्रीय बचत स्कीम (एनएससी), किसान विकास पत्र (केवीपी) और बच्चों के लिए पीएम केयर योजना के माध्यम से वित्तीय समावेशन में अहम भूमिका निभाता है। डाकघर बचत बैंक (पीओएसबी), कोर बैंकिंग समाधान (सीबीएस) प्लैटफॉर्म पर कार्य करता है। यह एटीएस एक्सेस, प्रत्यक्ष लाभांतरण (डीबीटी) भुगतान, इंटरनेट बैंकिंग, मोबाइल बैंकिंग, एनईएफटी/आरटीजीएस, ई-पासबुक और आईपीपीबी पीओएसए लिंकेज के माध्यम से यूपीआई सहित आधुनिक डिजिटल सेवाएं उपलब्ध कराता है। उक्त सेवाएं ग्रामीण डाकघरों में भी पूर्णतः उपलब्ध हैं।

विवरण

डाक विभाग (डीओपी) और दूरसंचार विभाग (डीओटी), दोनों संचार मंत्रालय के तत्वाधान में कार्य करते हैं। दोनों विभागों की भूमिका का ब्यौरा

(i) डाक विभाग की भूमिका निम्नानुसार है :

(क) डाक विभाग (डीओपी), अन्य बातों के साथ-साथ, डाक नीति; जिसमें डाक विभाग से संबंधित पूंजीगत बजट से भूमि की खरीद सहित विभिन्न कार्यों का निष्पादन शामिल है, के लिए उत्तरदायी है।

(ख) डाक, जिसमें डाकघर बचत बैंक (प्रशासन), डाकघर प्रमाणपत्र (प्रशासन), डाकघर जीवन बीमा निधि (प्रशासन), सार्वजनिक डाक-टिकट/स्मारक डाक-टिकटों की छपाई, जिनमें डाक स्टेशनरी, प्रीमियम डाक उत्पादों और किसी अन्य एजेंसी के कार्य भी शामिल हैं।

(ग) डाक संचार से संबंधित मामलों में अंतरराष्ट्रीय सहयोग, जिसमें विश्व डाक संघ, एशिया

प्रशांत डाक संघ, राष्ट्रमंडल डाक संघ जैसे डाक संचार संबंधी सभी अंतरराष्ट्रीय निकायों से संबंधित मामले शामिल हैं।

(घ) डाकघरों द्वारा प्रदान की जाने वाली सभी सेवाओं की शुरुआत, विकास और रखरखाव संबंधी मामले।

(ङ) विभाग को आवंटित कार्यकलापों के क्षेत्र में व्यवहारिक सर्वे, अनुसंधान और विकास को बढ़ावा देना।

(च) भारतीय डाकघर अधिनियम, 2023 और इसके अंतर्गत बनाए गए नियमों को लागू करने के साथ-साथ ऐसे डाक कार्यकलापों से संबंधित अन्य कानून या विनियम, जो विशेष रूप से किसी अन्य विभाग को आवंटित नहीं किए गए हैं, के प्रशासन से संबंधित मामले।

(छ) उपर्युक्त के अलावा, अंतरराष्ट्रीय मेल के संबंध में डाक विभाग, विश्व डाक संघ (यूपीयू), द्विपक्षीय और बहुपक्षीय व्यवस्था के तहत विदेश डाक प्रशासनों के साथ अंतरराष्ट्रीय डाक के आदान-प्रदान की सुविधा, अंतरराष्ट्रीय डाक नियमों का अनुपालन सुनिश्चित करने, कस्टम क्लीयरेंस प्रक्रिया को सुचारू बनाने, सीमा पार ई-कॉमर्स को बढ़ावा देने और डाकघर निर्यात केंद्रों (डीएनके) जैसी पहलों के माध्यम से निर्यात को बढ़ावा देने हेतु भी उत्तरादायी है। मंत्रालय अंतरराष्ट्रीय डाक प्रचालनों में दक्षता, सुरक्षा और विश्वसनीयता को बेहतर बनाने हेतु अंतरराष्ट्रीय निकायों और सहभागी डाक प्रचालकों के साथ समन्वय भी करता है।

(ii) दूरसंचार विभाग की भूमिका निम्नानुसार है :

(क) दूरसंचार विभाग, अन्य बातों के साथ-साथ दूरसंचार नीति, टेलीग्राफ, टेलीफोन, टेलीकॉम वायरलेस डाटा से संबंधित लाइसेंसिंग और समन्वय मामलों, दूरसंचार में अनुसंधान एवं विकास (आर एंड डी), मानकीकरण के प्रचार-प्रसार और दूरसंचार से जुड़े मामलों में अंतरराष्ट्रीय समन्वय, ग्रामीण क्षेत्रों में दूरसंचार अवसंरचना/ पहुंच और इस क्षेत्र में निजी निवेश को बढ़ाने हेतु उत्तरदायी है।

(ख) दूरसंचार विभाग, अंतरराष्ट्रीय निकायों के साथ गहन समन्वय सहित रेडियो संचार के

क्षेत्र में आवृत्ति प्रबंधन हेतु भी उत्तरदायी है। दूरसंचार विभाग, देश के सभी उपयोगकर्ताओं के वायरलेस प्रसारण को मॉनिटर करके वायरलेस विनियामक को लागू करता है।

CORRUPTION IN EASTERN COALFIELDS LIMITED

5360. SHRI JAGANNATH SARKAR:

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

- (a) whether the Government is aware of large-scale corruption, cartelization and tender rigging involving officials of Eastern Coalfields Limited (ECL) and a syndicate of associate companies operating from the same address in Paschim Bardhaman, West Bengal;
- (b) whether enquiry has been initiated by the Ministry or referred to the Enforcement Directorate (ED) or Central Bureau of Investigation (CBI) and if so, the number of ECL employees arrested till now;
- (c) whether the Government is aware of serious financial irregularities in ECL including the 1,300 crore coal pilferage scam in Kunustoria and Kajora regions as well as overloading, coal grade manipulation and violation of transportation laws and if so, the details thereof;
- (d) whether the CAG in its Report No. 12 of 2024 has flagged undue favour to contractors resulting in an avoidable loss of 17.39 crore due to non-enforcement of contract terms and if so, the details thereof; and
- (e) the steps taken by the Government to ensure accountability, prevent future malpractices in ECL?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Procurement in CIL (Coal India Limited) including ECL (Eastern Coalfield Limited) is conducted strictly as per manuals and approved policies, ensuring transparency. It is carried out through NIC e-procurement and GeM platforms. Equal access, wide publicity, and notified evaluation criteria promote broad vendor participation in tendering process. Safeguards like single bid checks, conflict prevention, IP monitoring, and penalties strengthen the process. Collectively these measures ensures integrity, fairness, and compliance with the Code of Integrity for public procurement.

(b): No such formal complaint has been received in ECL from any of the bidders who have participated in the tenders conducted so far.

(c): All coal seam grades are verified and notified strictly as per prescribed procedures by the Coal Controller's Organization (CCO), a statutory body under the Ministry of Coal. Additionally, billing grade determination is conducted through independent third-party sampling agencies chosen by consumers, ensuring transparency and eliminating any such possibility etc.

(d): An enquiry into the audit case was conducted by a committee and action has been taken as per the advice of the committee.

(e): Various steps, inter alia, have been taken by the Government to ensure accountability in procurement. Such as,

- Implementation of E-Office, SAP, GeM/NIC portals, ICCC monitoring,

Khanan Prahari app, grievance portal, e-auction, and COLARR ensures transparency, efficiency, and real-time tracking of operations.

- Standardization of procurement guidelines in alignment with Department of Expenditure norms, and well-defined SOPs.
- Regular vendor meetings at various levels address concerns promptly and improve overall system effectiveness.

HINDI NAME BOARDS AT TIRUCHIRAPPALLI DIVISIONAL RAILWAY

OFFICE, TAMIL NADU

5361. SHRI VE. VAITHILINGAM:

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

- (a) whether the Government has taken note of reports regarding the installation of Hindi name boards at the Tiruchirappalli Divisional Railway Office in Tamil Nadu and the subsequent protests that led to their removal;
- (b) if so, the details of the circumstances under which such name boards were installed and the reasons cited by the Railway authorities for their removal; and
- (c) the measures proposed to be taken by the Government to ensure that language usage in railway establishments in non-Hindi speaking States and Union Territories including Puducherry reflects local linguistic sensitivities and complies with existing official language policies?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION

TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): Indian Railways follows the policy laid down by the Department of Official Language, Ministry of Home Affairs, which is the nodal ministry. As per their policy in Regions 'B' & 'C' (i.e. non-Hindi speaking states) Sign Boards, Name Boards etc. should be displayed in Regional Language, Hindi and English.

The arch at the entry gate of Tiruchirappalli Divisional Railway Office was widened and reconstructed for easy movement and convenience of public and staff, displaying information in Tamil, Hindi and English, in line with the Official Language Implementation Policy.

MEGA COACHING TERMINAL SCHEME IN RAILWAYS**5362. SHRI DULU MAHATO:**

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

- (a) the criteria and parameters set by the Government for selection of stations under the Mega Coaching Terminal Scheme in the Railways;
- (b) whether it is a fact that Dhanbad station was recommended by East Central Railway for creation of a Mega Coaching Terminal under the said scheme and if so, the details thereof; and
- (c) if not, the reasons for not selecting Dhanbad station despite its high passenger and coaching traffic and fulfilling the prescribed criteria?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION

TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): The Coaching Terminals/Coaching Maintenance Depots are planned and executed based on anticipated passenger footfall, traffic trends, operational & maintenance requirements and requirements for further development.

Average daily footfall at Dhanbad Junction Railway Station is about 53,000 passengers. To cater these passengers, Dhanbad Junction Railway Station is currently having following facilities:

- 15 Lines
- 08 Platforms
- Waiting Hall
- Foot Over Bridge
- Lift
- Drinking water arrangement, water booth, urinal, lavatory etc.

At present, the washing pit-line facilities available at Dhanbad (04-Pit lines), Barkakhana(01-Pit line) and Gomoh(01-Pit line) are sufficient to cater to the present requirement of trains at Dhanbad and its nearby area.

Further, the works of widening of platform no. 8 and extension of Foot Over Bridge from platform no. 6/7 to platform no. 8 have been taken up.

Trains serving Dhanbad Junction Railway Station:

Dhanbad Junction Railway station is presently being served by 146 train services as under:

SN	Train Number and Name
1	11045 Kolhapur - Dhanbad Express
2	11046 Dhanbad - Kolhapur Express
3	11447 Jabalpur - Howrah Express
4	11448 Howrah - Jabalpur Express
5	11631 Bhopal - Dhanbad Express
6	11632 Dhanbad - Bhopal Express
7	12019 Howrah - Ranchi Shatabdi Express
8	12020 Ranchi - Howrah Shatabdi Express
9	12175 Howrah - Gwalior Express
10	12176 Gwalior - Howrah Express
11	12177 Howrah - Mathura Express
12	12178 Mathura - Howrah Express
13	12259 Sealdah - Bikaner Durgam Express
14	12260 Bikaner - Sealdah Durgam Express
15	12301 Howrah - New Delhi Rajdhani Express
16	12302 New Delhi - Howrah Rajdhani Express
17	12307 Howrah - Jodhpur Express
18	12308 Jodhpur - Howrah Express
19	12311 Howrah - Kalka Express
20	12312 Kalka - Howrah Express
21	12313 Sealdah - New Delhi Rajdhani Express
22	12314 New Delhi - Sealdah Rajdhani Express
23	12319 Kolkata - Gwalior Express
24	12320 Gwalior - Kolkata Express
25	12321 Howrah - CSMT(Mumbai) Express
26	12322 CSMT(Mumbai) - Howrah Express
27	12323 Howrah - Barmer Express
28	12324 Barmer - Howrah Express
29	12329 Sealdah - Anand Vihar (T) Express
30	12330 Anand Vihar (T) - Sealdah Express
31	12339 Howrah - Dhanbad Express
32	12340 Dhanbad - Howrah Express
33	12353 Howrah - Lalkua Express
34	12354 Lalkua - Howrah Express

35	12357 Kolkata - Amritsar Express
36	12358 Amritsar- Kolkata Express
37	12371 Howrah - Bikaner Express
38	12372 Bikaner - Howrah Express
39	12379 Sealdah - Amritsar Express
40	12380 Amritsar - Sealdah Express
41	12381 Howrah - New Delhi Express
42	12382 New Delhi - Howrah Express
43	12495 Bikaner - Kolkata Express
44	12496 Kolkata - Bikaner Express
45	12937 Gandhidham - Howrah Express
46	12938 Howrah - Gandhidham Express
47	12941 Bhavnagar (T) - Asansol . Express
48	12942 Asansol -. Bhavnagar (T) Express
49	12987 Sealdah - Ajmer Express
50	12988 Ajmer - Sealdah Express
51	13009 Howrah - Yog Nagari Rishikesh Express
52	13010 Yog Nagari Rishikesh - Howrah Express
53	13025 Howrah - Bhopal Express
54	13026 Bhopal - Howrah Express
55	13065 Howrah - Anand Vihar (T) Amrit Bharat
56	13066 Anand Vihar (T) - Howrah Amrit Bharat
57	13151 Kolkata - Jammu Tawi Express
58	13152 Jammu Tawi - Kolkata Express
59	13167 Kolkata - Agra Cantt. Express
60	13168 Agra Cantt. - Kolkata Express
61	13301 Dhanbad - Adityapur Express
62	13302 Adityapur - Dhanbad Express
63	13303 Dhanbad - Ranchi Express
64	13304 Ranchi - Dhanbad Express
65	13305 Dhanbad - Sasaram Express
66	13306 Sasaram - Dhanbad Express
67	13307 Dhanbad - Firozpur Cantt. Express
68	13308 Firozpur Cantt - Dhanbad Express
69	13319 Dumka - Ranchi Express

70	13320 Ranchi - Dumka Express
71	13329 Dhanbad - Patna Express
72	13330 Patna - Dhanbad Express
73	13331 Dhanbad - Patna Express
74	13332 Patna - Dhanbad Express
75	13351 Dhanbad - Alappuzha Express
76	13352 Alappuzha - Dhanbad Express
77	13403 Ranchi - Bhagalpur Express
78	13404 Bhagalpur - Ranchi Express
79	13425 Malda Town - Surat Express
80	13426 Surat - Malda Town Express
81	13503 Bardhaman - Hatia Express
82	13504 Hatia - Bardhaman Express
83	13545 Asansol - Gaya Express
84	13546 Gaya - Asansol Express
85	13553 Asansol - Varanasi Express
86	13554 Varanasi - Asansol Express
87	15027 Sambalpur - Gorakhpur Express
88	15028 Gorakhpur - Sambalpur Express
89	15661 Ranchi - Kamakhya Express
90	15662 Kamakhya - Ranchi Express
91	17005 Hyderabad - Raxaul Express
92	17006 Raxaul - Hyderabad Express
93	17007 Charlapalli - Darbhanga Express
94	17008 Darbhanga - Charlapalli Express
95	17321 Vasco Da Gama - Jasidih Express
96	17322 Jasidih - Vasco Da Gama Express
97	18019 Jhargram - Dhanbad Express
98	18020 Dhanbad - Jhargram Express
99	18105 Rourkela - Jaynagar Express
100	18106 Jaynagar - Rourkela Express
101	18119 Tatanagar - Jaynagar Express
102	18120 Jaynagar - Tatanagar Express
103	18185 Tatanagar - Godda Express
104	18186 Godda - Tatanagar Express

105	18603 Ranchi - Godda Express
106	18604 Godda - Ranchi Express
107	18619 Ranchi - Godda Express
108	18620 Godda - Ranchi Express
109	18621 Patna - Hatia Express
110	18622 Hatia - Patna Express
111	18629 Ranchi - Gorakhpur Express
112	18630 Gorakhpur - Ranchi Express
113	19413 Ahmedabad - Kolkata Express
114	19414 Kolkata - Ahmedabad Express
115	19607 Kolkata - Madar Express
116	19608 Madar - Kolkata Express
117	20975 Howrah - Agra Cantt Express
118	20976 Agra Cantt. - Howrah Express
119	22303 Howrah - Gaya Vande Bharat Express
120	22304 Gaya - Howrah Vande Bharat Express
121	22307 Howrah - Bikaner Express
122	22308 Bikaner - Howrah Express
123	22317 Sealdah - Jammu Tawi Express
124	22318 Jammu Tawi - Sealdah Express
125	22323 Kolkata - Ghazipur City Express
126	22324 Ghazipur City - Kolkata Express
127	22387 Howrah - Dhanbad Express
128	22388 Dhanbad - Howrah Express
129	22911 Indore - Howrah Express
130	22912 Howrah - Indore Express
131	53323 Sindri Town - Dhanbad Passenger
132	53324 Dhanbad - Sindri Town Passenger
133	53327 Sindri Town - NSCB Gomoh Passenger
134	53328 NSCB Gomoh - Sindri Town Passenger
135	53333 Sindri Town - Dhanbad Passenger
136	53334 Dhanbad - Sindri Town Passenger
137	53339 Chandrapura - Dhanbad Passenger
138	53340 Dhanbad - Chandrapura Passenger
139	63541 Asansol - NSCB Gomoh MEMU

140	63542 NSCB Gomoh - Asansol MEMU
141	63543 Asansol - NSCB Gomoh MEMU
142	63544 NSCB Gomoh - Asansol MEMU
143	63555 Asansol - Barkakana MEMU
144	63556 Barkakana - Asansol MEMU
145	68087 Bishnupur - Dhanbad MEMU
146	68088 Dhanbad - Bankura MEMU

Amrit Bharat Station Scheme:

Dhanbad station, located in Jharkhand, has been identified for development under Amrit Bharat Station Scheme. Currently, Dhanbad station is under master planning stage. Master Planning is an iterative process requiring optimization and the time frame and other details for such optimization cannot be indicated at this stage.

Development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc. Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1,338 stations have been identified for development under this scheme, out of which, 57 stations including Dhanbad station, are located in

Jharkhand. The names of stations identified for development under Amrit Bharat Station Scheme in Jharkhand are as following:

State	No. of Stations	Name of Stations
Jharkhand	57	Balsiring, Bano, Barajamda Jn, Barkakana, Basukinath, Bhaga, Bokaro Steel City , Chaibasa, Chakradharpur, Chandil, Chandrapura, Daltonganj, Dangoaposi, Deoghar, Dhanbad, Dumka, Gamharia, Gangaghat, Garhwa Road, Garhwa Town, Ghatsila, Giridih, Godda, Govindpur Road, Haidar Nagar, Hatia, Hazaribagh Road, Jamtara, Japla, Jasidih Jn, Katrasgarh, Koderma Jn, Kumardubi, Latehar, Lohardaga, Madhupur Jn, Manoharpur, Muhammad Ganj, Muri Jn, N.S.C.B. Jn Gomoh, Nagar Untari, Namkom, Orga, Pakur, Parasnath, Piska, Rajkharswan, Rajmahal, Ramgarh Cantt, Ranchi Jn, Sahibganj, Sankarpur, Silli, Sini, Tatanagar, Tatisilwai, Vidyasagar

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Jharkhand have been taken up at a good pace. Till now, 09 stations in Jharkhand have been completed. The name of stations completed in Jharkhand are as following:

State	No. of stations	Name of stations
Jharkhand	09	Godda, Govindpur Road, Lohardaga, Madhupur Jn, MuriJn, Piska, Rajmahal, Sahibganj, Sankarpur

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

- **Chakradharpur station:** The works of new second entry station building, platform surfacing, approach road, drinking water, compound wall and entry/exit gate have been completed. The works of toilet block, circulating area and parking have been taken up.
- **Chaibasa station:** The works of platform extension and surfacing have been completed. The works of station building, new platform, circulating area, parking, approach road and entry/exit have been taken up.
- **Dangoaposi station:** The works of approach road and drinking water booth have been completed. The works of improvement of station building, platform extension and surfacing, approach road and entry/exit gate have been taken up.
- **Manoharpur station:** The works of new station building, platform extension and surfacing, circulating area, parking, approach road and entry/exit gate have been taken up.
- **Rajkharswan station:** The works of new station building, platform shelter, platform surfacing, circulating area, parking, approach road, entry/exit road and 12 m Foot Over Bridge have been taken up.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe

lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise, or constituency wise or state-wise. Jharkhand is covered under the jurisdiction of three railway zones, namely, Eastern Railway, East Central Railway, and South Eastern Railway. For these zones, an allocation (Revised Estimate) of ₹ 1,469 crore has been made for the financial year 2025-26, out of which an expenditure of ₹ 1,447 crore (up to February, 2026) has been incurred so far.

INFRASTRUCTURE DEVELOPMENT AND TECHNOLOGY INTEGRATION UNDER PMJVK

5363. SHRI JASHUBHAI BHILUBHAI RATHVA:

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

- (a) the details of the specific advanced technological facilities such as Artificial Intelligence (AI) and 5G laboratories approved for creation under the Pradhan Mantri Jan Vikas Karyakram (PMJVK);
- (b) the manner in which the Government is ensuring accountability and

transparency in the monitoring of ongoing infrastructure projects through digital portals;

- (c) whether there has been a significant release of funds for community infrastructure projects in minority concentrated areas during the financial year 2025-26 and if so, the details thereof; and
- (d) the time by which the Government plan to complete the establishment of Centres of Excellence for preservation of classical languages and manuscripts?

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

(a) : Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme implemented by the Ministry of Minority Affairs for creation of community infrastructure in Minority Concentration Areas across sectors such as education, health, skill development, women-centric projects and other basic amenities.

To strengthen digital skills, research and employment opportunities, the Ministry has approved establishment of high-end technological infrastructure and research facilities at Dr. B. R. Ambedkar National Institute of Technology (NIT), Jalandhar, Punjab. The approved facilities include laboratories and infrastructure relating to 5G and Beyond Technologies, Cyber Security, Mobile Application Development, Smart Classrooms and Electric Vehicles, with a total approved cost of Rs. 39.63 crore.

(b): To ensure accountability and transparency in project implementation, the

Ministry has developed a dedicated PMJVK Portal, which provides an end-to-end digital platform for monitoring the entire project lifecycle from proposal submission to approval, fund release and completion. States/UTs upload real-time progress reports, geo-tagged photographs and milestone updates on the portal.

In addition, the NIGRANI Mobile App has been launched to facilitate field-level reporting through geo-tagged photographs and data uploads directly from project sites. These digital platforms enable real-time monitoring, enhance transparency and support timely corrective action wherever required.

(c): Yes, Sir. During the financial year 2025-26, the Ministry has released Rs.1,138.88 crore to States/UTs for implementation of projects under PMJVK. The funds are released through the State Nodal Account (SNA) mechanism to facilitate efficient utilization for approved community infrastructure projects.

(d): Four Centres of Excellence for Conservation of Classical Languages and Manuscripts have been approved at University of Mumbai, University of Delhi, Gujarat University and Devi Ahilya Vishwavidyalaya with a total approved cost of Rs. 142.11 crore. These Centres aim to provide facilities for manuscript preservation, research, digitization and documentation, along with development of digital repositories to promote academic research and long-term conservation of classical languages and manuscripts.

COMMERCIAL COAL MINING

5364. DR. BHOLA SINGH:

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

- (a) the details of number of coal blocks allocated under the Commercial Coal Mining Policy and the number of such blocks that have commenced production so far;
- (b) the penalties imposed for delays in achieving production milestones by the allottees;
- (c) the measures taken by the Government to achieve the national coal production target of 1.31 billion tonnes for the Financial Year 2026-27; and
- (d) the steps taken by the Government to reduce dependence on imported coal and strengthen domestic supply to the power and industrial sectors?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Total 131 blocks have been successfully allocated under Commercial Coal Mining Policy. The state wise number of allocated coal blocks is as follows:

State	Number of Mines
Jharkhand	35
Madhya Pradesh	30
Odisha	25
Chattisgarh	23
Maharashtra	11
West Bengal	3
Assam	2

Arunachal Pradesh	2
Total	131

Out of the 131 allocated coal blocks, as on February, 2026, 21 blocks have obtained Mine Opening Permission, of which 12 coal blocks have commenced production.

(b): In respect of commercial coal mines allocated under the Commercial Coal Mining Policy, no penalty has been imposed on any allottee for delays in achieving production milestones to date. This is due to the fact that no shortfall from the target production, as specified in the respective approved mining plans, has been observed.

(c) and (d): To accelerate mine operationalisation, several key reforms have been introduced by Ministry, including Single Window clearance system, integration of Consent to Establish with Environment Clearance, removal of procedural bottlenecks in Geological Report approvals, and delegation of Mine Opening Permission to company boards. Further, 44 accredited private agencies have been permitted for exploration activities, and coking coal has been classified as a critical mineral to fast-track clearances.

A structured framework under the Coal Mine Development and Production Agreement (CMDPA) ensures time-bound development through defined milestones, performance security mechanisms, and incentives such as 50% rebate on early production, supported by continuous monitoring through a Project Monitoring Unit (PMU) and regular stakeholder reviews.

To further augment production, Coal India Limited (CIL) is expanding existing mines, undertaking new projects, and adopting modern mining technologies such as Mass Production Technologies (MPT), including Continuous Miners and Highwall mining.

As a result of these measures, coal production has crossed a historic milestone of 1 Billion Tonne, reaching 1047.38 MT in FY 2024–25, reflecting the impact of sustained reforms. Further, coal imports have declined by approximately 8%, from 264.53 MT in 2023–24 to 243.63 MT in 2024–25. Additionally, domestic coal availability is being enhanced through revised SHAKTI Policy (2025) for power sector linkages, coking coal linkages for steel, and broader access via SWMA auctions and Fuel Supply Agreements, thereby reducing reliance on imported coal and strengthening domestic supply.

SUPPLY OF FORTIFIED RICE UNDER PMGKAY AND OTHER WELFARE SCHEMES

5365. SHRI ARVIND DHARMAPURI:

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

- (a) whether the Government has temporarily discontinued or paused the supply of Fortified Rice Kernels (FRKs) under the Pradhan Mantri Garib Kalyan Anna Yojana and other welfare schemes of the Government;
- (b) if so, the reasons for the temporary discontinuation or pause in the supply of fortified rice under these schemes;

- (c) whether the Government has undertaken any review or assessment regarding the implementation, quality standards or supply chain of fortified rice during this period;
- (d) whether the Government proposes to resume the distribution of fortified rice under the Pradhan Mantri Garib Kalyan Anna Yojana and other welfare schemes and if so, the expected timeline for its resumption; and
- (e) whether the Government maintains details regarding the number of Bureau of Indian Standards (BIS) compliant against Fortified Rice Kernel (FRK) manufacturing units in the country and if so, the details thereof, State-wise?

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

(a) to (c): Yes Sir, a study was assigned by the Government to IIT Kharagpur to assess the shelf life of Fortified Rice Kernels (FRK) and Fortified Rice (FR) under actual storage conditions in diverse agro climatic zones in the country. The report concludes that factors such as moisture content, storage conditions, temperature, relative humidity and packaging material critically influence the stability and shelf life of Fortified Rice Kernels (FRK) and Fortified Rice (FR). They are susceptible to micronutrient reduction and shortening of shelf life during prolonged storage and routine handling. This reduction is rendering the effective shelf life shorter than expected and, in turn, limiting the intended nutritional outcomes. Considering procurement volumes and annual offtake,

rice remains in storage for two to three years.

The Government has reviewed the implementation of rice fortification under the Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) and other welfare schemes of the Government of India. Based on this review, it has been decided to temporarily discontinue the procurement of fortified rice under PMGKAY and Other Welfare Schemes. This does not entail any reduction in foodgrains entitlements and will not affect operations under the PDS, Integrated Child Development Services (ICDS), or Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme.

(d): No Sir, as of now, no such proposal is under consideration.

(e): No Sir, the Department of Food and Public Distribution does not maintain such details.

INTEGRATION OF BHARATNET PROJECT WITH NATIONAL OPTICAL FIBRE NETWORK

5366. DR. KALANIDHI VEERASWAMY:

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

- (a) the present status of implementation of the BharatNet project aimed at providing high-speed broadband connectivity across the country and the extent to which urban and peri-urban areas have been integrated with the national optical fibre network;
- (b) whether the Government has undertaken any specific initiatives to extend the benefits of the scheme to densely populated urban constituencies

such as the North Chennai Lok Sabha Constituency where affordable and reliable internet connectivity is critical for students, small businesses, fishermen communities and informal sector workers;

- (c) if so, the details of optical fibre infrastructure, public Wi-Fi hotspots and last-mile connectivity created in Chennai district during the last three years along with the funds allocated and utilised; and
- (d) the steps proposed to strengthen digital inclusion, improve network reliability and ensure affordable broadband access in underserved urban pockets under the scheme?

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

(a): Total number of Gram Panchayats (GPs) made service-ready under BharatNet Project in Phase-I and Phase-II across the country till 28.02.2026 is 2,14,921, which includes 10,886 GPs of Tamil Nadu.

(b) to (d): BharatNet project is being implemented in a phased manner to create network to connect all the Gram Panchayats (GPs)/ Villages in the country. Amended BharatNet program (ABP) is being implemented in the country to provide connectivity to all inhabited GPs and to non-GP villages on a demand basis. The infrastructure created under the project is a national asset, accessible on a non-discriminatory basis to the Service Providers, and the same can be utilized to provide broadband services, such as Fiber to the Home (FTTH) connections, leased lines, dark fiber, backhaul to mobile towers,

etc. in the rural areas.

OBJECTIVES OF PRADHAN MANTRI JAN VIKAS KARYAKRAM

5367. SHRI BALWANT BASWANT WANKHADE:

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

- (a) the details of the aims and objectives of the Pradhan Mantri Jan Vikas Karyakram and the works sanctioned and completed under the Programme in Amravati, Solapur, Satara and Yavatmal districts of Maharashtra during the last three years and the current year, district-wise;
- (b) the details of the funds allocated, released and utilised under PMJVK in the said districts during the above period, district and year-wise;
- (c) whether the Government has evaluated the physical and financial performance of PMJVK in these districts and if so, the details and the outcome of such evaluation; and
- (d) the steps taken by the Government to improve fund utilisation, ensure timely completion of projects and enhance the impact of PMJVK in minority-concentrated areas of the said districts?

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

(a) and (b): Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme and a flagship programme of the Ministry of Minority Affairs aimed at creation of community infrastructure in Minority Concentration Areas across the country. The scheme focuses on improving the quality of life

of minority communities by developing infrastructure in sectors such as Health, Education, Skill Development, Women-centric projects, Drinking Water Supply, Sanitation, Sports, Renewable Energy, Tourism, Animal Husbandry and other need-based community assets.

PMJVK is a demand-driven scheme, under which projects are considered and approved on the basis of proposals received from the respective State Governments/ Union Territory Administrations, subject to fulfilment of scheme guidelines.

In this regard, it is stated that no projects have been sanctioned under PMJVK during the last three years and the current year in the districts of Amravati, Solapur, Satara and Yavatmal in the State of Maharashtra. Further, as PMJVK is a demand-driven scheme, no district-wise allocation of funds is made. However, funds are released to States/UTs based on approved projects and their implementation progress. The year-wise details of funds released to the State of Maharashtra under PMJVK during the last three years and the current year are as under:

(Rs. in Lakh)				
2022-23	2023-24	2024-25	2025-26	Mother Sanctions issued as per SNA Sparsh 2025-26 as on 20.03.2026
-	-	2000.00	6000.00	5500.00

(c) and (d): Under PMJVK, the execution, operation and maintenance of

approved projects are the responsibility of the respective State Governments/Union Territory Administrations. The Ministry monitors the progress of projects through periodic review meetings with States/UTs to assess both physical and financial progress. In addition, national workshops are organized to facilitate effective implementation and timely completion of projects. States/UTs are also advised to expedite implementation, drop non-viable projects where necessary, and utilize the available funds for completion of ongoing sanctioned projects under PMJVK.

To ensure accountability and transparency in project implementation, the Ministry has developed a dedicated PMJVK Portal, which provides an end-to-end digital platform for monitoring the entire project lifecycle from proposal submission to approval, fund release and completion. States/UTs upload real-time progress reports, geo-tagged photographs and milestone updates on the portal.

In addition, the NIGRANI Mobile App has been launched to facilitate field-level reporting through geo-tagged photographs and data uploads directly from project sites. These digital platforms enable real-time monitoring, enhance transparency and support timely corrective action wherever required. The funds are released through the State Nodal Account (SNA) mechanism to facilitate efficient utilization for approved community infrastructure projects.

INVESTMENT FOR NUCLEAR POWER GENERATION

5368. SHRIMATI SATABDI ROY BANERJEE:

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

- (a) whether it is a fact that India will require an investment of about USD 217 billion to achieve its nuclear power capacity targets by the year 2047 and if so, the details thereof;
- (b) the current nuclear power capacity, targets set for the years 2030, 2040 and 2047 along with the progress made so far; and
- (c) the details of the sources of funding proposed for this expansion including the role envisaged for public investment, PSUs and private participation?

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

(a): A nuclear power capacity of about 90 GW is to be added in the period upto 2047 to achieve the target of Nuclear Energy Mission of 100 GW by 2047. The exact investment can only be determined after each of the project proposals are finalised.

(b): The present installed nuclear power capacity is 8.78 GW (excluding RAPS-1). The present target is to achieve a capacity of about 22 GW by 2031-32 by progressive completion of projects presently at various stages of implementation. The target set for 2047 is 100 GW. A roadmap has been

drawn up for the same.

(c): The Government has enacted the SHANTI Act to enable wider participation in nuclear power, both by public and private sector. Of the total capacity of 100 GW planned, about 54 GW is planned to be set up by NPCIL and the balance by companies in the public and private sector.

MANUFACTURING OF GRAPHICS PROCESSING UNITS

5369. DR. SHASHI THAROOR:

Will the **MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY** be pleased to state:

- (a) the total number of Graphics Processing Units (GPUs) imported into the country during the last five years, year and country-wise, along with the total expenditure incurred thereon;
- (b) the number of companies, start-ups, academic institutions and Government agencies currently accessing subsidised compute facilities under the IndiaAI Mission including through the AI Compute Portal along with the number of such beneficiaries categorised as start-ups and MSMEs;
- (c) whether the Government has formulated any roadmap for the indigenous design and manufacturing of GPUs and AI accelerators under initiatives such as the Semicon India Programme; and
- (d) if so, the details thereof, including proposed timelines for establishing fabrication facilities and the technology nodes targeted?

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

(a) to (d): Government of India launched IndiaAI mission with outlay of Rs.

10,372 crore for the development of the overall AI ecosystem in the country.

With India's push to democratise Artificial Intelligence and expand compute capacity, along with the rapid growth of data centres and cloud infrastructure, there has been a corresponding increase in demand for high-performance compute resources, including Graphics Processing Units (GPUs). Under the IndiaAI Mission, more than 38 thousand GPUs for common compute facility have been onboarded through the AI compute portal, which are being provided to Indian start-ups and academia at an affordable rate. GPUs are highly advanced equipment and are primarily manufactured in one country.

Total 190 projects have been approved under the IndiaAI Mission. Out of these 78 projects are with Government entities, 46 projects are with Startups & MSMEs, 30 projects are with early-stage startups, 27 projects are with Researchers or academia, 5 projects are with students, and 4 projects are with early-stage researchers.

To strengthen indigenous capabilities in HPC (High Performance Computing) and AI, the design and development of processors, GPGPUs (General-Purpose Graphics Processing Units), and accelerators, the projects under NSM (National Supercomputing Mission) have been initiated based on

the RISC-V open-source instruction set architecture.

Guided by Hon'ble PM vision, Government has introduced Semicon India Programme for the development of semiconductor and display manufacturing ecosystem in the country. 10 Semiconductor manufacturing units have been approved under the Programme. Out of this, commercial production from 1 unit and pilot production from 3 units has already been started. Tata Electronics Private Limited (TEPL) is setting up a Semiconductor Fab facility in Gujarat with an investment of Rs. 91,526 crore. The targeted Technology Nodes are from 110 nm to 28 nm with a proposed total capacity of 50,000 Wafer Starts Per Month (WSPM).

The Government is promoting semiconductor design capabilities through the Design Linked Incentive (DLI) Scheme, which aims to support domestic companies, start-ups, and MSMEs in designing semiconductor IP cores, ASICs (Application-Specific Integrated Circuits), SoCs (System on Chip), and semiconductor-linked designs through a three-tier framework, comprising:

- i. Design Infrastructure Support with access to EDA tools, IP cores, MPW services, and prototyping facilities;
- ii. Product Design Linked Incentive offering reimbursement of up to 50% of eligible project costs, capped at Rs. 15 crore per application; and
- iii. Deployment Linked Incentive providing reimbursement of net sales turnover ranging from 6% to 4% over five years, capped at Rs. 30 crore per application.

Under the DLI Scheme:

- i. 24 projects have been approved for the design of semiconductor chips and SoCs for sectors such as video surveillance, drone detection, energy metering, microprocessors, satellite communications, and broadband and IoT SoCs. Out of these, 14 companies have raised venture capital funding to scale up and productize their solutions.
- ii. 103 fabless chip design companies have been supported with access to advanced chip design infrastructure.
- iii. 7 chips have been successfully fabricated out of 16 designs taped out across multiple foundries, including advanced nodes such as 12 nm at TSMC.
- iv. 10 patents have been filed, and 140+ reusable semiconductor IP cores developed, serving as critical enablers for advanced chip design.

एबीएसएस के अंतर्गत दिल्ली के रेलवे स्टेशनों का आधुनिकीकरण

5370. श्री रामवीर सिंह बिधूड़ी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) अमृत भारत स्टेशन योजना के अंतर्गत दिल्ली के 13 रेलवे स्टेशनों के लिए किए जा रहे आधुनिकीकरण कार्यों की वर्तमान प्रगति का ब्यौरा क्या है;
- (ख) क्या सरकार का दिल्ली के अन्य शेष स्टेशनों को भी उक्त योजना के अंतर्गत शामिल करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) क्या दक्षिण दिल्ली में तुगलकाबाद रेलवे स्टेशन के ऐतिहासिक स्वरूप और उक्त स्टेशन पर संपर्क सड़क तथा अन्य सुविधाओं के अभाव को देखते हुए इसके आधुनिकीकरण की कोई योजना लंबित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): रेल मंत्रालय ने स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है। अब तक, अमृत भारत स्टेशन योजना के अंतर्गत विकास करने के लिए कुल 1338 स्टेशनों को चिह्नित किया गया है, जिनमें से 13 स्टेशन दिल्ली में स्थित हैं। दिल्ली में अमृत भारत स्टेशन योजना के अंतर्गत विकास करने हेतु चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	अमृत स्टेशनों की संख्या	अमृत स्टेशनों के नाम
दिल्ली	13	आदर्श नगर दिल्ली, आनंद विहार, बिजवासन, दिल्ली, दिल्ली कैंट, दिल्ली सराय रोहिल्ला, दिल्ली शाहदरा, हज़रत निज़ामुद्दीन, नरेला, नई दिल्ली, सब्जी मंडी, सफदरजंग, तिलक ब्रिज

दिल्ली में स्थित कुछ स्टेशनों का विकासात्मक कार्य निम्नानुसार है:

- सफदरजंग: सिगनल एवं दूरसंचार भवन का निर्माण कार्य पूरा किया गया है और इसे परिचालित कर दिया गया है। स्टेशन भवन का कार्य पूरा किया गया है और परिष्करण कार्य शुरू किया गया है। परिचालनिक भवन का संरचनात्मक कार्य पूरा किया गया है। एयर कॉनकोर्स की नींव संबंधी कार्य और स्तंभों का निर्माण पूरा किया गया है तथा गार्डर का प्रक्षेपण का कार्य शुरू किया गया है। प्रस्थान प्लाजा कैनोपी का निर्माण कार्य पूरा किया गया है। प्लैटफॉर्म शेल्टर का प्रावधान, परिचलन सुधार और पहुंच मार्ग का कार्य शुरू किया गया है।
- बिजवासन: स्टेशन भवन का संरचनात्मक कार्य और एयर कॉनकोर्स को पूरा किया गया है और परिष्करण कार्य शुरू कर दिए गए हैं। प्लेटफॉर्म शेल्टर का कार्य शुरू कर दिया गया है। बिजली उप-स्टेशन का संरचनात्मक कार्य पूरा हो किया गया है और ट्रेंच बिछाने का कार्य शुरू कर दिया गया है। सीवेज ट्रीटमेंट प्लांट और सबवे का संरचनात्मक कार्य

पूरा किया गया है और परिष्करण कार्य शुरू कर दिया गया है।

- दिल्ली कैंट: स्टेशन भवन के पूर्वी भाग की ओर (भाग 1) का संरचनात्मक कार्य और आवासीय क्वार्टर का संरचनात्मक कार्य पूरा कर लिया गया है। स्टेशन भवन के पूर्वी भाग की ओर (भाग 2) का संरचनात्मक कार्य, एलिवेटेड रोड, आगमन और प्रस्थान कॉनकोर्स, रेलवे क्वार्टरों का परिष्करण कार्य, बाहरी विकास का निष्पादन, प्लेटफार्म का नवीकरण कार्य, ओवरहेड टैंक और स्टेशन भवन के पूर्वी भाग की ओर (भाग 1) का परिष्करण कार्य शुरू किया गया है।
- नरेला स्टेशन: प्लेटफार्म शेल्टर, प्लेटफार्म सतह, आधुनिक शौचालय, परिचलन क्षेत्र, पार्किंग और दिव्यांगजन सुविधाओं का कार्य शुरू किया गया है।
- सब्जी मंडी स्टेशन: नए स्टेशन भवन, प्लेटफार्म शेल्टर, प्लेटफार्म सतह, आधुनिक शौचालय, परिचलन क्षेत्र, पार्किंग, दिव्यांगजन सुविधाओं, लिफ्ट और 12 मीटर चौड़े पैदल पार पुल का कार्य शुरू किया गया है।
- तिलक ब्रिज स्टेशन: नए स्टेशन भवन, प्लेटफार्म शेल्टर, प्लेटफार्म सतह, आधुनिक शौचालय, परिचलन क्षेत्र, पार्किंग, दिव्यांगजन सुविधाओं और लिफ्ट का कार्य शुरू किया गया है।
- नई दिल्ली: अजमेरी गेट की ओर ठहराव क्षेत्र की व्यवस्था का कार्य पूरा हो गया है और पहाड़गंज की ओर स्टेशन भवन का एक भाग को तोड़कर गिराने के लिए कार्यालयों और यात्री सुविधाओं के परिवर्तन का कार्य पूरा किया गया है। पहाड़गंज की ओर दो बेसमेंट के निर्माण का कार्य, एलिवेटेड रोड का फाउंडेशन कार्य भी शुरू किया गया है।

मास्टर प्लान के अंतर्गत चुने गए स्टेशनों का कार्य विभिन्न चरणों में है। मास्टर प्लानिंग एक पुनरावृत्ति प्रक्रिया है जिसे इष्टतम करने की आवश्यकता होती है और इस चरण में इष्टतम करने के लिए समय सीमा इंगित करना संभव नहीं है।

अमृत भारत स्टेशन योजना में दीर्घकालिक दृष्टिकोण से स्टेशनों का निरंतर विकास करना शामिल है। इस योजना में स्टेशनों में सुधार लाने के लिए मास्टर प्लान तैयार करना और इन्हें चरणबद्ध रूप में कार्यान्वित करना शामिल है। प्रत्येक स्टेशनों पर आवश्यकता को ध्यान में रखते हुए तैयार मास्टर प्लान में निम्नलिखित कार्य शामिल हैं:-

- स्टेशन तक पहुंच और परिचलन क्षेत्र में सुधार
- शहर के दोनों ओर स्टेशन का एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, वाटर बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े पैदल पार पथ/एयर कॉन्कोर्स का प्रावधान
- लिफ्ट/एस्केलेटर/रैंप का प्रावधान
- प्लेटफार्म की सतह में सुधार/प्रावधान और प्लेटफार्म पर कवर
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र, मल्टीमॉडल एकीकरण
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक स्टेशन पर आवश्यकता को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि का प्रावधान

इस योजना में स्थायी और पर्यावरण अनुकूल समाधान, आवश्यकतानुसार, चरणबद्ध तरीके से तथा व्यवहार्यता के अनुसार गिड्री रहित रेलपथ आदि का प्रावधान और दीर्घावधि में स्टेशन पर सिटी सेंटर का निर्माण भी शामिल है।

तुगलकाबाद स्टेशन पर, हाल ही में दिव्यांगजन सुविधाओं के प्रावधान के लिए स्पर्शनीय पथ, मानक संकेतक, पार्किंग, शौचालय तक पहुंचने वाले रैंप प्रदान करने के कार्य स्वीकृत किए गए हैं। रेल परिसर के भीतर आने वाली सड़कों का अनुरक्षण समय-समय पर किया जाता है। बहरहाल, रेल की सीमा के बाहर आने वाली सड़कों को संरक्षित करने का कार्य राज्य सरकार या स्थानीय प्राधिकरणों के अधिकार क्षेत्र में आता है।

इसके अलावा, भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में पारस्परिक प्राथमिकता और निधियों की उपलब्धता के अध्यधीन आवश्यकतानुसार कार्य किए जाते हैं। स्टेशन का विकास/पुनर्विकास/ उन्नयन/आधुनिकीकरण स्टेशन की कोटि/अवस्था/संभाले गए यातायात आदि के आधार पर किया जाता है।

इसके अलावा, रेलवे स्टेशनों का विकास/पुनर्विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए फायर क्लीयरेंस, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करना, (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं) अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के नजदीक किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं। अतः, इस समय कोई समय-सीमा नहीं बताई जा सकती है।

भ्रामक विज्ञापन

5371. डॉ. आनन्द कुमार गोंडः

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

- (क) क्या सरकार को इस बात की जानकारी है कि केन्द्रीय उपभोक्ता संरक्षण प्राधिकरण द्वारा हाल ही में शिशुओं/बच्चों के बौद्धिक विकास के लिए अवैज्ञानिक और भ्रामक दावे करने वाली एक एडटेक कंपनी के विरुद्ध कार्रवाई की गई थी, हालांकि ऐसी कार्रवाई करने से पहले ही कंपनी बड़ी संख्या में उपभोक्ताओं को आकर्षित कर चुकी थी;
- (ख) यदि हां, तो क्या सरकार ने यह आकलन किया है कि 8-15 लाख रुपये का अपेक्षाकृत कम जुर्माना कुछ बड़ी वाणिज्यिक कंपनियों के लिए प्रभावी निवारक सिद्ध नहीं हो रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) उपभोक्ताओं को भ्रामक विज्ञापनों के प्रति सचेत करने के लिए ई-जागृति पोर्टल के माध्यम से अब तक हुई प्रगति का ब्यौरा क्या है; और
- (घ) क्या सरकार का ऐसे मामलों को प्रभावी रूप से रोकना सुनिश्चित करने के लिए भ्रामक विज्ञापन देने वाली कंपनियों के राजस्व या कारोबार के अनुपात में उनके लिए दंड निर्धारित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क) से (घ): केंद्रीय उपभोक्ता संरक्षण प्राधिकरण (सीसीपीए) ने 'रेजिंग सुपरस्टार्स एंटरप्राइजेज प्राइवेट लिमिटेड' पर भ्रामक विज्ञापनों और उपभोक्ता अधिकारों के उल्लंघन के लिए ₹8 लाख का जुर्माना लगाया है, यह उनके "प्रॉडिजी फ्रेमवर्क प्रोग्राम" से संबंधित है, जिसमें "3 महीने में घुटनों के बल चलना", "8 महीने में चलना" और "18 महीने तक 200 से ज़्यादा शब्दों की शब्दावली का उपयोग करना" जैसे दावे किए गए थे।

अधिनियम की धारा 21 के तहत, सीसीपीए को भ्रामक विज्ञापनों और अनुचित व्यापार प्रथाओं को बंद करने के निर्देश जारी करने तथा ₹10 लाख तक का जुर्माना लगाने का अधिकार प्राप्त है। प्रत्येक बाद के उल्लंघन करने पर, केंद्रीय प्राधिकरण को जुर्माना लगाने का अधिकार है, जो ₹50 लाख तक हो सकता है। जुर्माने की राशि प्रत्येक मामले के तथ्यों और परिस्थितियों को

ध्यान में रखते हुए और अधिनियम के प्रावधानों के अनुरूप निर्धारित की जाती है।

विभाग उपभोक्ता जागरूकता योजना के तहत "जागो ग्राहक जागो" शीर्षक से देशव्यापी मल्टीमीडिया जागरूकता अभियान चला रहा है। विभाग भ्रामक विज्ञापनों, अनुचित व्यापार प्रथाओं, 'डार्क पैटर्न्स', शिकायत निवारण तंत्र और उपभोक्ता से जुड़े अन्य विभिन्न मुद्दों के प्रति बड़े पैमाने पर उपभोक्ताओं में जागरूकता उत्पन्न करने के लिए भौतिक संपर्क, डिजिटल पहलों और सोशल मीडिया अभियानों को मिलाकर एक बहु-चैनल दृष्टिकोण अपना रहा है।

उपभोक्ताओं तक सीधे पहुँच सुनिश्चित करने के लिए, विभाग ने प्रयागराज में आयोजित महाकुंभ मेला 2025 और हरियाणा में आयोजित सूरजकुंड मेला 2026 में भाग लिया। उन नागरिकों तक पहुँचने के लिए जिनके पास स्मार्टफोन या इंटरनेट की सुविधा नहीं है, विभाग ने वर्ष 2025 में पूरे देश में बड़े पैमाने पर आईवीआरएस वॉइस कॉल अभियान चलाए, जिसमें अनुसूचित जाति बहुल क्षेत्रों पर विशेष ध्यान दिया गया; इस अभियान के तहत कुल 23 करोड़ कॉल किए गए। इसी तरह, विभाग ने ग्यारह भाषाओं में बड़े पैमाने पर एसएमएस अभियान भी चलाए, जिनमें पहले चरण में 15 करोड़ पीडीएस लाभार्थियों को 65 करोड़ एसएमएस भेजे गए, और दूसरे चरण में 2025 में अनुसूचित जनजाति बहुल क्षेत्रों के उपभोक्ताओं को 24 करोड़ एसएमएस भेजे गए। विभाग ने आईसीसी पुरुष टी20 विश्व कप 2026 के मैचों के दौरान 'ऑल इंडिया रेडियो' पर उपभोक्ता जागरूकता जिंगल्स चलाकर भी जागरूकता उत्पन्न की; इनका प्रसारण एआईआर के राष्ट्रीय और क्षेत्रीय चैनलों के 24 'रेनबो स्टेशनों', 66 'प्राइमरी चैनलों' और 86 'स्थानीय रेडियो स्टेशनों' पर किया गया।

युवा और ग्रामीण उपभोक्ताओं के बीच जागरूकता बढ़ाने के लिए, विभाग ने ईआरएमएस स्कूलों के माध्यम से 'अमर चित्र कथा' कॉमिक पुस्तकें वितरित कीं, जिनमें उपभोक्ता अधिकारों से जुड़ी कहानियाँ थीं। इन कॉमिक्स की डिजिटल प्रतियाँ 'राष्ट्रीय ई-पुस्तकालय' पर भी अपलोड की गईं। ज़मीनी स्तर पर, विभाग ने वर्ष 2024, 2025 और 2026 के दौरान विभिन्न राज्यों और केंद्र शासित प्रदेशों की पंचायतों के साथ साप्ताहिक वर्चुअल सत्र आयोजित किए, जिनमें एक लाख से

अधिक पंचायत प्रतिनिधियों ने भाग लिया। विभाग ने फरवरी 2026 में आईआरसीटीसी की वेबसाइट और मोबाइल ऐप पर एक डिजिटल बैनर विज्ञापन अभियान भी चलाया, जिससे अभियान की अवधि के दौरान 78.7 करोड़ इंप्रेशन मिले।

केंद्रीय उपभोक्ता संरक्षण प्राधिकरण सभी क्षेत्रों में उपभोक्ताओं के हितों की सक्रिय रूप से रक्षा करना जारी रखे हुए है; और यह कार्टवाई परिवारों की सुरक्षा सुनिश्चित करने तथा बाज़ार में निष्पक्षता बनाए रखने के प्रति उसकी प्रतिबद्धता को रेखांकित करती है, विशेष रूप से उन मामलों में, जहाँ बच्चों का कल्याण और विकास संबंधित है।

POOR CONDITION OF OLD STATION ROAD AT CHIRAKKAL

5372. SHRI K. SUDHAKARAN:

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

- (a) whether the Government is aware that the Old Station Road at Chirakkal (Arppamthod Railway Gate – LC 246 – to the Railway Foot Over Bridge) in Kannur district is in a very poor condition and remains the only un-tarred road actively used in the Kannur–Chirakkal area and if so, the details thereof;
- (b) whether the said road falls under the jurisdiction of Railways, due to which the local Panchayat authorities are unable to undertake tarring/improvement works and if so, the details thereof;
- (c) whether the Government has received any representations from residents/local bodies regarding the repair and improvement of this approximately one-kilometre road and if so, the details thereof; and
- (d) whether the Government considers undertaking the tarring/improvement

of the said road at the earliest or grant permission to the Chirakkal Grama Panchayat/Block Panchayat to carry out the work?

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

(a) to (d): At Chirakkal railway station, proper approach roads are already available on either side of station building for easy and convenient movement of passengers and public.

Railway station and LC no. 246 are also connected by the approach roads existing on station building side.

On the other side of the station, there exists kuchcha pathway on the railway land alongside the track. This connects foot-over bridge and LC-246. This vacant railway land along the railway track is kept for railway's operational and infrastructural needs such as multi-tracking, freight terminals etc.

जैव-अर्थव्यवस्था

5373. श्री अनूप प्रधान वाल्मीकि:

क्या विज्ञान और प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या बायो-राइड योजना ने वर्ष 2030 तक 300 बिलियन अमरीकी डॉलर की जैव-अर्थव्यवस्था प्राप्त करने के भारत के लक्ष्य को सफलतापूर्वक गति प्रदान की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) नई जोड़ी गई जैव-विनिर्माण और बायो-फाउंड्री इकाइयां उच्च मूल्य वाले स्वदेशी जैव-उत्पादों के उत्पादन में किस प्रकार सहायक रही हैं;

- (ग) महत्वपूर्ण बायोसिमिलर के आयात पर देश की निर्भरता को कम करने में बायोफार्मा शक्ति पहल की प्रमुख उपलब्धियां क्या हैं; और
- (घ) मार्च, 2026 तक प्रारंभिक चरण के 1,000 से अधिक स्टार्टअपों को सहायता प्रदान करने में बायोटेक्नोलॉजी इग्निशन ग्रांट (बीआईजी) किस प्रकार सहायक रहा है?

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

(क): जी, हाँ। बायो-राइड योजना का उद्देश्य देश के जैव प्रौद्योगिकी परिदृश्य में परिवर्तन लाना और 2030 तक 300 बिलियन डॉलर की जैव अर्थव्यवस्था हासिल करने में योगदान देना है। जैव प्रौद्योगिकी अनुसंधान, विकास और नवाचार, मानव संसाधन और अवसंरचना विकास के संबंध में विभिन्न कार्यक्रमों का कार्यान्वयन, बायोई3 (BioE3) नीति का अनुमोदन और भारत सरकार के अन्य सुधारों ने पिछले दशक में जैव प्रौद्योगिकी क्षेत्र की निरंतर वृद्धि को बनाए रखने में योगदान दिया है। भारत की जैव अर्थव्यवस्था जो वर्ष 2024 में 165 बिलियन डॉलर की थी से 2025 में बढ़कर 195.3 बिलियन डॉलर तक पहुंच गई है, जो 18% की वार्षिक वृद्धि दर को दर्शाती है, जैसा कि 19 मार्च 2026 को जारी भारत की जैव अर्थव्यवस्था रिपोर्ट 2026 में उल्लेख किया गया है।

(ख) : भारत सरकार के बायोटेक्नोलॉजी विभाग (डीबीटी) और इसके सार्वजनिक क्षेत्र के उपक्रम जैव प्रौद्योगिकी उद्योग अनुसंधान सहायता परिषद (बाइरैक) ने हाल ही में भारत के पहले बायोफाउंड्री नेटवर्क, एक ऐतिहासिक पहल, जिसका उद्देश्य देश के जैव प्रौद्योगिकी परिदृश्य को बदलना और 2030 तक 300 बिलियन डॉलर की जैव अर्थव्यवस्था का लक्ष्य हासिल करना है, के शुभारंभ की घोषणा की है। बायोई3 (BioE3) नीति (पर्यावरण, अर्थव्यवस्था और रोजगार के लिए जैव प्रौद्योगिकी) के तहत शुरू किया गया यह नेटवर्क उन्नत जैव विनिर्माण को गति देने के लिए

एक राष्ट्रीय मंच के रूप में कार्य करेगा।

इस पहल के तहत पूरे भारत में बाइरैक समर्थित 15 अत्याधुनिक बायो एनेबलर सुविधा केंद्र को आपस में संबद्ध किया गया है, जो स्टार्टअप, लघु एवं मध्यम उद्यमों, उद्योगों और शैक्षणिक संस्थानों को साझा अवसंरचना प्रदान करते हैं। ये केंद्र सूक्ष्मजीव जैव विनिर्माण, सम्पोषणीय कृषि, स्मार्ट प्रोटीन, प्रयोजनमूलक खाद्य पदार्थ, सटीक जैव चिकित्सा, समुद्री जैव प्रौद्योगिकी, कार्बन कैप्चर और अगली पीढ़ी की कोशिका एवं जीन चिकित्सा सहित विभिन्न क्षेत्रों में प्रायोगिक और पूर्व-वाणिज्यिक स्तर की प्रौद्योगिकियों की सहायता करेंगे।

इन सुविधाओं में सूक्ष्मजीव उपभेदों, स्मार्ट प्रोटीन, प्रोबायोटिक्स और जैव-आधारित रसायनों पर काम करने वाली जैव-फाउंड्री से लेकर अगली पीढ़ी की सेल थेरेपी, एमआरएनए (mRNA)-आधारित दवाएं, समुद्री जैव-नवाचार और किफायती जैव ईंधन विकसित करने वाले जैव-विनिर्माण केंद्र शामिल हैं। ये सभी मिलकर नवाचार और व्यावसायीकरण के लिए बायोएनेबलर के रूप में कार्य करेंगे, जिससे उद्योग और शिक्षा जगत दोनों के लिए नए अवसर खुलेंगे। ये बायोएनेबलर, उन्नत जैव-विनिर्माण को बढ़ावा देंगे, आयात पर निर्भरता कम करेंगे, रोजगार सृजित करेंगे और भारत को वैश्विक जैव-अर्थव्यवस्था में अग्रणी स्थान दिलाएंगे।

स्वास्थ्य, कृषि, खाद्य, ऊर्जा और पर्यावरण जैसे क्षेत्रों में व्यापक प्रभाव वाले जैव-फाउंड्री नेटवर्क के द्वारा भारत में स्वच्छ और हरित प्रौद्योगिकियों को अपनाने, आयात पर निर्भरता कम करने, उच्च मूल्य वाले स्वदेशी जैव-उत्पादों के उत्पादन में सहायक होने और देश को वैश्विक जैव-अर्थव्यवस्था में अग्रणी बनाने में महत्वपूर्ण भूमिका निभाने की उम्मीद है।

(ग): घरेलू जैव-औषधीय क्षेत्र को सुदृढ़ बनाने और बायोलॉजिक्स और बायोसिमिलर्स में वैश्विक प्रतिस्पर्धात्मकता को बढ़ाने के उद्देश्य से, सरकार ने बायोफार्मा शक्ति योजना की घोषणा की है, जिसके लिए पांच वर्षों में ₹10,000 करोड़ का परिव्यय किया जाना है। इसका उद्देश्य भारत में किफायती स्वास्थ्य सेवा के लिए सहायता प्रदान करके और भारत को वैश्विक बायो-फार्मा विनिर्माण और नवाचार केंद्र के रूप में उभरने में सक्षम बनाने के लिए बायोलॉजिक्स और

बायोसिमिलर्स के लिए एक विश्व स्तर पर प्रतिस्पर्धी घरेलू इको-सिस्टम का निर्माण करना है।

(घ): भारत सरकार के बायोटेक्नोलॉजी विभाग)डीबीटी (के नियंत्रणाधीन धारा 8के अंतर्गत आने वाले सार्वजनिक क्षेत्र के उपक्रम, जैव प्रौद्योगिकी उद्योग अनुसंधान सहायता परिषद)बाइरैक (द्वारा कार्यान्वित जैव प्रौद्योगिकी इग्निशन ग्रांट)बीआईजी(कार्यक्रम ने देश में प्रारंभिक चरण के जैव प्रौद्योगिकी नवाचार और उद्यमिता को आगे बढ़ाने में महत्वपूर्ण भूमिका निभाई है।

जैव प्रौद्योगिकी इग्निशन ग्रांट (बीआईजी) बाइरैक का प्रमुख कार्यक्रम है जिसे जैव प्रौद्योगिकी क्षेत्र में प्रारंभिक चरण के स्टार्टअप और उद्यमियों को सहायता देने के लिए तैयार किया गया है। 2012 में शुरू की गई इस योजना का उद्देश्य 18 महीनों की अवधि के लिए 50 लाख रुपये तक की अनुदान सहायता के माध्यम से प्रारंभिक निवेश के जोखिम को कम करके नवाचार इको-सिस्टम को पोषित करना है, जिससे नवोन्मेषी विचारों के लिए अवधारणा प्रमाण (PoC) को प्रमाणित करना संभव हो सके। समय के साथ, यह कार्यक्रम भारत में सबसे बड़े प्रारंभिक चरण के जैव प्रौद्योगिकी वित्तपोषण पहलों में से एक के रूप में उभरा है। यह पहली पीढ़ी के जैव प्रौद्योगिकी उद्यमियों के लिए एक प्रारंभिक मंच के रूप में कार्य करता है और एक सुदृढ़ स्टार्टअप श्रृंखला का निर्माण करता है, जो एक आत्मनिर्भर और विश्व स्तर पर प्रतिस्पर्धी जैव प्रौद्योगिकी नवाचार इको-सिस्टम के विकास में योगदान देता है।

इसे 8 बीआईजी (BIG) साझेदार (बायोनेस्ट इनक्यूबेटर) के नेटवर्क के माध्यम से कार्यान्वित किया जाता है जो परियोजना के प्रस्तुतीकरण-पूर्व के चरण से लेकर इसके पूर्ण होने तक (और उसके बाद भी) संपूर्ण मार्गदर्शन, व्यापक सलाह (तकनीकी, बौद्धिक संपदा, व्यवसाय) और नेटवर्किंग सहायता प्रदान करते हैं।

मार्च 2026 तक, कार्यक्रम में निम्नलिखित को शामिल किया गया है:

- 1,000 से अधिक प्रारंभिक चरण के स्टार्टअप और नवप्रवर्तकों को सहायता प्रदान की गई।
- नवोन्मेषी विचारों को 200 से अधिक विकसित उत्पादों/प्रौद्योगिकियों में परिवर्तित

करने में सक्षम बनाया गया।

- 800 से अधिक बौद्धिक संपदा के पंजीकरण की प्रक्रिया को सुगम बनाया गया।
- 3,500 करोड़ रुपये से अधिक की अनुवर्ती निधि जुटाई गई।
- 250 से अधिक महिला उद्यमियों को सहायता प्रदान की गई।
- 3,500 से अधिक कुशल रोजगार के अवसर सृजित किए गए।
- विस्तारित इनक्यूबेटर नेटवर्क के माध्यम से टियर 2 और टियर 3 क्षेत्रों की भागीदारी को प्रोत्साहित किया गया।

इस कार्यक्रम ने प्रारंभिक चरण के नवाचार में जोखिम को कम करने, स्टार्टअप श्रृंखला को सशक्त बनाने और जैव प्रौद्योगिकी क्षेत्र में विज्ञान-आधारित उद्यमिता के परिवेश को बढ़ावा देने में महत्वपूर्ण योगदान दिया है, जिससे एक सुदृढ़ और आत्मनिर्भर जैव-अर्थव्यवस्था का विकास संभव हुआ है।

HIGH-SPEED/BULLET TRAIN CORRIDORS

5374. SHRI K. E. PRAKASH:

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

- (a) whether the Government has prepared a long-term plan to expand high-speed rail or bullet train corridors across the country and if so, the details thereof;
- (b) the details of corridors identified or under consideration including the present status of feasibility studies/Detailed Project Reports; and
- (c) the details of the estimated financial outlay and funding model proposed for implementing such high-speed rail projects?

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

(a) to (c): Presently, the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	430 kms.
Girder	341 kms.
Track Bed	174 kms.
OHE Masts	153 kms.

The progress of stations is given below:-

S.No.	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & roof structural works and finishing works are in progress
2	Ahmedabad	Structural works completed and finishing works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation work completed, structural works and finishing

		works have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S. No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.
2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed; 5 spans launched
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	Foundation work has been taken up, 10 out of 12 wells completed
11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	

14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Foundation works have been completed
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Further, to strengthen national transport infrastructure, provide a fillip to regional connectivity, economic growth, tourism, investment and employment generation, and encourage modal shift from road and air transport to rail, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27: -

- (i) Mumbai–Pune
- (ii) Pune–Hyderabad
- (iii) Hyderabad–Bengaluru

- (iv) Hyderabad–Chennai
- (v) Chennai–Bengaluru
- (vi) Delhi–Varanasi
- (vii) Varanasi–Siliguri

Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility studies and availability of resources such as financing options etc.

नेटवर्क की व्यस्तता

5375. श्री आदित्य यादव:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने उत्तर प्रदेश के बदायूं जिले में, विशेषकर संचार सुविधा के अभाव से ग्रस्त गांवों, बाहरी बस्तियों और कृषि क्षेत्रों में, नेटवर्क की व्यस्तता, कॉल ड्रॉप, इंटरनेट की गति, सेवा की विश्वसनीयता और असमान कवरेज से संबंधित समस्याओं की पहचान करने के लिए कोई पहल की है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और सरकार द्वारा नेटवर्क क्षमता में वृद्धि करने, सेवा की विश्वसनीयता में सुधार करने, दूरसंचार सेवा प्रदाताओं (टीएसपी) के साथ समन्वय को सुदृढ़ करने, कनेक्टिविटी की निरंतर कमी को दूर करने और पूरे जिले में संचार सेवाओं की एकसमान गुणवत्ता सुनिश्चित करने के लिए क्या विशिष्ट उपाय किए गए हैं; और
- (ग) यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ग): भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) सेवा प्रदाताओं से लाइसेंस सेवा क्षेत्र (एलएसए)-वार नियमित रूप से कार्य निष्पादन निगरानी रिपोर्ट (पीएमआर) एकत्रित करके, क्यूओएस विनियमन में यथा निर्धारित विभिन्न सेवा गुणवत्ता (क्यूओएस) मापदंडों के मानक के अनुसार सेवा प्रदाताओं के कार्य निष्पादन की निगरानी करता है। जनवरी, 2026 माह की पीएमआर के अनुसार, उत्तर प्रदेश (पश्चिम) एलएसए में सभी सेवा प्रदाता एक्सेस सेवा (वायरलेस) के नेटवर्क से संबंधित सभी क्यूओएस मापदंडों के मानक को पूरा कर रहे हैं जिसमें बदायूं जिला शामिल है।

इसके अलावा, सरकार ने देश में नेटवर्क क्षमता को बढ़ाने, सेवा विश्वसनीयता में सुधार करने और कनेक्टिविटी के अंतर को दूर करने के लिए कई उपाय किए हैं:

- i. विभिन्न डिजिटल भारत निधि स्कीमों के तहत सेवा से वंचित गांवों को कवरेज उपलब्ध कराया जा रहा है।
- ii. नीलामी के माध्यम से मोबाइल सेवाओं के लिए पर्याप्त स्पेक्ट्रम का आबंटन करना।
- iii. स्पेक्ट्रम के कुशल उपयोग के लिए स्पेक्ट्रम शेयरिंग, ट्रैडिंग और सरेंडर की अनुमति दी गई है।
- iv. एसएसीएफए (रेडियो फ्रीक्वेंसी आबंटन पर स्थायी सलाहकार समिति) क्लीयरेंस प्राप्त करने की प्रक्रिया को सरल बनाना।
- v. दूरसंचार मार्ग के अधिकार (आरओडब्ल्यू) नियमों की अधिसूचना और पीएम गतिशक्ति संचार पोर्टल के शुभारंभ के परिणामस्वरूप आरओडब्ल्यू अनुमतियां सुव्यवस्थित और दूरसंचार अवसंरचना की संस्थापना के लिए त्वरित मंजूरी प्राप्त हुई है।
- vi. ट्राई ने दिनांक 02.08.2024 को सेवा गुणवत्ता मानकों को संशोधित किया है, जो दिनांक 01.10.2024 से विभिन्न मापदंडों के लिए लागू होंगे और बेहतर गुणवत्ता वाली सेवाओं को सुनिश्चित करने के लिए सेवा प्रदाताओं के कार्य निष्पादन की ट्राई द्वारा मानकों के अनुसार नियमित रूप से निगरानी की जाती है।

वर्तमान में, जिले में 4,775 बेस ट्रांसीवर स्टेशन (बीटीएस) संस्थापित हैं और जिले के सभी

1,678 गांव मोबाइल कनेक्टिविटी से कवर किए गए हैं। इसके अलावा, 1,041 ग्राम पंचायतों (जीपी) में से 692 जीपी को भारतनेट परियोजना के तहत ब्रॉडबैंड कनेक्टिविटी हेतु सेवा उपलब्ध कराने के लिए तैयार किया जा चुका है।

PENDING CASES IN WAQF TRIBUNAL

5376. SHRI ABDUL RASHID SHEIKH:

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

- (a) the details of the total number of pending cases in Waqf Tribunals as on date; and
- (b) the details of the measures taken/being taken by the Government to evacuate illegal occupation of Waqf properties?

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

(a): Out of 30 States/UTs, which have Waqf Boards, there are 40 Tribunals in 26 States/UTs constituted under section 83 of the UMEED Act, 1995. In some States/UTs, there are more than 1 Tribunal constituted. State-Wise list of the cases is at **Statement**.

(b): The Unified Waqf Management, Empowerment, Efficiency and Development Act, 1995, provides following safeguards to evacuate illegal occupation of waqf properties:

- (i) As per Section 3(ka), a Statutory Portal i.e. UMEED Central Portal-2025 launched on 06-06-2025, which mandates details of all existing waqf and dedicated properties to waqf registered prior to the commencement of the

amended Act including uploading of registration records, surveys, accounts, audit reports, and lease details online, creating a transparent and verifiable database.

(ii) As per Sections 54 and 55 of the UMEED Act, 1995, the Chief Executive Officer of the State/UT Waqf Board is empowered to initiate action against encroachment/ unauthorized occupants of waqf properties. The process involves issuance of notice to the encroacher/unauthorized occupants and after conducting due inquiry, and upon establishment of encroachment, the Waqf Tribunal can be approached for appropriate eviction orders. Further, in cases of non-compliance with the orders of the Tribunal, necessary enforcement action is undertaken with the assistance of the district administration and law enforcement authorities to ensure restoration of waqf properties.

STATEMENT

DETAILS OF PENDING CASES IN THE STATE/UT WAQF TRIBUNALS			
S. No.	State/UT	Numbers of Tribunal	Number of cases
1.	Andaman and Nicobar	Not constituted	-
2.	Andhra Pradesh	1	285
3.	Assam	3	24
4.	Bihar (Shia/Sunni)	1	419
5.	Chandigarh	1	2
6.	Chhattisgarh	1	86
7.	Delhi	1 (not functioning)	288
8.	Dadra Nagar Haveli	1	-
9.	Gujarat	1	1660
10.	Haryana	4	615

11.	Himachal Pradesh	1	20
12.	Jammu and Kashmir	Not constituted	-
13.	Jharkhand	1	06
14.	Karnataka	4	1194
15.	Kerala	1	293
16.	Lakshadweep	1	08
17.	Madhya Pradesh	1	717
18.	Maharashtra	1	3237
19.	Manipur	Not constituted	-
20.	Meghalaya	1	02
21.	Odisha	1	163
22.	Puducherry	2	12
23.	Punjab	5	1119
24.	Rajasthan	1	1818
25.	Tamil Nadu	1	913
26.	Telangana	1	1849
27.	Tripura	Not constituted	-
28.	Uttar Pradesh (Shia/Sunni)	1	1626
29.	Uttarakhand	2	201
30.	West Bengal	1	636
	Total	40	17193

CLOSURE OF COLONIAL-ERA POST OFFICES IN KOLAR GOLD FIELDS

5377. SHRI M. MALLESH BABU:

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

- (a) whether the Government is aware that colonial-era post offices in Kolar Gold Fields including Bharathnagar, Coramandel, Oorgaum and the historic Champion Reefs Post Office (built in 1907) are facing closure or shifting due to allegedly inaccurate reports provided by local postal

- authorities and if so, the details thereof;
- (b) the specific criteria and data metrics used to justify the proposed closure or relocation of these offices and whether a public consultation was conducted with local residents;
 - (c) whether there is any proposal to upgrade the infrastructure and provide modern digital services at these historic sites, rather than closing them, to preserve their heritage status while ensuring efficient public service; and
 - (d) whether the Government proposes to order an independent inquiry into the decision-making process of the local postal division to ensure that these closures are not being influenced by external interests and to ensure transparency in the management of these public assets?

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

(a) and (b): Post Offices not meeting the departmental norms i.e. distance/population/ income norms are being merged or relocated under the ongoing network rationalization activity. Since Bharathnagar and Champion Reefs Sub Post Offices are not fulfilling the departmental norms, these are to be relocated. However, there is no proposal for relocation under consideration in respect of Oorgaum and Coramandal Sub Post Offices. There are four post offices within the range of 3.5 kms of Champion Reefs Sub Post Office, while Marikuppam Sub Post Office is situated at just 1.7 Kms away. The nearest post office in case of Bharathnagar Sub Post Office, is BEML (Bharat Earth

Movers Limited) Nagar Sub Post Office located at a distance of 2.7 kms. Since optimization of the postal network is a continuous process based on objective departmental parameters, local resident's consultations are not mandated for network rationalization. However, all postal services are being catered through nearest post office to the public in the said area.

(c): No Sir. All the available Postal services and digital services viz., India Post Payments Bank (IPPB) door-step banking, Aadhaar Enabled Payment System (AEPS) etc., are being provided through the post offices situated in the local areas.

(d): In view of (a) to (c) above, question doesn't arise.

केसरीसिंहपुर रेलवे स्टेशन पर रेलगाड़ियों के ठहराव की मांग

5378. श्री कुलदीप इंदौरा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को इस बात की जानकारी है कि राजस्थान के श्रीगंगानगर जिले में स्थित केसरीसिंहपुर रेलवे स्टेशन के आस-पास के ग्रामीण क्षेत्रों के यात्री रेल सेवाओं पर निर्भर हैं, लेकिन उन्हें उक्त स्टेशन पर ट्रेन संख्या 22724 और 12489 का ठहराव न होने के कारण श्रीगंगानगर/अन्य दूर-दराज के स्टेशनों पर जाना पड़ता है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार को इस बात की जानकारी है कि स्थानीय प्रतिनिधियों और नागरिकों द्वारा केसरीसिंहपुर में इन दोनों रेलगाड़ियों के ठहराव की मांग लंबे समय से की जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार यात्रियों की सुविधा, क्षेत्रीय आवश्यकताओं और यात्रियों की संभावित संख्या

को ध्यान में रखते हुए, केसरीसिंहपुर रेलवे स्टेशन पर गाड़ी संख्या 22724 और 12489 का ठहराव प्रदान करने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) इसके कार्यान्वयन की समय-सीमा का ब्यौरा क्या है?

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

(क) से (घ): वर्तमान में, केसरीसिंहपुर को 07 जोड़ी गाड़ी सेवाओं द्वारा सेवित किया जा रहा है, जैसा कि नीचे सूचीबद्ध है:

क्र.सं.	गाड़ी संख्या और नाम
1	04773 / 04774 श्री गंगानगर - सूरतगढ़ पैसेंजर
2	04779 / 04780 श्री गंगानगर - सूरतगढ़ पैसेंजर
3	12455 / 12456 दिल्ली सराय रोहिल्ला - बीकानेर एक्सप्रेस
4	14719 / 14720 बीकानेर - अमृतसर एक्सप्रेस
5	22997 / 22998 झालावाड़ सिटी - श्री गंगानगर एक्सप्रेस
6	54759 / 54760 हनुमानगढ़ - सूरतगढ़ पैसेंजर
7	54761 / 54762 हनुमानगढ़ - सूरतगढ़ पैसेंजर

12489/12490 श्री गंगानगर - दादर एक्सप्रेस और 22723/22724 हुजूर साहिब नांदेड़-श्री गंगानगर एक्सप्रेस का निर्धारित ठहराव श्री केसरीसिंहपुर के निकट श्री गंगानगर और श्री करनपुर स्टेशनों पर प्रदान किया गया है।

इसके अलावा, रेलगाड़ी सेवाओं के ठहराव का प्रावधान यातायात औचित्य, परिचालनिक व्यवहार्यता के साथ-साथ रेलखंड में अतिरिक्त समय की उपलब्धता और प्लेटफार्म की लंबाई आदि जैसी अनुरूपी अवसंरचना की उपलब्धता पर निर्भर करता है।

RENEWABLE ENERGY SCHEMES IN WEST BENGAL

5379. SHRI RAJU BISTA:

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

- (a) the details of funds allocated, released and utilised under various renewable energy schemes since 2019 in the State of West Bengal, scheme and district-wise;
- (b) the amount of subsidy allocated and disbursed under the schemes during the last three years and the current year in West Bengal, district-wise; and
- (c) the details of number of beneficiaries under each scheme in West Bengal, district-wise?

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

(a) to (c): State-wise allocation of funds is not made under the renewable energy schemes of the Ministry of New & Renewable Energy. The Central Financial Assistance is released in accordance with the respective scheme guidelines. Year-wise details of the Central Financial Assistance (CFA) disbursed for the renewable energy projects in the State of West Bengal under the major ongoing schemes/ programmes of the Ministry since 2019 are given below:

Scheme/ Programme	CFA released (Rs. in

	crore)
Rooftop Solar/ PM Surya Ghar Muft Bijli Yojana	27.38
National Bioenergy Programme	2.79

District-wise no. of beneficiaries households in the State of West Bengal under PM Surya Ghar Muft Bijli Yojana as reported on the National Portal of the scheme as on 19.03.2026 are given at **Statement**.

Further, 159 small size Biogas plants have been installed in the State under National Bioenergy Programme and four grid connected agriculture pumps have been solarized under Component-C (Individual Pump Solarization) of PM Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM).

STATEMENT

District-wise no. of beneficiary households in the State of West Bengal under PM Surya Ghar Muft Bijli Yojana since the launch of the scheme in February, 2024 upto 19.03.2026

District	No. of Beneficiary Households
Alipurduar	4
Bankura	16
Birbhum	56
Cooch Behar	0
Dakshin Dinajpur	9
Darjeeling	8
Hooghly	112

Howrah	44
Jalpaiguri	18
Jhargram	6
Kalimpong	0
Kolkata	619
Malda	6
Murshidabad	29
Nadia	33
North 24 Parganas	115
Paschim Bardhaman	36
Paschim Medinipur	62
Purba Bardhaman	55
Purba Medinipur	43
Purulia	7
South 24 Parganas	62
Uttar Dinajpur	74
Total	1414

लाइव इवेंट्स डेवलपमेंट सेल के लिए लक्ष्य

5380. श्री मितेश पटेल बकाभाई:

श्री हंसमुखभाई सोमाभाई पटेल:

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

- (क) वर्ष 2030 तक रोजगार सृजन और इस क्षेत्र के आकार के संदर्भ में लाइव इवेंट्स डेवलपमेंट सेल (एलईडीसी) के लिए निर्धारित लक्ष्यों का ब्यौरा क्या है;
- (ख) विश्व दृश्य-श्रव्य मनोरंजन शिखर सम्मेलन (वेक्स) 2025 के उद्घाटन ने रचनात्मक अर्थव्यवस्था के भीतर अंतर्राष्ट्रीय भागीदारी और सहभागिता को बढ़ावा देने में किस प्रकार योगदान दिया है;
- (ग) क्या सरकार प्रमुख शहरों में लाइव कार्यक्रम आयोजित करने के लिए अनुमति प्राप्त करने

की प्रक्रिया को सरल बनाने हेतु एकल खिड़की स्वीकृति प्रणाली विकसित कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) मुंबई में भारतीय रचनात्मक प्रौद्योगिकी संस्थान (आईआईसीटी) के प्रचालन के प्रथम चरण का आधिकारिक रूप से उद्घाटन किस तिथि को किया गया था?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (डॉ. एल. मुरुगन):

(क) से (घ): भारत का संगठित लाइव इवेंट्स क्षेत्र व्यापक मीडिया एवं मनोरंजन क्षेत्र के भीतर एक महत्वपूर्ण विकासशील खंड के रूप में उभरा है। इस क्षेत्र को प्रोत्साहित करने हेतु सूचना और प्रसारण मंत्रालय ने लाइव इवेंट्स डेवलपमेंट सेल (एलईडीसी) की स्थापना की है। इसमें केंद्रीय मंत्रालयों, राज्य सरकारों, उद्योग संगठनों तथा अन्य हितधारकों के प्रतिनिधि शामिल हैं।

एलईडीसी का उद्देश्य कॉन्सर्ट अर्थव्यवस्था को राष्ट्रीय विकास के प्रमुख प्रेरक कारकों के रूप में स्थापित करना है। अनुमान है कि वर्ष 2030 तक भारत लाइव इवेंट्स का एक वैश्विक केंद्र बन जाएगा और इस क्षेत्र में 15-20 मिलियन अतिरिक्त रोजगार सृजित होंगे।

एलईडीसी ने डिजिटल एकीकरण, अवसंरचना विकास तथा विनियामकीय सुधारों के माध्यम से इस क्षेत्र को बढ़ावा देने के लिए कदम उठाए हैं। इंडिया सिने हब (आईसीएच) पोर्टल के माध्यम से सिंगल विंडो क्लीयरेंस प्रणाली विकसित की गई है, जिसका उद्देश्य अनुमोदन को सरल बनाना है ताकि विभिन्न प्राधिकरणों से संपर्क करने की आवश्यकता कम हो। इस पोर्टल के माध्यम से आवेदन स्वतः संबंधित विभागों को प्रेषित किए जाएंगे। यह पोर्टल विभिन्न स्थलों (वेन्यू) को संबंधित विभागों से मैप करेगा, ताकि नामित अधिकारियों द्वारा अनुमतियों का त्वरित निपटान संभव हो सके। राज्यों और अन्य संस्थानों के साथ एकीकरण के माध्यम से यह पोर्टल समयबद्ध अनुमोदन, रियल टाइम स्टेट्स अपडेट तथा आयोजकों के लिए अधिक पूर्वानुमेयता सुनिश्चित करेगा।

वर्ल्ड ऑडियो-विजुअल एंड एंटरटेनमेंट समिट (वेक्स) 2025 के आयोजन के माध्यम से

भारत विश्व का पहला ऐसा देश बना, जिसने संपूर्ण मीडिया एवं मनोरंजन इकोसिस्टम को समाहित करने वाला एक व्यापक वैश्विक मंच स्थापित किया। प्रदर्शनियों, उच्च स्तरीय पैनल चर्चाओं तथा बी2बी सहभागिताओं के संयोजन के साथ वेक्स को असाधारण प्रतिक्रिया प्राप्त हुई और इसने मीडिया एवं मनोरंजन क्षेत्र में भारत की सशक्त उपस्थिति को और सुदृढ़ किया।

इस आयोजन में 100 से अधिक देशों से एक लाख से अधिक प्रतिनिधियों ने भाग लिया, जिनमें नीति-निर्माता, उद्योग जगत के नेता, रचनाकार, निवेशक और प्रौद्योगिकी नवोन्मेषक शामिल थे। इस आयोजन ने वैश्विक क्रिएटिव इकोनॉमी के भीतर अंतरराष्ट्रीय साझेदारी और संवाद को सुदृढ़ किया। “क्रिएट इन इंडिया चैलेंज (सीआईसी)” और “वेवएक्स” जैसी पहलों ने रचनात्मक प्रतिभाओं और स्टार्टअप्स की वैश्विक भागीदारी को और विस्तारित किया, जिससे नवाचार और निवेश को बढ़ावा मिला।

समग्र रूप से, वेक्स 2025 नीति आदान-प्रदान, उद्योग सहयोग और भारत के मीडिया एवं मनोरंजन क्षेत्र के वैश्विक एकीकरण को सुदृढ़ करने के लिए एक संरचित और प्रभावशाली मंच के रूप में उभरा।

इंडियन इंस्टीट्यूट ऑफ क्रिएटिव टेक्नोलॉजीज (आईआईसीटी) की स्थापना एवीजीसी-एक्सआर क्षेत्र (एनीमेशन, वीएफएक्स, गेमिंग, कॉमिक्स और एक्सटेंडेड रियलिटी) के लिए उत्कृष्टता केंद्र के रूप में की गई है। यह संस्थान कौशल विकास, नवाचार और उद्योग सहयोग पर केंद्रित है। आईआईसीटी के संचालन का प्रथम चरण 18 जुलाई 2025 को मुंबई स्थित आईआईसीटी-राष्ट्रीय फिल्म विकास निगम (एनएफडीसी) परिसर में प्रारंभ हुआ।

राष्ट्रीय खाद्य सुरक्षा अधिनियम के अंतर्गत खाद्यान्न

5381. श्री दर्शन सिंह चौधरी:

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

(क) वर्तमान में राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के अंतर्गत देश भर में राज्य-वार

कितने लाभार्थी परिवारों/व्यक्तियों को खाद्यान्न उपलब्ध कराया जा रहा है;

- (ख) विगत वर्षों के दौरान प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेवाई) के अंतर्गत वितरित किए गए निःशुल्क खाद्यान्नों की मात्रा का ब्यौरा क्या है और उन पर कुल कितना व्यय किया गया है;
- (ग) क्या राष्ट्रीय खाद्य सुरक्षा अधिनियम और प्रधानमंत्री गरीब कल्याण अन्न योजना के संयुक्त कार्यान्वयन से गरीबों, वंचितों, प्रवासी श्रमिकों और अंत्योदय परिवारों की खाद्य और पोषण सुरक्षा में ठोस सुधार हुआ है और यदि हां, तो तत्संबंधी प्रमुख संकेतक/ब्यौरा क्या है; और
- (घ) क्या सरकार ने उपरोक्त योजनाओं के अंतर्गत चोरी को रोकने, पारदर्शिता बढ़ाने और लाभार्थियों को समय पर वितरण सुनिश्चित करने के लिए आधार सीडिंग, ई-पीओएस मशीन, वन नेशन वन राशन कार्ड जैसी प्रणालियां लागू की हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क): राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के अंतर्गत आने वाले लाभार्थियों की राज्यवार संख्या दर्शाने वाला ब्यौरा **विवरण** में दिया गया है।

(ख): पीएमजीकेवाई के अंतर्गत पात्र लाभार्थियों को वर्ष 2025 के दौरान 4,95,49,736.45 टन खाद्यान्न वितरित किया गया। पिछले वित्तीय वर्ष 2024-25 के दौरान, प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेवाई) के अंतर्गत खाद्य सब्सिडी के रूप में भारतीय खाद्य निगम (एफसीआई) और विकेंद्रीकृत खरीद वाले राज्यों को 1,99,499.67 करोड़ रुपये की राशि जारी की गई।

(ग): पीएमजीकेवाई के तहत निःशुल्क खाद्यान्न वितरण से गरीब लाभार्थियों का वित्तीय बोझ कम होता है। इससे लक्षित आबादी के लिए खाद्यान्न की उपलब्धता और सुगमता के संदर्भ में खाद्य सुरक्षा सुदृढ़ होती है। यह योजना पूरे देश में एक एकीकृत संस्थागत तंत्र भी प्रदान करती है और एक

राष्ट्र एक राशन कार्ड (ओएनओआरसी) के तहत लाभार्थियों, विशेष रूप से प्रवासियों की कठिनाइयों को दूर करती है।

(घ): सभी राज्यों/संघ राज्य क्षेत्रों में सार्वजनिक वितरण प्रणाली के आधुनिकीकरण के निम्नलिखित प्रयास किए गए हैं-

- i. सभी राज्यों/संघ राज्य क्षेत्रों में राशन कार्ड/लाभार्थी डेटाबेस को पूरी तरह से डिजिटाइज (100%) कर दिया गया है। 99.7% राशन कार्ड आधार से जोड़े जा चुके हैं।
- ii. सभी राज्यों/संघ राज्य क्षेत्रों में पारदर्शिता पोर्टल और ऑनलाइन शिकायत निवारण सुविधा/टोल-फ्री नंबर लागू किए गए हैं।
- iii. सभी राज्यों/संघ राज्य क्षेत्रों में ऑनलाइन आवंटन लागू किया गया है और 31 राज्यों/संघ राज्य क्षेत्रों में (चंडीगढ़, पुडुचेरी और दादरा एवं नगर हवेली के शहरी क्षेत्र को छोड़कर, जिन्होंने डीबीटी नकदी अंतरण योजना अपनाई है) आपूर्ति श्रृंखला का कम्प्यूटरीकरण किया गया है।
- iv. राशन कार्डों की राष्ट्रव्यापी सुवाह्यता (पोर्टेबिलिटी), जिसे लोकप्रिय रूप से एक राष्ट्र एक राशन कार्ड (ओएनओआरसी) के नाम से जाना जाता है, सभी 36 राज्यों/संघ राज्य क्षेत्रों में लागू की जा चुकी है और इसमें प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेवाई) के सभी लाभार्थी शामिल हैं। आज तक, ओएनओआरसी के तहत 207 करोड़ से अधिक सुवाह्यता (पोर्टेबिलिटी) लेनदेन दर्ज किए जा चुके हैं।
- v. देश में कुल 5.51 लाख उचित दर दुकानों (एफपीएस) में से 5.50 लाख से अधिक (99.8%) दुकानों को लाभार्थियों के आधार बायोमेट्रिक प्रमाणीकरण के माध्यम से खाद्यान्न वितरण के लिए ई-पीओएस उपकरण स्थापित करके स्वचालित कर दिया गया है।

विवरण

दिनांक 01.03.2026 तक राष्ट्रीय खाद्य सुरक्षा अधिनियम (एनएफएसए) के अंतर्गत शामिल लाभार्थियों की राज्यवार संख्या।

क्र. सं.	राज्य का नाम	लाभार्थी संख्या
1	अंडमान व निकोबार द्वीप समूह	61,334
2	आंध्र प्रदेश	2,68,20,046
3	अरुणाचल प्रदेश	8,71,000
4	असम	2,48,94,794
5	बिहार	8,48,63,631
6	चंडीगढ़	3,42,954
7	छत्तीसगढ़	1,99,73,683
8	दादरा और नगर हवेली तथा दमन और दीव	2,63,375
9	दिल्ली	72,20,350
10	गोवा	4,76,303
11	गुजरात	3,36,90,403
12	हरियाणा	1,26,49,000
13	हिमाचल प्रदेश	28,54,661
14	जम्मू और कश्मीर	67,47,172
15	झारखंड	2,62,91,129
16	कर्नाटक	4,01,93,243
17	केरल	1,50,65,170
18	लद्दाख	1,13,803
19	लक्षद्वीप	20,095
20	मध्य प्रदेश	5,38,07,137
21	महाराष्ट्र	6,81,42,337
22	मणिपुर	21,10,378
23	मेघालय	21,36,855
24	मिजोरम	7,06,000
25	नागालैंड	11,35,570
26	ओडिशा	3,23,78,964
27	पुदुचेरी	6,34,000

28	पंजाब	1,41,51,000
29	राजस्थान	4,39,80,284
30	सिक्किम	3,76,580
31	तमिलनाडु	3,64,70,000
32	तेलंगाना	1,90,80,021
33	त्रिपुरा	23,34,864
34	उत्तराखंड	60,23,384
35	उत्तर प्रदेश	14,71,47,428
36	पश्चिम बंगाल	5,99,75,666
	कुल	79,40,02,614

GEOHERMAL ENERGY POTENTIAL IN MAHARASHTRA

5382. SHRI SUNIL DATTATREY TATKARE:

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

(a) the details of geothermal energy potential in the country along with the regions or sites that have been deemed as having high potential for harnessing geothermal energy especially in the State of Maharashtra;

(b) the status of various works to establishment geothermal power plants;

(c) the details of steps that proposed to be taken to ensure that setting up of geothermal power plants is not harmful to surrounding ecosystem or communities in the region or the method in which adequate compensation and support would be provided those persons affected by establishment of geothermal plants;

(d) the importance of the new Geothermal Policy, 2025, in achieving objectives of harnessing geothermal energy;

(e) the details of foreign investments and joint ventures to develop geothermal energy in the country, if any; and

(f) whether the Government is considering provisioning viability gap Funding (VGF) for geothermal power projects and if so, the details thereof?

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

(a) : Based on the Geological Survey of India (GSI) assessments and the Geothermal Atlas (2022), India's estimated theoretical geothermal resource potential is approximately 10,600 MW. GSI has mapped and documented 381 no. of hot springs across India. Based on the studies, 42 no. of geothermal manifestations have been identified as promising areas for harnessing geothermal power and direct heat applications. These 42 sites have been mentioned in the 'National Policy on Geothermal Energy' notified by MNRE as potential sites for further exploration and development (placed at **Statement**)

In the State of Maharashtra, geothermal potential is associated with the West Coast and SONATA belt regions, with identified sites including Unhavare (Khed), Sativali and Tural.

(b): The Ministry has sanctioned five Geothermal energy projects under its Renewable Energy Research & Technology Development (RE-RTD) programme, focusing on activities such as resource assessment, pilot

demonstration and development of suitable technologies for power generation and direct-use applications.

Singareni Collieries Company limited (SCCL) has commissioned a 20 kW pilot geothermal power plant in Manuguru area of Bhadrachalam district in Telangana.

(c): Geothermal projects are required to obtain statutory clearances and undertake detailed assessments prior to implementation. As provided in the National Policy on Geothermal Energy, the project developers must adhere to government regulations concerning land allotment and environmental, and social clearances. Further, to address community concerns, project developers shall conduct stakeholder consultations and incorporate adequate compensatory measures, particularly in tribal and remote areas.

(d): The National Policy on Geothermal Energy provides for:

- (i) Identification of Geothermal Potential sites in the country
- (ii) Implementation mechanism in coordination with concerned ministries and state governments
- (iii) Exploration and development of untapped geothermal resources
- (iii) Deployment of geothermal heating and cooling solutions, including ground source heat pumps and other direct-use applications
- (iv) Capacity building, knowledge sharing, pilot projects, and Centres of Excellence to support long-term sectoral growth.

This provides a framework for harnessing geothermal energy.

(e) : In the first instance, cooperation mechanisms have been established with

Australia, Iceland, Saudi Arabia and United States of America in the geothermal energy sector.

(f) : At this point in time, there is no provision to provide viability gap Funding (VGF) for Geothermal projects. However, The Ministry provides financial support for pilot Geothermal projects under Renewable Energy Research and Technology Development Programme.

EMPLOYMENT GENERATION UNDER ELECTRONICS PARTS

MANUFACTURING SCHEME

5383. SHRI C. N. ANNADURAI:

SHRI G. SELVAM:

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

- (a) whether the Government has received investment proposals under the Electronics Parts Manufacturing Scheme aimed at strengthening India's electronic component ecosystem;
- (b) if so, the distribution of these proposals including the number and total value of projects proposed, State-wise particularly in Tamil Nadu;
- (c) whether any large-scale electronics parts manufacturing units or component clusters have been approved in Tamil Nadu under the said scheme and if so, the current status of their implementation;
- (d) the estimated investment inflow and employment generation expected to accrue to Tamil Nadu from these approved and proposed projects; and

- (e) whether the Government proposes to extend additional fiscal incentives, plug-and play infrastructure or logistics support to Tamil Nadu to enable the State to emerge as a leading national hub for electronics parts manufacturing and if so, the details thereof?

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

(a) to (e) : Driven by the Hon'ble Prime Minister's vision of Make in India and Atmanirbhar Bharat, Government of India has taken several policy initiatives to develop a complete ecosystem of electronics manufacturing.

The Government is following a targeted and structured policy to promote electronic manufacturing, starting from the manufacturing of finished products to sub-assemblies and then targeting both semiconductor and non-semiconductor components of electronics.

India has witnessed a remarkable growth in electronics manufacturing in last decade, which is evident from table below:

#	2014-15	2024-25	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~11.3 Lakh Cr	Increased 6 times
Export of electronics goods (₹)	~0.38 Lakh Cr	~3.3 Lakh Cr	Increased 8 times
Production of mobile	~0.18 Lakh Cr	~5.5 Lakh Cr	Increased 28 times

phones (₹)			
Export of mobile phones (₹)	~0.01 Lakh Cr	~2 Lakh Cr	Increased 127 times

This transformation has been made possible by various initiatives taken by the Government in the last decade to attract foreign investments, strengthen export competitiveness and position India as a global electronics manufacturing hub.

Some of these are as follows:

- Production-linked incentives (PLI) for large-scale electronics manufacturing
- Production-linked incentives (PLI) for IT Hardware
- Scheme for Promotion of Manufacturing of Electronic Components and Semiconductors (SPECS)
- Electronics Manufacturing Clusters (EMC and EMC 2.0) Scheme
- Electronics Manufacturing Component Scheme (ECMS)
- Public Procurement (Preference to Make in India) Order 2017 to prioritize domestically manufactured products in public procurement
- Reforms in taxation including rationalization of tariff structure including, exemption on basic custom duty on capital goods, etc

Electronics Component Manufacturing Scheme (ECMS)

To deepen and broaden the electronics manufacturing ecosystem, Government launched the Electronics Components Manufacturing Scheme

(ECMS) in April 2025.

The scheme aims to develop robust component manufacturing ecosystem by attracting investments (global/domestic) across the value chain.

The scheme covers sub-assemblies such as Display Modules, Camera Modules, Optical Transceivers; key components such as Printed Circuit Boards (PCBs), passive components, electro-mechanical components; capital equipment for electronics manufacturing; and their supply chain.

Response to ECMS Scheme:

The initiative has received overwhelming response from the industry so far. Against the target investment of Rs. 59,350 crores, investment proposals worth 1.15 Lakh Cr have been received.

Till date, 46 applications have been approved across 11 states under the ECMS scheme. The applications are expected to attract an investment of Rs 54,567 crores, leading to production of Rs 3.67 lakh crore and new employment generation of 50,794 direct jobs.

ECMS projects in Tamil Nadu:

Out of 46 approved applicants, 11 are in Tamil Nadu. Proposed investment in these projects is Rs 32,738 crores and employment generation of 27,857.

The list of such approved projects along with the approved product in the state of Tamil Nadu is enclosed as **Statement**.

Electronics Manufacturing Clusters

Government is running a scheme for building world-class Electronics Manufacturing Clusters (EMCs).

These EMCs provide electronics manufacturing infrastructure, ready industrial plots and Ready Built Factory (RBF) / Plug-and-Play facilities EMCs attract investments, create employment and boost the ESDM sector.

In the State of Tamil Nadu, two (02) greenfield EMC projects, namely EMC Pillapaikkam and EMC Manallur have been approved. Details are as below:\

EMC Pillapaikkam approved with a project outlay of Rs 424.55 crores, with central financial assistance of Rs.212.27 crores. This covers an area of 379.3 acres and is expected to attract investment of Rs 8,737 crores and generate employment of about 14,519 persons

EMC Manallur approved with a project outlay of Rs 587.47 crores, with central financial assistance of Rs 293.74 crores. This covers an area of 474.3 acres and is expected to attract investment of Rs 4,175 crores and generate employment of about 16,900 persons

STATEMENT

Details of Approved Applicants in the State of Tamil Nadu under ECMS

S.No.	Applicant	Product
1.	Kaynes Circuits India Private Limited	Multi-layer PCB
2.	Tata Electronics Private Limited	Enclosures for Mobile, IT Hardware products and related devices
3.	HI-Q Electronics Private Limited	Multi-layer PCB
4.	Kaynes Circuits India Private Limited	Laminate
5.	Yuzhan Technology (India) Private Limited	Enclosures for Mobile, IT Hardware products and related devices
6.	Kaynes Circuits India Private Limited	Camera Module Sub-Assembly

7.	Motherson Electronic Components Private Limited	Enclosures for Mobile, IT Hardware products and related devices
8.	Zetchem Supply Chain Services Private Limited	Optical Transceiver - SFP (Small form-factor pluggable)
9.	ASUX Safety Components India Private Limited	Camera Module Sub-Assembly
10.	Kaynes Circuits India Private Limited	HDI PCB
11.	Ascent Circuits Pvt Ltd	Multi-layer PCB

सिविल सेवा परीक्षा हेतु साक्षात्कार

5384. श्री राजकुमार रोटः

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

- (क) संघ लोक सेवा आयोग (यूपीएससी) द्वारा आयोजित सिविल सेवा परीक्षा के साक्षात्कार (व्यक्तित्व परीक्षण) में अंक प्रदान करने की वर्तमान प्रक्रिया क्या है;
- (ख) विगत पांच वर्षों के दौरान चयनित अभ्यर्थियों का श्रेणी-वार (अनुसूचित जाति, अनुसूचित जनजाति, अन्य पिछड़ा वर्ग, सामान्य) ब्यौरा क्या है;
- (ग) क्या सिविल सेवा साक्षात्कार प्रक्रिया में अनुसूचित जाति (एससी) और अनुसूचित जनजाति (एसटी) श्रेणियों के अभ्यर्थियों को तुलनात्मक रूप से कम अंक दिए जाने के संबंध में शिकायतें प्राप्त हुई हैं;
- (घ) यदि हां, तो सरकार द्वारा इस मुद्दे के समाधान के लिए किए गए प्रयासों का ब्यौरा क्या है;
- (ङ) क्या सरकार का साक्षात्कार बोर्डों में अनुसूचित जाति और अनुसूचित जनजाति वर्ग के सदस्यों की भागीदारी को अनिवार्य बनाने और सिविल सेवा साक्षात्कार प्रक्रिया में पूर्ण पारदर्शिता सुनिश्चित करने के लिए निष्पक्ष मूल्यांकन प्रणाली लागू करने हेतु ठोस दिशा-निर्देश जारी करने का विचार है; और
- (च) यदि हां, तो इसे कब तक किए जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क): सिविल सेवा परीक्षाओं के अभ्यर्थियों के व्यक्तित्व परीक्षण (पीटी) / साक्षात्कार, संघ लोक सेवा आयोग (यूपीएससी) द्वारा गठित व्यक्तित्व परीक्षण बोर्डों द्वारा निष्पक्ष और पारदर्शी तरीके से आयोजित किए जाते हैं। लोक सेवा में करियर के लिए अभ्यर्थियों की उपयुक्तता का मूल्यांकन किया जाता है। साक्षात्कार का उद्देश्य, अभ्यर्थी की मानसिक क्षमता को परखना है और यह उनके बौद्धिक गुणों, सामाजिक विशेषताओं और समसामयिक मामलों में उनकी रुचि का मूल्यांकन करता है। अभ्यर्थियों को 275 अंकों में से अंक दिए जाते हैं।

(ख): विगत पाँच वर्षों के दौरान, सिविल सेवा परीक्षा के अनुशंसित अभ्यर्थियों का विवरण इस प्रकार है:

वर्ग	सामान्य	आ.पि.व.(ईडब्ल्यूएस)	अ.पि.व.(ओबीसी)	अ.जा.	अ.ज.जा
वर्ष					
2021	290	77	215	106	60
2022	410	106	276	155	73
2023	435	119	323	168	87
2024	434	113	327	159	88
2025	317	104	306	158	73

(ग) से (च): अ.जा. / अ.ज.जा. अभ्यर्थियों को दिए गए अंकों के संबंध में प्राप्त शिकायतों की यूपीएससी द्वारा जाँच की गई थी और यह पाया गया था कि ये आरोप निराधार और बेबुनियाद थे। आयोग में अपनाई जाने वाली साक्षात्कार प्रणाली, किसी भी जाति/श्रेणी/वर्ग/भाषा के आधार पर किसी भी प्रकार के भेदभाव से मुक्त है। इसके अतिरिक्त, साक्षात्कार बोर्डों में अ.जा. /अ.ज.जा. / अ.पि.व./अल्पसंख्यक वर्ग के सदस्यों के साथ-साथ महिला अभ्यर्थियों की समग्र भागीदारी

सुनिश्चित करने के लिए भी प्रयास किए जाते हैं।

TECHNOLOGY SUPPORT TO PERAMBALUR AND TIRUCHIRAPPALLI

5385. SHRI ARUN NEHRU:

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

- (a) the details of projects, grants and incubation/innovation programmes supported by DST, DBT, CSIR etc. in Perambalur and Tiruchirappalli districts during the last five years;
- (b) the number of institutions, start-ups and students benefited; and
- (c) whether any district-level science centre, tinkering labs or innovation hubs are proposed in this region?

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

(a) and (b): Department of Science and Technology (DST), Department of Biotechnology (DBT), and Council of Scientific and Industrial Research (CSIR) implement a range of national-level schemes and programmes to promote and strengthen research and development (R&D), innovation, incubation and technology development across the country, including in the districts of

Perambalur and Tiruchirappalli in Tamil Nadu. The details of various programmes under which benefits have been availed in Perambalur and Tiruchirappalli districts during the last five years are as follows:

Through the DST – Fund for Improvement of S&T Infrastructure (FIST) programme, 4 projects in 3 academic institutions in Tiruchirappalli district have been supported.

Under the DST – National Initiative for Developing and Harnessing Innovations (NIDHI) programme, start-ups are supported from ideation to commercialization through components such as EIR, PRAYAS, Seed Fund and Technology Business Incubators (TBIs). During the last five years, 14 startups/innovators from the Tiruchirappalli–Perambalur region have been supported with financial assistance of about ₹1.56 crore. DST has also supported a Science and Technology Entrepreneurs Park (STEP) at NIT Tiruchirappalli which has further been supported by Atal Incubation Mission (AIM), NITI Aayog with scale-up grant of Rs. 8.66 crore.

Through the DST's INSPIRE Scheme, including INSPIRE-MANAK (Million Minds Augmenting National Aspiration and Knowledge), Scholarship for Higher Education (SHE), INSPIRE Fellowship, and INSPIRE Faculty Fellowship, 475 students and researchers from Perambalur and Tiruchirappalli districts have been supported with fellowship grants amounting to about Rs. 1.74 crore during the last five years.

Under the Technology Development Programme (TDP) of DST, R&D projects have been supported to develop indigenous technologies and translate proof-

of-concepts into prototypes in areas such as agro-technology and sensors/devices. During the last five years, a total of Rs. 0.93 crore has been sanctioned to 2 academic institutions located in Perambalur and Tiruchirappalli districts. Also, under Advanced Manufacturing Technologies program one project in Tiruchirappalli district has been sanctioned with a total cost of Rs. 0.45 crore. Under the Climate, Energy and Sustainable Technology (CEST) initiatives of DST, 6 projects in 2 institutions have been supported in the region.

Through various schemes/programmes of ANRF-DST such as Core Research Grant, Empowerment and Equity Opportunities for Excellence in Science, Inclusivity Research Grant, National Post Doctoral Fellowship (NPDF), National Science Chair, Prime Minister Early Career Research Grant, Ramanujan Fellowship, Start-up Research Grant, Teachers Associateship for Research Excellence (TARE) etc, a total of 88 projects/institutions have been supported with a total funding of about Rs. 25.98 crore during the last five years and the current year in Tiruchirappalli district. The Science and Heritage Research Initiative (SHRI) Cell of DST has also supported two projects in Tiruchirappalli district during the last five years.

Under the Department of Biotechnology (DBT) programmes, namely Biotechnology Research, Innovation and Entrepreneurship Development (Bio-RIDE), Biotechnology Ignition Grant (BIG), and Sustainable Entrepreneurship and Enterprise Development (SEED) Fund, a total of 12 projects/startups have been supported in various institutes in Tiruchirappalli district during the last five

years, with a sanctioned cost of about Rs. 6.34 crore.

The Council of Scientific and Industrial Research (CSIR), under its constituent laboratory Central Leather Research Institute (CLRI), Chennai has undertaken 2 projects in Tiruchirappalli. The students from Perambalur and Tiruchirappalli region were also benefitted by the CSIR Jigyasa 2.0 program conducted by CSIR-Central Electrochemical Research Institute (CECRI), Karaikudi. About 126 students have been part of the program. Also, through the CSIR Integrated Skill Development Program a total number of 130 students have been benefitted. Two companies and 16 trainees from Perambalur and Tiruchirappalli region have been benefitted through the Central Leather Research Institute (CLRI), Chennai training programmes.

(c): The Government is committed to strengthening the science, technology, and innovation ecosystem across the country, including in the districts of Perambalur and Tiruchirappalli. As per the proposal received, the Indian Space Research Organisation (ISRO) has established a Space Technology Incubation Centre (S-TIC) at the National Institute of Technology (NIT), Tiruchirappalli, to promote start-ups, encourage entrepreneurship among students, and foster an academia-industry ecosystem in the space technology domain.

Under the Atal Innovation Mission (AIM) of NITI Aayog, a total of 27 Atal Tinkering Labs (ATLs) in Tiruchirappalli district and 6 ATLs in Perambalur district have been established in schools to enhance the innovation ecosystem at the school level.

The Department of Science and Technology (DST) has supported the establishment of a Science and Technology Entrepreneurs Park (STEP) at NIT Tiruchirapalli, and under its National Mission on Interdisciplinary Cyber-Physical Systems, a Technology Innovation Hub on Sensors, Networking, Actuators, and Control Systems (SNACS) has been established at Indian Institute of technology, Madras. These hubs are strengthening innovation, incubation, translational research and entrepreneurship development in the region.

GAMMA IRRADIATION FACILITIES IN LADAKH

5386. SHRI MOHMAD HANEEFA:

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

- (a) the current status of setting up Gamma Irradiation facilities in Ladakh for shelf-life extension of fruits and vegetables, as announced by the Department of Atomic Energy;
- (b) the timeline for completion and operationalization of these facilities;
- (c) the expected benefits for local farmers and agri-businesses including the projected increase in shelf life and reduction in post-harvest losses;
- (d) whether any pilot projects or trials have been conducted so far and if so, the results thereof; and
- (e) the steps taken to ensure local participation and training of Ladakhi youth in the operation and maintenance of these facilities?

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

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

(a) to (e): This is ongoing process. Bhabha Atomic Research Centre (BARC), a constituent unit of Department of Atomic Energy (DAE) is involved in Research and Development (R&D) activities pertaining to the development of Standard Operating Procedures (SOPs) for preserving different agricultural produce commodities, preparing standards and guidelines pertaining to food irradiation to help regulators, developing radiation facilities with improvised design as well as promotion of the technology for wider deployment. BARC developed radiation technologies not only extend the shelf life of perishable agricultural produce and prevent post-harvest losses, but also help Indian exporters to meet international quarantine requirements for export of such commodities, thereby enabling access to high-value markets. Notably, the shelf life of onion and potatoes has been extended up to 7.5 months and 8 months respectively, while retaining the quality attributes. India has been exporting mangoes and pomegranate through sea route in a cost-effective manner to the United States of America (USA), Australia, South Africa and Malaysia using irradiation as a mandatory phytosanitary treatment. SOPs have also been developed for shelf-life extension of cereals, wheat, spices, mushroom, fruits and vegetables such as green tomato and broccoli, cherry fruits, semi dried apricot etc., benefiting

farmers, traders and consumers. Radiation processing also enables chemical-free preservation of grains and spices by eliminating insects and microbes. The radiation based food preservation technology has been transferred to private entrepreneurs on non-exclusive basis for commercialization. At present 32 commercial food irradiation facilities are operational across the country which includes seven plants by Central / State Government Sector and 25 by private firms.

ADDITION AND DELETION OF RATION CARDS

5387. SHRI DEEPENDER SINGH HOODA:

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

- (a) the number of ration cards added and deleted under the Public Distribution System (PDS) since 2014, including the current year, State, Union Territory and year-wise;
- (b) the details of the reasons for deletion of ration cards during this period, including grounds such as ineligibility, duplication, Aadhaar seeding, migration, income criteria or non-verification;
- (c) whether the Government maintains any standardised criteria or guidelines for addition and deletion of ration cards across States and UTs and if so, the details thereof; and
- (d) whether any grievance redressal or appeal mechanism exists for beneficiaries whose ration cards have been deleted and if so, the details

of the safeguards put in place to prevent exclusion of genuine beneficiaries?

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

(a) and (b): As an outcome of the use of technology in Targeted Public Distribution System (TPDS) operations, i.e., digitization of ration cards/beneficiary databases, Aadhaar seeding, de-duplication process, identification of ineligible records, deaths, permanent migration of beneficiaries, etc. all States/UTs have been able to weed-out approx. 6.31 crore ration cards between 2014 to 2025 in order to achieve rightful targeting. A statement showing year-wise and State-wise deleted Ration Cards is at **Statement.**

(c): Under the National Food Security Act (NFSA), 2013, the responsibility for identifying eligible households rests with the respective State Governments/UT Administrations. As per Section 10 of NFSA, 2013, the State Government is required to frame its own inclusion and exclusion guidelines and identify households to be covered under Antyodaya Anna Yojana (AAY) and Priority Households (PHH) within the limits prescribed under Section 9 of the Act. Accordingly, the criteria for determining eligibility or ineligibility of beneficiaries are defined by the respective State Governments/UTs through their Control Orders and guidelines.

(d): The Department has undertaken several measures to strengthen digital

monitoring and grievance redressal mechanisms under the Public Distribution System (PDS).

Firstly, grievance redressal systems have been strengthened through the universal availability of toll-free helplines (1967/1800 series) across all States/UTs. In addition, Anna Sahayata (ASHA) has been introduced as an AI-enabled grievance redressal platform leveraging WhatsApp and IVRS channels, enabling beneficiaries to lodge complaints and provide feedback in their preferred regional languages.

The Mera Ration Mobile App also provides an integrated interface for beneficiaries to access their entitlement details, view transaction history, locate nearby FPSs, and register grievances directly.

Further, monitoring has been strengthened through integration with the CPGRAMS platform, wherein States/UTs have been advised to adhere to the prescribed timeline of 21 days for grievance disposal. Grievance pendency is regularly monitored through dashboards, and periodic advisories are issued to ensure timely resolution. States/UTs with high pendency are specifically flagged for corrective action.

These initiatives collectively enhance transparency, improve accountability, and ensure timely delivery of services to beneficiaries under the PDS.

STATEMENT**STATUS OF DELETED RATION CARDS**

SI	State/UT	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2,024	2025
1	Andhra Pradesh	5,45,987	1,29,202	4,75,023	5,449	15,209	12,762	24,523	13,128	30,94,232	52,610	512	102
2	Andaman & Nicobar	-	37	7	6	47	421	431	196	950	47	49215	50681
3	Arunachal Pradesh	1,059	115	4,396	56	-	-	-	-	1,151	328	268	1128
4	Assam	-	-	1,08,681	42,077	1,35,250	22,412	21,291	11,120	28,590	38,590	161516	24381
5	Bihar	21,712	16,401	6,291	-	2,18,051	3,92,713	99,404	15,678	1,61,809	4,49,525	1686266	149043
6	Chandigarh	-	-	-	88	-	-	-	-	684	2,291	207	2401
7	Chhattisgarh	7,10,000	1,43,000	1,50,000	1,50,000	56,834	1,38,967	4,508	10,400	20,715	29,108	57371	60496
8	DNH and Daman & Diu	-	262	650	272	4,898	577	5,840	2,454	73	1	151	1101
9	Delhi	-	38,496	22,696	3,969	2,56,987	381	518	448	116	3,686	61292	11438
10	Goa	93	1,45,471	10,115	6,146	1,130	888	148	805	2,117	5,801	166	3467
11	Gujarat	64,079	45,833	22,119	18,965	95,659	23,038	47,936	2,19,151	1,32,519	1,35,362	30889	69102
12	Haryana	22,903	43,515	19,648	29,686	2,91,926	-	-	-	1,96,174	8,49,972	328557	1343474
13	Himachal Pradesh	235	-	1,148	172	56,858	367	4,376	2,538	3,299	7,551	9673	7400
14	Jammu and Kashmir	640	3,325	50,709	664	3,428	13,869	13,224	33,677	2,927	5,403	4767	3036
15	Jharkhand	19	7,914	4,46,025	3,59,793	82,394	60,333	65,234	-	75,137	29,771	6374	67730
16	Karnataka	6,64,755	7,61,326	1,44,432	3,26,382	73,675	1,09,312	31,753	42,558	48,477	74,401	27105	50594
17	Kerala	57	-	-	-	3,314	2,543	52,475	1,04,511	41,998	40,800	11555	7261
18	Ladakh	NA	NA	NA	NA	NA	NIL	NIL	614	30	58	615	764
19	Lakshadweep	76	872	442	-	5	6	7	33	38	89	88	32
20	Madhya Pradesh	1,313	-	3,89,124	1,84,673	1,27,441	61,265	1,65,829	9,93,704	98,186	4,96,092	704848	260285
21	Maharashtra	85,160	8,20,780	11,55,908	-	12,81,922	6,53,677	1,31,986	36,119	1,44,985	2,01,676	174342	133469
22	Manipur	-	-	-	336	-	-	45,321	9,411	30,493	9,684	7215	6515
23	Meghalaya	-	-	-	-	2,568	10,525	16	-	402	1,612	449	102
24	Mizoram	47	53	101	559	107	156	1,443	1,637	3,617	4,115	2548	742

25	Nagaland	3,24 7	-	-	8,521	7,723	18,552	7,304	-	3,428	3,177	3924	1347
26	Odisha	-	-	6,50,471	35,740	-	-	-	-	64,122	31,240	19420	121134
27	Puducherry	10,6 29	56,1 21	9,886	3,290	3,533	2,093	1,881	1,731	538	847	898	763
28	Punjab	93,2 67	-	-	69,945	34,972	94,031	1,79,83 7	3,305	1,52,49 7	1,23,722	7520	2290
29	Rajasthan	-	26,3 29	13,71,23 0	73,110	8,016	72,276	5,80,24 1	1,35,28 3	2,65,39 0	26,386	10344 4	605826
30	Sikkim	-	-	11,714	1,126	3,377	5,622	6,981	-	458	0	604	2116
31	Tamil Nadu	96,4 06	1,14, 175	84,470	9,089	-	-	-	2,00,94 2	86,150	73,875	63905	33339
32	Telangana	11,7 1,35 4	83,0 48	5,21,790	41,194	3,101	40,684	12,154	-	4,988	34,064	3424	140947
33	Tripura	11,8 14	66,2 36	92,728	-	18,874	552	1,099	1,100	1,254	800	467	4334
34	Uttar Pradesh	19,1 17	2,33, 847	25,86,54 1	44,41,7 48	43,72,49 1	41,52,2 73	8,54,02 5	7,19,21 3	9,99,10 0	7,00,138	84112 3	597012
35	Uttarakhand	-	1,11, 367	89,984	3,18,71 8	1,26,268	-	-	49,712	66,627	9,691	4,589	3014
36	West Bengal	16,7 7,31 1	21,8 4,15 2	-	-	88,593	1,00,15 1	59,666	2,93,32 6	6,47,00 3	7,56,860	50995 2	374519
	Grand Total	52,0 1,28 0	50,3 1,87 7	84,26,32 9	61,31,7 74	73,74,65 1	59,90,4 46	24,19,4 51	29,02,7 94	63,80,2 74	41,99,37 3	48852 59	41,41,385

संसद सदस्य स्थानीय क्षेत्र विकास निधि पर जीएसटी का बोझ

5388. श्री भाऊसाहेब राजाराम वाकचौरे:

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

(क) क्या सीमित संसद सदस्य स्थानीय क्षेत्र विकास (एमपीलैड) निधि और इस पर जीएसटी का बोझ कई लोक सभा निर्वाचन क्षेत्रों में अवसंरचना विकास कार्यों में बाधा उत्पन्न कर रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने संसद सदस्यों द्वारा संसद सदस्य स्थानीय क्षेत्र विकास निधि के रूप में प्रतिवर्ष केवल पांच करोड़ रुपये प्राप्त करने के मुद्दे पर कोई आंतरिक समीक्षा की है या कोई

रिपोर्ट तैयार की है जबकि देश के कई राज्यों में एक विधायक को विकास कार्यों के लिए इतनी ही राशि प्राप्त होती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

- (ग) क्या सरकार योजना की प्रभावकारिता को बढ़ाने और असमानता को दूर करने के लिए संसद सदस्य स्थानीय क्षेत्र विकास निधि में वृद्धि करने और उन्हें कर-मुक्त का दर्जा देने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

- (क) और (ख): संसद सदस्य स्थानीय क्षेत्र विकास योजना (एमपीलैड्स) के अंतर्गत, प्रत्येक माननीय संसद सदस्य प्रतिवर्ष ₹ 5.00 करोड़ राशि का हकदार है। जबकि विधानसभा सदस्य स्थानीय क्षेत्र विकास योजना (एमएलएलएडीएस) के अंतर्गत वार्षिक पात्रता राज्यों में भिन्न-भिन्न हो सकती है और यह संबंधित राज्य/संघ राज्य क्षेत्र सरकार के अधिकार क्षेत्र में है।

एमपीलैड्स योजना का मुख्य उद्देश्य प्रत्येक संसद सदस्य को लोगों की स्थानीय जरूरतों के आधार पर विकासात्मक कार्यों की संस्तुति करने में सक्षम बनाना है, जिसमें समाज के व्यापक जनहित के लिए टिकाऊ सार्वजनिक परिसंपत्तियों के निर्माण पर जोर दिया गया है।

एमपीलैड्स योजना के तहत अनुमत कार्यों में सार्वजनिक और सामुदायिक भवन, सार्वजनिक सुविधाएं, सुरक्षा एवं संरक्षा, शिक्षा, सार्वजनिक स्वास्थ्य और पेयजल एवं स्वच्छता सहित कई क्षेत्र शामिल हैं। संबंधित मंत्रालय और विभाग भी इन क्षेत्रों के अंतर्गत विशिष्ट योजनाएं लागू करते हैं। एमपीलैड्स योजना का उद्देश्य इन पहलों को प्रतिस्थापित करना या उनकी नकल करना नहीं है, बल्कि स्थानीय स्तर पर अभिज्ञात जरूरतों के आधार पर अंतिम-मील कनेक्टिविटी प्रदान करना और व्यवहार्यता संबंधी कमियों को दूर करना है।

एमपीलैड्स दिशानिर्देश, 2023 माननीय सांसदों को अन्य केंद्रीय और राज्य सरकारी योजनाओं के तहत व्यक्तिगत या स्वतंत्र परियोजनाओं के साथ-साथ स्थानीय निकायों की परियोजनाओं के साथ एमपीलैड्स निधि को उपभोग करने की अनुमति भी देते हैं, ताकि जमीनी

स्तर पर बेहतर प्रभाव के लिए अनुमेय कार्यों की संस्तुति की जा सके।

(ग): मंत्रालय नियमित रूप से विभिन्न हितधारकों से सुझाव प्राप्त करता है और निर्धारित प्रक्रियाओं के अनुसार निधि पात्रता में संशोधन के प्रस्तावों सहित उनकी जांच करता है।

राज्य/संघ राज्य क्षेत्र सरकारों, दोनों के सदस्य वाले संवैधानिक निकाय जीएसटी परिषद की संस्तुति के आधार पर जीएसटी दरें और छूट निर्धारित की जाती हैं। एमपीलैड निधि के तहत किए गए कार्यों पर जीएसटी से छूट देने का अनुरोध 28-29 जून 2022 को आयोजित 47वीं जीएसटी परिषद की बैठक में उसके समक्ष रखा गया था। हालांकि, परिषद ने किसी भी बदलाव की संस्तुति नहीं की।

DPR FOR THIRD RAILWAY LINE IN KERALA

5389. SHRI M. K. RAGHAVAN:

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

- (a) whether the Government has completed the feasibility study and Detailed Project Report (DPR) for the third line projects in Kerala and if so, the details thereof;
- (b) whether the Government has set timeline for completion of the third railway line projects in Kerala and if so, the expected date of completion; and
- (c) whether the Government has planned to implement automatic signalling system in the Shoranur–Mangalore section of Southern Railway and if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION

TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): To strengthen the railway network in Keralam, the following surveys have been sanctioned for preparation of Detailed Project Report (DPR):

S.N	Project	Status
1	Shoranur - Coimbatore 3rd & 4th Line (99 Km)	Survey sanctioned for preparation of DPR
2	Shoranur - Ernakulam 3rd Line (107 Km)	Survey sanctioned for preparation of DPR
3	Mangaluru - Shoranur 3rd and 4th line (307 km)	Survey sanctioned for preparation of DPR
4	Ernakulam - Kayankulam 3rd line (via Kottayam) (115 Km)	Survey sanctioned for preparation of DPR
5	Thiruvananthapuram - Nagercoil 3rd Line (71 Km)	Survey sanctioned for preparation of DPR
6	Kayankulam - Thiruvananthapuram 3rd Line (105 Km)	Survey sanctioned for preparation of DPR
7	Mararikulam - Alappuzha doubling (12 Km)	DPR prepared

Capacity enhancement works such as Automatic Signalling or multitracking works are taken up based on several factors such as topography of the area, operational requirements, anticipated traffic etc. Therefore to increase capacity of Shoranur–Mangaluru which is already a double line section, Final Location Survey for 3rd and 4th line (307 km) has been sanctioned for preparation of Detailed Project Report (DPR) as detailed above.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc.

As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Keralam :-

Keralam Railway Budget:-

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

Period	Outlay
2009-14	₹ 372 crore/year
2025-26	₹3,042 crore (more than 8 times)

Projects sanctioned:-

As on 01.04.2025, 06 projects (02 new line and 04 doubling) of 266 km length, costing ₹9,415 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2025 (₹in Crore)
New line	02	146 km	0 km	146 km	309
Doubling /multitracking	04	120 km	26 km	94 km	2,941
Total	06	266 km	26 km	240 km	3,250

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Recently Completed Projects:-

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

S.N	Project	Cost (₹ in Crores)
1	Dindigul - Pollachi - Palghat & Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kuruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

Some of the projects falling fully/partly in Keralam which have been taken up are as under:

S No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 Km)	138
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	595
4	Kumbalam - Thuravur Patch doubling (16 km)	803
5	Trivandrum- Kanyakumari doubling (87 km)	3,786
6	Shoranur - Vallathol doubling (10 km)	367
7	Palakkad Town to Parli Bypass Line (2 Km)	164
8	Alappuzha-Ambalapuzha doubling (13 Km)	324
9	Turavur – Mararikulam doubling (21 Km)	451

Execution of important infrastructure projects falling fully/partly in the State of

Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	476 ha
Land Acquired	65 ha (14%)
Balance Land to be acquired	411 ha (86%)

Railway had deposited ₹1,975 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Angamali - Sabarimala new line (111 km)	416	24	392
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam – Turavur Patch doubling (16 km)	10	9	1
4.	Shoranur - Vallathol doubling (10 km)	5	0	5

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

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

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project

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

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

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

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

ROBs/ RUBs:-

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its

impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014 - 25 (Upto Jan'26)	14,024 Nos. (including 121 Nos. in the State of Keralam)

As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 138 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 4,835 Cr in Keralam which are at various stages of planning and execution.

106 Nos. ROBs/RUBs are delayed on account of the State Govt. The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	38
2.	Finalization of Alignment by State Govt.	63
3.	Law & order/ Public Protest/Court cases etc.	2
4.	Agency yet to be fixed	3

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the

area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

PADDY PROCUREMENT

5390. SHRI A. MANI:

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

- (a) the details of paddy procurement including the quantity procured through central agencies and the number of farmers who benefited from MSP procurement operations during the last three years, year and State-wise;

- (b) whether the Government has assessed the adequacy of procurement centres across major paddy-producing States particularly in remote and rain-fed regions and the steps taken by the Government to ensure easier access for farmers to MSP procurement facilities;
- (c) whether the Government has received complaints from farmers in Dharmapuri district of Tamil Nadu regarding limited procurement centres, long waiting periods or transport difficulties while delivering paddy to procurement points and if so, the details thereof;
- (d) whether any study has been conducted on the participation of small and marginal farmers of Dharmapuri in MSP procurement and if so, the details of the challenges they face in accessing procurement support; and
- (e) whether the Government proposes to expand procurement centres, improve storage infrastructure and ensure timely MSP payments to farmers in Dharmapuri district and if so, the details thereof?

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

- (a): The State-wise, details of quantity of paddy procured and number of farmers benefited, during the last three years are at **Statement**.
- (b): The procurement operations at Minimum Support Price (MSP) in the states are majorly carried out by State Government procuring agencies. Adequate number of Procurement Centres (PCs) are opened by the respective State Govt. Agencies and FCI taking into account the production, marketable

surplus, availability of other logistics and convenience of the farmers in the region. A number of temporary purchase centres, if required, in addition to the existing mandis and depots/godowns are also established at key locations, to further facilitate ease and accessibility for farmers.

(c): No complaint has been received from farmers in Dharmapuri district of Tamil Nadu regarding limited procurement centres, long waiting periods or transport difficulties while delivering paddy to procurement points.

(d) and (e): Tamil Nadu, being a Decentralized Procurement (DCP) state, undertakes the procurement of food grains primarily through the Tamil Nadu Civil Supplies Corporation (TNCSC) and other State Government agencies.

In Tamil Nadu, digital registration and streamlined logistics have enhanced access to procurement facilities by the farmers including small and marginal farmers who are eligible to register for MSP procurement. In particular, in remote and rain-fed regions, focused initiatives such as infrastructure expansion, decentralization, digitalization, and targeted outreach in underserved areas have considerably improved the accessibility and efficiency of procurement operations.

In Dharmapuri district of Tamil Nadu, Ragi cultivation is predominant compared to paddy. During KMS 2024-25, Samba Season, a total quantity of 2,618 MT of paddy was procured and an amount of Rs.6.41 crore was disbursed to 683 beneficiaries. Further, two Direct Procurement Centres (DPCs) were also opened in the district during KMS 2024-25 for procurement of ragi. A total of 1,014.15 MT of ragi was procured and Rs.4.35 crore was

disbursed to 836 beneficiaries. In the ongoing KMS 2025-26, 2 ragi procurement DPCs have been opened and as on 16th March, 2026, 770.60 MT of ragi has been procured and Rs.3.77 crore has been disbursed to 547 beneficiaries. In addition, 2 paddy procurement DPCs have also been opened and 7.20 MT of paddy has been procured so far from the district.

“One Nation, One MSP through DBT” has been implemented across the country which has brought in responsibility, transparency & real time monitoring. Necessary directions have been issued by GoI to all procuring State Governments for making the payment of MSP to farmers preferably within 48 Hours from the issue of procurement receipt.

Storage Capacities for storing food grains in Dharmapuri District, FCI is operating by hiring Tamil Nadu Warehousing Corporation (TNWC) Nallampalli depot (TNWC PEG Dharmapuri) having 15,000 MT capacity. Further, Central Warehousing Corporation (CWC) has also envisaged for construction of a godown at SIPCOT Dharmapuri.

STATEMENT

Paddy Procured and Numbers of Farmers Benefitted						
States/UTs	KMS 2022-23		KMS 2023-24		KMS 2024-25	
	Paddy Procurement (in LMT)	No of Farmers Benefitted	Paddy Procurement (in LMT)	No of Farmers Benefitted	Paddy Procurement (in LMT)	No of Farmers Benefitted
Andhra Pradesh	41.13	678604	30.43	479159	38.22	517676
Telangana	93.86	2016798	95.32	1500655	100.44	1617991
Assam	5.98	62423	3.94	39577	8.50	66530
Bihar	42.05	577064	30.79	372556	39.23	462963
Chandigarh	0.19	1404	0.25	1714	0.26	1612

Chhattisgarh	87.53	2047842	123.88	2472441	116.42	2549606
Gujarat	1.77	28357	0.85	15651	0.35	6609
Haryana	59.36	282725	58.94	282103	53.99	310100
Himachal Pradesh	0.14	3407	0.23	4274	0.37	6338
Jharkhand	1.73	31855	0.74	10927	2.06	58858
J&K	0.34	6549	0.24	4494	0.33	4897
Karnataka	0.21	7646	0.00	0	0.01	158
Kerala	7.31	250373	5.59	198478	5.81	206913
Madhya Pradesh	46.30	647699	42.16	605553	43.42	669271
Maharashtra	18.48	516941	11.64	375519	15.93	463072
Odisha	79.16	1710773	70.89	1532237	85.55	1821071
Puducherry	0.00	28	0.00	63	0.00	44
Punjab	182.11	903942	185.28	914803	173.33	904471
Tripura	0.45	21712	0.32	16112	0.36	17357
Tamil Nadu	33.84	599912	34.96	393887	47.99	573761
Uttar Pradesh	65.50	940226	53.80	692604	57.71	662854
Uttarakhand	8.96	58038	7.30	41009	6.73	33895
West Bengal	32.09	1102759	24.69	704417	29.28	902460
All India Total	808.45	12497077	782.25	10658233	826.27	11858507

COST OF PRODUCTION OF GREEN HYDROGEN

5391. DR. SHARMILA SARKAR:

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

- (a) the details of the funds allocation and utilisation under the National Green Hydrogen Mission since its inception, year-wise;
- (b) the details of targeted production of green hydrogen and the actual current production since scheme inception, year-wise; and
- (c) the cost of production of green hydrogen (Rs./kg) and the cost of production of solar and wind energy (Rs./kg)?

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

(a) and (b): The Government of India is implementing the National Green Hydrogen Mission (NGHM), with an objective to make India a global hub of production, usage and export of green hydrogen and its derivatives. India's Green Hydrogen production capacity is likely to reach 5 Million Metric Tonnes per annum by 2030.

As per available information, around 8000 tonnes per annum of green hydrogen production capacity has been commissioned in India till February 2026.

The details of the funds allocation and utilisation under the National Green Hydrogen Mission, are given below:

	Fund allocation (Rs. Crores) (Revised Estimate)	Utilisation (Rs. Crores)
FY 2023 - 24	100	0.11
FY 2024 - 25	300	46.26
FY 2025 – 26 (as on 19 th March 2026)	300	203.75

(c): Under the National Green Hydrogen Mission, the discovered Costs of Green Hydrogen through competitive bidding are ₹ 397 per kg (inclusive of

18% GST) for supply to the refinery of Indian Oil Corporation Limited and ₹ 387 per kg (inclusive of 18% GST) for supply to the refineries of Bharat Petroleum Corporation Limited and Hindustan Petroleum Corporation Limited.

As per the World Bank Group report titled "*Electrolysers for Hydrogen Production*," it is estimated that renewable energy (solar and wind) accounts for approximately 50% to 70%, i.e. about ₹ 235 per kg, of the total cost of green hydrogen production.

**POOR CONDITION OF UNDERPASS AT RAGAL PAVI, TIRUPPUR
DISTRICT**

5392. SHRI ESWARASAMY K.:

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

- (a) whether the Government is aware that the railway underpass located at Ragal Pavi Panchayat near Udumalpet in Tiruppur district is reportedly filled with mud and slush due to inadequate maintenance and if so, the details thereof;
- (b) whether it is a fact that during the monsoon season, rainwater stagnates in the said underpass causing inconvenience, traffic disruption and hardship to motorists and the public and if so, the details thereof;
- (c) the reasons for the absence of proper drainage facilities and periodic desilting/maintenance at the said location; and
- (d) the remedial steps taken/proposed to be taken by the Government to clear the accumulated mud and slush, improve drainage infrastructure

and ensure that such waterlogging does not recur in future?

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

(a) to (d): Sanctioning of proposals for construction of ROB/RUBs in lieu of Level Crossings is a continuous and dynamic process of Indian Railways. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

Nos. of ROB/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto Jan'26)	14,024 Nos. (including 777 Nos. in the state of Tamilnadu)

As on 01.02.2026, 4,802 Nos. ROB/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 236 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 4891 Cr in State of Tamilnadu which are at various stages of planning and execution.

The construction of the Road Under Bridge (RUB) in lieu of LC No. 99 at Km 96/213–219, located at Ragal Pavi Panchayat near Udumalpet in Tiruppur District, has been taken up. However, the work was held up due to dispute about ownership of land on subway approaches. Recently the issues related to land ownership have been resolved and the work has been taken up again.

Two adjacent LCs to this location i.e. LC no. 98 at KM 95/100-200 at a

distance of 1.1 Km and LC no. 100 at Km 98/000-100 at a distance of 1.8 Kms are being used by public for crossing the tracks.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

- (i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- (ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- (iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Railways have also taken several remedial measures to mitigate the

problem of water logging, as under:

- Adequate drainage arrangement has been made as integral part of planning of new RUB/underpasses.
- In existing RUBs/underpasses remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to RUB, provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements.
- In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users.

EXPANSION OF KAVACH 4.0 FOR PREVENTION OF RAILWAY

ACCIDENTS

5393. SHRI SASIKANTH SENTHIL:

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

- (a) whether the indigenous 'Kavach 4.0' safety system has been successfully commissioned on over 1,300 route kilometers as of January 2026 and if so, the details thereof;
- (b) the details of the timeline for covering the remaining parts of the High-Density Network (HDN) under this anti-collision framework; and

(c) the details of the safety fund allocation in the 2026-27 budget for the complete elimination of human-error-based accidents?

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

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

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

Year	Consequential Accidents
2014-15	135
2025-26 (upto 28.02.2026)	14 (90% lesser)

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

Consequential Accident Index:-

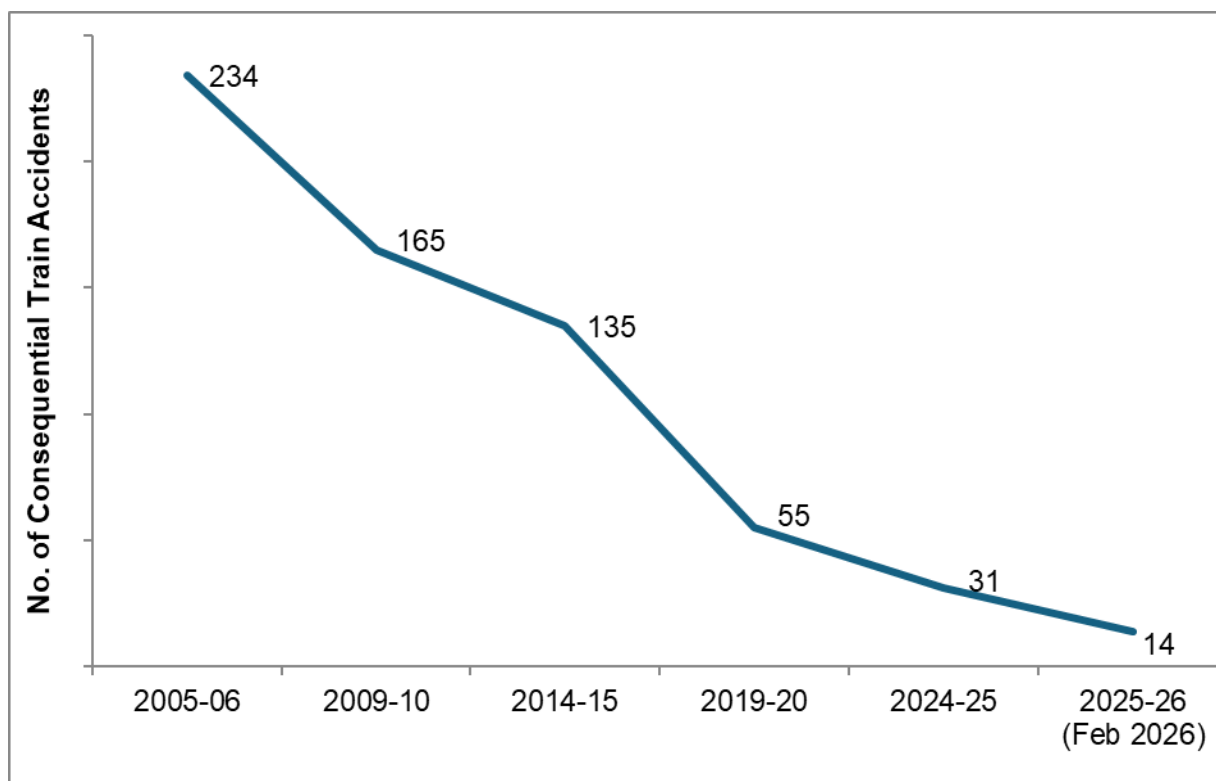
Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

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

No. of consequential accidents

No. of trains X million kilometers run

Accident Index = _____



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

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

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

2. Electrical/Electronic Interlocking Systems with centralized operation of

points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 10,153 Level Crossing Gates up to 28.02.2026 for enhancing safety at LC Gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.
5. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
6. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
7. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
8. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
9. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.
10. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers,

Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.

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

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

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

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
Technological Improvements				
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times
2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90 % reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling stock				

1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Implementation of Kavach

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

- iii. Installation of telecom Towers throughout the section.
 - iv. Laying of Optical Fibre Cable along the track.
 - v. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress (Route Km)
(1)	Delhi-Mumbai route:	
i	Junction cabin – Palwal – Mathura –Nagda section	667

ii	Vadodara - Ahmedabad section	96
iii	Vadodara - Virar section	336
(2)	Delhi – Howrah route:	
i	Gaya Sarmatanr section	93
ii	Chota Ambana - Bardhaman – Howrah section	260

10. Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ,GD,HDN and identified sections of Indian Railways.

11. Progress of key items of Kavach on High density routes including Delhi– Mumbai & Delhi– Howrah corridors as on 14.03.2026 are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	8570 Km
ii	Installation of Telecom Towers	1100 nos
iii	Station Data Centre	767 Station
iv	Installation of Track side equipment	6776 RKm
v	Provision of Kavach in Loco	4211 nos

12. In addition, work for installation of Kavach in 8979 Locomotives and 1200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 55,000 technicians, operators and engineers have been trained on Kavach technology. This includes about

47,500 Loco Pilots & Assistant Loco Pilots. Courses have been designed in collaboration with IRISSET.

14. The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.
15. The funds utilized on Kavach works so far up to Feb'26 is Rs. 2,763.90 cr. Requisite funds are made available as per the progress of works.
16. Further, the Budget allocated for Signalling & Telecom work including Kavach for the year 2026-27 is Rs. 7500 cr.

PROSECUTION AND PROTECTION OF RAILWAY PROPERTY

5394. SHRI ANIL YESHWANT DESAI:

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

- (a) whether Railway Courts and Railway Protection Force (RPF) are responsible for prosecution and protection of railway property etc.;
- (b) if so, the details of the number of persons caught by RPF and prosecuted in railway courts during the last five years, year-wise;
- (c) the details of the number of stone pelting incidents on railways during the last five years and the persons caught by RPF with the help of police;
- (d) the details of the number of incidents of removal of fish plates/placing stones on railway tracks causing derailments during the last five years, place and location-wise; and
- (e) the details of precautionary action taken by railway authorities to identify

persons/places and prevent such activities?

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

(a) to (e): The protection of railway property is entrusted to the Railway Protection Force (RPF). The RPF is empowered to register cases of theft, dishonest misappropriation, abetment, connivance, and conspiracy against railway property under the provisions of Railway Property (Unlawful Possession) Act, 1966. The cases are registered against the offender and enquiry is conducted, followed by submission of a complaint to the competent court i.e the court of the Special Railway Magistrate and in few states, in the district courts where special railway courts are not established.

During the last five years (2021–2025), a total of 52,494 persons were arrested under the provisions of the RP(UP) Act, 1966. Out of these, complaints were filed against 50,432 offenders in the respective courts.

During the last five years (2021–2025), a total of 12,157 incidents of stone pelting were registered, in which 8,441 persons were arrested by RPF/GRP.

During the last five years (2021–2025), only three incidents of derailment attributable to miscreant activities occurred on Indian Railways i.e. one each in the Waltair Division of East Coast Railway, the Jhansi Division of North Central Railway, and the Chennai Division of Southern Railway.

Further, in order to prevent incident of any criminal tampering with railway tracks, following steps are being taken by railways:-

- i. Regular State Level Security Committee of Railways (SLSCR) meetings are being conducted, which have been constituted in each State under the chairmanship of DGPs/Commissioner of police of respective States/Union territory with representatives of RPF, GRP and Intelligence units. Further close liaison is made by RPF with the State Police/GRP authorities at all levels to control Crime, registration of cases, their investigation and safe running of trains with focus on sabotage incidents, sharing of intelligence etc.
- ii. Besides Central & State Intelligence agencies, Intelligence unit of RPF i.e. Crime Intelligence Branch(CIB) & Special Intelligence Branch(SIB) have been deployed to collect intelligence and take necessary action in coordination with concerned authorities for detection and prevention of any criminal activity.
- iii. Frequent patrolling of identified black spots and vulnerable sections are being done by Railways, RPF, GRP & Civil Police.
- iv. Regular drives are conducted to remove loose and scattered materials lying near to the railway tracks which can potentially be used by miscreant for putting obstruction on railway track.
- v. The people living near railway track are being sensitized about the consequences of putting foreign material on track, removing rail components, making reels etc. and are requested to keep watch and report any suspected activity immediately.
- vi. Surveillance is also kept using drones and putting solar powered stand

alone CCTV cameras.

EARTH SCIENCE INITIATIVES IN KERALA

5395. SHRI SHAFI PARAMBIL:

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

- (a) whether the Government has conducted any recent studies on the increasing incidence of extreme weather events including floods, landslides and coastal erosion across the country particularly in the State of Kerala;
- (b) the details of early warning systems, Doppler weather radars and ocean observation systems installed in the country particularly in Kerala during the last five years;
- (c) whether any proposal has been received particularly from the Government of Kerala for strengthening disaster forecasting and climate resilience infrastructure and if so, the details and the status thereof;
- (d) the funds allocated and released particularly to Kerala for coastal vulnerability assessment and mitigation measures during the last five years; and
- (e) the steps taken by the Government to improve the accuracy and lead time of weather forecasts in high-risk districts particularly the district of Kerala?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND

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

(a): Yes.

(b): The Ministry of Earth Sciences (MoES) has developed advanced early warning systems for severe weather events. These systems are supported by a state-of-the-art observation network comprising surface and upper-air observations, remote sensing, high-resolution dynamical models, and an end-to-end GIS-based Decision Support System (DSS) developed by MoES institutions, which serves as the front end for early warning systems to enable detection and monitoring of weather hazards across the country, including Kerala. The system is integrated with modern telecommunications technologies to ensure the timely dissemination of information. Effective dissemination methods for weather information and alerts by the MoES are as follows:

- Public alerts and information are disseminated through mobile applications such as MAUSAM, MEGHDOOT, DAMINI, and UMANG.
- Digital dissemination channels include e-mail and SMS-based nowcasting and forecasting alerts to registered users.

- Alerts are issued through the Common Alerting Protocol (CAP) and the SACHET App.
- Information is shared via social media and mass media platforms.
- District Collectors are informed through direct e-mail and WhatsApp group notifications, in coordination with the State Governments, including the Kerala State Disaster Management Authority (KSDMA), the Fisheries Department, and the Agriculture Department.
- Broadcast dissemination is carried out through community radio, public broadcasting systems, and other local communication networks.
- Dissemination is also undertaken through State Government mobile applications.
- Gram Panchayat-level weather forecasting (GPLWF) is facilitated through digital platforms such as e-Gramswaraj, Meri Panchayat App, and e-Manchitra, in collaboration with the Ministry of Panchayati Raj.
- Weather information is disseminated to Pashu Sakhi and Krishi Sakhi at the block and Panchayat levels in collaboration with the Ministry of Rural Development.
- Weather forecasts are accessible through the Mausamgram portal of the India Meteorological Department (IMD).
- Ocean-based early warning advisories for maritime hazards, such as high waves, strong currents, swell surges, storm surges, and

tsunamis.

- Provides operational support during maritime emergencies through the Search and Rescue Aid Tool (SARAT) and oil-spill trajectory advisories.
- KAWACHAM (Kerala Warnings Crisis and Hazard Management System) is operated by the Government of Kerala for issuing alerts to the public.

The Central Water Commission (CWC), under the Ministry of Jal Shakti, has been mandated to issue flood forecasts. CWC issues short-range flood forecasts with a lead time of up to 24 hrs to concerned State Governments at identified locations. Further, CWC is providing a seven-day advisory flood forecast through (<https://ffs.india-water.gov.in/>)/FloodWatch India 2.0 App/E-mail/Whatsapp/Facebook-CWCOfficial.FF/X-CWCOfficial_FF, Youtube-CWC Flood updates.

The Geological Survey of India (GSI), under the Ministry of Mines, has been mandated to issue regional landslide forecasts/early warnings based on rainfall thresholds. Currently, GSI issues operational/experimental daily regional landslide forecast bulletins to 21 districts in 08 (eight) States, including Kerala, during the monsoon period. These bulletins forecast information on the possibility of occurrence of landslides up to the taluk/sub-divisional level daily for the next 48 hours.

The details of Doppler Weather Radars (DWRs) and Ocean Observing Systems installed in the country, including in the State of Kerala, during the

last five years, are as follows:

- A total of 16 DWRs, including new installations and upgradations, have been installed across the country during the period.
- Of these, one DWR is operational in the State of Kerala, namely, one S-band (upgraded) at Kochi.
- Coastal Water Quality buoy off Kochi
- Coastal Flood Monitoring System off Azhimala, Thiruvananthapuram
- Wave Monitoring Along Nearshore (WAMAN) Buoy off Kozhikode and Kollam
- Tide gauges off Beypore, Kochi, and Kollam
- Subsurface ADCP off Kollam

(c) and (d) : No. The Ministry implements Central Sector Schemes uniformly across the country; therefore, the allocation of funds is not made on a State-wise basis. Funds under these schemes are not released directly by the MoES to the State Governments for implementation.

(e): Mission Mausam has been launched by the Ministry with the objective of making Bharat a "weather-ready and climate-smart" nation, including the State of Kerala. The Ministry is in continuous endeavour of augmenting the observational and R&D infrastructure, towards achieving better accuracy in weather forecasting.

IMD has also released a web-based 'Climate Hazard & Vulnerability Atlas of India' prepared for the 13 most hazardous meteorological events,

which cause extensive damage and economic, human, and animal losses. The same can be accessed at https://imdpune.gov.in/hazardatlas/about_hazard.html. The atlas provides information that may assist State Government authorities and disaster management agencies in identifying potential hotspots and planning appropriate measures to address extreme weather events across the country, including in Kerala's high-risk districts.

The Indian National Centre for Ocean Information Services (INCOIS), under the Ministry, conducts capacity-building programmes on a regular basis and, in collaboration with the KSDMA, is implementing the Tsunami Ready Program, a community-based hazard preparedness initiative in coastal villages of Kerala.

बालामऊ जंक्शन पर लखनऊ मेल का ठहराव

5396. श्री अशोक कुमार रावत:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का उक्त शहर में श्रद्धालुओं को आने-जाने में आ रही कठिनाइयों को ध्यान में रखते हुए बालामऊ जंक्शन पर लखनऊ मेल (गाड़ी संख्या-12229 और 12230) के ठहराव को बहाल करने का विचार है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा और समय-सीमा क्या है?

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

(क) और (ख): वर्तमान में बालामऊ स्टेशन को 34 रेलगाड़ी सेवाओं द्वारा सेवित किया जाता है जो दिल्ली, लखनऊ, जम्मू तवी, कोलकाता, प्रयागराज, वाराणसी आदि जैसे गंतव्यों से सीधी संपर्कता प्रदान करता है। बालामऊ स्टेशन को सेवित करने वाली रेलगाड़ियों की सूची निम्नानुसार

नै:-

क्र.सं.	रेलगाड़ी सं. और नाम
1	12469 कानपुर सेंट्रल-जम्मू तवी एक्सप्रेस
2	12470 जम्मू तवी-कानपुर सेंट्रल एक्सप्रेस
3	13005 हावड़ा-अमृतसर एक्सप्रेस
4	13006 अमृतसर-हावड़ा एक्सप्रेस
5	13009 हावड़ा-योग नगरी ऋषिकेश एक्सप्रेस
6	13010 योग नगरी ऋषिकेश-हावड़ा एक्सप्रेस
7	13151 कोलकाता-जम्मू तवी एक्सप्रेस
8	13152 जम्मू तवी-कोलकाता एक्सप्रेस
9	13307 धनबाद-फिरोजपुर कैंट एक्सप्रेस
10	13308 फिरोजपुर कैंट-धनबाद एक्सप्रेस
11	14235 वाराणसी-बरेली एक्सप्रेस
12	14236 बरेली-वाराणसी एक्सप्रेस
13	14241 प्रयागराज संगम-सहारनपुर एक्सप्रेस
14	14242 सहारनपुर-प्रयागराज संगम एक्सप्रेस
15	15119 बनारस-देहरादून एक्सप्रेस
16	15120 देहरादून-बनारस एक्सप्रेस
17	15127 बनारस-नई दिल्ली एक्सप्रेस
18	15128 नई दिल्ली-बनारस एक्सप्रेस
19	15909 डिब्रूगढ़-लालगढ़ एक्सप्रेस
20	15910 लालगढ़-डिब्रूगढ़ एक्सप्रेस
21	22453 लखनऊ-मेरठ सिटी एक्सप्रेस
22	22454 मेरठ सिटी-लखनऊ एक्सप्रेस
23	54321 बालामऊ-सीतापुर पैसेंजर
24	54322 सीतापुर- बालामऊ पैसेंजर
25	54325 सीतापुर सिटी-कानपुर सेंट्रल पैसेंजर
26	54326 कानपुर सेंट्रल-सीतापुर सिटी पैसेंजर
27	54329 बालामऊ -शाहजहांपुर यात्री पैसेंजर
28	54330 शाहजहांपुर-बालामऊ पैसेंजर
29	54331 लखनऊ-बालामऊ पैसेंजर
30	54332 बालामऊ-लखनऊ पैसेंजर

31	54335 बालामऊ-कानपुर सेंट्रल पैसेंजर
32	54336 कानपुर सेंट्रल-बालामऊ पैसेंजर
33	54337 लखनऊ-शाहजहांपुर पैसेंजर
34	54338 शाहजहांपुर-लखनऊ पैसेंजर

उपर्युक्त में, 02 जोड़ी दैनिक रेलगाड़ियां शामिल हैं जो बालामऊ-दिल्ली क्षेत्र के यात्रियों की आवश्यकताओं को पूरा कर रही हैं जबकि 12 जोड़ी रेलगाड़ियां बालामऊ-लखनऊ क्षेत्र के यात्रियों की आवश्यकताओं को पूरा कर रही हैं। इन्हें नीचे सूचीबद्ध किया गया है:-

बालामऊ-दिल्ली क्षेत्र को सेवित करने वाली रेलगाड़ियां

क्र.सं.	रेलगाड़ी सं. और नाम
1	15909 / 15910 डिब्रूगढ़-लालगढ़ एक्सप्रेस
2	15127 / 15128 बनारस-नई दिल्ली एक्सप्रेस

बालामऊ-लखनऊ क्षेत्र को सेवित करने वाली रेलगाड़ियां

क्र.सं.	रेलगाड़ी सं. और नाम
1	13005 / 13006 हावड़ा-अमृतसर एक्सप्रेस
2	13009 / 13010 हावड़ा-योग नगरी ऋषिकेश एक्सप्रेस
3	13151 / 13152 कोलकाता -जम्मू तवी एक्सप्रेस
4	13307 / 13308 धनबाद-फिरोजपुर कैंट एक्सप्रेस
5	14235 / 14236 वाराणसी-बरेली एक्सप्रेस
6	14241 / 14242 प्रयागराज संगम-सहारनपुर एक्सप्रेस
7	15119 / 15120 बनारस-देहरादून एक्सप्रेस
8	15127 / 15128 बनारस-नई दिल्ली एक्सप्रेस
9	15909 / 15910 डिब्रूगढ़ -लालगढ़ एक्सप्रेस
10	22453 / 22454 लखनऊ-मेरठ सिटी एक्सप्रेस
11	54331 / 54332 लखनऊ-बालामऊ पैसेंजर
12	54337 / 54338 लखनऊ-शाहजहांपुर पैसेंजर

इसके अलावा, रेलगाड़ी सेवाओं के ठहराव का प्रावधान जो कि एक सतत प्रक्रिया है,

रेलखंड पर अतिरिक्त समय की उपलब्धता और प्लेटफॉर्म की लंबाई आदि जैसी समान अवसंरचना की उपलब्धता सहित यातायात औचित्य, परिचालनिक व्यवहार्यता आदि पर निर्भर करता है।

**PROMOTION OF SCIENTIFIC TEMPERAMENT, RESEARCH
AND INNOVATION IN THE COUNTRY**

5397. SUSHRI SAYANI GHOSH:

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

- (a) whether the Government has laid down any national goals or targets for scientific innovation and technology development for the coming years and if so, the details thereof, including focus areas such as emerging technologies, indigenous innovation, or strategic sectors;
- (b) the public investment made in scientific research and innovation during the last five years, as a percentage of GDP and in absolute terms;
- (c) whether the Government has examined the adequacy of current investment levels in science and research in comparison with leading innovation-driven economies;
- (d) whether the Government has formulated or is implementing any schemes or programmes aimed at promoting scientific temper, rational thinking and evidence-based reasoning among citizens;
- (e) if so, the details of such schemes/programmes including their objectives, target groups (students, teachers, general public) and modes of implementation; and

- (f) the funds allocated, released and utilised under these schemes during the last five years, year-wise?

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

(a): The Government of India has outlined broad national goals for scientific innovation and technology development through various mission-mode programmes, institutional reforms, policy reforms and enhanced R&D investments. The focus areas include: the new and emerging technologies like quantum technologies, artificial intelligence, machine learning, cybersecurity, Internet of Things (IoT), robotics, medical devices and diagnostics, cyber-physical systems, electric mobility, critical minerals, geospatial technologies, carbon capture, utilization and storage (CCUS), biotechnology, biomanufacturing, synthetic biology, circular economy technologies, clean energy technologies, blue economy, space technologies, semiconductor, etc. These objectives are being pursued through key initiatives like: ₹1.0 lakh crore Research, Development and Innovation (RDI) Fund; Anusandhan National Research Foundation (ANRF); National Missions such as National Quantum Missions (budget outlay: Rs. 6,003.65 crore), National Mission on

Interdisciplinary Cyber-Physical Systems (budget outlay Rs. 3,660 crore), India Semiconductor Mission (budget outlay Rs. 76,000 crore), etc.; enabling policy frameworks like the National Geospatial Policy 2022, Indian Space Policy 2023, BioE3 Policy 2024, etc.; Technology-led innovation programmes such as National Initiative for Developing and Harnessing Innovations (NIDHI), Biotechnology Industry Research Assistance Council (BIRAC) programmes, Innovations for Defence Excellence (iDEX), TIDE 2.0 (Technology Incubation and Development of Entrepreneurs), etc. All these measures aim to boost technology development, foster industry partnerships and enhance private sector participation in national R&D to overall strengthen R&D ecosystem of the country.

(b) and (c): The Department of Science and Technology (DST) has been conducting National S&T Surveys to collect data on investment and human resource devoted to science and technology activities in the country. Based on survey data, the department brings out national research & development statistics. As per the “Research & Development Statistics, 2022-23” report, the investment in science and research in terms of Gross expenditure on Research & Development (GERD), which include both public and private R&D investment, has been consistently increasing over the years and more than doubled from Rs. 60,197 crore in 2010-11 to Rs.1,27,381 crore in 2020-21. India occupies 7th position in terms of GERD (in billion current PPP\$) ahead of the United Kingdom, Russia, Brazil, Italy, Canada, Spain, Australia, etc. The details of public investment in research and development are as under:

Year	2016-17	2017-18	2018-19	2019-20	2020-21
Public Investment in R&D (Rs. Crore)	63974.55	71969.15	82250.19	87813.47	80992.83
% share of GDP	0.4	0.5	0.4	0.4	0.4

(d) to (f): The Government is implementing various schemes/programmes like National Council for Science and Technology Communication (NCSTC), INSPIRE-MANAK (Million Minds Augmenting National Aspiration and Knowledge), Council of Scientific and Industrial Research (CSIR)-Jigyasa 2.0; and Atal Tinkering Labs under Atal Innovation Mission to promote scientific temper, rational thinking and evidence-based reasoning among citizens. These programmes aim to popularise science, build scientific awareness and enable informed decision-making in society. They target students, teachers, researchers and the general public through activities such as science fairs, outreach campaigns, media communication, innovation projects and capacity building. Implementation is carried out through grants to institutions, State S&T Councils, NGOs and academic bodies for project-based activities. Some of the key initiatives undertaken under these schemes/programmes include: organisation of India International Science Festival (IISF) and National Children's Science Congress; Initiative in Research and Innovation (IRIS) in Science, Technology, Engineering & Mathematics (STEM) programme which scouts for the students to do research based projects; public outreach program like low-cost teaching aid workshops; Science, Technology, Engineering, Mathematics & Medicine (STEMM) demonstration activities; mobile science

exhibitions; celebration of National Science Day and National Mathematics Day; industry visits of students; INSPIRE-MANAK for young students to attract them to study science and pursue research career; establishment of Atal Tinkering Labs in schools across the country; etc. In addition, DST has recently initiated two new programs titled 'Samvaad' to provide experiential learning of students enrolled in STEMM courses in higher education institutions and Science and Technology Communication Tools to encourage the development and implementation of innovative communication tools to disseminate scientific knowledge in engaging manner. Overall, a multipronged approach involving communication, education and community engagement is being followed to inculcate scientific temper across the country. The fund released/utilized under these programmes are as under:

(Rs. Crore)

Year	2020-21	2021-22	2022-23	2023-24	2024-25
NCSTC	38.68	52.60	86.54	52.63	35.67
INSPIRE-MANAK	51.55	56.10	51.50	53.72	58.29

STATUS OF PROJECTS AND IMPLEMENTATION OF EARTH SCIENCES

INITIATIVES IN MAHARASHTRA

5398. SUSHRI PRANITI SUSHILKUMAR SHINDE:

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

(a) the details of the major projects and programmes being implemented by

the Government particularly in Maharashtra including those related to seismic monitoring, tsunami early warning systems, meteorological services, climate research, atmospheric studies and oceanographic mapping;

- (b) the current status of these projects along with the timelines for those completed, ongoing and yet to be initiated including the reasons for any delays in implementation;
- (c) the details of funds allocated, released and expenditure incurred for Earth Sciences projects particularly in Maharashtra during the last three years;
- (d) the specific steps taken by the Government to strengthen climate resilience, disaster risk reduction, marine weather forecasting and coastal zone management particularly in coastal districts of Maharashtra; and
- (e) the details of the outcomes achieved so far from the implementation of these projects in terms of scientific capacity building, early warning systems effectiveness, community outreach and benefits to the local population?

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

(a) and (b) : The Ministry of Earth Sciences (MoES) is implementing several projects and programmes across the country, including in the State of Maharashtra, in the areas of meteorology, ocean services, climate research, and earth system sciences. Mission Mausam has been launched by the Ministry with the objective of making Bharat a "weather-ready and climate-smart" nation, including the State of Maharashtra. The Ministry provides a range of ocean-based early warning services, including cyclone and tsunami alerts, storm surge warnings, and advisories on high waves, ocean currents, and swell surges. Also issues Potential Fishing Zone (PFZ) advisories to support the fishing community.

As part of the Earthquake monitoring network of India, a seismic station has been installed at Pune. In addition, two tide gauge stations have been established at JNTU and Jaigarh Port for continuous measurement of tidal heights to support coastal monitoring and advisory services. Further, Coastal Wave Rider buoys have been deployed off Ratnagiri and Versova (Maharashtra) for oceanographic monitoring, wave forecasting, and marine safety.

The Ministry is entrusted with the operation and maintenance of a network of 12 Ocean Moored Buoys under the Ocean Moored Network for the Northern Indian Ocean (OMNI), along with 4 coastal buoys deployed along the Indian coastline. In addition, a network of 7 Tsunami buoys is being maintained in the Indian seas, of which 2 are located in the Arabian Sea. With reference to the proximity to Maharashtra, one Met-Ocean Buoy and one Tsunami buoy, both about 570 km west of Alibag, Maharashtra, are being maintained.

The High Altitude Cloud Physics Laboratory (HACPL) is established at Mahabaleshwar, Maharashtra, for atmospheric process studies. The Urban Radar network (with 4 X-band radars) and Rain Gauge Network (MESONET) are established in the Mumbai metropolitan city, Maharashtra, for high-resolution rainfall monitoring.

The Ministry engages in advanced climate modeling and research on climate projections at the Indian Institute of Tropical Meteorology (IITM), Pune, Maharashtra. These scientific outputs provide valuable inputs for framing climate change mitigation and adaptation policies, thereby contributing to climate resilience in vulnerable regions.

The Ministry is in continuous endeavour of augmenting the observational systems, including seismic, weather, and ocean monitoring, and R&D infrastructure, towards achieving better accuracy in weather and ocean-state forecasting, as well as to strengthen timely early warning systems.

(c): The Ministry implements Central Sector Schemes uniformly across the country; therefore, the allocation of funds is not made on a State-wise basis. Funds under these schemes are not released directly by the MoES to the State Governments for implementation.

(d) and (e): The Ministry has developed advanced early warning systems for severe weather events. These systems are supported by a state-of-the-art observation network comprising surface and upper-air observations, remote sensing, high-resolution dynamical models, and an end-to-end GIS-based Decision Support System (DSS) developed by MoES institutions, which serves

as the front end for early warning systems to enable detection and monitoring of weather hazards across the country, including the coastal districts of Maharashtra. The system is integrated with modern telecommunications technologies to ensure the timely dissemination of information. Effective dissemination methods for weather, ocean services, and earth sciences information and alerts by the MoES are as follows:

- Public alerts and information are disseminated through mobile applications such as MAUSAM, MEGHDOOT, DAMINI, and UMANG.
- Digital dissemination channels include e-mail and SMS-based nowcasting and forecasting alerts to registered users.
- Alerts are issued through the Common Alerting Protocol (CAP) and the SACHET App.
- Information is shared via social media and mass media platforms.
- District Collectors are informed through direct e-mail and WhatsApp group notifications, in coordination with the State Governments.
- Broadcast dissemination is carried out through community radio, public broadcasting systems, and other local communication networks.
- Dissemination is also undertaken through State Government mobile applications.
- Gram Panchayat-level weather forecasting (GPLWF) is facilitated through digital platforms such as e-Gramswaraj, Meri Panchayat App,

and e-Manchitra, in collaboration with the Ministry of Panchayati Raj.

- Weather forecasts are accessible through the Mausamgram portal of the India Meteorological Department (IMD).
- IMD provides medium-range weather forecasts for rainfall, temperature, relative humidity, cloud cover, wind speed, and direction at district and block levels for the next five days, along with the subsequent week's rainfall and temperature outlook at the meteorological sub-division level.
- Ocean-based early warning advisories for maritime hazards, such as high waves, strong currents, swell surges, storm surges, and tsunamis.
- Provides operational support during maritime emergencies through the Search and Rescue Aid Tool (SARAT) and oil-spill trajectory advisories.
- Maintaining the ocean observation buoys network over the Arabian Sea and Bay of Bengal, data from which are utilised for strengthening climate resilience, disaster risk reduction, marine weather forecasting, and coastal zone management.
- A wide range of ocean-based early warning and advisory services to support disaster risk reduction and coastal safety.
- Issues comprehensive 10-day ocean-state forecasts covering all major oceanographic parameters for all coastal States and districts,

including Maharashtra.

- Monitoring the earthquakes occurring in and around the country through its seismological network, and provides information about the earthquake occurrence with an intensity map. These details are made available to various disaster management authorities, other stakeholders, and the public as soon as possible through the website, BhooKamp App, SMS, FAX, email, WhatsApp, X, and Facebook.
- Further, the Government has undertaken multiple initiatives to advance Earth science research, capacity building, and educational infrastructure across the country.

The implementation of these measures has contributed to strengthening scientific capacity, early warning systems, and community outreach, along with benefits to the local population. These initiatives have also contributed to enhancing disaster risk reduction efforts and supporting coastal communities across the country, including those in Maharashtra.

DEVELOPMENT OF RAIL INFRASTRUCTURE IN CHHATTISGARH

5399. SHRI BRIJMOHAN AGRAWAL:

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

- (a) the status of progress of railway stations selected under Amrit Bharat Station Scheme (ABSS) in the country;
- (b) whether Government is aware of delay in ABSS selected stations in Chhattisgarh and if so, the details of checks put in place to speed up the

- work to ensure the convenience to the citizens;
- (c) the steps taken/being taken by the Government to decongest the existing railway lines in Chhattisgarh;
 - (d) the details of completion status and projected economic impact of critical local line expansions particularly for the Dallirajhara-Rowghat-Jagdalpur railway project;
 - (e) the manner in which these combined initiatives (DFC, HSR, and local expansions) address the State's ongoing conflict between prioritizing bulk freight logistics and improving passenger train punctuality;
 - (f) the details of the number of new railway trains to be added for the State including expansion of frequency of existing trains such as Delhi-Bilaspur rajdhani express;
 - (g) the expected increase in coal evacuation capacity upon completion of the ongoing railway corridor projects in the State; and
 - (h) the timelines set for completion of these rail infrastructure projects aimed at strengthening energy supply logistics?

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

(a) to (h): Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning

includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and

feasibility and creation of city centre at the station in the long term.

So far, 1,338 stations have been identified for development under the Amrit Bharat Station Scheme. Out of these, 32 stations are located in Chhattisgarh. The name of stations identified under Amrit Bharat Station Scheme in Chhattisgarh are as following:

State	No. of Stations	Name of Stations
Chhattisgarh	32	Akaltara, Ambikapur, Baikunthpur Road, Balod, Baradwar, Belha, Bhanupratappur, Bhatapara, Bhilai, Bhilai Nagar, Bhilai Power House, Bilaspur, Champa, Dallirajhara, Dongargarh, Durg, Hathbandh, Jagdalpur, Janjgir Naila, Korba, Mahasamund, Mandir Hasaud, Marauda, Nipania, Pendra Road, Raigarh, Raipur Jn, Raj Nandgaon, Sarona, Tilda-Neora, Urkura, Uslapur

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Chhattisgarh have been taken up at a good pace. Till now, works of 05 stations have been completed. The name of stations completed in Chhattisgarh are as following:

State	No. of stations	Name of stations
Chhattisgarh	05	Ambikapur, Bhanupratappur, Bhilai, Dongargarh, Urkura

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

- **Bhilai Power House station:** The works of new second entry station building, improvement of main entry station building, platform upgradation, improvement of waiting areas, development of circulating area, parking, lifts, escalators and 12 m Foot Over Bridge have been completed. The finishing works of station building and improvement of illumination on platforms have been taken up.
- **Dallirajhara station:** The works of improvement of station building, waiting areas, toilet, platform upgradation and Public Address System have been completed. The works of improvement of circulating area, landscaping, art & culture works, signage and improvement of illumination on platforms have been taken up.
- **Raipur Junction station:** The works of utility shifting and relocation at second entry side have been completed. The structural works of second entry station building, multi level parking facility on both main and second entry side, service buildings and development of circulating area at second entry side have been taken up.
- **Sarona station:** The works of new second entry station building, improvement of main entry station building, platform upgradation, improvement of waiting areas, development of circulating area, parking, Public Address System, lifts, escalators and 12 m Foot Over Bridge have been completed. The finishing works of station building, landscaping, art & culture and improvement of illumination on platforms

have been taken up.

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

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.

Development / Upgradation of stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / Upgradation / Modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. Chhattisgarh is covered under the jurisdiction of two railway zones, namely, South East Central Railway and East Coast Railway. For these zones, an allocation (RE) of ₹ 1,163 crore has been made for the financial year 2025-26, out of which an expenditure (up to February, 2026) of ₹ 974 crore has been incurred so far.

DFC Project

Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 km).

The work on EDFC has been completed and commissioned. In WDFC, 1404 RKm out of total 1506 RKm has been completed and commissioned. The balance work on WDFC from Vaitarna–JNPT section (102 RKm) has been taken up.

DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. Presently, 443 average trains per day are being run on these corridors.

Further, recently new DFC corridor between Dankuni and Surat has been announced. This corridor will pass through Chhattisgarh.

High-Speed Project

Presently, Mumbai–Ahmedabad High Speed Rail (MAHSR) Project (508 kms) passing through Maharashtra and Gujarat is under execution.

Further, to strengthen the national transport infrastructure and provide a fillip to regional economic growth, the Government has announced the development of the following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026–27:

- (i) Mumbai–Pune
- (ii) Pune–Hyderabad
- (iii) Hyderabad–Bengaluru
- (iv) Hyderabad–Chennai
- (v) Chennai–Bengaluru
- (vi) Delhi–Varanasi
- (vii) Varanasi–Siliguri

HSR projects are highly capital intensive and any decision for taking up new project is based on many factors such as technical feasibility, financial & economic viability, traffic demand and availability of funds & financing options etc.

Railway Budget

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

Period	Outlay
2009-2014	₹311 Cr/year
2025-2026	₹6,925 Cr (More than 22 times)

Track Construction

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

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	32 Km	6.4 Km/Year
2014-25	1189 Km	108.1 Km/Year (more than 15 times)

Projects sanctioned

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025(in Km)	Total Exp. upto March, 2025 (Rs. in Cr.)
New Line	6	609	184	6,154
Doubling/Multitracking	20	1,323	839	10,171
Total	26	1,932	1,023	16,325

As on 01.04.2025, 26 projects (06 New Line and 20 Doubling), covering total length of 1,932 Km length, costing ₹31,619 crore, falling fully/partly in the State of Chhattisgarh, have been sanctioned. The summary is as under:

Recently completed projects

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

SN	Name of Project	Cost (Rs. in Cr.)
1	Kharsia-Dharamjaigarh New Line (100 Km)	3,438
2	Raipur-Titlagarh Doubling (203 Km)	2,640
3	Salka Road-Khongsara doubling (26 Km)	181
4	Durg-Rajnandgaon doubling (31 Km)	250
5	Khodri-Anuppur doubling with flyover at Bilaspur (72 Km)	792
6	Bilaspur-Urkura 3rd line (110 Km)	365
7	Champa-Jharsuguda 3rd Line (152 Km)	1,227
8	Pendra Road –Annupur 3rd Line (50 Km)	394

Ongoing Projects

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

S.No.	Name of Project	Total Cost (Cr)
1	Gevra Road-Pendra Road New Line (135 Km)	3,724
2	Dharamjaigarh-Korba New Line (63 Km)	1,686
3	Sardega-Bhalumunda New double Line (37 Km)	1,282
4	Kirandul-Jagdalpur Doubling (150 Km)	1,500
5	Jagdalpur-Koraput Doubling (107 Km)	1,547
6	Jharsuguda-Bilaspur -4th line (206 Km)	2,596
7	Rajnandgaon-Nagpur 3 rd line (228 Km)	3,545
8	Boridand- Ambikapur Doubling (80 Km)	1,243
9	Rajnandgaon - Dongargarh 4th Line (31 Km)	328
10	Bhatapara- Hathbandh 4th Line (16 Km)	177
11	Kharsia – Parmalkasa 5th and 6th line (278 Km)	7,854

Further, Railway has taken up the work of Dallirajhara-Rowghat-Jagdalpur new line project (235 Km). An expenditure of Rs. 1028 Cr. has been

incurred upto March 2025 and an outlay of Rs. 85 Cr. has been provided for this project for the financial year 2025-26. Status of the project is as under:

Section	Status
Dallirajhara-Taroki (77 Km)	Commissioned.
Taroki-Rowghat (18 Km)	Work has been completed.
Rowghat-Jagdapur (140 Km)	Land acquisition has been taken up.

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

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

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

- Land acquisition by State Government
- Forest clearance

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

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

New Railway Trains

As the Railways network straddles across State boundaries, trains are operated across such boundaries as per network requirement. However, Indian Railways consistently endeavors to augment and strengthen train connectivity on its network.

At present, New Delhi-Bilaspur sector is served by 09 pairs of train services including the bi-weekly services of 12441/12442 New Delhi Bilaspur Rajdhani Express and daily services of 18477/78 Kalinga Utkal Express and 18237/38 Chhattisgarh Express.

SN	Train No. & Name
1	12409/12410 Hazrat Nizamuddin - Raigarh Gondwana Express
2	12441/12442 New Delhi-Bilaspur Rajdhani Express
3	12823/12824 Hazrat Nizamuddin - Durg Chhattisgarh Sampark Kranti Express
4	12549/12550 Martyr Captain Tushar Mahajan-Durg Express
5	18237/18238 Bilaspur - Amritsar Chhattisgarh Express
6	22867/22868 Hazrat Nizamuddin - Durg Humsafar Express
7	20847/20848 Martyr Captain Tushar Mahajan - Durg Express
8	20807/20808 Amritsar - Visakhapatnam Hirakund Express
9	18477/18478 Yog Nagari Rishikesh - Puri Kalinga Utkal Express

Besides, introduction of new trains/increase in frequency of train services is an on-going process, which depends on various factors including-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

BROAD GAUGE LINE FROM KODAIKANAL ROAD TO THENI

5400. SHRI TAMILSELVAN THANGA:

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

whether the Union Government has any proposal to lay a new broad-gauge lines from Kodaikanal Road to Theni which is 48 kilometer in distance and Bodi-Rameshwaram, keeping in view the long pending demands from the people of Theni Lok Sabha Constituency and if so, the details thereof and if not, the reasons therefor?

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

Kodaikonal Road is connected to Theni with existing railway network via

Madurai. Bodinayakkanur is also directly connected to Rameshwaram with existing railway network via Madurai.

To provide additional connectivity in the region, survey of Theni – Erumeli new line (107 Km) has been sanctioned for preparation of DPR.

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

Tamil Nadu:-

Railway Budget:-

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

Period	Outlay
2009-14	₹879 crore/year
2025-26	₹ 6,626 crore (more than 7.5 times)

Project sanctioned:-

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in km)	Length Commissioned upto Mar'25 (in km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling /Multitracking	3	140	37	2,783
Total	15	1,700	665	7,591

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Recently Completed Projects:-

Details of some of the recently completed projects falling fully / partly in

Tamil Nadu are as under :

S.N .	Project	Cost (₹in Crores)
1	Dindigul-Palani-Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Thiruvarur - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Chennai Central-Basin Bridge doubling (2 km)	31
10	Thanjavur-Ponmalai doubling (48 km)	370
11	Villupuram-Dindigul doubling (273 km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 km)	168
13	Chennai Beach-Attipattu 4th line (22 km)	293

14	Omalur-Metturdam Patch doubling (29 km)	327
15	Chengalpattu - Villupuram and Tambaram -Chengalpattu-3rd line (133 km)	1,122
16	Salem-Magnesite Junction-Omalur doubling (11 km)	115
17	Madurai- Maniyachi-Tuticorin doubling (160 km)	1,891
18	Maniyachi-Nagercoil doubling (102 km)	1,752
19	Chennai Beach-Chennai Egmore doubling (4 km)	272
20	Karaikal-Peralam new line (23 km)	373
21	Northern End Port connectivity to Karaikal Port (1 km)	18

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under :

S.N	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Nagapattinam - Tiruturaipundi new line (43 km)	742
4	Trivandrum-Kanyakumari doubling (87 km)	3,785
5	Arakkonam yard 3rd & 4th line (6 km)	98
6	Perambur - Ambattur 5th & 6th lines (6 Km)	178
7	Irugur-Podanur doubling (11 Km)	277
8	Tambaram-Chengalpattu 4th Line (30 km)	757
9	Attipattu - Gummidipundi 3rd & 4th line (23 km)	375
10	Tirupati-Pakala-Katpadi doubling (105 km)	1,332
11	Tindivanam-Gingee-Tiruvannamalai New Line (71 Km)	1,400
12	Atipattu – Puttur New Line (88 Km)	1,700
13	Chennai – Cuddalore via Mahabalipuram New Line (179 Km)	2,670

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

Total Land required for Projects in Tamil Nadu	4,326 ha
Land Acquired	1,052 ha (24%)
Balance Land to be acquired	3,274 ha (76%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

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

SN	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	92	45	47
4.	Mannargudi-Pattukkottai new line (41 km)	196	0	196
5.	Thanjavur-Pattukkottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

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

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

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area

- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

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

THE ADVANTAGES AND BENEFITS OF BHARATIYA ANTRIKSH STATION

5401. DR. GANAPATHY RAJKUMAR P.:

SHRI YADUVEER WADIYAR:

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

- (a) whether it is a fact that the Indian Space Research Organisation (ISRO) has started the work of setting up a separate research station in space on behalf of our country names Bharatiya Antriksh Station (BAS) and if so, the details thereof;
- (b) the details of the objectives and expected capabilities of BAS in comparison to other space stations;
- (c) whether it is true that applications have been invited from interested space agencies to build it on behalf of the Vikram Sarabhai Space Centre and if so, the details thereof;
- (d) the details of total budget earmarked for the India's prestige project in space and fund released in the current budget year;
- (e) the time by which the BAS project be completed and functional along with the details of milestones have been set to ensure its timely completion; and
- (f) the advantages and benefits India likely to get by setting up of this BAS?

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

(a): ISRO has worked out overall configuration of Bharatiya Antariksh Station comprising of five modules. The overall configuration has been reviewed by the National Level Review Committee. In September, 2024, Union Cabinet approved development and launch of first module of Bharatiya Antariksh Station (BAS-01) by 2028 as part of revision in scope of Gaganyaan Programme. Overall system engineering of BAS-01 module and technology development activities of various subsystems is progressing in ISRO Centres/Units.

(b) and (c): It may be noted that Vikram Sarabhai Space Centre has issued an Expression of Interest to Indian Industries for realisation of structure for 1st module of Bharatiya Antariksh Station (BAS).

(d): The current approval is limited to first module of Bharatiya Antariksh Station and the cost of development and launch of first module is estimated as ₹1763 Cr for period of four years (2025 to 2028).

(e) and (f): It is targeted to have 1st module of BAS by 2028 and fully operational BAS with all five modules by 2035.

Major technology goals targeted for BAS include rendezvous & docking,

robotics, in-orbit refuelling, crew quarters, intra vehicular suit, racks for microgravity experiments. Key microgravity research areas targeted include life sciences, pharmaceuticals, material sciences and manufacturing technologies.

DELHI-BHIWADI-NEEMRANA-MANOHARPUR-JAIPUR RAIL LINE

5402. SHRI RAO RAJENDRA SINGH:

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

- (a) whether it is a fact that Delhi-Bhiwadi-Neemrana-Manoharpur-Jaipur rail line was among the initial projects proposed under the Delhi-Mumbai Industrial Corridor (DMIC) in 2008 and if so, the details thereof;
- (b) whether the project could not be incorporated or operationalised under the DMIC despite initial clearances and if so, the details thereof;
- (c) whether the Government proposes to revive or integrate this project in view of its significance for industrial and regional economic development in Rajasthan; and
- (d) if so, the details thereof including the current status and expected timeline for its implementation?

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

(a) to (d): Delhi and Jaipur cities are already connected via Rewari through two routes namely Delhi-Rewari-Alwar-Bandikui-Jaipur and Delhi-Rewari-Ringus-Jaipur. To provide additional connectivity between Rewari and Jaipur, Final

Location Survey (FLS) for Rewari – Jaipur via Neemrana New Line (191 km) has been sanctioned for preparation of DPR.

After preparation of DPR, sanctioning of project required consultation with various stake-holders including State Governments and necessary approvals viz. Appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depends upon appraisal and approval by various stakeholders.

QUANTITY OF WHEAT, PADDY AND COARSE GRAINS PROCUREMENT TARGET

5403. SHRI MANOJ KUMAR:

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

- (a) the details of the quantity of wheat, paddy and coarse grains procured and proposed to be procured under the Foodgrain Procurement Policy by the Food Corporation of India (FCI) since 2020-21 till 2026, year, crop and State-wise;
- (b): the details of the quantity of wheat, paddy and coarse grains procurement target and procured against the target between the Financial Year 2020-21 till 2026, State, year and cropwise;
- (c) whether the Government is aware that Bihar had produced high paddy in this season and Government fixed very less target for Bihar;
- (d) if so, whether the Government has any plan to increase the target and

extended timeline till April 2026 to procure 100% paddy from Bihar farmers;

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

(f) the details of procurement carried out under the Decentralised Procurement System during the same period, State, crop and year-wise?

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

(a): The procurement of foodgrains from farmers under Minimum Support Price (MSP) operations is majorly undertaken by the State Govt. agencies and the quantity procured directly by FCI is miniscule. Food Corporation of India (FCI), along with other state agencies undertakes procurement of wheat and paddy. As per the extant policy, the State Governments & its agencies undertake procurement of coarse grains/millets at Minimum Support Price (MSP) under Decentralized Procurement (DCP) system. The FCI does not undertake procurement of coarse grains.

Year-wise and state-wise details of quantity of Paddy procured by FCI since Kharif Marketing Season (KMS) 2020-21 is at **Statement-I**.

Year-wise and state-wise detail of quantity of Wheat procured by FCI since Rabi Marketing Season (RMS) 2020-21 is at **Statement-II**.

(b): Year-wise and state-wise details of estimates and actual procurement of Paddy (in terms of Rice) for Central Pool since Kharif Marketing Season (KMS) 2020-21 is at **Statement-III**.

Year-wise and state-wise details of estimates and quantity of Wheat procured for Central Pool since Rabi Marketing Season (RMS) 2020-21 is at **Statement-IV**.

Year-wise and state-wise details of estimates and quantity of Coarse grains procured for Central Pool since Kharif Marketing Season (KMS) 2020-21 is at **Statement-V**.

(c) to (e): The estimates for procurement of Paddy (in terms rice) are finalized by Government of India in consultation with State Governments and Food Corporation of India, before the commencement of each marketing season based upon estimated production, marketable surplus and agricultural crop pattern. Procurement in a State depends not only upon production but also upon other multiple factors like marketable surplus, MSP, prevailing market rate, demand & supply situation and participation of private traders etc.

The estimates for procurement of paddy in Bihar for KMS 2025-26 (Kharif) is 25 Lakh Metric Tons (LMT) [in terms of rice] against which 22.84 LMT have been procured, as on 19.03.2026. Upon request of the State Government, the period of procurement of paddy in Bihar during KMS 2025-26 (Kharif) has been extended from 28.02.2026 to 31.03.2026 and there is no further request in this regard.

(f): Year-wise and state-wise details of paddy procurement carried out under the DCP system for Central Pool since Kharif Marketing Season (KMS) 2020-21 is at **Statement-VI**.

Year-wise and state-wise details of Wheat procurement carried out

under the DCP system for Central Pool since Rabi Marketing Season (RMS) 2020-21 is at **Statement-VII**.

The procurement of coarse grains is undertaken by State Governments under DCP system only and the details are at **Statement-V**.

STATEMENT-I

Procurement of Paddy by FCI

Fig. in LMT

STATES	KMS 2020-21	KMS 2021-22	KMS 2022-23	KMS 2023-24	KMS 2024-25	KMS 2025- 26*
ASSAM	1.27	2.43	1.94	0.13	0.18	0.06
CHANDIGARH	0.28	0.27	0.19	0.25	0.26	0.19
HARYANA	0.59	0.60	0.14	0.00	0.00	0.00
H. P.	0.00	0.28	0.07	0.00	0.00	0.00
JHARKHAND	1.69	0.00	0.00	0.00	0.00	0.00
J&K	0.38	0.41	0.34	0.24	0.33	0.50
PUNJAB	2.69	1.69	2.00	0.38	1.47	0.41
RAJASTHAN	0.00	0.07	0.00	0.00	0.00	0.00
UTTAR PRADESH	1.10	1.08	1.12	0.50	0.77	0.83
WEST BENGAL	0.65	0.00	0.00	0.00	0.00	0.00
PUDUCHERRY	0.00	0.003	0.001	0.002	0.002	0.000
TOTAL	8.65	6.83	5.80	1.50	3.01	1.99

*KMS 2025-26 IS under progress. Data reported upto 16.03.2026

STATEMENT-II**Procurement of wheat by FCI**

Fig. in LMT

SL No	STATES/ UTs	RMS 2020-21	RMS 2021-22	RMS 2022-23	RMS 2023-24	RMS 2024-25	RMS 2025-26
1	Punjab	14.20	12.21	6.21	4.14	3.26	3.03
2	Haryana	6.69	6.94	4.00	3.02	0.78	0.71
3	UP	1.34	1.39	0.07	0.10	1.11	0.84
4	Bihar	0.00	0.00	0.00	0.00	0.06	0.14
5	Rajasthan	16.29	16.57	0.10	3.37	8.81	14.91
6	Chandigarh	0.11	0.17	0.03	0.09	0.08	0.09
7	Delhi	0.00	0.06	0.00	0.00	0.00	0.00
8	H.P.	0.03	0.13	0.03	0.00	0.00	0.00
9	J&K	0.00	0.24	0.00	0.00	0.00	0.00
TOTAL		38.66	37.71	10.44	10.72	14.10	19.72

STATEMENT-III**Estimates and Actual Procurement of Paddy (in terms of Rice) (Fig in LMT)**

States/UTs	KMS 2020-21		KMS 2021-22		KMS 2022-23		KMS 2023-24		KMS 2024-25		KMS 2025-26 (Ongoing, Upto 19.03.2026)	
	Estimates	Actual Procurement	Estimates	Actual Procurement	Estimates	Actual Procurement	Estimates	Actual Procurement	Estimates	Actual Procurement	Estimates	Actual Procurement
ANDHRA PRADESH	72.00	56.66	58.50	44.61	51.49	27.55	50	20.38	35.00	25.60	40.00	27.38
TELANGANA	105.00	94.53	86.20	73.94	104	62.89	100	63.86	71.00	67.29	74.50	39.49
ASSAM	5.60	1.42	6.69	3.79	6.32	4.01	8.06	2.64	6.40	5.70	5.20	1.69
BIHAR	30.00	23.84	30.50	30.09	30	28.17	21.44	20.63	30.00	26.28	25.00	22.84
CHANDIGARH	0.00	0.19	0.00	0.18	0	0.13	0	0.17	0.00	0.18	0.00	0.13
CHHATTISGARH	60.00	47.62	61.65	61.65	61	58.65	83	83.00	78.00	78.00	73.00	73.00
DELHI	0.00	0.00	0.20	0.00	0	0.00	0	0.00	0.00	0.00	0.00	0.00
GUJARAT	0.84	0.74	1.14	0.82	1.36	1.18	1.37	0.57	0.34	0.24	0.24	0.46

HARYAN A	44.00	37.89	40.00	37.06	40	39.77	40	39.49	40.00	36.17	36.00	35.96
HIMACHA L PR.	0.00	0.00	0.38	0.19	0.33	0.09	0.15	0.15	0.18	0.25	0.16	0.14
JHARKHA ND	3.00	4.28	5.36	5.12	5	1.17	3	0.50	2.50	1.40	0.71	0.39
J&K	0.27	0.26	0.75	0.27	0.45	0.22	0.27	0.16	0.19	0.22	0.20	0.33
KARNATA KA	12.25	1.38	3.47	1.47	3.45	0.14	1.86	0.00	5.29	0.00	0.06	0.04
KERALA	5.80	5.20	5.05	5.09	5.3	4.97	5.3	3.80	3.94	3.95	4.20	1.15
MADHYA PR.	27.00	24.97	30.15	30.70	31	31.02	34	28.25	30.00	29.09	32.00	34.67
MAHARASHTR A	15.88	12.72	14.39	12.27	14.02	12.38	13.79	7.80	13.25	10.67	11.00	6.47
ODISHA	48.00	52.58	53.00	48.31	48.71	53.83	54.28	48.20	58.00	58.17	54.00	49.75
PUDUCHERRY	0.10	0.00	0.09	0.00	0.09	0.00	0.1	0.00	0.12	0.00	0.02	0.00
PUNJAB	113.00	135.89	125.48	125.48	125	122.01	124.14	124.14	124.00	116.13	116.00	104.86
NEF (Tripura)	0.34	0.16	0.39	0.39	0.44	0.30	0.64	0.21	0.45	0.24	0.27	0.11
TAMILNADU	29.00	30.53	33.82	18.76	22.76	23.01	23.73	23.77	32.69	32.63	30.00	16.00
UTTAR PRADES H	37.00	44.78	46.90	43.91	40	43.89	44	36.05	41.00	38.66	39.00	41.75

UTTRAKHAND	6.70	7.18	7.79	7.74	6	6.00	5.56	4.89	5.00	4.51	5.00	5.02
WEST BENGAL	26.80	18.90	27.00	24.01	29	21.82	14.04	16.79	20.65	19.91	20.00	16.37
RAJASTHAN	0.00	0.00	0.34	0.05	0.34	0.00	0	0.00	0.00	0.00	0.00	0.00
ALL INDIA TOTAL	642.58	601.73	639.24	575.88	626.06	543.20	628.73	525.48	598.00	555.31	566.56	478.00

STATEMENT-IV**Estimates and actual Procurement of Wheat**

Fig (in LMT)

States/ UTs	RMS 2020-21		RMS 2021-22		RMS 2022-23		RMS 2023-24		RMS 2024-25		RMS 2025-26		RMS 2026-27* (Upto 19.03.2026)	
	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement
PUNJAB	135.00	127.14	130.00	132.22	132.00	96.45	132.00	121.12	130.00	124.57	124.00	119.19	122.00	
HARYANA	95.00	74.00	80.00	84.93	85.00	41.86	75.00	63.17	80.00	71.51	75.00	71.43	72.00	
UTTAR PRADESH	55.00	35.77	55.00	56.41	60.00	3.36	35.00	2.20	60.00	9.31	30.00	10.27	10.00	
MADHYA PRADESH	130.00	129.42	135.00	128.16	129.00	46.04	80.00	70.97	80.00	48.39	80.00	77.74	78.00	
BIHAR	2.00	0.05	7.00	4.56	10.00	0.04	10.00	0.01	2.00	0.10	2.00	0.18	0.18	
RAJASTHAN	21.74	22.25	23.25	23.40	23.00	0.10	5.00	4.38	20.00	12.06	20.00	21.37	21.00	

UTTRAKH AND	2.00	0.39	2.20	1.44	2.20	0.02	2.00	0.00	0.50	0.02	0.50	0.01	0.01	
CHANDIG ARH		0.11		0.17		0.03		0.10		0.08		0.09		
DELHI		0.00	0.50	0.06	0.18	0.00		0.00		0.00		0.00		
GUJARAT	1.25	0.77	2.00	1.70	2.00	0.00	2.00	0.00	0.10	0.00	1.00	0.04	0.04	
MAHARA SHTRA	0.17	0.00	0.05	0.01		0.00		0.00		0.00		0.00		
HIMACHA L PRADES H	0.33	0.03	0.13	0.13	0.27	0.03	0.30	0.03	0.10	0.03	0.10	0.03	0.03	
JAMMU AND KASHMIR		0.00	0.22	0.24	0.35	0.00	0.20	0.00	0.20	0.00	0.10	0.00	0.10	
ALL INDIA TOTAL	442.4 9	389.93	435.3 4	433.44	444.0 0	187.92	341.5 0	261.97	372.9 0	266.05	332.7 0	300.35	303.36	0.00

*ongoing

STATEMENT-V**STATEMENT SHOWING ESTIMATES AND PROCUREMENT OF COARSEGRAINS****Figure upto 16.03.2026**

Fig in MTs

State/Uts	KMS 2020-21							
	Jowar		Bajra		Maize		Ragi	
	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement
Gujarat		-		11,515		4,133		-
Haryana		-		150,000		-		-
Karnataka		80,722		-		-		474,098
Madhya Pradesh		29,582		195,351		-		-
Maharashtra		36,168		5,005		94,769		-
Uttar Pradesh		-		-		106,413		-
Total		146,472		361,871		205,315		474,098

State/Uts	KMS 2021-22							
	Jowar		Bajra		Maize		Ragi	
	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement
Gujarat	-	-	0,000	7,284	10,000	389	-	-
Haryana	-	-	150,000	-	-	-	-	-
Karnataka	110,000	103,920	-	-	-	-	524,000	404,784
Madhya Pradesh*	179,000	32,393	-	5,400	-	-	-	-
Maharashtra	75,337	20,262	37,930	567	153,526	19,615	1,500	253
Odisha	-	-	-	-	-	-	40,000	32,302
Uttar Pradesh	-	-	-	-	50,000	2,763	-	-
Total	364,337	156,575	207,930	13,251	213,526	22,767	565,500	437,339

* For KMS 2021-22 , in M.P. estimates of 179000MT includes both Bajra and Jowar

State/Uts	KMS 2022-23							
	Jowar		Bajra		Maize		Ragi	
	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement
Andhra Pradesh	5,000	3,621	-	-	-	-	10,000	4
Chhattisgarh	-	-	-	-	10,000	-	-	-
Gujarat	5,000	685	70,000	57,411	20,000	197	-	-
Haryana	-	-	160,000	81,147	5,000	-	-	-
J&K	-	-	-	-	15,727	-	-	-
Karnataka	200,000	76,897	-	-	-	-	500,000	454,404
Madhya Pradesh	40,000	258	140,000	-	-	-	-	-
Maharashtra	32,963	3,736	2,279	10	105,579	12,925	11,200	636
Odisha	-	-	-	-	-	-	60,000	-
Rajasthan	-	-	26,511	-	-	-	-	-
Tamil Nadu	-	-	-	-	-	-	17,000	515
Uttar Pradesh	-	-	50,000	43,437	100,000	-	-	-

Uttarakhand	-	-	-	-	-	-	9,600	1,186
Total	282,963	85,197	448,790	182,005	256,306	13,122	607,800	456,745

State/Uts	KMS 2023-24							
	Jowar		Bajra		Maize		Ragi	
	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement
Andhra Pradesh	175,000	29,369	-	-	-	-	26,000	376
Assam	-	-	-	-	-	-	90	-
Chhattisgarh	-	-	-	-	-	-	1,595	-
Gujarat	13,000	2,946	126,726	110,085	14,000	-	1,000	1
Haryana	-	-	231,334	231,334	-	-	-	-
Himachal Pradesh	-	-	-	-	-	-	100	-
Karnataka	400,000	190,421	-	-	-	-	656,392	226,576
Madhya Pradesh	50,000	-	186,067	-	-	-	-	-
Maharashtra	147,548	87,087	12,000	-	187,278	81	50,100	189
Tamil Nadu	-	-	-	-	-	-	17,000	1,889
Telengana	-	-	-	-	450,000	-	-	-

Uttar Pradesh	30,000	13,340	500,000	355,039	92,000	4,451	-	1
Uttarakhand	-	-	-	-	-	-	16,400	1,889
Total	815,548	323,163	10,56,127	696,458	743,278	4,532	768,677	230,921

State/Uts	KMS 2024-25									
	Jowar		Bajra		Maize		Ragi		Foxtail Millet	
	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement	Estimates	Procurement
Andhra Pradesh	200,000	35,402	-	-	-	-	9,000	1,107	3,000	-
Gujarat	8,300	5,327	117,223	86,041	1,118	118	1,500	5	-	-
Haryana	-	-	156,000	156,000	-	-	-	-	-	-
Karnataka	227,068	194,028	-	-	-	-	808,151	346,079	-	-
Madhya Pradesh*	200,000	908	-	-	-	-	-	-	-	-

Maharasht ra	101,685	132,249	6,573	-	85,863	52	12,269	233	-	-
Odisha	-	-	-	-	-	-	40,000	-	-	-
Tamil Nadu	-	-	-	-	-	-	17,000	4,051	-	-
Uttar Pradesh	47,015	46,942	220,000	101,311	40,000	19,312	-	-	-	-
Uttarakha nd	-	-	-	-	-	-	5,000	3,139	-	-
Total	784,069	414,856	499,796	343,352	126,981	19,482	892,920	354,614	3,000	-

* For KMS 2024-25 , in M.P. estimates of 200000MT includes both Bajra and Jowar

[illegible]

					200,000					
Uttar Pradesh	50,000	43,562	220,000	213,973	15,000	13,209	-	-	-	-
Uttarakhand	-	-	-	-	-	-	5,000	5,386	-	-
Total	490,000	48,719	618,972	228,678	331,564	77,911	704,513	181,786	29,000	-

STATEMENT-VI

Paddy (in terms of rice) Procurement in DCP States for Central Pool							
							(Fig in LMT)
S.No.	States/UTs	KMS 2020-21	KMS 2021- 22	KMS 2022-23	KMS 2023-24	KMS 2024-25	KMS 2025-26 (Ongoing, Upto 19.03.2026)
1	ANDHRA PRADESH	56.66	44.61	27.55	20.38	25.60	27.38
2	TELANGANA	94.53	73.94	62.89	63.86	67.29	39.49

3	BIHAR	23.84	30.09	28.17	20.63	26.28	22.84
4	CHHATTISGARH	47.62	61.65	58.65	83.00	78.00	73.00
5	GUJARAT	0.74	0.82	1.18	0.57	0.24	0.46
6	HIMACHAL PR.	0.00	0.19	0.09	0.15	0.25	0.14
7	JHARKHAND	4.28	5.12	1.17	0.50	1.40	0.39
8	KARNATAKA	1.38	1.47	0.14	0.00	0.00	0.04
9	KERALA	5.20	5.09	4.97	3.80	3.95	1.15
10	MADHYA PR.	24.97	30.70	31.02	28.25	29.09	34.67
11	MAHARASHTRA	12.72	12.27	12.38	7.80	10.67	6.47
12	ODISHA	52.58	48.31	53.83	48.20	58.17	49.75
13	NEF (Tripura)	0.16	0.39	0.30	0.21	0.24	0.11
14	TAMILNADU	30.53	18.76	23.01	23.77	32.63	16.00
15	UTTRAKHAND	7.18	7.74	6.00	4.89	4.51	5.02
16	WEST BENGAL	18.90	24.01	21.82	16.79	19.91	16.37
	DCP TOTAL	381.31	365.14	333.18	322.83	358.25	293.28

STATEMENT-VII**Wheat Procurements in DCP States**

Fig (in LMT)

S.No.	States/UTs	RMS 2020-21	RMS 2021-22	RMS 2022-23	RMS 2023-24	RMS 2024-25	RMS 2025-26
1	PUNJAB	127.14	132.22	96.45	121.12	124.57	119.19
2	MADHYA PRADESH	129.42	128.16	46.04	70.97	48.39	77.74
3	BIHAR	0.05	4.56	0.04	0.01	0.10	0.18
4	UTTRAKHAND	0.39	1.44	0.02	0.00	0.02	0.01
5	GUJARAT	0.77	1.70	0.00	0.00	0.00	0.04
6	MAHARASHTRA	0.00	0.01	0.00	0.00	0.00	0.00
7	HIMACHAL PRADESH	0.03	0.13	0.03	0.03	0.03	0.03
	ALL INDIA TOTAL	257.80	268.22	142.57	192.13	173.10	197.19

SAMPANN PENSION PORTAL

5404. SHRI JAGADISH CHANDRA BARMA BASUNIA:

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

- (a) the details of number of complaints registered on the SAMPANN portal since launch of the portal, year-wise;
- (b) the details of number of complaints pending till date and duration since their registration; and
- (c) the details of the average time taken to resolve complaints filed on the portal?

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

(a):

Year	No. of Complaints registered
2019	587
2020	8558
2021	5499
2022	7351
2023	16091
2024	14558
2025	9728
2026	1654
Total	64026

(b): No complaints received before February 2026 are pending. However, 16 complaints received during period from 01.03.2026 to 17.03.2026 are pending.

(c):

Year	Average time taken to resolve complaints (in days)
2019	337.9
2020	212.3
2021	67.6
2022	29.6
2023	9.0
2024	4.2
2025	6.4
2026	3.6

संचार साथी 2.0 पोर्टल/प्लेटफार्म

5405. श्रीमती अनिता नागरसिंह चौहान:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने साइबर धोखाधड़ी, मोबाइल चोरी और नकली सिम कार्ड जैसी समस्याओं से नागरिकों को सुरक्षा प्रदान करने के उद्देश्य से 'संचार साथी 2.0' पोर्टल/प्लेटफार्म आरंभ किया है और यदि हां, तो इसके प्रमुख उद्देश्य और विशेषताएं क्या हैं;
- (ख) क्या इस प्लेटफार्म के माध्यम से मोबाइल फोनों को ब्लॉक करने/ट्रेस करने, संदिग्ध सिम कार्डों की पहचान करने और उपभोक्ताओं द्वारा शिकायत दर्ज कराने की सुविधाएं प्रदान की जा रही हैं;
- (ग) क्या सरकार ने उक्त पोर्टल के प्रभावी उपयोग के लिए दूरसंचार सेवा प्रदाताओं (टीएसपी), राज्य सरकारों और कानून प्रवर्तन एजेंसियों (एलईए) के साथ समन्वय स्थापित किया है; और

(घ) यदि हां, तो नागरिकों की सुरक्षा को और अधिक सुदृढ़ करने और डिजिटल धोखाधड़ी पर प्रभावी नियंत्रण सुनिश्चित करने के लिए उठाए गए प्रमुख कदमों और सरकार की भावी कार्य योजना का ब्यौरा क्या है?

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

(क) और (ख): दूरसंचार विभाग (डीओटी) ने डिजिटल धोखाधड़ी में दूरसंचार संसाधनों के दुरुपयोग को रोकने के उद्देश्य से एक नागरिक केंद्रित पहल, संचार साथी विकसित की है। यह वेब पोर्टल (www.sancharsaathi.gov.in) और मोबाइल ऐप के रूप में उपलब्ध है। संचार साथी की प्रमुख विशेषताओं में नागरिकों को संदिग्ध धोखाधड़ी संचार की रिपोर्ट करने, उनके नाम पर मोबाइल कनेक्शन जानने और उन कनेक्शनों की रिपोर्ट करने जो आवश्यक नहीं हैं या उनके द्वारा नहीं लिए गए हैं, खोए हुए / चोरी हुए मोबाइल हैंडसेट की रिपोर्ट करने, मोबाइल हैंडसेट की प्रामाणिकता की जांच करने की सुविधा शामिल है।

(ग): दूरसंचार विभाग ने डिजिटल इंटेलिजेंस प्लेटफॉर्म (डीआईपी) विकसित किया है, जो साइबर अपराधों और वित्तीय धोखाधड़ी में दूरसंचार संसाधनों के दुरुपयोग की रोकथाम के लिए हितधारकों के साथ दो-तरफा सूचना साझा करने के लिए एक सुरक्षित ऑनलाइन प्लेटफॉर्म है। डीआईपी पर 1,400 से अधिक संगठन शामिल हैं, जिनमें केंद्रीय सुरक्षा एजेंसियां, 36 राज्यों और संघ राज्य क्षेत्र के पुलिस विभाग, भारतीय साइबर अपराध समन्वय केंद्र (आई4सी), बैंक, एकीकृत भुगतान इंटरफेस (यूपीआई) सेवा प्रदाता, भुगतान प्रणाली ऑपरेटर और दूरसंचार सेवा प्रदाता (टीएसपी) शामिल हैं।

(घ): संचार साथी और डीआईपी के साथ-साथ नागरिक सुरक्षा को मजबूत करने और डिजिटल धोखाधड़ी पर प्रभावी नियंत्रण सुनिश्चित करने के लिए कुछ अन्य प्रमुख उपाय निम्नलिखित हैं:

- i. *अंतर्राष्ट्रीय इनकमिंग स्पूफ कॉल प्रिवेंशन सिस्टम (सीआईओआर):* यह भारतीय

मोबाइल नंबर प्रदर्शित करने वाली आने वाली अंतर्राष्ट्रीय स्फूप कॉल, जो भारत के भीतर से उत्पन्न होती प्रतीत होती है, की पहचान करने और उन्हें ब्लॉक करने के लिए एक प्रणाली है। अन्य बातों के साथ साथ इस तरह के कॉल्स का दुरुपयोग डिजिटल-गिरफ्तारी जैसे साइबर-धोखाधड़ी में सरकारी अधिकारियों के रूप में प्रतिरूपण करने के लिए किया जा रहा है।

- ii. *अस्त्र (एएसटीआर)*: यह एक कृत्रिम बुद्धिमत्ता और बिग डेटा एनालिटिक्स टूल है जो संदिग्ध मोबाइल कनेक्शनों की पहचान करता है। ऐसे नंबर डीआईपी के माध्यम से टीएसपी के साथ साझा किए जाते हैं।
- iii. *वित्तीय धोखाधड़ी जोखिम संकेतक (एफआरआई)*: यह एक जोखिम-आधारित मीट्रिक है जो वित्तीय धोखाधड़ी के मध्यम, उच्च या बहुत उच्च जोखिम से जुड़े होने की संभावना के अनुसार एक संदिग्ध मोबाइल नंबर को वर्गीकृत करता है। एफआरआई, हितधारकों - विशेष रूप से बैंकों, गैर-बैंकिंग वित्तीय कंपनियों (एनबीएफसी) और यूपीआई सेवा प्रदाताओं को चिह्नित मोबाइल नंबरों के लिए प्रवर्तन को प्राथमिकता देने और अतिरिक्त ग्राहक सुरक्षा उपायों जैसे उन्नत उचित डिलिजेंस और आवश्यक रीयल टाइम रिसपॉन्स प्रोटोकॉल (अलर्ट, लेनदेन में देरी, चेतावनी, लेनदेन में गिरावट आदि) को अपनाने के लिए सशक्त बनाता है।

INDIAN INSTITUTE OF CREATIVE TECHNOLOGIES

5406: SHRI DEVUSINH CHAUHAN:

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

- (a) the details of progress on Indian Institute of Creative Technologies (IICT)

Mumbai as National Centre of Excellence (NCoE) for Animation, Visual Effects, Gaming, Comics and Extended Reality (AVGC-XR) including infrastructure, courses launched and students enrolled;

- (b) the details of partnerships with Google, Meta, NVIDIA with startups incubated, State-wise;
- (c) whether there has been an evaluation of impact on skill development and industry alignment; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (d): The Indian Institute of Creative Technologies (IICT), Mumbai, is a National Centre of Excellence established by the Ministry of Information and Broadcasting in collaboration with the Government of Maharashtra, Federation of Indian Chambers of Commerce and Industry (FICCI) and Confederation of Indian Industry (CII) to promote innovation and capacity building in the Animation, Visual Effects, Gaming, Comics and Extended Reality (AVGC-XR) sector.

The institute is currently operating from the IICT–National Film Development Corporation (NFDC) campus, Mumbai. The institute is now operational with modern classrooms, immersive studios, and specialized facilities for sound and editing to support both academic learning and industry

collaboration. To date, 18 distinct courses have been introduced across various domains of the AVGC-XR sector with 136 students' enrolment in these programs. Moreover, 15 participants have successfully completed the 'Train-the-Trainer' initiative.

IICT has collaborated with global technology leaders to strengthen skilling and technology capabilities in the AVGC-XR sector. These collaborations will benefit creators enrolled with IICT from all across India. Further, startups supported under the institute's incubation initiatives are drawn from different parts of the country and supporting 11 startups.

To review progress and provide strategic guidance, the IICT has also established advisory councils involving industry experts, namely the Academic Council, Industry Development Council, Research and Development Council, and Skills Council.

INDEX OF INDUSTRIAL PRODUCTION

5407. PROF. SOUGATA RAY:

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

- (a) the details of Index of Industrial Production (IIP) since the last three years, month and sector wise;
- (b) the details of IIP of January 2026 across sectors of manufacturing, mining, electricity and consumer;

- (c) the details of difference from Gross Domestic Product (GDP) and Index of Industrial Production (IIP);
- (d) the details of steps taken by the Government to ensure the improvement of industrial production; and
- (e) the details of measures taken to address supply chain disruptions?

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

- (a) : The details of Index of Industrial Production (IIP) since the last three years, month and sector wise are given in **Statement**.
- (b) : The details of IIP of January 2026 across sectors of manufacturing, mining, electricity and consumer are given below:

Sectors/ Use-based category	January-2026	
	Index	Growth (%)
Mining	157.2	4.3
Manufacturing	167.2	4.8
Electricity	212.1	5.1
Consumer durables	138.2	6.3
Consumer non-durables	160.7	-2.7

- (c) : GDP in real terms reflects the value of all goods and services produced by an economy in a given year, expressed in base-year prices, also referred to as “constant-prices”. Whereas, the Index of Industrial Production (IIP) is a key short-term indicator reflecting the pulse of industrial production growth in the

country. IIP serves as an important input for the quarterly estimation of Gross Value Added (GVA) of the manufacturing sector.

(d) : The Government has taken several steps to boost investments and attract more industrial activities in the country. Government through Department for Promotion of Industry and Internal Trade (DPIIT) and other Central Ministries/Departments provides an enabling ecosystem for the overall industrial development of the country through appropriate policy interventions. In addition to ongoing schemes of various Ministries and Departments, the Government has taken various steps for promotion and facilitation of setting up of new industries across State/UTs such as Make in India, Startup India, PM GatiShakti, National Infrastructure Pipeline (NIP), National Industrial Corridor Programme, Production Linked Incentive (PLI) Scheme, promoting Ease of Doing Business (EoDB) and reducing compliance burden, National Single Window System (NSWS), India Industrial Land Bank (IILB), Project Monitoring Group (PMG), liberalization of Foreign Direct Investment (FDI) policy, Indian Footwear and Leather Development Programme (IFLDP) Scheme, etc. To strengthen economic growth and enhance its global standing, the government has steadily expanded its global trade partnerships; for example, the India-New Zealand Free Trade Agreement includes a USD 20 Billion investment commitment over 15 years, while the India-EFTA Trade and Economic Partnership Agreement provide a USD 100 Billion investment commitment over 15 years, thus supporting economic growth in the country.

(e) : India is actively participating in regional and plurilateral platforms to support diversified and sustainable supply chains and to strengthen economic engagement and cooperation among partner countries with the goal of advancing growth, economic stability and prosperity. Further, Department of Commerce has established the International Supply Chain Resilience Study Group (Group), consisting of representatives from Ministries/Departments and industry bodies, to ensure a comprehensive and coordinated approach. So far four meetings of the group have been held. During the course of its meetings, the Group, finalized the analytical framework for the study, identified priority sectors, namely Pharmaceuticals & Medical Devices, Chemicals and Fertilizers, Critical Minerals and Metals, Electronics and Semiconductors, and Automobile and proposed mechanisms for data harmonization and structured industry engagement. The Group also recommended the establishment of an Early Warning System to monitor import surges or disruptions. The Pharmaceutical and Medical Devices sectors have been selected for the first detailed assessment owing to their strategic importance for public health, deep integration into global value chains, and heightened exposure to external supply disruptions.

STATEMENT

Details of Index of Industrial Production (IIP)

Month	Mining	Manufacturing	Electricity	General
Jan-23	136.1	145.5	186.6	147.4
Feb-23	129.2	137.6	174	139.3

Mar-23	154.2	147.5	188	151.7
Apr-23	122.6	138.8	192.3	140.7
May-23	128.1	143.1	201.6	145.6
Jun-23	122.3	141.6	205.2	143.9
Jul-23	111.9	142.1	204	142.7
Aug-23	111.9	144.4	220.5	145.8
Sep-23	111.5	141.5	205.9	142.3
Oct-23	127.4	142.1	203.8	144.9
Nov-23	131.3	139.3	176.3	141.1
Dec-23	139.5	151.6	181.6	152.3
Jan-24	144.3	150.8	197.1	153.6
Feb-24	139.7	144.4	187.2	147.1
Mar-24	156.2	156.2	204.2	160
Apr-24	130.9	144.6	212	148
May-24	136.5	150.4	229.3	154.7
Jun-24	134.9	146.6	222.8	151
Jul-24	116.1	148.8	220.2	149.8
Aug-24	107.1	146.1	212.3	145.8
Sep-24	111.7	147.2	206.9	146.9
Oct-24	128.5	148.4	207.8	150.3
Nov-24	133.8	147	184.1	148.1
Dec-24	143.2	157.2	192.8	158
Jan-25	150.7	159.5	201.9	161.6
Feb-25	141.9	148.4	194	151.1
Mar-25	158.1	162.4	219.5	166.3
Apr-25	130.7	149.1	215.7	151.8
May-25	136.4	155.2	218.5	157.6
Jun-25	123.2	152	220.1	153.3
Jul-25	107.7	157.7	228.4	156.2
Aug-25	114.2	151.6	221.1	151.8
Sep-25	111.2	155.4	213.4	153.7
Oct-25	126.2	151.3	193.4	151.1

Nov-25	141.6	159.5	181.3	158.7
Dec-25	153.1	170.4	204.9	170.7

WI-FI HOTSPOTS UNDER BHARATNET

5408. SHRI PATHAN YUSUF:

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

- (a) the details of number of Wi-Fi hotspots installed under BharatNet till date, State-wise;
- (b) the details of number of active Wi-Fi hotspots under BharatNet, State-wise; and
- (c) the details of number of Wi-Fi hotspots installed in aspirational districts and the number of active hotspots?

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

(a) to (c): Total number of Gram Panchayats (GPs) made service ready under BharatNet in the country as on 28.02.2026 is 2,17,805; including 25,584 GPs in Aspirational Districts. Wi-Fi service is supported by equipment installed at many GPs. The state-wise details of service ready GPs are available on Digital Bharat Nidhi website (<https://usof.gov.in/en/parliament-questions>).

CAG REPORT NO. 24 OF 2025

5409. DR. BACHHAV SHOBHA DINESH:

ADV. GOWAAL KAGADA PADAVI:

SHRI VISHALDADA PRAKASHBAPU PATIL:

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

- (a) whether Comptroller and Auditor General of India Report No. 24 of 2025 has flagged outdated, incomplete or non-renewed private siding agreements leading to ambiguity in levy, recovery and enforcement of charges and if so, the details thereof;
- (b) the details of the number of such deficient or expired agreements in the Maharashtra railway network including freight-linked sidings in divisions covering Solapur, Nandurbar, Bhandara, Sangli and Dhule, zone and division-wise;
- (c) whether Railways failed to revise agreements in accordance with updated policies, traffic volumes or revised rate structures and if so, the details and the reasons therefor; and
- (d) the details of the time-bound plan to standardise/renew agreements, fix responsibility for lapses and recover arrears identified by audit with officer-wise accountability?

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

- (a) to (d): In the Comptroller and Auditor General of India's Report No. 24 of 2025, certain issues related to recovery of dues and execution of agreements

of private sidings have been highlighted, with recommendation for system improvement in the area.

Zonal Railways have been advised to take pro-active steps to streamline the process of execution of private siding agreements as per existing policy guidelines. Corrective measures such as development of an integrated IT application for timely levy and recovery of all due charges, improving coordination among different departments responsible for timely recovery of various siding-related charges, and strengthening internal control mechanism etc, are also being taken.

A time-bound recovery plan is implemented to address the outstanding dues identified by audit. This includes enforcing Land License Agreements and raising pending bills within stipulated timelines. As part of this ongoing process, a portion of the outstanding amount has already been recovered and efforts are being made to recover balance dues.

The Ministry has introduced the IR-LSPS portal to facilitate a more standardized, transparent, and time-bound mechanism for monitoring dues and tracking agreement renewals. Recovery of audit-identified arrears is being pursued in accordance with extant rules. The system is intended to support improved monitoring and compliance.

Further, Railway has introduced the Gati Shakti Multi-Modal Cargo Terminal (GCT) Policy to streamline and standardize cargo terminal operations. All new private terminals are governed by the GCT framework,

under which, execution of an agreement prior to the commencement of operations and before issuance of commercial notification is mandatory. This policy offers key benefits such as simplified approvals, no departmental charges, waiver of land license fees for connectivity, and defined responsibility of Railways for major infrastructure and common-user facilities, along with incentives like freight rebates.

It also offers existing private sidings to migrate to GCT terminal by signing a supplementary agreement. The provisions of GCT policy ensure clarity and uniformity in contractual arrangements and abate ambiguity in levy and recovery of charges.

So far, 128 GCTs have been commissioned, and further in-principle approvals (IPAs) for 292 more locations have been given.

3RD PAY REVISION FOR BSNL EMPLOYEES

5410. SHRI RAVINDRA VASANTRAO CHAVAN:

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

- (a) whether 3rd Pay Revision (3rd PRC) for BSNL employees (executives and non-executives) is still pending from 01.01.2017 and if so, the details thereof along with the reasons for non-implementation;
- (b) whether the Government has examined the possibility of waiving or relaxing the affordability clause of Department of Public Enterprises (DPE) guidelines in the specific case of BSNL in view of its strategic/national

- importance and if so, the details and present status;
- (c) the estimated annual financial burden on BSNL for implementing 3rd PRC at 15% / 10% / 5% fitment for all eligible employees and manner in which this compares with BSNL's current financial turnaround and revival packages already approved by the Government; and
- (d) whether the Government proposes to implement 3rd PRC for BSNL employees before a specified date (for example, before 31.03.2026) and if so, the likely timeline and if not, the reasons for delay?

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

(a) to (d): As per extant guidelines of Department of Public Enterprises (DPE) vide DPE Office Memorandum (OM) dated 03.08.2017, the revised pay scales would be implemented subject to the condition that the additional financial impact in the year of implementing the revised pay-package for the Board level executive, below Board level executive and Non-Unionized Supervisors should not be more than 20% of the average Profit-Before Tax (PBT) of the last three financial years preceding the year of implementation. The 3rd pay revision has not been implemented in BSNL as it does not meet the criteria under affordability clauses of Department of Public Enterprises (DPE) guidelines.

**NANDURBAR-TALODA-AKKALKUWA-UMARPADA-DEDIYAPADA NEW
RAILWAY LINE**

5411. ADV. GOWAAL KAGADA PADAVI:

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

- (a) whether the Government has examined a proposal for a new railway line connecting Nandurbar – Taloda – Akkalkuwa – Umarpada -Dediyapada and linking it with the Bharuch line in Gujarat to enhance inter-state connectivity and if so, the details thereof;
- (b) the current status of new surveys, new route feasibility and consultations with the Governments of Maharashtra and Gujarat for new projects;
- (c) the details of the estimated cost, traffic potential and economic viability of the corridor between two States;
- (d) the current status of the projects in terms of passenger mobility, freight transport and socio-economic development of tribal regions; and
- (e) the proposed timeline for approval, funding and execution of the project?

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

(a) to (e): Nandurbar is connected to Bharuch through existing railway network via Surat (Udhna). To connect Umarpada to Bharuch and Udhna, Kosamba-Umarpada Gauge Conversion project (70 Km) has been taken up. Project is declared as “Special Railway Project” and CALA is nominated for

land acquisition. Land acquisition has been taken up.

To provide additional connectivity in the region, feasibility study for Umarpada-Akkalkuva-Nandurbar new line (96 Km) was carried out. However, the project has low traffic projections.

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

Name of works/surveys	Length (Km)	Status
Udhna (Surat)-Nandurbar 3 rd & 4 th line	156	Detailed Project Report has been prepared.
Nandurbar-Jalgaon 3 rd & 4 th line	148	Survey has been sanctioned.
Nimach – Dahod -Alirajpur - Nandurbar new line	380	Survey has been sanctioned.
Indore – Nardana -Manmad new line	360	The project has been declared as “Special Railway Project”. Work has been taken up.
Dahanu - Udhna - Surat – Vadodara -Anand 3 rd & 4 th line	311	Survey has been sanctioned.

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

MAHARASHTRA:**Railway Budget:**

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

Period	Outlay
2009-14	₹1,171 crore/year
2025-26	₹23,778 crore (More than 20 times)

Track construction:

The details of constructing new track falling fully/partly in the State of Maharashtra during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.4 Km/year (More than 3 times)

Projects sanctioned:

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹89,780 crore, falling fully/partly in the State of Maharashtra, have been sanctioned. The summary is as under:-

Category	No. of projects	Total length (Km)	Length commissioned upto Mar'25 (Km)	Total Expenditure upto Mar'25 (Cr.)
New Line	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286
Doubling / Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Recently completed projects:

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

S.No.	Name of Project	Cost (₹ in Cr.)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
4	Panvel-Pen Doubling (35 Km)	263
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2,448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal-Jalgaon 3rd Line (24 Km)	325
9	Jalgaon-Bhusawal 4th Line (24 Km)	261
10	Daund-Gulbarga Doubling (225 Km)	3,182

Ongoing projects:

To further improve the Railway Infrastructure in the State of Maharashtra, following works have been taken up:-

S. No.	Name of the project	Cost (₹ In crore)
1	Ahilyanagar (Ahmednagar) – Beed - Parli Vajinath New Line (261 Km)	4,957
2	Baramati-Lonand New Line (64 Km)	1,844
3	Wardha-Nanded New Line (284 Km)	3,445
4	Indore-Manmad New Line (360 Km)	18,529
5	Wadsa-Gadchiroli New Line (52 Km)	1,886
6	Jalna-Jalgaon New Line (174 Km)	5,804
7	Daund-Manmad Doubling (236 Km)	3,037
8	Kalyan-Kasara 3rd Line (68 Km)	1,433
9	Wardha-Nagpur 3rd Line (76 Km)	698
10	Wardha-Ballarshah 3rd Line (132 Km)	1,385
11	Itarsi-Nagpur 3rd Line (280 Km)	2,450
12	Rajnandgaon-Nagpur 3rd Line (228 Km)	3,545
13	Wardha-Nagpur 4th Line (79 Km)	1,137
14	Jalgaon-Manmad 4th Line (160 Km)	2,574
15	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	2,933
17	Panvel-Chowk Double Line (17 Km)	491
18	Wardha-Balharshah 4th Line (135 Km)	2,226
19	Itarsi-Nagpur 4th Line (297 Km)	5,010
20	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
21	Asangaon-Kasara 4th Line (35 Km)	794
22	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
23	Gondia-Dongargarh 4th Line (84 Km)	2,223
24	Gondia-Balharshah Doubling (240 Km)	4,819

Increasing train handling capacity in Mumbai area:

Presently, about 120 originating Mail/Express trains and about 3200 sub urban

trains are handled daily in Mumbai area. To increase train handling capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines
6	Panvel-Kalamboli	5 platforms , 4 pit lines and 2 sick lines
7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 stabling lines

Platform length extension:

In addition to above, Platform extension work at 34 stations to accommodate 15 car EMUs have been taken up.

New projects for increasing capacity:

To improve the capacity of rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned. These projects include following works in Mumbai Suburban Area:

SN	Name of Project	Cost (₹ in Cr.)
1	CSMT-Kurla 5th & 6th Line (MUTP-II) (17.5 Km)	891
2	Mumbai Central-Borivali 6th Line (MUTP-II) (30 Km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 Km)	826
4	Borivali-Virar 5th & 6th Line (MUTP-IIIA) (26 Km)	2,184
5	Virar-Dahanu Road 3rd & 4th Line (MUTP-III) (64 Km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 Km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 Km)	476
8	Kalyan-Asangaon 4th Line (MUTP-IIIA) (32 Km)	1,759
9	Kalyan-Badlapur 3rd & 4th line (MUTP-IIIA) (14 Km)	1,510
10	Kalyan-Kasara 3rd Line (67 Km)	793
11	Naigaon-Juichandra double chord Line (6 Km)	176
12	Nilaje-Kopar double chord Line (5 Km)	338
13	Kalyan Yard remodeling work	866

New generation trains:

To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Capacity Augmentation works for Pune Area:

Presently, about 33 originating Mail/Express trains are handled daily in Pune area.

To increase train handling capacity at various stations in Pune area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Pune Junction	6 additional Platforms and Extension of 5 Platforms.

2	Hadapsar	Extension of 3 Platforms to handle full length trains.
3	Khadki	Raising and Extension of PF-3/4 and extension of running lines completed in July'2025.
4	Alandi	New Coaching Terminal with 9 additional Platforms, 8 pit lines and 8 stabling lines
5	Phursungi	5 Stabling Lines at Phursungi

In addition to above, following capacity additional works have been undertaken in Pune Area to increase the train handling capacity:

SN	Name of Project
1	3rd Line between Hadapsar and Ghorpuri Yard
2	New Block station at Manjari Bhadrukin Pune-Daund Section and Ramtekdi in Pune-Sasvad section
3	Bidirectional Signalling in Pune Sasvad Road Section

Bullet Train project:

Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) passes through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Item	Progress
Piers	430 kms.
Girder	341 kms.
Track Bed	174 kms.
OHE Masts	153 kms.

The progress of stations is given below:-

S.No.	Station	Status
1	Sabarmati	Foundation works completed, Platform slab & roof structural works and finishing works are in progress
2	Ahmedabad	Structural works completed and finishing works have been taken up.
3	Anand/Nadiad	
4	Vadodara	Foundation work completed, structural works and finishing works have been taken up.
5	Bharuch	Structural works completed and finishing works have been taken up.
6	Surat	
7	Bilimora	
8	Vapi	
9	Boisar	Foundation works have been taken up and in advanced stage. Structural works have been taken up.
10	Virar	
11	Thane	
12	BKC (Mumbai)	This is an underground station. Foundation works almost completed and Base Slab has been taken up.

The progress on the River Bridges is as under:-

S. No.	River Name	Status
1	Sabarmati River (480m)	Sub-Structure work completed, Superstructure work has been taken up.

2	Meshwa River (120m)	Bridge construction completed.
3	Vatrak River (280m)	
4	Mohar (Shedhi) River (160m)	
5	Mahi River (720m)	11 out of 12 wells completed; 5 spans launched
6	Vishwamitri River (80m)	Bridge construction completed.
7	Dhadhar River (120m)	
8	Narmada River (1366m)	21 out of 25 wells completed; 4 spans launched
9	Kim River (120m)	Bridge construction completed.
10	Tapi River (720m)	Foundation work has been taken up, 10 out of 12 wells completed
11	Mindhola River (240m)	Bridge construction completed.
12	Purna River (360m)	
13	Ambika River (200m)	
14	Venganiya River (200m)	
15	Kaveri River (120m)	
16	Kharera River (120m)	
17	Auranga River (320m)	
18	Par River (320m)	
19	Kolak River (160m)	
20	Daman Ganga River (360m)	
21	Darotha River (80m)	
22	Jagani River (360m)	Foundation works have been completed
23	Vaitarna River (2320m)	12 Pile Cap and 11 Pier (out of 58) completed.
24	Ulhas River Branch (120m)	Temporary Access Bridge (TAB) completed to start the foundation work.
25	Desai Khadi River Bridge (400m)	Geo-technical Investigation (GTI) has been completed and Design work has been taken up.

The work of the under-sea tunnel (approximately 21 Km) has commenced, out of which 4.8 Km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

Dedicated Freight Corridor:

Ministry of Railways (MoR) has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1,337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1,506 Km). The work on EDFC has been completed and commissioned. In WDFC, 1,404 Rkm out of total 1,506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102 Rkm) has been taken up. The Western Dedicated Freight Corridor (WDFC) consisting of 565 Km route in the State of Gujarat is already operational.

Western DFC also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra. 76 Km of this project from New Gholvad to New Vaitarna in Maharashtra has already been commissioned. Balance works have been taken up. Connectivity of WDFC to JNPT will boost the capacity to handle cargo and container traffic from port to Delhi NCR.

GUJARAT:**Railway Budget:**

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the

State of Gujarat is as under:

Period	Outlay
2009-14	₹589 crore/year
2025-26	₹17,155 crore (More than 29 times)

Track Construction:

The details of commissioning/laying of new track, falling fully/partly in the State of Gujarat during 2009-14 and 2014-25, is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	660 Km	132 Km/year
2014-25	2,764 Km	251 Km/yr (nearly 2 times)

Projects Sanctioned:

As on 01.04.2025, 36 Railway projects (6 New Lines, 17 Gauge Conversion and 13 Doubling), of a total length of 2,564 Km, costing ₹30,275 crore, falling fully/partly in the State of Gujarat have been sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total length (Km)	Length commissioned upto Mar'25 (Km)	Total Expenditure upto Mar'25 (Cr.)
New Lines	6	532	105	5,494
Gauge Conversion	17	1,379	718	6,213
Doubling / Multitracking	13	653	40	1,158
Total	36	2,564	863	12,865

Recently completed projects:

Details of some of the completed projects, falling fully/partly in the State of Gujarat, are as under:

S.No.	Name of Project	Cost (₹ in Cr.)
1	Mahesana-Taranga Hill Gauge Conversion (210 Km)	891
2	Himmatnagar-Khedbrahma Gauge Conversion (55 Km)	482
3	Ahmedabad-Botad Gauge Conversion (170 Km)	1,810
4	Dhasa-Jetalsar Gauge Conversion (104 Km)	1,024
5	Ahmedabad-Mahesana Gauge Conversion (69 Km)	874
6	Katosan-Chanasma Gauge Conversion (38 Km)	484
7	Kalol-Kadi-Katosan Gauge Conversion (37 Km)	347
8	Vijapur-Ambliyan Gauge Conversion (42 Km)	415
9	Dabhoi-Chandod with extension up to Kevadiya Gauge Conversion (50 Km)	1,018
10	Viramgam-Samakhiali Doubling (182 Km)	1,492
11	Palanpur-Samakhayali Doubling (247 Km)	2,538
12	Mahesana-Palanpur Doubling (65 Km)	537
13	Surendranagar-Rajkot Doubling (116 Km)	1,425
14	Anand-Godhara Doubling (79 Km)	692
15	Vatva-Ahmedabad 3 rd Line (8 Km)	61
16	Viramgram-Surendranagar Doubling (65 Km)	382
17	Udhna-Jalgaon Doubling (307 Km)	2,448

Ongoing Projects:

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

S. No.	Project	Cost (₹ in Cr.)
1	Naliya-Jakhau Port New Line (25 Km)	410
2	Miyagam Karjan – Choranda - Malsar Gauge Conversion (37 Km)	450
3	Jambusar-Kavi Gauge Conversion (26 Km)	318
4	Kosamba-Umarpada Gauge Conversion (70 Km)	468
5	Khijadiya - Amreli Gauge Conversion (17 Km)	178
6	Barejadi - Nandej (Geratpur) - Sanand 4th Line (38 Km)	962
7	Samakhiali-Gandhidham Quadrupling (53 Km)	1,430
8	Vishvamitri-Dabhoi Doubling (33 Km)	394
9	Taranga Hill-Ambaji-Abu Road New Line (116 Km)	2,798
10	Sabarmati D Cabin-Sarkhej Doubling (21 Km)	323
11	Deshalpar – Hajipir - Luna and Vayor - Lakhpat New Line (145 Km)	2,526
12	Vadodara-Ratlam 3rd & 4th Line (259 Km)	8,387
13	Rajkot-Kanalus Doubling (111 Km)	1,081

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

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/
Public representatives,

- Railway's operational requirements
- Socio-economic considerations
- Overall availability of funds

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

Land acquisition

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

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

ASSESSMENT OF INDUSTRIAL LAND IN THE NORTH-EASTERN REGION

5412. DR. KAKOLI GHOSH DASTIDAR:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) whether the Government has undertaken any assessment of industrial land availability across North-Eastern (NER) States;

- (b) if so, the details thereof including the total area of land earmarked for industrial use along with the extent of land that is fully developed and investment-ready;
- (c) whether such data is maintained in any centralised or Geographic Information System (GIS)-linked portal accessible to potential investors and if so, the details thereof; and
- (d) whether the Ministry is coordinating with State Governments to streamline identification, mapping and readiness of such land 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 (d): The primary responsibility of developing the industrial sector rests with State Governments. States adopt different policy measures to promote industrial development. Government of India supplements their efforts through various schemes to promote industrialization in the country, including the North Eastern Region (NER). Department for Promotion of Industry and Internal Trade (DPIIT) has developed a National level land bank by integrating State Industrial Geographic Information System (GIS) with India Industrial Land Bank (IILB) [<https://indiaindustriallandbank.gov.in/login1>] which provides a GIS enabled data base of industrial areas including clusters, parks, nodes, zones, etc. across the country to help investors to identify their preferred location for

investment. The platform provides information on available internal infrastructure, external connectivity to nodal points - airports, National Highways, railways, dry ports, etc., available raw material, and plug and play facilities. This enables the investors to see plot level data and availability of updated land related information in real time.

TRAINS OPERATING IN NR/NCR/NER RAILWAY ZONES

5413. SUSHRI IQRA CHOUDHARY:

SHRI PUSHPENDRA SAROJ:

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

- (a) the details of the passenger trains operating in Northern Railway (NR), North Central Railway (NCR) and North Eastern Railway (NER), along with funds sanctioned, released and utilised for capacity augmentation during the last five years and the present status of implementation thereof, zone-wise;
- (b) the details of the number of routes and trains in NR, NCR and NER identified as operating beyond prescribed passenger capacity along with the reasons recorded in Ministry reviews for the continued shortfall;
- (c) the details of the key findings of inspections, internal monitoring reports and safety reviews regarding congestion, waiting list levels and passenger safety concerns in these zones;
- (d) the details of the number of passenger grievances and representations

received regarding overcrowding and inadequate train availability in NR, NCR and NER during the last three years; and

- (e) the details of the corrective planning, infrastructure expansion and capacity augmentation measures introduced to address congestion and improve passenger services in these zones?

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

(a) to (e): Northern Railway (NR), North Central Railway (NCR) and North Eastern Railway (NER) on ownership basis operate 1417 train services.

Capacity utilization of a section depends upon signaling system, length of critical block section, type of block instruments used in the section, provision of isolation and the type & mix of rolling stock used for running of passenger & goods trains in the given section. Capacity enhancement of various sections of Indian railways is an ongoing process.

The details like allocation, expenditure etc. of each Zonal Railways are available in consolidated Budget Statement, Annual Statistical Statement etc. which are available on Indian Railway website.

Enhanced Accommodation:

To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class

non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

Non AC General and Sleeper Coaches:

With a view to meet the demand of passengers travelling in unreserved coaches, Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains. In the current financial year (upto February, 2026), 860 Coaches have been utilised for permanent augmentation.

On Indian Railways, demand patterns vary over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean periods and on less popular routes, there is sub-optimal utilization.

Traffic pattern of the trains running on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, special trains are run, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper).

On IR, the percentage of non-AC coaches, is about 70% as indicated below:

Distribution of coaches:

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Passengers in general/unreserved coaches: The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Special Trains:

IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26(upto Feb, 2026)	~74,800

- **Signalling system:**

Indian Railway is continuously modernizing current infrastructure of its signalling system as under:

1. Electrical/Electronic Interlocking Systems with centralized operation points and signals in place of old mechanical signalling have been provided at 6665 stations as on 28.02.2026, out of which Electronic

- Interlocking have been provided at 3870 stations.
2. Interlocking of Level Crossing Gates (LC) has been provided at 10153 Level Crossing Gates upto 28.02.2026 for enhancing safety at LC Gate.
 3. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.
 4. Axle counters for automatic clearance of Block Section, BPAC (Block Proving Axle Counter) are provided to ensure complete arrival of train without manual intervention before granting line clear to receive next train and to reduce human element. These systems have been provided on 6149 Block Sections up to 28.02.2026.
 5. Automatic Block Signalling (ABS) that enhances line capacity within existing track infrastructure has been provided at 6897 Route km upto 28.02.2026.
 6. Detailed instructions on issues related with safety of Signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
 7. System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.
 8. Rolling block system for maintenance of assets has been introduced to increase their reliability.

9. Regular inspection and maintenance of all railway signalling assets is carried out as per laid down norms to ensure safe operation of trains. These are regularly monitored through designated officials in divisions across zonal railways. Staff are regularly counselled and trained.

Kavach:

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

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

6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.
7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress (Route Km)
(1)	Delhi-Mumbai route:	
i	Junction cabin – Palwal – Mathura – Nagda section	667

ii	Vadodara - Ahmedabad section	96
iii	Vadodara - Virar section	336
(2)	Delhi – Howrah route:	
i	Gaya Sarmatanr section	93
ii	Chota Ambana - Bardhaman – Howrah section	260

10. Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

11. Progress of key items of Kavach on High density routes including Delhi– Mumbai & Delhi– Howrah corridors as on 28.02.26 are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	8570 Km
ii	Installation of Telecom Towers	1100 nos
iii	Station Data Centre	767 station
iv	Installation of Track side equipment	6776 RKm
v	Provision of Kavach in Loco	4154 nos

12. In addition, work for installation of Kavach in 8979 Locomotives and 1200 EMU/MEMU has been taken up.

13. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 55,000 technicians, operators and engineers have been trained on Kavach technology.

This includes about 47,500 Loco Pilots & Assistant Loco Pilots.

Courses have been designed in collaboration with IRISSET.

Safety:

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

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

Year	Consequential Accidents
2014-15	135
2025-26 (upto 28.02.2026)	14 (90% lesser)

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

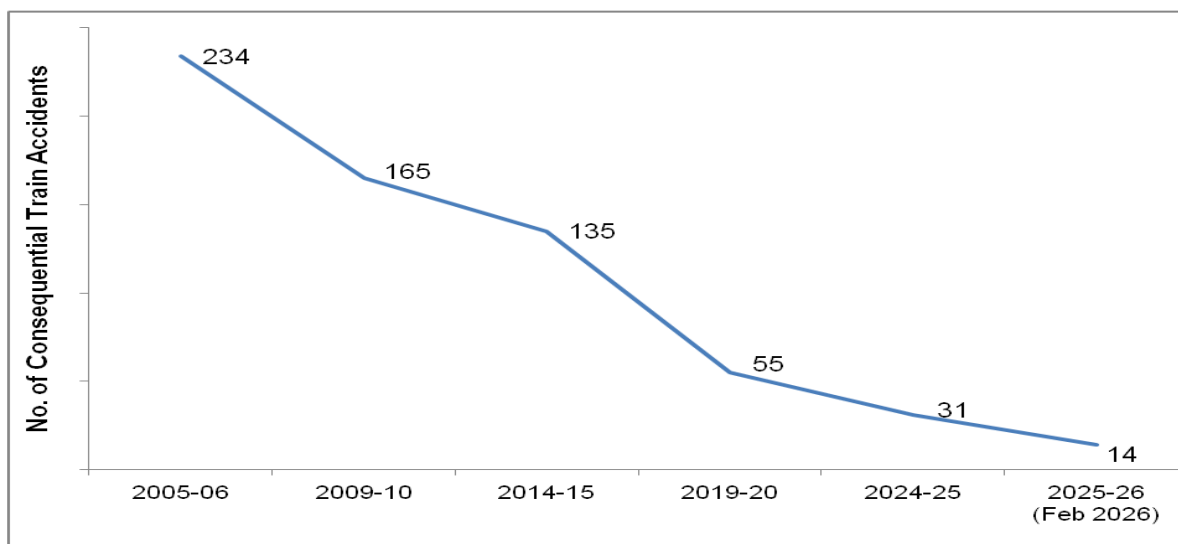
Consequential Accident Index:-

Year	Accident Index
2014-15	0.11
2024-25	0.03 (73% lesser)

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

Accident Index = No. of consequential accidents

No. of trains X million kilometers run



The various safety measures taken to enhance safety in train operations on Indian Railways network (including N.Rly., N.C.Rly. & N.E.Rly.) are as under:-

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

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

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,665 stations up to 28.02.2026 to reduce accidents due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at

10,153 Level Crossing Gates up to 28.02.2026 for enhancing safety at LC Gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,669 stations up to 28.02.2026.
5. Indian Railways has gone for implementation of indigenously developed Automatic Train Protection (ATP) system, which required safety certification of highest order (SIL 4). Kavach has been adopted as a National ATP system in July 2020. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1,452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes as below:

SN	Section	Progress Route (Km)
(1)	Delhi-Mumbai route:	
i	Junction cabin–Palwal– Mathura –Nagda section	667
ii	Vadodara - Ahmedabad section	96
iii	Vadodara - Virar section	336
(2)	Delhi – Howrah route:	
i	Gaya Sarmatanr section	93
ii	Chota Ambana-Bardhaman– Howrah section	260

Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

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

bridges is used while carrying out primary track renewals.

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

integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.

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

28. Regular counselling and training of staff is undertaken.

29. Concept of Rolling Block introduced in Indian Railways (Open Lines)

General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

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

S.N.	Item	2004-05 to 2013-14	2014-15 to 2024-25	2014-25 Vs. 2004-14
Technological Improvements				
1.	Use of high-quality rails (60 Kg) (Km)	57,450 Km	1.43 Lakh Km	More than 2 times
2.	Longer Rail Panels (260m) (Km)	9,917 Km	77,522 Km	Nearly 8 times
3.	Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
4.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90 Nos.	As on 31.03.25: 25,939 Nos.	288 times
5.	Thick Web Switches (Nos.)	Nil	28,301 Nos.	
Better Maintenance Practices				
1.	Primary Rail Renewal (Track Km)	32,260 Km	49,941 Km	1.5 times

2.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79.43 Lakh	2 Crore	More than 2 times
3.	Weld failures (Nos.)	In 2013-14: 3699 Nos.	In 2024-25: 370 Nos.	90% reduction
4.	Rail fractures (Nos.)	In 2013-14: 2548 Nos.	In 2024-25: 289 Nos.	More than 88% reduction
Better Infrastructure and Rolling Stock				
1.	New Track KM added (Track Km)	14,985 Km	34,428 Km	More than 2 times
2.	Flyovers (RoBs)/Underpasses (RUBs) (Nos.)	4,148 Nos.	13,808 Nos.	More than 3 times
3.	Unmanned Level crossings (Nos.) on BG	As on 31.03.14: 8,948	As on 31.03.24:Nil (All eliminated by 31.01.19)	Removed
4.	Manufacture of LHB Coaches (Nos.)	2,337 Nos.	42,677	More than 18 times

Grievances redressal:

RailMadad is Indian Railways grievance redressal mechanism that provides passengers an integrated platform for grievances, assistance and inquiry. In RailMadad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. RailMadad also allows passengers to share feedback on the resolution of their grievances.

Capacity Augmentation:

Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. Rs. 6.75 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (Rs. in Cr)
New Lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zonal Railway-wise details of Railway projects are made available in public domain on Indian Railway's website.

Projects Sanctioned in Northern Railway:

As on 01.04.2025, 29 projects (08 New Line and 21 Doubling) of 1,169 Km length, costing ₹69,731 crore falling in Northern Railway (NR) are sanctioned.

The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
New Line	08	499	80	28288
Doubling/Multitracking	21	670	264	3337
Total	29	1169	344	31625

Completed projects:

Details of some of the recently completed projects falling in Northern Railway (NR) are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Udhampur-Srinagar-Baramula Rail Link (272 km)	42,278
2	Rajpura-Bhatinda Doubling (173 km)	2459
3	Barabanki-Akbarpur Doubling (161 km)	1700
4	Deoband (Muzzafar Nagar)-Roorkee New Line (27 km)	1289
5	Rewari-Rohtak New Line (85 km)	1001
6	Utretia-Zafrabad Doubling (148 km)	890
7	Rohtak-Mehem-Hansi New Line (64 km)	889
8	Jalandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
9	Jind-Sonepat New Line (89 km)	800
10	Jaunpur- Akbarpur (Tanda) Doubling (77 km)	676
11	Raibareilly-Amethi Doubling (60 km)	668
12	Utretia-Raibareilly Doubling (66 km)	662

13	Muzaffarnagar – Tapri Doubling (52 km)	525
14	Meerut-Muzaffarnagar Doubling (55 km)	430
15	Janghai- Phaphamau Doubling (47 km)	414
16	Tughlakhabad-Palwal 4th line (34 km)	366
17	Alamnagar-Utretia Doubling (20 km)	358
18	Haridwar – Laksar Doubling (27 km)	347
19	Ambala-Dhapper-Chandigarh Doubling (45 km)	339
20	Kathua-Madhopur Punjab Doubling (3 km)	257
21	Mansa – Bhatinda Doubling (49 km)	216
22	Phaphamau-Prayagraj Doubling (14 km)	212
23	Lahota-Bhadoi Doubling (39 km)	184
24	Bhadoi-Janghai Doubling (31 km)	168
25	Jakhal- Mansa Doubling (45 km)	163
26	New Delhi -Tilak Bridge Doubling (7 km)	137
27	Mirthal-Bhangala Doubling (3 km)	74
28	Jaunpur Jn. - Jaunpur city -Chord line (2 km)	72
29	Palwal -New Prithala Doubling (10 km)	66
30	Khukhrana- Panipat Doubling (8 km)	58
31	Amritsar - Chheharta Doubling (7 km)	31
32	Jalandhar City-Suchi Pind Doubling (4 km)	24
33	Chakki Bank-Bharoli Doubling (3 km)	15

Ongoing projects:

Some of the projects falling in Northern Railway (NR) which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Rishikesh-Karanprayag New Line (125 km)	38953
2	Bhanupalli-Bilaspur-Beri New Line (63 km)	13770
3	Varanasi-Pt. Deen Dayal Upadhyaya multitracking including Rail	2464

	cum Road Bridge across Ganga (15 Km)	
4	Nangal Dam-Talwara – Mukerian New Line (123 km)	2311
5	Chandigarh-Baddi New Line (28 km)	1540
6	Janghai-Pratapgarh- Amethi Doubling (87 km)	1197
8	Phaphamau-Unchahar Doubling (72 km)	971
9	Mansa-Bhatinda Doubling (80 Km)	449
10	Anand Vihar-Tilak Bridge 3rd & 4th line (20 km)	419
11	Barabanki-Malhaur 3rd & 4th Line (33 km)	407
12	Ferozpur-Patti New Line (26 km)	300
13	Ludhiana-Mullanpur Doubling (21 km)	288
14	Ludhiana-Kila Raipur Doubling (19 Kms)	238
15	Jaunpur Jn.-Zafarabad Doubling (6 km)	177
16	Alal-Himmatana Chord line (13 km)	174
17	Dilkusha-Malhaur 3rd Line (8 km)	164
18	Didarganj - Shahganj - Bilwai Chord line (6 km)	137
19	Bypass line at Ayodhya Cantt. (6 km)	97
20	Bishanpura - Jind City Chord line (5 km)	77
21	Varanasi Shivpur 3 rd line (6 km)	76
22	Byepass line at Ayodhya (1.5 km)	56

Projects Sanctioned in North Central Railway:

As on 01.04.2025, 18 projects (03 Gauge Conversion and 15 Doubling) of 1,874 Km length, costing ₹25,829 crore falling in North Central Railway (NCR) are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
Gauge Conversion	03	440	97	2902

Doubling/Multitracking	15	1434	468	11155
Total	18	1874	565	14057

Completed projects:

Details of some of the recently completed projects falling in North Central Railway (NCR) are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Bhimsen-Jhansi Doubling (206 km)	2620
2	Guna- Etawah New Line (348 Km)	683
3	Mathura – Palwal 4 th Line (80 km)	669
4	Agra-Etawah New Line (110 km)	427
5	Etawah-Mainpuri New Line (58 km)	313
6	Ruma Chakeri- Chandari - 3rd line (13 km)	177
7	Yamuna Bridge-Agra Fort Doubling (3 km)	138
8	Chipyana Buzurg - Dadri 4th line (12 km)	129
9	Mathura Yard Remodelling (4 km)	113
10	Bhaupur-Panki 4th line (11 km)	97
11	Dailwara-Birai chord line (8 km)	77
12	Baupur-Panki Doubling (11 km)	55
13	Kanpur-New Coaching Complex – Kanpur Doubling (3 km)	35
14	Naini - Chheoki- 3rd Line (2 km)	30

Ongoing projects:

Some of the projects falling in North Central Railway (NCR) which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Mathura-Jhansi 3rd line (274 km)	5924
2	Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 km)	4330
3	Gwalior-Sheopurkalan Gauge Conversion (284 km)	2913
4	Pt. Deen Dayal Upadhyaya -Prayagraj 3rd line (150 km)	2649
5	Jhansi-Bina 3 rd line (153 km)	2002
6	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)	1508
7	Doubling of Billi- Chunar (102 km)	1424
8	Agra Fort - Bandikui Doubling (150 km)	988
9	Dholpur-Sirmuttra Gauge Conversion (145 km)	747
10	Prayagraj - Bamrauli 4th line (10 Km)	494
11	Aligarh - Daud Khan 3rd line (18 km)	452
12	Lalitpur-Birari Doubling (16 km)	304
13	Kuberpur-Yamuna Bridge 3 rd line(10 Km)	170

Projects Sanctioned in North Eastern Railway:

As on 01.04.2025, 17 projects (08 New Line, 01 Gauge Conversion and 08 Doubling) of 1,253 Km length, costing ₹20,466 crore falling in North Eastern Railway (NER) are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
New Line	08	656	48	4042
Gauge Conversion	01	56	-	260
Doubling/Multitracking	08	541	306	6184
Total	17	1253	354	10486

Completed Projects:

Details of some of the recently completed projects falling in North Eastern Railway (NER) are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Rosa-Sitapur Cantt - Burhwal Doubling (181 km)	2094
2	Varanasi-Madhosingh-Prayagraj Doubling (120 km)	2018
3	Kanpur-Kasganj-Mathura & Kasganj-Bareilly Gauge Conversion (545 km)	1790
4	Phephna-Indara, Mau-Shahganj doubling (150 km)	1778
5	Ghazipur city-Tarighat New Line (17 km)	1766
6	Gonda-Gorakhpur Loop Gauge Conversion (260 km)	863
7	Kaptanganj-Thawe-Chhapra Gauge Conversion (234 km)	819
8	Ballia-Gazipur city Doubling (65 km)	650
9	Pilibhit-Shahjahanpur Gauge Conversion (83 km)	589
10	Domingarh-Gorakhpur-Kusumhi - 3rd line and Gorakhpur-Nakaha Jungle Doubling (21 km)	508
11	Maharajganj-Masrakh New Line (35 km)	412
12	Aunrihar-Jaunpur Doubling (60 km)	405
13	Ghazipur-Aunrihar Doubling (40 km)	371
14	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 km)	342
15	Gonda-Bahraich Gauge Conversion (60 km)	318
16	Bareilly-Pilibhit-Tanakpur Gauge Conversion (101 km)	313
17	Chhapra Gramin to Khairali New Line (11 km)	215
18	Indara-Dohrighat Gauge Conversion (34 km)	213
19	Aurnihar-Manduadih Doubling (39 km)	200
20	Malhaur-Daliganj Doubling (13 km)	183
21	Aishbagh-Manaknagar Doubling (4 km)	82
22	Chhapra Jn. - Chhapra kacheri 3rd Line (3 km)	33

Ongoing projects:

Some of the projects falling in North Eastern Railway (NER) which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Bahraich - Khalilabad New Line (240 km)	4940
2	Bhatni-Aurnihar Doubling (117 km)	2529
3	Sahjanwa-Dohrighat New Line (81 km)	1320
4	Gorakhpur- Valmikinagar Doubling (96 km)	1121
5	Burhwal-Gonda 3rd line (62 km)	1118
6	Chhapra-Ballia Patch Doubling (65 km)	1046
7	Anandnagar-Ghugli New Line (53 km)	958
8	Barabanki-Burhwal 3 rd line (27 km)	426
9	Etah-Kasganj New Line (29 km)	389

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

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

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

PM-KUSUM AND PM-SGMBY IN TAMIL NADU**5414. SHRI D. M. KATHIR ANAND:**

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

- (a) the total number of sanctioned and completed proposals under Pradhan Mantri-Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM) and Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY) in Tamil Nadu and particularly in Vellore Lok Sabha Constituency;
- (b) the total number of farmers benefited under PM-KUSUM and the total number of households benefited under PM-SGMBY in the country, State-wise including Tamil Nadu;
- (c) the steps taken by the Government to ensure that last mile coverage of PM-KUSUM and PM-SGMBY schemes; and
- (d) the various steps taken by the Government to develop and increase solar power generation in Tamil Nadu?

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

(a): The PM KUSUM Scheme is a demand-driven scheme, and capacities are allocated based on the demand raised by the state and milestones achieved. State Implementing Agencies (SIA) are empowered for beneficiary selection and further implementation of the scheme at district level. The Ministry does not allocate special targets for the constituency/districts under this scheme.

The progress under PM-KUSUM scheme in Tamil Nadu state and Vellore lok sabha constituency is placed at **Statement-I**.

PM Surya Ghar Muft Bijli Yojana (PMSG:MBY) is being implemented since February 2024 with an aim to achieve rooftop solar (RTS) installations in one crore households in the residential sector by FY 2026-27. It is a demand driven scheme wherein all residential consumers in the country, having grid connected electricity connection of the local DISCOM can avail the benefits of the scheme, for installation of RTS systems, by applying on the National Portal of the scheme.

Under PMSG:MBY, since its launch in February 2024, as on 19.03.2026, a total of 70,535 no. of households have benefitted in Tamil Nadu including 967 households in Vellore district.

(b): The State/ UT-wise number of beneficiaries under PM-KUSUM scheme and PM-SGBY, including for the state of Tamil Nadu is placed at **Statement-II**.

(c): For ensuring effective implementation and coordination with the states for both the scheme, the Ministry conducts periodic review and handholding meetings with the implementing states/ SIAs. Ministry carries out several review meetings, capacity building workshops and public awareness programs throughout the country, latest of which are:

- Regional Workshops on Renewable Energy
- Bankers Conclave 2025 during February 2025
- Review meeting with States during September 2025

- Capacity Building workshops in Seva Parv (17th Sept – 2nd Oct 2025)
- Creating awareness about the scheme, through awareness and outreach program such as print advertising in leading newspapers, TV commercials campaigns, Radio campaigns across FM stations including regional channels, etc., in the country.
- Regular monitoring of the progress of the scheme at different levels including with states/DISCOMs.
- Availability of collateral-free loan from nationalized banks at a concessional interest rate

Further, to ensure last mile coverage and increase adoption of PMSGY, the Ministry has taken the following measures:

- Online process from application to disbursement of subsidy directly into the bank account of the residential consumer through the National Portal.
- Simplified the regulatory approval process by waiving technical feasibility requirement and introducing auto load enhancement upto 10 kW.
- Net metering agreement has been made part of application in the National Portal.
- Simplified process for registration of vendors to ensure sufficient and qualified vendors are available.
- Established grievance redressal mechanism for timely resolution of grievances. A Call Centre with telephone number 15555 is operational in

12 languages.

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

(d): The Government of India has taken several steps and initiatives to promote and accelerate solar energy capacity in the country, including the State of Tamil Nadu. The details are placed at **Statement-III**.

STATEMENT-I

Details of progress under PM-KUSUM

	Component-A (In MW)		Component-B (No. of solar pumps)		Component-C (No. of grid-connected pumps)		
	Sanctioned	Installed	Sanctioned	Installed	Sanctioned (IPS)	Sanctioned (FLS)	Total Solarized
Tamil Nadu	3.00	3.00	5,187	5,176	-	-	-
Vellore	-	-	-	63	-	-	-

IPS: Individual Pump Solarization, FLS: Feeder Level Solarization

STATEMENT-II

State/ UT-wise details of beneficiaries under PM KUSUM Scheme

(as on 28.02.2026)

S. No.	State/ UT Name	Total no. of beneficiaries
1.	Arunachal Pradesh	699
2.	Assam	1,066
3.	Chhattisgarh	9
4.	Goa	902

5.	Gujarat	2,70,803
6.	Haryana	1,85,602
7.	Himachal Pradesh	1,231
8.	Jammu & Kashmir	4,154
9.	Jharkhand	52,607
10.	Karnataka	92,360
11.	Kerala	13,709
12.	Ladakh	265
13.	Madhya Pradesh	54,531
14.	Maharashtra	12,87,976
15.	Manipur	150
16.	Meghalaya	98
17.	Mizoram	40
18.	Nagaland	244
19.	Odisha	13,229
20.	Punjab	17,904
21.	Rajasthan	2,93,813
22.	Tamil Nadu	5,178
23.	Telangana	3
24.	Tripura	8,352
25.	Uttar Pradesh	74,912
26.	Uttarakhand	2,379
27.	West Bengal	4
Total		23,82,220

State/UT wise Households benefitted under PMSG:MBY

(As on 19.03.2026)

S. No.	Name of State/UTs	Total Households Benefitted (No.)
1.	A&N Islands	248
2.	Andhra Pradesh	1,17,442

3.	Arunachal Pradesh	1
4.	Assam	1,02,752
5.	Bihar	17,281
6.	Chandigarh	1,111
7.	Chhattisgarh	41,442
8.	DNH & DD	627
9.	Goa	2,459
10.	Gujarat	8,56,946
11.	Haryana	71,689
12.	Himachal Pradesh	7,941
13.	Jammu And Kashmir	26,865
14.	Jharkhand	1,941
15.	Karnataka	26,393
16.	Kerala	2,14,966
17.	Ladakh	1,486
18.	Lakshadweep	932
19.	Madhya Pradesh	1,08,049
20.	Maharashtra	7,79,007
21.	Manipur	911
22.	Meghalaya	46
23.	Mizoram	979
24.	Nagaland	186
25.	Nct Of Delhi	10,704
26.	Odisha	50,556
27.	Puducherry	2,809
28.	Punjab	12,118
29.	Rajasthan	1,64,002
30.	Sikkim	29
31.	Tamil Nadu	70,535
32.	Telangana	44,344
33.	Tripura	2,662
34.	Uttar Pradesh	4,25,425

35.	Uttarakhand	72,693
36.	West Bengal	1,415
Total		32,38,992

STATEMENT-III

The details of several steps and initiatives to promote and accelerate solar energy capacity in the country, including the State of Tamil Nadu is as follows:

- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm & Dispatchable Renewable Energy (FDRE) projects have been issued.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National

Programme on High Efficiency Solar PV Modules, New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), have been launched.

- Scheme for setting up of Solar Parks and Ultra Mega Solar Power projects is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- Waiver on Inter State Transmission System (ISTS) charges for renewable energy projects including green hydrogen projects, with certain timelines and conditions.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Quality Control Orders for Solar Photovoltaic products (i.e., Solar PV Modules, Solar PV Inverters & Storage Battery) and Solar Water Heating systems notified.
- Issued National Framework for promoting & developing Energy Storage Systems.
- Issued Guidelines for Resource Adequacy Planning Framework for India.

- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- Standard & Labelling (S&L) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

COMPLAINTS AGAINST E-COMMERCE PLATFORMS**5415. SHRI SHYAMKUMAR DAULAT BARVE:**

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

- (a) whether it is a fact that in recent years there has been a significant increase in complaints regarding misleading advertisements, sale of counterfeit or substandard products and consumer deception in the name of heavy discounts on e-commerce platforms;
- (b) if so, the details of total consumer complaints received during the last five years, their redressal, and actions taken against the defaulting companies, year, State/Union Territory and platform-wise;
- (c) whether in many cases consumers are not provided clear information regarding the actual price, quality and warranty of products;
- (d) if so, whether the Government has reviewed these issues and considered enforcing strict guidelines or punitive measures for e-commerce companies and sellers; and
- (e) if so, the details of the concrete steps taken by the Government to protect the interests of consumers?

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

(a) to (e) : The year-wise, State/UT-wise and mode-wise details of complaints received and disposed on the National Consumer Helpline (NCH) regarding misleading advertisements and sale of counterfeit or substandard products during the last five years are given at **Statement**.

The National Consumer Helpline (NCH) administered by the Department of Consumer Affairs has emerged as a single point of access to consumers across the country for their grievance redressal at a prelitigation stage for violation of rights of consumers, misleading advertisements and unfair trade practices. Consumers can register their grievances from all over the country in 17 languages including Hindi, English, Kashmiri, Punjabi, Nepali, Gujarati, Marathi, Kannada, Telugu, Tamil, Malayalam, Maithili, Santhali, Bengali, Odia, Assamese and Manipuri through a toll-free number 1915. These grievances can be registered on Integrated Grievance Redressal Mechanism (INGRAM), an omni-channel IT enabled central portal, through various channels- WhatsApp (8800001915), SMS (8800001915), email (nch-ca@gov.in), the NCH app, the web portal (consumerhelpline.gov.in) and the Umang app, as per their convenience. 1,398 companies, who have voluntarily partnered with NCH as part of the 'Convergence' programme directly respond to these grievances according to their redressal process and revert by providing a feedback to the complainant on the portal.

The National Consumer Helpline (NCH) has successfully facilitated refund of ₹52 crore to consumers between 25th April 2025 and 31st January

2026. This significant redressal at a pre-litigation stage was achieved across 31 sectors (including 36.80 Crores with regard to the grievances pertaining to ecommerce sector), effectively addressing 79,521 consumer grievances related to refund claims.

The Department has notified the Consumer Protection (E-Commerce) Rules, 2020 on 23 July 2020 under the Consumer Protection Act, 2019 to safeguard consumers from unfair trade practices in the ecommerce sector. These Rules specify the duties of e-commerce entities, liabilities of marketplace entities, responsibilities of sellers on marketplaces and duties of inventory-based e-commerce entities.

Under these Rules, e-commerce entities are required to appoint a Grievance Officer and prominently display the name, designation and contact details of the officer on their platform. The grievance officer must acknowledge consumer complaints within 48 hours and redress them within one month from the date of receipt of the complaint. E-commerce entities are also required to endeavour to become partners in the convergence process of the National Consumer Helpline (NCH) and are prohibited from discriminating between consumers of the same class or manipulating prices to gain unreasonable profits.

Marketplace e-commerce entities are required to obtain undertakings from sellers ensuring that product descriptions, images and other content correspond accurately with the appearance, nature, quality and features of the

goods or services. They must prominently publish details of sellers including business name, geographic address, customer care contact details, ratings and feedback along with complete information regarding return, refund, exchange, warranty, delivery, payment modes and grievance redressal mechanisms. Sellers are also required to ensure that advertisements are consistent with the actual characteristics and usage conditions of goods or services and are prohibited from posting misleading reviews or misrepresenting product features.

Under the provisions of the Consumer Protection Act, 2019, the Central Consumer Protection Authority (CCPA), an executive agency, came into existence on 24.07.2020. It is designed to intervene, to prevent consumer detriment arising from violation of rights of consumers, misleading advertisements, unfair trade practices etc. and to initiate class action(s), including the enforcement of recalls, refunds and return of products. As on 09.03.2026, CCPA has issued 477 notices of class action, imposed penalties amounting to ₹3,00,40,500 and closed 177 cases with receipt of penalties of ₹1,56,10,500.

CCPA has taken action against several entities for violation of consumer rights and unfair trade practices in the e-commerce sector. Such actions include withdrawal of misleading advertisements relating to certain low-quality products marketed through online platforms, recall of products being sold in violation of mandatory quality standards and Quality Control Orders. Penal

action has also been taken against entities for sale of products bearing spurious certification marks and misleading claims.

CCPA has taken action against the sale of domestic pressure cookers that do not meet compulsory BIS standards on e-commerce platforms. CCPA, for safeguarding consumer interests and their safety, issued directions to e-commerce platforms and their sellers to recall total 5507 non-ISI mark domestic pressure cookers sold by them. CCPA also directed sellers of e-commerce platforms to recall 818 toys and also imposed penalties for the toys which were being sold on e-commerce platforms in violation to mandatory standards and QCO notified for toys.

CCPA has issued Safety Notices under Section 18(2)(j) of the Consumer Protection Act, 2019 cautioning consumers against purchase of goods not conforming to mandatory safety standards which includes helmets, pressure cookers, cooking gas cylinders and certain household electrical appliances.

CCPA has issued an advisory dated 30th September, 2021 in terms of the Consumer Protection (E-Commerce) Rules, 2020 regarding display of information provided by sellers on marketplace ecommerce platforms. The advisory, inter-alia, provides for ensuring that marketplace e-commerce entities display in a clear and accessible manner all relevant information furnished by sellers on their platforms, including details of the seller and grievance officer, so as to safeguard consumer interests and facilitate effective grievance redressal for consumers purchasing goods or services through e-commerce.

CCPA issued an advisory dated 14.07.2022 to e-commerce platforms regarding the online sale of certain Ayurvedic, Siddha and Unani medicines that contain ingredients listed in Schedule E(1) of the Drugs and Cosmetics Rules, 1945 which may include potentially hazardous substances and therefore must be consumed only under medical supervision. Accordingly, e-commerce platforms have been advised to ensure that such drugs are sold only after a valid prescription from a registered Ayurveda, Siddha or Unani practitioner is uploaded by the consumer on the platform to prevent unsafe self-medication and protect consumers from potential health risks associated with unsupervised use of such medicines.

CCPA has notified the Guidelines for Prevention of Misleading Advertisements and Endorsements for Misleading Advertisements, 2022 on 9th June, 2022. These guidelines inter-alia provide for conditions for an advertisement to be non-misleading and valid; duties of manufacturer, service provider, advertiser and advertising agency including on e-commerce platforms.

Central Consumer Protection Authority, in exercise of the powers conferred by Section 18 of the Consumer Protection Act, 2019, issued “Guidelines for Prevention and Regulation of Dark Patterns, 2023” on 30th November, 2023, listing 13 specified dark patterns identified in e-Commerce sector. These dark patterns include false urgency, Basket Sneaking, Confirm shaming, forced action, Subscription trap, Interface Interference, Bait and

switch, Drip Pricing, Disguised Advertisements, Nagging, Trick Wording, Saas Billing and Rogue Malwares.

An “Advisory for Self-Audit by E-Commerce Platforms for detecting the Dark Patterns on their platforms to create a fair, ethical and consumer centric digital ecosystem” was also issued by the CCPA on 5th June, 2025. 29 leading e-commerce platforms have voluntarily submitted their self-declaration letters confirming compliance with the Guidelines for Prevention and Regulation of Dark Patterns, 2023.

CCPA has also notified Guidelines for the Prevention and Regulation of Illegal Listing and Sale of Radio Equipment including Walkie Talkies on E-Commerce Platforms, 2025. These guidelines have been notified to curb the unauthorized sale of wireless devices operating beyond the 446.0-446.2 MHz frequency band that may pose risks to consumer safety, mislead consumers regarding their legal position and interfere with critical communication networks, including those used by law enforcement and emergency services. Further, the CCPA action follows the identification of over 16,970 non-compliant walkie-talkie listings across platforms and also imposed penalties of ₹10 lakh each on Meesho, Flipkart, Amazon and Meta Platforms Inc, and ₹1 lakh each on Chimiya, JioMart, Talk Pro and MaskMan Toys.

CCPA has taken action against the sale of counterfeit and substandard goods on a major ecommerce platform for promotion and sale of counterfeit and spurious goods including medicines, cosmetics, beauty products and

clothing items, misleading display of MRPs and discounts on branded products, use of misleading labels alongside spurious listings and facilitation of sale of Schedule-H drugs without prescription. The platform was directed to strengthen its due-diligence and monitoring mechanisms. As a result of these regulatory interventions, the platform instituted enhanced internal detection and filtering systems and reported large-scale removal of counterfeit listings from its platform. The company informed that between 04 August 2022 and 05 June 2025, a total of 1,21,31,880 product listings identified as counterfeit were delisted out of 40,19,27,610 listings uploaded, including 69,63,556 counterfeit listings removed during April 2023-September 2024 and 12,35,469 listings removed during September 2024-May 2025.

From 2020 till date, 997 notices have been issued by Legal Metrology, for violations of the Legal Metrology (Packaged Commodities) Rules, 2011, regarding non declaration of mandatory information such as country of origin, MRP, net quantity etc. resulting in compounding of Rs. 1.03 Crore under Section 48 of the Legal Metrology Act, 2009. These notices also include sale of unverified weighing scales/instruments on e-commerce platforms.

Aligned with global best practices, "Safety Pledge" has been finalized, in consultation with all the stakeholders, which is a voluntary public commitment of e-Commerce platforms to ensure the safety of goods sold online. This initiative strengthens consumer protection in the e-commerce. Various e-Commerce companies viz. Tata Digital, Tata 1mg, BigBasket, Tata Cliq,

Chroma, Swiggy, Ola, Zomato, Ajo, JioMart, Netmeds, Meesho etc. have signed the Safety Pledge for ensuring consumer safety.

The Bureau of Indian Standards (BIS) has notified framework on 'Online Consumer Reviews-Principles and Requirements for their Collection, Moderation and Publication' on 23.11.2022 for safeguarding and protecting consumer interest from fake and deceptive reviews in e-commerce. The standards are voluntary and are applicable to every online platform which publishes consumer reviews. The guiding principles of the standard are integrity, accuracy, privacy, security, transparency, accessibility and responsiveness.

To protect the rights of consumers, the Central Government has mandated BIS certification for 635 products. Such products cannot be manufactured, sold, imported, stored or exhibited for sale without a valid BIS certification. Certification is granted after testing the conformity of products with the relevant Indian Standards. During the past two years, BIS has tested 209 samples purchased from e-commerce platforms to verify their conformity with the relevant Indian Standards. Out of these, 144 samples were found conforming to the Indian Standards.

During the past two years, BIS has conducted 79 search and seizure operations at the premises of e-commerce warehouses, sellers operating on e-commerce platforms viz. Amazon, BigBasket, Blinkit, Flipkart, Meesho and Myntra. These operations have been carried out across various States

including Andhra Pradesh, Delhi, Gujarat, Haryana, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh and Uttarakhand.

STATEMENT

Year-wise, State/UT-wise and Mode-wise details of complaints received on the National Consumer Helpline (NCH) regarding misleading advertisements and sale of counterfeit or substandard products during the last five years.

S. No	State/UT	2021		2022		2023		2024		2025	
		Received	Disposed	Received	Disposed	Received	Disposed	Received	Disposed	Received	Disposed
1.	ANDAMAN AND NICOBAR ISLANDS	1	1	4	4	2	2	1	1	6	6
2.	ANDHRA PRADESH	53	53	202	202	362	362	312	312	426	426
3.	ARUNACHAL PRADESH	3	3	13	13	22	22	43	43	11	11
4.	ASSAM	26	26	54	54	136	136	89	89	152	152
5	BIHAR	81	81	354	354	548	548	474	474	914	914
6.	CHANDIGARH	7	7	19	19	34	34	36	36	39	39
7.	CHHATTISGARH	16	16	58	58	85	85	92	92	163	163
8.	DADRA AND NAGAR HAVELI AND DAMAN AND DIU	0	0	9	9	4	4	6	6	6	6

9.	DELHI	172	172	572	572	875	875	800	800	1142	1142
10.	GOA	4	4	13	13	30	30	33	33	27	27
11.	GUJARAT	106	106	317	317	568	568	517	517	1015	1015
12.	HARYANA	109	109	347	347	556	556	437	437	721	721
13.	HIMACHAL PRADESH	17	17	35	35	62	62	51	51	96	96
14.	JAMMU AND KASHMIR	15	15	42	42	73	73	51	51	120	120
15.	JHARKHAND	25	25	122	122	153	153	161	161	273	273
16.	KARNATAKA	101	101	535	535	1114	1114	652	652	1150	1150
17.	KERALA	50	50	235	235	472	472	460	460	589	589
18.	LADAKH	0	0	0	0	0	0	1	1	8	8
19.	LAKSHADWEE EP	0	0	0	0	0	0	0	0	0	0
20.	MADHYA PRADESH	88	88	293	293	468	468	395	395	782	782
21.	MAHARASHTRA	199	199	641	641	1275	1275	1010	1010	1628	1628
22.	MANIPUR	0	0	7	7	6	6	5	5	14	14
23.	MEGHALAYA	0	0	10	10	6	6	6	6	5	5
24.	MIZORAM	0	0	0	0	1	1	1	1	2	2
25.	NAGALAND	3	3	2	2	3	3	0	0	12	12
26.	ODISHA	24	24	139	139	272	272	196	196	312	312

27.	PUDUCHERRY	1	1	1	1	6	6	7	7	26	26
28.	PUNJAB	46	46	159	159	214	214	205	205	330	330
29.	RAJASTHAN	152	152	477	477	692	692	558	558	1104	1104
30.	SIKKIM	0	0	6	6	5	5	6	6	12	12
31.	TAMIL NADU	46	46	178	178	330	330	295	295	902	902
32.	TELANGANA	45	45	198	198	439	439	376	376	581	581
33.	TRIPURA	0	0	8	8	15	15	20	20	17	17
34.	UTTAR PRADESH	219	219	818	818	1537	1537	1165	1165	2186	2186
35.	UTTARAKHAND	25	25	68	68	132	132	126	126	195	195
36.	WEST BENGAL	89	89	420	420	892	892	636	636	1080	1080

S.No.	Mode Wise	2021		2022		2023		2024		2025	
		Received	Disposed	Received	Disposed	Received	Disposed	Received	Disposed	Received	Disposed
1.	By Web	772	772	3304	3304	5585	5585	3030	3030	3993	3993
2.	By Phone	206	206	893	893	1172	1172	1749	1749	6969	6969
3.	NCHAPP	546	546	1774	1774	3589	3589	2429	2429	961	961
4.	WhatsApp	0	0	0	0	713	713	1773	1773	3437	3437
5.	UMANG	81	81	351	351	277	277	147	147	117	117
6.	SMS	12	12	5	5	16	16	28	28	187	187
7.	Others	106	106	29	29	37	37	67	67	382	382

CHALLENGES IN PUBLIC DISTRIBUTION SYSTEM**5416. SHRI K. C. VENUGOPAL:**

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

- (a) whether the Government has assessed exclusion errors and portability challenges under the Public Distribution System in the country with special reference to Kerala;
- (b) if so, the number of beneficiaries affected, State-wise including Kerala;
- (c) whether One Nation One Ration Card implementation is fully effective in the country and if so, the data on its effectiveness thereof, State-wise; and
- (d) the details of the steps taken by the Government to ensure food security for migrant and vulnerable populations?

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

(a) and (b): The Targeted Public Distribution System (TPDS), governed under the National Food Security Act (NFSA), 2013, operates under the joint responsibility of the Central and State/UT Governments. The operational responsibilities relating to identification of eligible beneficiaries and families, issuance and management of ration cards, and updation of beneficiary databases rest with the respective State/UT Governments.

In order to support States/UTs in improving the accuracy of beneficiary databases and addressing issues of inclusion and exclusion errors, the Department of Food and Public Distribution has undertaken a *Rightful Targeting exercise* using data analytics and cross-verification of beneficiary data with multiple external databases of other Ministries/Departments, including CBDT, GSTN/CBIC, MCA, MoRTH (Vahan), and Aadhaar (deceased), along with internal parameters such as silent and duplicate records. Based on this exercise, approximately 8.51 crore beneficiaries were flagged across States/UTs for verification. Subsequent field-level verification by States/UTs has led to removal of about 2.21 crore ineligible beneficiaries by States/UTs, thereby enabling improved targeting of genuinely eligible households, including in the State of Kerala. State/UT-wise details are placed at **Statement-I**.

With regard to portability, the One Nation One Ration Card (ONORC) system has been fully implemented across all 36 States/UTs, enabling nationwide portability of ration cards. The ONORC facility is available to all PMGKAY beneficiaries, allowing them to lift their entitled foodgrains from any Fair Price Shop across the country through Aadhaar-based authentication. The successful nationwide rollout and widespread usage of ONORC have addressed portability challenges and ensured seamless access to foodgrains for beneficiaries, particularly migrant populations.

(c) and (d): The One Nation One Ration Card (ONORC) scheme is a

technology-driven initiative of the Department of Food and Public Distribution to enable nationwide portability of ration cards for beneficiaries covered under the National Food Security Act (NFSA).

The ONORC facility has been implemented in all 36 States/Union Territories, covering around 80 crore beneficiaries under the Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY). Under this system, beneficiaries can lift their entitled foodgrains from any Fair Price Shop (FPS) across the country using their existing ration card with Aadhaar-based biometric authentication on electronic Point of Sale (ePoS) devices.

The system particularly benefits migrant workers and other mobile populations by ensuring seamless access to subsidized foodgrains irrespective of their location. It operates through integration of ration card databases of all States/UTs and interoperable ePoS devices at FPSs. A statement showing the number of inter-State portability transactions recorded during the last two years is placed at **Statement-II**.

STATEMENT-I

Rightful Targeting

Sr No.	State Name	Flagged Cases	Deleted by States/UTs	Retained by States/UTs	Total Actions % by States
1	GUJARAT	55,09,230	15,17,734	42,84,766	100.00%
2	KERALA	19,21,831	85,788	18,09,058	98.60%

3	RAJASTHAN	75,68,053	16,67,678	56,87,645	97.19%
4	ODISHA	49,27,086	5,28,099	41,08,592	94.11%
5	ANDHRA PRADESH	37,90,418	3,21,157	30,43,946	88.78%
6	CHHATTISGARH	33,36,534	2,93,521	23,07,675	77.96%
7	UTTAR PRADESH	54,80,518	22,77,303	17,32,339	73.16%
8	TRIPURA	1,05,000	51,807	20,153	68.53%
9	LAKSHADWEEP	6,084	4,012	-	65.94%
10	HARYANA	31,64,507	20,03,743	1	63.32%
11	KARNATAKA	7,61,689	4,26,315	54,342	63.10%
12	BIHAR	54,20,773	13,46,788	14,54,077	51.67%
13	PUNJAB	22,11,899	2,66,548	7,94,297	47.96%
14	TELANGANA	4,95,795	1,39,718	79,998	44.32%
15	MAHARASHTRA	1,78,44,571	74,18,527	57,837	41.90%
16	ANDAMAN AND NICOBAR ISLANDS	971	137	267	41.61%
17	ASSAM	35,95,862	12,94,024	25	35.99%
18	TAMIL NADU	10,46,675	2,10,814	1,28,195	32.39%
19	WEST BENGAL	17,29,802	3,57,390	1,86,612	31.45%
20	JHARKHAND	40,69,980	6,94,090	3,66,617	26.06%
21	Dadar & Nagar Haveli & Daman & Diu	52,265	8,689	9	16.64%
22	MADHYA PRADESH	73,85,254	9,26,882	2,15,687	15.47%
23	HIMACHAL PRADESH	5,32,435	25,357	55,324	15.15%
24	UTTARAKHAND	8,53,703	74,414	41,253	13.55%
27	SIKKIM	38,134	4,411	400	12.62%
28	CHANDIGARH	61,481	7,457	-	12.13%
29	DELHI	8,14,258	80,420	-	9.88%
30	NAGALAND	3,08,904	23,799	2	7.70%
31	GOA	49,279	3,312	-	6.72%
32	MIZORAM	1,72,241	8,669	7	5.04%
33	PUDUCHERRY	31,002	1,342	-	4.33%
34	LADAKH	19,229	618	1	3.22%

35	JAMMU AND KASHMIR	10,67,961	28,665	3,056	2.97%
36	MANIPUR	5,66,437	15,540	-	2.74%
37	MEGHALAYA	49,455	1,317	-	2.66%
38	ARUNACHAL PRADESH	1,67,926	30	-	0.02%
Grand Total		8,51,57,242	2,21,16,115	2,64,32,181	57.01%

STATEMENT-II

**State wise inter-State portability transactions recorded during the last two
years**

Sr. No.	State / UT	2024	2025
1	Andaman & Nicobar Islands	340	162
2	Andhra Pradesh	—	159
3	Arunachal Pradesh	3	—
4	Assam	423	766
5	Bihar	53,521	84,747
6	Chhattisgarh	3,892	8,131
7	Dadra & Nagar Haveli & Daman & Diu	1,02,189	1,03,028
8	Delhi	49,75,113	58,11,947
9	Goa	20,725	30,127
10	Gujarat	1,98,559	2,11,316
11	Haryana	7,09,555	9,33,610
12	Himachal Pradesh	1,17,600	—
13	Jammu & Kashmir	74,094	81,350
14	Jharkhand	21,942	25,666
15	Karnataka	—	—
16	Kerala	30,805	38,250
17	Ladakh	302	92
18	Lakshadweep	1	—
19	Madhya Pradesh	58,836	58,367
20	Maharashtra	6,70,750	8,74,642

21	Meghalaya	149	221
22	Mizoram	1	—
23	Nagaland	7	—
24	Odisha	55	—
25	Punjab	13,836	47,145
26	Rajasthan	1,48,770	2,35,454
27	Sikkim	1,271	1,044
28	Tamil Nadu	4,618	1,290
29	Telangana	60,454	71,038
30	Tripura	5,192	5,494
31	Uttar Pradesh	165	636
32	Uttarakhand	1,56,241	1,85,573
33	West Bengal	46,439	75,010
—	Grand Total	74,75,848	88,85,266

SMALL LANGUAGE MODELS

5417. SHRI B. K. PARTHASARATHI:

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

- the details of the amount invested by the Government for the promotion of Small Language Models (SLMs) in the country during the last three years, year-wise;
- the number of startups supported by the Government for the development of SLMs along with the financial assistance provided to each company, State-wise;
- the details of the list of SLM project being developed along with the key

sectors being targeted; and

- (d) the timeline by which the supported startups aim to complete preliminary data training and initiate user applications?

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

(a) to (d): India's AI strategy is based on the Hon'ble Prime Minister's vision to democratize the use of technology. It aims to address India centric challenges, create economic and employment opportunities for all Indians.

IndiaAI Mission:

In 2024, Government launched IndiaAI Mission to establish a robust and inclusive AI ecosystem that aligns with the country's development goals.

India AI mission is driven by a vision to position India as a global leader in artificial intelligence by focusing on seven foundational pillars.

Development of the India's Foundational Model

Government is supporting twelve organisations and consortia to develop sovereign foundational model.

These include Sarvam AI, Soket AI, Gnani AI, Gan AI, Avatar AI, IIT Bombay Consortium (BharatGen), GenLoop, Zentieg, Intellihealth, Shodh AI, Fractal Analytics Ltd. and Tech Mahindra Maker's Lab.

Financial assistance is being provided in calibrated manner to cover

compute usage costs.

Sovereign models of Sarvam AI, BharatGen and Gnani were launched during the IndiaAI Impact Summit 2026. These models have shown strong performance on Indic language benchmarks, and in some cases perform better than leading frontier models on specific tasks

The resulting AI models are expected to contribute to the open-source ecosystem by making them available through AIKosh platform for other startups and researchers. This will fuel innovation across India's startup and research community.

As part of the same, Sarvam and BharatGen models are now available on AIKosh platform for the developer community to develop AI based applications.

The details of selected organisations and support extended are placed at **Statement.**

STATEMENT

The details of Twelve selected Organizations selected under the IndiaAI Innovation Centre (Foundation Models) Pillar

1. **Sarvam AI** - Developing an open source 120 billion parameter AI model to enhance governance and public service access through use cases like "2047: Citizen Connect" and "AI4Pragati".
2. **Soket AI** - Developing India's first open-source 120 billion parameter foundation model optimized for the country's linguistic diversity, targeting sectors such as

defense, healthcare, and education.

3. **Gnani AI** - Building a 14 billion parameter Voice AI foundation model delivering multilingual, real-time speech processing with advanced reasoning capabilities.
4. **Gan AI** – Creating a 70 billion parameter multilingual foundation model targeting "Superhuman TTS(text-to-speech)" capabilities to surpass current global leaders.
5. **Avatar AI** – Creating specialized “AI Avatars” up to 70B parameters, optimized for Indian languages and domains such as agriculture, healthcare, and governance.
6. **IIT Bombay Consortium – Bharat Gen** – Developing multilingual and multimodal models ranging from 2B to 1T parameters, with an open-source approach to support applications in agriculture, finance, legal, health, and education.
7. **Fractal Analytics Ltd.** – Building India’s first large reasoning model of up to 70B parameters, designed for structured reasoning, STEM disciplines, and medical problem-solving.
8. **Tech Mahindra Maker’s Lab** – Designing an efficient 8B parameter model for Indic languages (with a focus on Hindi dialects), alongside an agentic AI platform, Orion, for government applications.
9. **Zenteiq** – Developing BrahmAI, a science-driven multimodal foundation model (8B–80B parameters) to advance engineering intelligence, scientific computing, and industrial innovation.
10. **GenLoop** – Creating small language models (2B parameters) – Yukti (Base), Varta (Instruction), and Kavach (Guard) – to support all 22 scheduled Indian languages with native reasoning and content moderation.

11.**Intellihealth** – Proposing a 20B parameter model for EEG signal analysis to enable early screening of neurological disorders and advance brain–computer interface research.

12.**Shodh AI** – Developing a 7B parameter model for material discovery, integrating AI into experimental workflows to accelerate innovation in material sciences.

Support extended to the Organizations selected under the IndiaAI Innovation Centre (Foundation Models) Pillar

S. No.	Name of Organization	Compute Support Worth (Cr)	Non-Compute Cost (Cr)	Total Cost (Cr)
1	Sarvam	₹246.72	₹0.00	246.72
2	Gnani	₹177.27	₹0.00	177.27
3	Gan AI	₹88.02	₹22.01	110.03
4	Soket AI	₹162.47	₹14.61	177.08
5	Avataar AI	₹12.88	₹3.22	16.10
6	Bharatgen	₹990.92	₹67.60	1,058.52
7	Fractal	₹137.91	₹0.00	137.91
8	Tech Mahindra	₹2.66	₹0.00	2.66
9	Zenteiq	₹165.19	₹41.30	206.49
10	Genloop	₹2.09	₹0.52	2.61
11	Intellihealth	₹41.50	₹8.00	49.50
12	Shodh AI	₹7.52	₹1.88	9.40

SCHEME FOR ENCOURAGING SCIENCE TO GIRL STUDENTS

5418. SHRI BASAVARAJ BOMMAI:

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

- (a) Whether any scheme is being implemented by the Government to increase the interest and inclination of girls towards science;

- (b) If so, the details thereof; and
- (c) State-wise details of girl students who have been encouraged during the last three years?

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

(a) and (b): The Department of Science and Technology (DST) has been implementing the Vigyan Jyoti programme since 2019-20 to encourage meritorious girls to pursue higher education and careers in STEM (Science, Technology, Engineering, and Mathematics) fields. The programme aims to promote gender parity in STEM by sustaining the talent pool in science and technology through various year-round activities, such as hands-on experiential learning sessions, interactions with scientific role models, visits to R&D and industrial laboratories, career guidance workshops, and student–parent counselling sessions. These initiatives provide exposure and help increase girls' interest and inclination towards science. Since its inception, the Vigyan Jyoti programme has benefited 1,12,600 high-achieving girls from 300 districts across 34 States and Union Territories. To

strengthen its impact, the Department of Science and Technology (DST) has engaged with over 250 premier national institutions, including universities, science and technology institutes, CSIR laboratories, and other reputed organizations. These institutions serve as knowledge partners and contribute significantly to the programme's mission of fostering greater participation of girls in STEM.

(c): The details of girl students encouraged to pursue science during the last three years, state-wise is given below:

State/UTs	2023-24	2024-25	2025-26 (as on 19.03.2026)	Total
Andaman and Nicobar	100	115	100	315
Andhra Pradesh	880	889	900	2669
Arunachal Pradesh	233	347	394	974
Assam	970	1276	1398	3644
Bihar	912	1243	1197	3352
Chandigarh	100	103	100	303
Chhattisgarh	1066	1397	1398	3861
Dadar, Nagar Haveli, Daman & Diu	200	188	200	588
Delhi	195	200	200	595
Goa	98	100	106	304
Gujarat	1703	1567	1618	4888
Haryana	891	1580	1604	4075
Himachal Pradesh	856	972	876	2704
Jammu and Kashmir	589	939	897	2425
Jharkhand	1017	1265	1287	3569
Karnataka	1030	1278	1300	3608
Kerala	810	975	1005	2790

Ladakh	99	200	200	499
Madhya Pradesh	1273	1385	1398	4056
Maharashtra	1496	1709	1803	5008
Manipur	289	463	468	1220
Meghalaya	300	394	399	1093
Mizoram	90	87	82	259
Nagaland	104	97	100	301
Odisha	1082	1280	1300	3662
Puducherry	399	396	400	1195
Punjab	1091	1480	1501	4072
Rajasthan	1263	1712	1798	4773
Sikkim	167	187	100	454
Telangana	745	771	899	2415
Tripura	233	299	300	832
Uttarakhand	861	900	900	2661
Uttar Pradesh	1502	2566	2604	6672
West Bengal	998	1083	1100	3181

AMRIT BHARAT TRAINS SCHEDULE UNDER SOUTHERN RAILWAY

5419. SHRI V. K. SREEKANDAN:

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

- (a) whether it is a fact that the rail passengers were left unhappy with the schedule of Amrit Bharat trains announced very recently under Southern Railway and if so, the details thereof;
- (b) the details of the basis for fixing the schedule of these announced Amrit Bharat trains; and
- (c) whether the Railways is considering revising the schedule as

demanded by the rail users and if so, the details thereof?

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

(a) to (c): On Indian Railways, the timings of train services, including Amrit Bharat train services, is undertaken keeping in view factors which include:

- availability of path on zonal railways concerned
- availability of platforms at stations
- availability of maintenance slots
- arrival and departure timings at the destination/originating stations
- nature of service

At present, Southern Railway operates the following 14 Amrit Bharat Express services:

SN	Train No. and Name
1	16107 Tambaram - Santragachi Amrit Bharat Express
2	16108 Santragachi – Tambaram Amrit Bharat Express
3	16121 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
4	16122 Thiruvananthapuram Central - Tambaram Amrit Bharat Express
5	16329 Nagercoil - Mangaluru Jn. Amrit Bharat Express
6	16330 Mangaluru Jn. - Nagercoil Amrit Bharat Express
7	16357 Nagercoil - Charlapalli Amrit Bharat Express
8	16358 Charlapalli - Nagercoil Amrit Bharat Express

9	16601 Erode - Jogbani Amrit Bharat Express
10	16602 Jogbani - Erode Amrit Bharat Express
11	20603 New Jalpaiguri - Nagercoil Amrit Bharat Express
12	20604 Nagercoil - New Jalpaiguri Amrit Bharat Express
13	20609 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
14	20610 Tiruchchirappalli - New Jalpaiguri Amrit Bharat Express

These services have been well accepted by the travelling passengers and have occupancy of over 100 % during 2025-26 (upto 10.03.2026).

Besides, rationalisation of timings is an on-going process on Indian Railways subject to operational feasibility, traffic pattern, nature of service, etc.

दादरा और नागर हवेली तथा दमन और दीव में सरकारी योजनाओं का कार्यान्वयन

5420. श्री उमेषभाई बाबूभाई पटेल:

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

- (क) क्या मंत्रालय ने विगत एक वर्ष के दौरान संघ राज्यक्षेत्र दादरा और नागर हवेली तथा दमन और दीव में सरकारी योजनाओं के कार्यान्वयन के लिए कोई दिशा-निर्देश जारी किए हैं;
- (ख) यदि हां, तो जारी किए जाने की तिथि, इन दिशा-निर्देशों के अंतर्गत शामिल योजनाओं का व्यापक ब्यौरा और इसके अंतर्गत शामिल किए गए विभिन्न सरकारी विभागों की सूची सहित तत्संबंधी ब्यौरा क्या है;

- (ग) क्या मंत्रालय ने उक्त योजनाओं के कार्यान्वयन की निगरानी और रिपोर्टिंग के लिए कोई नए मानदंड निर्धारित किए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या स्थानीय संसद सदस्य को इन संशोधनों के बारे में औपचारिक रूप से अवगत करा दिया गया है; और
- (ङ) यदि हां, तो इस संबंध में भेजे गए पत्र-व्यवहार का ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) से (ङ): सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय संसद सदस्य स्थानीय क्षेत्र विकास योजना (एमपीलैड्स), क्षमता विकास योजना नामक दो योजनाओं को कार्यान्वित करता है। पिछले एक वर्ष के दौरान मंत्रालय ने संघ राज्य क्षेत्र दादरा एवं नागर हवेली तथा दमन एवं दीव में इन योजनाओं के कार्यान्वयन के लिए अलग से कोई दिशानिर्देश जारी नहीं किए हैं।

मंत्रालय ने दिनांक 01.04.2023 से एमपीलैड्स दिशानिर्देशों को संशोधित किया है, जो दादरा और नागर हवेली तथा दमन और दीव के सहित सभी हितधारकों पर लागू होते हैं। इन दिशा-निर्देशों को समय-समय पर संशोधन करके अद्यतन बनाया जाता है और आधिकारिक एमपीलैड्स वेबसाइट (www.mplads.mospi.gov.in) पर उपलब्ध कराया जाता है।

एमपीलैड योजना में केंद्रीय, राज्य/ संघ राज्य क्षेत्र, नोडल जिला और कार्यान्वयन एजेंसी स्तर पर एक मजबूत निगरानी तंत्र है, जिसमें भूमिकाएं और उत्तरदायित्व स्पष्ट रूप से परिभाषित हैं। इन भूमिकाओं का विस्तृत विवरण एमपीलैड्स दिशानिर्देश, 2023 के अध्याय 4 में दिया गया है। यह सुनिश्चित करने के लिए कि कार्यों को समय पर और योजना दिशानिर्देशों के पूर्ण अनुपालन में स्वीकृत, निष्पादित एवं पूरा किया जाए, मंत्रालय नियमित रूप से राज्य नोडल प्राधिकारियों को सलाह जारी करता है और राज्य/ संघ राज्य क्षेत्र सरकारों एवं जिला

प्राधिकारियों के साथ मासिक और तिमाही समीक्षा बैठकें आयोजित करता है।

निधि प्रवाह और परियोजना निगरानी के लिए ईसाक्षी पोर्टल के परिचालन के साथ, कार्यों की वास्तविक समय में ट्रैकिंग ने योजना की निगरानी में पारदर्शिता और सुदृढ़ीकरण में काफी सुधार किया है। मंत्रालय प्रगति की समीक्षा करने, बाधाओं को दूर करने और योजना के कार्यान्वयन की समग्र दक्षता बढ़ाने के लिए अखिल भारतीय और क्षेत्रीय कार्यशालाओं का भी आयोजन करता है।

PENDING RAILWAY PROJECTS AND COST ESCALATION

5421. SHRI PUSHPENDRA SAROJ:

ADV. PRIYA SAROJ:

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

- (a) the details of the railway infrastructure projects sanctioned during the last ten years that are yet to be completed in Northern Railway (NR), North Central Railway (NCR) and North Eastern Railway (NER) along with their original approved cost, revised cost and present physical and financial progress, project-wise;
- (b) the details of the number of such projects in NR, NCR and NER that have experienced cost escalation or timeline overruns, the reasons identified in Ministry reviews for such delays and the additional financial burden arising therefrom;
- (c) the details of the key findings of inspections, performance audits or internal monitoring reports regarding land acquisition, statutory

clearances, contractor performance and fund availability affecting project execution in these zones; and

- (d) the details of the monitoring and accountability measures introduced to ensure time-bound completion of railway infrastructure projects in NR, NCR and NER?

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

(a) to (d) : Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. Rs. 6.75 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (Rs. in Cr)
New Lines	154	16,142	3,036	1,45,318

Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zonal Railway-wise details of Railway projects are made available in public domain on Indian Railway's website.

Projects Sanctioned in Northern Railway:

As on 01.04.2025, 29 projects (08 New Line and 21 Doubling) of 1,169 Km length, costing ₹69,731 crore falling in Northern Railway (NR) are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
New Line	08	499	80	28288
Doubling/Multitracking	21	670	264	3337
Total	29	1169	344	31625

Completed projects:

Details of some of the recently completed projects falling in Northern Railway (NR) are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Udhampur-Srinagar-Baramula Rail Link (272 km)	42,278
2	Rajpura-Bhatinda Doubling (173 km)	2459
3	Barabanki-Akbarpur Doubling (161 km)	1700

4	Deoband (Muzzafar Nagar)-Roorkee New Line (27 km)	1289
5	Rewari-Rohtak New Line (85 km)	1001
6	Utretia-Zafrabad Doubling (148 km)	890
7	Rohtak-Mehem-Hansi New Line (64 km)	889
8	Jalandhar-Pathankot-Jammu Tawi Doubling (209 km)	850
9	Jind-Sonepat New Line (89 km)	800
10	Jaunpur- Akbarpur (Tanda) Doubling (77 km)	676
11	Raibareilly-Amethi Doubling (60 km)	668
12	Utretia-Raibareilly Doubling (66 km)	662
13	Muzaffarnagar – Tapri Doubling (52 km)	525
14	Meerut-Muzaffarnagar Doubling (55 km)	430
15	Janghai- Phaphamau Doubling (47 km)	414
16	Tughlakhabad-Palwal 4th line (34 km)	366
17	Alamnagar-Utretia Doubling (20 km)	358
18	Haridwar – Laksar Doubling (27 km)	347
19	Ambala-Dhapper-Chandigarh Doubling (45 km)	339
20	Kathua-Madhopur Punjab Doubling (3 km)	257
21	Mansa – Bhatinda Doubling (49 km)	216
22	Phaphamau-Prayagraj Doubling (14 km)	212
23	Lahota-Bhadoi Doubling (39 km)	184
24	Bhadoi-Janghai Doubling (31 km)	168
25	Jakhal- Mansa Doubling (45 km)	163
26	New Delhi -Tilak Bridge Doubling (7 km)	137
27	Mirthal-Bhangala Doubling (3 km)	74
28	Jaunpur Jn. - Jaunpur city -Chord line (2 km)	72
29	Palwal -New Prithala Doubling (10 km)	66
30	Khukhrana- Panipat Doubling (8 km)	58
31	Amritsar - Chheharta Doubling (7 km)	31
32	Jalandhar City-Suchi Pind Doubling (4 km)	24
33	Chakki Bank-Bharoli Doubling (3 km)	15

Ongoing projects:

Some of the projects falling in Northern Railway (NR) which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Rishikesh-Karanprayag New Line (125 km)	38953
2	Bhanupalli-Bilaspur-Beri New Line (63 km)	13770
3	Varanasi-Pt. Deen Dayal Upadhyaya multitracking including Rail cum Road Bridge across Ganga (15 Km)	2464
4	Nangal Dam-Talwara – Mukerian New Line (123 km)	2311
5	Chandigarh-Baddi New Line (28 km)	1540
6	Janghai-Pratapgarh- Amethi Doubling (87 km)	1197
8	Phaphamau-Unchahar Doubling (72 km)	971
9	Mansa-Bhatinda Doubling (80 Km)	449
10	Anand Vihar-Tilak Bridge 3rd & 4th line (20 km)	419
11	Barabanki-Malhaur 3rd & 4th Line (33 km)	407
12	Ferozpur-Patti New Line (26 km)	300
13	Ludhiana-Mullanpur Doubling (21 km)	288
14	Ludhiana-Kila Raipur Doubling (19 Kms)	238
15	Jaunpur Jn.-Zafarabad Doubling (6 km)	177
16	Alal-Himmatana Chord line (13 km)	174
17	Dilkusha-Malhaur 3rd Line (8 km)	164
18	Didarganj - Shahganj - Bilwai Chord line (6 km)	137
19	Bypass line at Ayodhya Cantt. (6 km)	97
20	Bishanpura - Jind City Chord line (5 km)	77
21	Varanasi Shivpur 3 rd line (6 km)	76
22	Byepass line at Ayodhya (1.5 km)	56

Projects Sanctioned in North Central Railway:

As on 01.04.2025, 18 projects (03 Gauge Conversion and 15 Doubling) of

1,874 Km length, costing ₹25,829 crore falling in North Central Railway (NCR) are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
Gauge Conversion	03	440	97	2902
Doubling/Multitracking	15	1434	468	11155
Total	18	1874	565	14057

Completed projects:

Details of some of the recently completed projects falling in North Central Railway (NCR) are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Bhimsen-Jhansi Doubling (206 km)	2620
2	Guna- Etawah New Line (348 Km)	683
3	Mathura – Palwal 4 th Line (80 km)	669
4	Agra-Etawah New Line (110 km)	427
5	Etawah-Mainpuri New Line (58 km)	313
6	Ruma Chakeri- Chandari - 3rd line (13 km)	177
7	Yamuna Bridge-Agra Fort Doubling (3 km)	138
8	Chipyana Buzurg - Dadri 4th line (12 km)	129
9	Mathura Yard Remodelling (4 km)	113
10	Bhaupur-Panki 4th line (11 km)	97
11	Dailwara-Birai chord line (8 km)	77
12	Baupur-Panki Doubling (11 km)	55
13	Kanpur-New Coaching Complex – Kanpur Doubling (3 km)	35
14	Naini - Chheoki- 3rd Line (2 km)	30

Ongoing projects:

Some of the projects falling in North Central Railway (NCR) which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Mathura-Jhansi 3rd line (274 km)	5924
2	Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 km)	4330
3	Gwalior-Sheopurkalan Gauge Conversion (284 km)	2913
4	Pt. Deen Dayal Upadhyaya -Prayagraj 3rd line (150 km)	2649
5	Jhansi-Bina 3 rd line (153 km)	2002
6	Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km)	1508
7	Doubling of Billi- Chunar (102 km)	1424
8	Agra Fort - Bandikui Doubling (150 km)	988
9	Dholpur-Sirmuttra Gauge Conversion (145 km)	747
10	Prayagraj - Bamrauli 4th line (10 Km)	494
11	Aligarh - Daud Khan 3rd line (18 km)	452
12	Lalitpur-Birari Doubling (16 km)	304
13	Kuberpur-Yamuna Bridge 3 rd line(10 Km)	170

Projects Sanctioned in North Eastern Railway:

As on 01.04.2025, 17 projects (08 New Line, 01 Gauge Conversion and 08 Doubling) of 1,253 Km length, costing ₹20,466 crore falling in North Eastern Railway (NER) are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
New Line	08	656	48	4042
Gauge Conversion	01	56	-	260

Doubling/Multitracking	08	541	306	6184
Total	17	1253	354	10486

Completed Projects:

Details of some of the recently completed projects falling in North Eastern Railway (NER) are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Rosa-Sitapur Cantt - Burhwal Doubling (181 km)	2094
2	Varanasi-Madhosingh-Prayagraj Doubling (120 km)	2018
3	Kanpur-Kasganj-Mathura & Kasganj-Bareilly Gauge Conversion (545 km)	1790
4	Phephna-Indara, Mau-Shahganj doubling (150 km)	1778
5	Ghazipur city-Tarighat New Line (17 km)	1766
6	Gonda-Gorakhpur Loop Gauge Conversion (260 km)	863
7	Kaptanganj-Thawe-Chhapra Gauge Conversion (234 km)	819
8	Ballia-Gazipur city Doubling (65 km)	650
9	Pilibhit-Shahjahanpur Gauge Conversion (83 km)	589
10	Domingarh-Gorakhpur-Kusumhi - 3rd line and Gorakhpur-Nakaha Jungle Doubling (21 km)	508
11	Maharajganj-Masrakh New Line (35 km)	412
12	Aunrihar-Jaunpur Doubling (60 km)	405
13	Ghazipur-Aunrihar Doubling (40 km)	371
14	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 km)	342
15	Gonda-Bahraich Gauge Conversion (60 km)	318
16	Bareilly-Pilibhit-Tanakpur Gauge Conversion (101 km)	313
17	Chhapra Gramin to Khairali New Line (11 km)	215
18	Indara-Dohrighat Gauge Conversion (34 km)	213
19	Aurnihar-Manduadih Doubling (39 km)	200
20	Malhaur-Daliganj Doubling (13 km)	183

21	Aishbagh-Manaknagar Doubling (4 km)	82
22	Chhapra Jn. - Chhapra kacheri 3rd Line (3 km)	33

Ongoing projects:

Some of the projects falling in North Eastern Railway (NER) which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Bahraich - Khalilabad New Line (240 km)	4940
2	Bhatni-Aurnihar Doubling (117 km)	2529
3	Sahjanwa-Dohrighat New Line (81 km)	1320
4	Gorakhpur- Valmikinagar Doubling (96 km)	1121
5	Burhwal-Gonda 3rd line (62 km)	1118
6	Chhapra-Ballia Patch Doubling (65 km)	1046
7	Anandnagar-Ghugli New Line (53 km)	958
8	Barabanki-Burhwal 3 rd line (27 km)	426
9	Etah-Kasganj New Line (29 km)	389

Indian Railways has established procedures of inspection as stipulated in various Codes, Manuals etc. Inspections are carried out by various officials regularly as per schedule. These projects are monitored at various levels such as Division, Zone and Railway Board etc. Further, for effective monitoring of projects, Indian Railways has also developed a dedicated portal- Indian Railways Projects Sanctions & Management (IRPSM). Various critical aspects of projects such as land acquisition, statutory clearances and fund availability are monitored through IRPSM.

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

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

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

Railway Electrification :

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up.

Electrification carried out during 2014-25 and before 2014 is as under:

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-25	46,900

In, Northern Railway (7590 RKM), North Central Railway (4369 RKM) and North Eastern Railway (32 RKM); 100% of BG network has been electrified. Further, all new line / multitracking projects are being sanctioned

and constructed with electrification.

ROB/RUBs

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROB/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto Jan'26)	14,024 Nos.

As on 01.02.2026, 4,802 Nos. ROB/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways which are at various stages of planning and execution.

Details of ROB/RUBs works sanctioned during last 10 years including current financial year i.e. 2015-26 (Upto Jan'26) in Northern Railway, North Central Railway and North Eastern Railway are as under:

RLY	ROBs (in Nos.)	RUBs (in Nos.)
NR	202	551
NCR	154	308
NER	91	508

Details of ROB/RUBs works completed during last 10 years including current financial year i.e. 2015-26 (Upto Jan'26) in Northern Railway, North Central Railway and North Eastern Railway are as under:

RLY	ROBs (in Nos.)	RUBs (in Nos.)
NR	297	1125
NCR	139	684
NER	60	503

Details of Expenditure (upto Jan'26) Under PH-30 for ROB/RUBs works during last 10 years including current financial year i.e. 2015-26 (Upto Jan'26) in Northern Railway, North Central Railway and North Eastern Railway are as under:

(Rs. in Cr.)

RLY	Expenditure (upto Jan'26)
NR	5607
NCR	4294
NER	2486

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for

particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Amrit Bharat Stations:

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

Ministry of Railways has launched Amrit Bharat Station Scheme for

redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

Completed stations:

So far, 1,338 stations have been identified for development under the Amrit Bharat Station Scheme. Northern Railway, North Central Railway and North Eastern Railway serve the following states and name of Amrit Bharat Stations in these states are as under:-

State	No. of Stations	Names of Stations
Bihar	98	Anugraha Narayan Road, Ara, Arariya Court, Bakhtiyarpur, Banka, Banmankhi, Bapudham Motihari, Barahiya, Barauni, Barh, Barsoi Jn, Begusarai, Bettiah, Bhabua Road, Bhagalpur, Bhagwanpur, Bihar Sharif, Bihiya, Bikramganj, Buxar, Chakia, Chausa, Chhapra, Dalsingh Sarai, Darbhanga, Dauram, Madhepura, Dehri On Sone, Dholi, Dighwara, Dumraon, Durgauti, Ekma, Fatuha, Gaya, Ghorasahan, Guraru, Hajipur Jn, Jamalpur Jn, Jamui, Janakpur Road, Jaynagar, Jehanabad, Jhanjharpur, Kahalgaon, Karhagola Road, Katihar Jn, Khagaria Jn, Kishanganj, Kudra, Labha, Laheria Sarai, Lakhminia, Luckeesarai Jn, Madhubani, Maheshkhunt, Mairwa, Mansi Jn, Masrakh, Mokama, Motipur, Munger (Monghyr), Muzaffarpur Jn, Nabinagar Road, Narkatiaganj Jn, Naugachia, Nawadah, Paharpur, Patliputra, Patna Jn, Piro, Pirpainti, Rafiganj, Raghunathpur., Rajendra Nagar Terminal (Patna), Rajgir, Ram Dayalu Nagar, Raxaul, Sabaur, Sagauli, Saharsa, Sahibpur Kamal, Sakri, Salauna, Salmari, Samastipur, Sasaram, Shahpur Patoree, Shivanarayanpur, Simri Bakhtiyarpur, Simultala, Sitamarhi, Siwan, Sonpur Jn., Sultanganj, Supaul, Taregna, Thakurganj, Thawe

Delhi	13	Adarshnagar Delhi, Anand Vihar, Bijwasan, Delhi, Delhi Cantt., Delhi Safdarjung, Delhi Sarai Rohilla, Delhi Shahadra, Hazrat Nizamuddin, Narela, New Delhi, Sabzi Mandi, Tilak Bridge
Haryana	34	Ambala Cantt., Ambala City, Bahadurgarh, Ballabgarh, Bhattu, Bhiwani Jn, Charkhi Dadri, Faridabad, Faridabad New Town, Gohana, Gurugram, Hansi, Hisar, Hodal, Jind Jn, Kalanwali, Kalka, Karnal, Kosli, Kurukshetra Jn, Loharu, Mahendragarh, Mandi Adampur, Mandi Dabwali, Narnaul, Narwana Jn, Palwal, Panipat Jn, Pataudi Road, Rewari, Rohtak, Sirsa, Sonipat, Yamunanagar Jagadhari
Himachal Pradesh	4	Amb Andaura, Baijnath Paprola, Palampur Himachal, Shimla
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Indore Jn, Itarsi Jn, Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho Jn, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi Jn, Mandla Fort, Mandisor, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda Jn, Nainpur Jn, Narmadapuram (Hoshangabad), Narsinghpur, Nepanagar, Nimuch, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot
Punjab	30	Abohar, Amritsar, Anandpur Sahib, Beas, Bhatinda Jn, Dhandari Kalan, Dhuri, Fazilka, Firozpur Cantt, Gurdaspur, Hoshiarpur, Jalandhar Cantt. Jn, Jalandhar City Jn, Kapurthala, Kot Kapura Jn, Ludhiana Jn, Malerkotla, Mansa, Moga, Muktsar, Nangal Dam, Pathankot Cantt., Pathankot City, Patiala, Phagwara Jn, Phillaur Jn, Rup Nagar, Sahibzada Ajit Singh Nagar Mohali, Sangrur, Sirhind

Rajasthan	85	Abu Road, Ajmer, Alwar, Anupgarh, Asalpur Jobner, Balotra, Bandikui, Baran, Barmer, Bayana, Beawar, Bharatpur, Bhawani Mandi, Bhilwara, Bijainagar, Bikaner, Bundi, Chanderiya, Chhabra Gugor, Chittorgarh Jn., Churu, Dakaniya Talav, Dausa, Deeg, Degana, Deshnoke, Dholpur, Didwana, Dungarpur, Falna, Fatehnagar, Fatehpur Shekhawati, Gandhinagar Jaipur, Gangapur City, Gogameri, Gotan, Govind Garh, Hanumangarh, Hindaun City, Jaipur Jn, Jaisalmer, Jalor, Jawai Bandh, Jhalawar City, Jhunjhunu, Jodhpur, Kapasan, Khairthal, Kherli, Kota Jn, Lalgarh Jn, Mandal Garh, Mandawar Mahwa Road, Marwar Bhinmal, Marwar Jn, Mavli Jn, Merta Road Jn, Nagaur, Naraina, Nim ka Thana, Nokha, Pali Marwar, Phalodi Jn, Phulera Jn, Pindwara, Rai singh nagar, Rajgarh, Ramdevra, Ramganj Mandi Jn, Ranapratapnagar, Rani, Ratangarh Jn, Ren, Ringas, Sadulpur, Sanganer, Sawai Madhopur, Shri Mahaveerji, Sikar, Sojat Road, Somesar, Sri ganganagar, Sujangarh, Suratgarh, Udaipur City
UT of Chandigarh	1	Chandigarh
UT of Jammu & Kashmir	4	Budgam, Jammu Tawi, Martyr Captain Tushar Mahajan, Shri Mata Vaishno Devi Katra
Uttar Pradesh	157	Achnera, Agra Cantt., Agra Fort, Aishbagh Jn, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar Jn., Aonla, Ayodhya Dham Junction, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau Jn., Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, Chandauli Majhwar, Chandausi, Chilibila, Chitrakutdhamkarwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmuktesar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola

		Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah Agra Jn, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city, Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn, Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn , Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, Renukoot, Saharanpur Jn., Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn., Shivpur, Siddharth nagar, Sitapur Jn., Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn., Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai, Vyasnagar, Zafarabad
Uttarakhand	11	Dehradun, Haridwar Jn., Harrawala, Kashipur Jn, Kathgodam, Kichha, Kotdwar, Lal Kuan Jn, Ramnagar, Roorkee, Tanakpur

Development works at railway stations under Amrit Bharat Station Scheme have been taken up at a good pace. Till now, works have been completed at 180 stations. Names of stations completed so far are as following:

Alnavar, Amb Andaura, Ambikapur, Amgaon, Anandpur Sahib,

Anara, Angamali For Kaladi, Ayodhya Dham, Badami, Bagalkot, Baijnath Paprola, Balrampur, Bantawala, Barabhum, Baramati, Bareilly City, Baripada, Barmer, Barpali, Begumpet, Beohari, Bhanupratappur, Bhilai, Bhind, Bijnor, Bimalgarh, Bommididi, Bundi, Chanda Fort, Chalakudi, Changanassery, Chennai Park, Chhindwara, Chidambaram, Chinchpokli, Chinna Salem, Chirayinkeezh, Cuttack, Dakor, Derol, Deshnoke, Devlali, Dharwad, Dhule, Dongargarh, Fatehabad, Fatehpur, Fatehpur Shekhawati, Ferok, Gadag, Gangapur City, Godda, Godhra Jn., Gogameri, Gokak Road, Gola Gokarnath, Gomti Nagar, Govardhan, Govind Garh, Govindpuri, Govindpur Road, Hafizpeta, Haibargaon, Haldia, Hapa, Harpalpur, Hathras City, Hodal, Idgah Agra Jn., Izzatnagar, Jaisalmer, Jam Jodhpur, Jam Wanthali, Joychandin Pahar, Junnor Deo, Kakinada Town, Kalyani Ghoshpara, Kamakhyaguri, Kanalus Jn., Karaikkudi Jn., Karamsad, Karimnagar, Katni South, Kedgaon, Khairthal, Khambhaliya, Khalilabad, Koppal, Kosamba Jn., Kulitturai, Kuttipuram, Lasalgaon, Limbdi, Lohardaga, Lonand Jn., Mahe, Mahuva, Mailani, Mandal Garh, Mandawar Mahwa Road, Madhupur, Mambalam, Manaparai, Mandi Dabwali, Mangalagiri, Mannargudi, Matunga, M.C.S. Chhatarpur, Mithapur, Morappur, Morbi, Muktsar, Munirabad, Muri Jn., Murtizapur Jn., Nainpur Jn., Nandura, Narmadapuram, Netaji Subhash Chandra Bose Itwari Junction, Nidadavolu Jn., Nilambur Road, Okha, Orchha, Palitana, Panagarh,

Panki Dham, Parel, Parlakhemundi, Pirpainti, Piska, Pokhrayan, Pollachi Jn., Polur, Porbandar, Rajgarh, Rajmahal, Rajula Jn., Ramagundam, Ramghat Halt, Rayanpadu, Saharanpur Jn., Sahibzada Ajit Singh Mohali, Sahebgunj, Samakhiyali, Samalpatti, Sanchi, Sankarpur, Savda, Seoni, Shahad, Shajapur, Sholavandan, Shoranur Jn., Shridham, Siddharth Nagar, Sihor Jn., Siuri, Sri Bala Brahmeswara Jogulamba, Srirangam, Srivilliputtur, St.Thomas Mount, Sullurpeta, Suraimanpur, Swaminarayan Chappia, Talcher, Tamluk, Thawe, Thiruvarur Jn., Tiruvannamalai, Tripunithura, Tuni, Ujhani, Urkura, Utran, Vadakara, Vadala Road, Vidisha, Vriddhachalam Jn., Wadakancheri, Warangal.

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

- **Ghaziabad station:** The structural works of station building at main entry side and second entry side, foundation work of new Foot Over Bridge-B at Tundla end, roof plaza, extension work of existing Foot Over Bridge-A, finishing work of electrical substation at main entry side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up.
- **Rampur Junction station:** The works of new station building, platform shelter, platform surfacing, booking office, waiting hall and toilet have been completed. The works of circulating area and Foot Over Bridge

have been taken up.

- **Shikohabad Junction station:** The works of new station building, platform surfacing of platform no. 1/2, improvement of circulating area, parking and Divyangjan facilities have been completed. The work of 12 m Foot Over Bridge has been taken up.
- **Budaun station:** The works of parking area, toilet, platform shelter, platform surfacing and waiting hall have been completed. The work of improvement to station building has been taken up.
- **Tulsipur station:** The works of improvement of station building, entrance porch, circulating area, parking area, improvement to waiting room, toilet, platform shelter and signages have been completed. The finishing works have been taken up.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory

clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Further, development / upgradation / modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise.

For Northern railway, an allocation (Revised Estimate) of ₹ 5,867 crore has been made for the last four years and current year, out of which an expenditure of ₹ 5,130 crore (up to February, 2026) has been incurred so far.

North Central Railway, an allocation (Revised Estimate) of ₹ 2,933 crore has been made for the last four years and current year, out of which an expenditure of ₹ 2,523 (up to February, 2026) crore has been incurred so far.

North Eastern Railway, an allocation (Revised Estimate) of ₹ 1,366 crore has been made the last four years and current year, out of which an expenditure

of ₹ 1,359 (up to February, 2026) crore has been incurred so far.

वंदे भारत रेलगाड़ियों की गति

5422. डॉ. मन्ना लाल रावत:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) वर्तमान में देश भर के विभिन्न रेलमार्गों पर वंदे भारत जैसी सेमी-हाईस्पीड रेलगाड़ियों की औसत परिचालन गति क्या है;
- (ख) क्या लूप प्वाइंट, समपारों, मोड़ों और गति सीमा संबंधी प्रतिबंधों के कारण उक्त रेलगाड़ियों की वास्तविक गति उनकी निर्धारित या नियोजित गति से कम हो जाती है;
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके मुख्य कारण क्या हैं;
- (घ) क्या नवनिर्मित अथवा उन्नत रेल खंडों पर भी वंदे भारत रेलगाड़ियां अपनी नियोजित गति से कम गति से चल रही हैं;
- (ङ) यदि हां, तो ऐसे खंडों को इंगित करते हुए वर्तमान अधिकतम गति और नियोजित गति का ब्यौरा क्या है; और
- (च) सरकार द्वारा वंदे भारत जैसी रेलगाड़ियों की औसत गति में वृद्धि करने के लिए उठाए जा रहे तकनीकी, संरचनात्मक या नीतिगत कदमों का ब्यौरा क्या है?

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

(क) से (च): वर्तमान में भारतीय रेल नेटवर्क पर चल रही वंदे भारत रेलगाड़ियां 180 कि.मी. प्रति घंटे की डिजाइन गति और 160 कि.मी. प्रति घंटे की अधिकतम परिचालन गति वाली सेमी-हाई स्पीड रेलगाड़ी सेवाएं हैं। रेलगाड़ी की औसत गति रेलपथ की ज्यामिति, मार्गवर्ती ठहराव, खंड में अनुरक्षण कार्य आदि पर निर्भर करती है। वंदे भारत रेलगाड़ी सेवाओं को

संबंधित खंडों की अधिकतम अनुमेय गति पर निर्धारित किया गया है जिन पर यह रेलगाड़ियां परिचालित की जा रही हैं। इसके अलावा, भारतीय रेल में रेलगाड़ी सेवाओं की गति को बढ़ाना एक सतत प्रक्रिया है।

भारतीय रेल में रेलपथ अवसंरचना का सुदृढ़ीकरण, उन्नयन, आधुनिकीकरण और सुधार करना एक सतत एवं निरंतर चलने वाली प्रक्रिया है। भारतीय रेल द्वारा रेलपथ के उन्नयन के लिए निम्नलिखित कदम उठाए जा रहे हैं:-

- i. प्राथमिक रेलपथ नवीकरण करते समय 60 किग्रा की आधुनिक रेलपथ संरचना, 90 अल्टीमेट टेन्सिल स्ट्रेंथ (यूटीएस) पटरियां, प्रीस्ट्रेस्ड कंक्रीट स्लीपर (पीएससी) लोचदार बंधन वाले सामान्य/चौड़े स्लीपर, पीएससी स्लीपर्स पर फैनशेप्ड लेआउट टर्नआउट, गर्डर पुलों पर स्टील चैनल/एच-बीम स्लीपर्स का उपयोग किया जाता है।
- ii. टर्नआउट नवीनीकरण कार्यों में थिक वेब स्विच और वेल्ड करने योग्य सीएमएस क्रॉसिंग का उपयोग।
- iii. ज्वाइंटों की वेल्डिंग से बचने के लिए 260 मीटर लंबे पटरी पैनलों की अधिकतम आपूर्ति करना, जिससे संरक्षा और यात्रा गुणवत्ता में सुधार किया जा सके।
- iv. पूर्ववर्ती पारंपरिक/बेहतर एसईजे के स्थान पर थिक वेब स्विच विस्तार ज्वाइंटों का उपयोग किया जा रहा है।
- v. पटरियों के लिए बेहतर वैल्डिंग तकनीक अर्थात फ्लैश बट वेल्डिंग अपनाना।
- vi. रेलपथ की बेहतर अनुरक्षण क्षमता और विश्वसनीयता के लिए उच्च आउटपुट सामान्य टैम्पर्स और प्वाइंटों एवं क्रॉसिंग टैम्पर्स का उपयोग करके रेलपथ रखरखाव के लिए यंत्रीकृत प्रणाली को अपनाना।
- vii. परिसंपत्तियों की विश्वसनीयता को और बेहतर बनाने के लिए रेल ग्राइंडिंग मशीनों सहित अत्याधुनिक मशीनों का उपयोग।

- viii. पीक्यूआरएस, टीआरटी, टी-28 आदि जैसी रेलपथ मशीनों के उपयोग के माध्यम से रेलपथ बिछाने की गतिविधियों का यांत्रिकीकरण।
- ix. समपार फाटक पर संरक्षा बढ़ाने के लिए समपार फाटक की इंटरलॉकिंग।
- x. पटरियों और वेल्डों के परीक्षण के लिए उन्नत चरणबद्ध एरे प्रौद्योगिकी का उपयोग।
- xi. सबसे बेहतर अनुरक्षण की आवश्यकताओं का पता लगाने के लिए संपूर्ण कार्यप्रणाली की जांच के लिए एकीकृत रेलपथ निगरानी प्रणाली (आईटीएमएस) और दोलन निगरानी प्रणाली (ओएमएस) की संस्थापना।
- xii. यार्डों में रेलपथ पैरामीटरों की निरंतर रिकॉर्डिंग के लिए पोर्टेबल रेलपथ मापन ट्रॉली को अपनाना।
- xiii. विभिन्न स्रोतों से प्राप्त रेलपथ निरीक्षण रिकॉर्ड के एकीकरण और डेटा विश्लेषण के लिए वेब आधारित रेलपथ प्रबंधन प्रणाली (टीएमएस) का उपयोग किया जा रहा है, ताकि उचित अनुरक्षण इनपुट प्राप्त हो सके।

उपर्युक्त उपायों के परिणामस्वरूप, रेलपथ की गति क्षमता में काफी बढ़ोतरी हुई है। वर्ष 2014 की तुलना में 2026 के दौरान रेलपथ की गति क्षमता का निम्नानुसार है:

खंडीय गति (कि.मी. प्रति घंटा)	2014		2026 (फरवरी 2026 तक)	
	रेलपथ किलोमीटर	%	रेलपथ किलोमीटर	%
130 और अधिक	5,036	6.3	23,713	22.4
110 - 130	26,409	33.3	62,036	58.7
< 110	47,897	60.4	19,922	18.9
कुल	79,342	100	1,05,671	100

BHARAT RICE, BHARAT ATTA AND BHARAT DAL**5423. SHRI ANTO ANTONY:**

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

- (a) the details of the quantity of Bharat Rice, Bharat Atta and Bharat Dal allocated and sold since their launch, State-wise;
- (b) whether the Government has detected any cases of diversion, hoarding or illegal sale of subsidised commodities under the Bharat brand schemes and if so, the details of quantity of Bharat Rice, Bharat Atta and Bharat Dal seized or caught in such scams, commodity-wise;
- (c) whether the Government has received any complaints or representations from the State Governments, agencies or the public regarding scams or diversion in the sale of Bharat Rice and if so, the details thereof and the action taken by the Government thereon; and
- (d) whether any monitoring or tracking mechanism has been put in place to prevent diversion or misuse of commodities under the Bharat brand schemes and if so, the details thereof?

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

- (a): Bharat Atta and Bharat Rice is sold to general public by central cooperative organizations namely NAFED, NCCF and Kendriya Bhandar.

Wheat and rice allocated to these three central cooperative organizations for sale as Bharat Atta and Bharat Rice across the country through their own stores/ mobile vans and / or E-commerce/ big chain retailers. Besides, 10000 MT of wheat was also allocated to The Maharashtra State Co-Operative Marketing Federation Ltd. (MSCMFL) during phase-I for sale as Bharat Atta. Bharat Dal was launched in July 2023 to make dals available to consumers at affordable prices.

The details of the quantity of Bharat Rice, Bharat Atta and Bharat Dal allocated and sold since their launch is at **Statement**.

(b): As per the undertaking submitted by Central Cooperative Organizations, entire quantity of wheat lifted for Bharat Atta has been successfully distributed. With respect to Bharat Rice, 794.5 MT of rice remains undistributed in Chennai, Mumbai and Indore branches. Further, these organizations have been asked to deposit the differential amount of the economic cost of undistributed rice and issue price, to FCI.

(c): A letter dated 29.02.2024 alleging diversion of rice allocated for Bharat Rice into open market was received. Matter got examined based on comments from three organizations i.e. NCCF, NAFED and Kendriya Bhandar and Investigation Report of FCI and the allegations could not be substantiated. Further, complaints regarding diversion of wheat and rice by Kendriya Bhandar were received. These complaints were examined by Department of Personnel and Training based on the inputs received from

Kendriya Bhandar and were forwarded to the Vigilance Wing, headed by the Chief Vigilance Officer of Kendriya Bhandar for necessary action. Kendriya Bhandar has informed that multiple layers of audit viz. statutory audit, concurrent audit and internal audit conducted by various agencies have not found any kind of irregularity in the implementation of the schemes by Kendriya Bhandar. Further, complaints and representations received from the public are dealt with appropriately in accordance with the nature of the queries and the extant guidelines.

(d): To prevent diversion or misuse of commodities under the Bharat brand schemes, Standard Operating Procedure has been issued. Further, as the internal logistics and process improvements of central cooperative organizations fall within the purview of the respective administrative Ministries/ Departments- Ministry of Agriculture for NAFED, Department of Personnel and Training for Kendriya Bhandar, and Department of Consumer Affairs for NCCF, these Departments have been requested to review and monitor the Track-and-Trace mechanism put in place by these organizations for supply of Bharat brand products. The Departments have also been asked to undertake periodic review of supply chain management of retail sales of Bharat Atta and Bharat Rice.

The retail sale of Bharat Dal under Bharat Brand was discontinued from April, 2025. The assessment of monitoring or tracking of Bharat Chana Dal has been done by Quality Council of India.

STATEMENT

Bharat Atta and Bharat Rice:

The quantity allocated, lifted and sold in respect of Bharat Atta and Bharat Rice since their launch are given below:

(Qty. in MT)

Organization	Wheat			Rice		
	Total Quantity Allocated	Total Quantity lifted	Total Quantity Sold	Total Quantity Allocated	Total Quantity lifted	Total Quantity sold
Kendriya Bhandar	5,64,238	5,38,387	5,38,218	6,99,500	6,64,926	6,62,391
NAFED	8,41,461	7,93,574	7,91,743	5,60,500	5,13,279	5,09,260
NCCF	6,11,362	5,59,771	5,59,671	6,10,000	5,60,688	5,57,918
Total	20,17,061	18,91,732	18,89,632	18,70,000	17,38,893	17,29,569

* Lifting and sale under Phase-III is ongoing.

During phase-I, 10000 MT of wheat was allocated to The Maharashtra State Co-Operative Marketing Federation Ltd. (MSCMFL) out of which 8108.05 MT of wheat was lifted from FCI and the entire lifted quantity of wheat was sold.

Bharat Dal:

To make dals available to consumers at affordable prices, Bharat Dal was launched in July 2023 by converting Chana stock in the PSF into Chana dal for retail disposal. About 12.36 lakh MT of Bharat Chana Dal has been sold to retail consumers in Phase- I of Bharat Chana Dal.

Further, additional quantity of 3 LMT was allocated for retail

distribution under Bharat (Chana) dal phase-II till 31 December 2024. A quantity of 1.71 LMT chana dal and 43,901 MT of Chana whole have been sold till date.

The Bharat Dal was extended to include Bharat Moong Dal and Masur Dal. About 7142 MT of Bharat Moong Dal and 929 MT of Masur Dal were sold to retail consumers till 12.03.2025. As price of pulses have stabilized, the retail sale of Dals under Bharat Brand was discontinued from April 2025.

देश में खनन कंपनियां

5424. श्री संजय हरिभाऊ जाधव:

श्री संजय उत्तमराव देशमुख:

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

- (क) देश में खनन क्षेत्र में वर्तमान में कार्य कर रही कंपनियों का राज्य-वार ब्यौरा क्या है;
- (ख) उक्त में से विशेषकर महाराष्ट्र में खनन कार्य में लगी कंपनियों का स्थान-वार ब्यौरा क्या है;
- (ग) विगत पांच वर्षों के दौरान देश में राज्य-वार विशेषकर महाराष्ट्र में खनन से वर्ष-वार कुल कितना राजस्व अर्जित किया गया है;
- (घ) क्या सरकार ने खनन से अर्जित राजस्व का एक निश्चित प्रतिशत विभिन्न राज्यों में स्थानीय समुदायों, लोगों और गांवों के कल्याण पर खर्च किया है;
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और वाशिम-यवतमाल लोक सभा निर्वाचन क्षेत्र और महाराष्ट्र राज्य सहित राज्य-वार और स्थान-वार विशेषकर किन-किन विशिष्ट

कार्यकलापों/कार्यों पर उक्त राशि खर्च की गई थी;

(च) उन कार्यों/कार्यकलापों का ब्यौरा क्या है जिन पर उक्त व्यय किया गया है; और

(छ) खनन से अर्जित राजस्व का कितना प्रतिशत प्रभावित लोगों हेतु कल्याणकारी परियोजनाओं के लिए आवंटित और व्यय किया गया है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): भारतीय खान ब्यूरो द्वारा प्रदत्त सूचना के अनुसार, महाराष्ट्र राज्य सहित देश में खनन क्षेत्र में, प्रमुख खनिजों के लिए वर्तमान में काम कर रही कंपनियों की राज्य-वार संख्या **विवरण-I** में दी गई है। महाराष्ट्र में खनन कंपनियों का स्थान-वार ब्यौरा **विवरण-II** में दिया गया है।

(ग): पिछले पांच वर्षों के दौरान महाराष्ट्र सहित देश में सृजित राजस्व का राज्य-वार और वर्ष-वार ब्यौरा **विवरण-III** में दिया गया है।

(घ) से (छ): खान और खनिज (विकास और विनियमन) 2015 संशोधन अधिनियम में महाराष्ट्र सहित देश भर में खनन प्रचालनों से प्रभावित व्यक्तियों और क्षेत्रों के लाभ के लिए खनन प्रभावित जिलों में जिला खनिज फाउंडेशन (डीएमएफ) की स्थापना करना अनिवार्य है। आज की तारीख तक, 656 जिलों में डीएमएफ की स्थापना की जा चुकी है। खनन पट्टे या पूर्वक्षण अनुज्ञप्ति-सह-खनन पट्टाधारकों को डीएमएफ में रॉयल्टी के अलावा सरकार द्वारा निर्धारित दरों पर योगदान करना आवश्यक है। इन निधियों का उपयोग पीएमकेकेकेवाई दिशानिर्देशों के अनुसार खनन प्रभावित व्यक्तियों और क्षेत्रों के कल्याण के लिए किया जाता है, जिसमें यह अधिदेशित किया गया है कि डीएमएफ निधि का कम से कम 70 प्रतिशत स्वास्थ्य, शिक्षा और पेयजल जैसे उच्च प्राथमिकता वाले क्षेत्रों पर व्यय किया जाए, और अवसंरचना और सिंचाई जैसे अन्य प्राथमिकता वाले क्षेत्रों पर 30 प्रतिशत तक व्यय किया जाए। वाशिम-यवतमाल लोकसभा निर्वाचन क्षेत्र, महाराष्ट्र के वाशिम और यवतमाल जिलों के लिए आवंटित और व्यय

की गई डीएमएफ निधियों का जिला-वार ब्यौरा <https://mines.in/webportal/content/state-dmf> - पर उपलब्ध है।

विवरण-I

महाराष्ट्र सहित देश में प्रचालनरत खनन कंपनियों का राज्य-वार ब्यौरा:

क्र.सं.	राज्य	खनन कंपनियों की संख्या
1.	आंध्र प्रदेश	282
2.	असम	5
3.	बिहार	1
4.	छत्तीसगढ़	64
5.	गोवा	13
6.	गुजरात	164
7.	हरियाणा	4
8.	हिमाचल प्रदेश	35
9.	झारखंड	56
10.	कर्नाटक	183
11.	केरल	5
12.	मध्य प्रदेश	278
13.	महाराष्ट्र	74
14.	मेघालय	15
15.	उड़ीसा	104
16.	राजस्थान	71
17.	तमिलनाडु	242
18.	तेलंगाना	46
19.	उत्तर प्रदेश	1
20.	उत्तराखंड	6
21.	पश्चिम बंगाल	1
	कुल	1650

नोट: सूची में कोयला, लिग्नाइट, सैंड फॉर स्टोइंग, गोण खनिज और नए वर्गीकृत प्रमुख खनिज (क्वार्ट्ज, फेल्डस्पार, अभ्रक, बैराइट्स) शामिल नहीं हैं।

विवरण-II

महाराष्ट्र में खनन कंपनियों का स्थान-वार ब्यौरा:

क्र.सं	जिला	खनन कंपनियों की संख्या
1	नागपुर	11
2	बांद्रा	6
3	गोंदिया	3
4	चंद्रपुर	20
5	यवतमाल	19
6	गढ़चिरौली	3
7	रत्नागिरि	2
8	रायगढ़	5
9	कोल्हापुर	2
10	सिंधुदुर्ग	3
कुल		74

नोट: सूची में कोयला, लिग्नाइट, सैंड फॉर स्टोइंग, गौण खनिज और नए वर्गीकृत प्रमुख खनिज (क्वार्ट्ज, फेल्डस्पार, अश्रक, बैराइट्स) शामिल नहीं हैं।

विवरण-III

वित्त वर्ष 2020-21 से 2024-25 की अवधि के दौरान, प्रमुख खनिजों से प्राप्त राज्य-वार रॉयल्टी

(इकाई: लाख रुपये)

राज्य/संघ राज्य क्षेत्र	वर्ष 2020-21 (सं)	वर्ष 2021- 22(सं)	वर्ष 2022- 23(अ)	वर्ष 2023- 24(अ)	वर्ष 2024- 25(अ)
आंध्र प्रदेश	34016.499	41401.751	43279.634	49267.051	एनए
असम	1180.58	1476.45	557.302	807.511	632.549
बिहार	1079.85	710.39	758.53	831.95	1071.73
छत्तीसगढ़	232022.26	883872.12	एनए	एनए	एनए
गोवा	7344.22	9755.237	95.499	743.714	एनए
गुजरात	24646.037	25165.114	40760.816	37434.901	40757.430

हिमाचल प्रदेश	1013	1167	983	एनए	एनए
झारखंड	108284.79	280169.13	364688.03	321359.38	एनए
कर्नाटक	197466	424498.605	384425.845	531939.69	एनए
केरल	818	1055	1725	एनए	एनए
मध्य प्रदेश	48175	58112	56393	एनए	एनए
महाराष्ट्र	16583.5	30453.66	55868.6	82629.37	98847.7
मेघालय	10032.442	12433.485	एनए	एनए	एनए
उड़ीसा	703461	1798304.466	1085291.821	1427875.087	एनए
राजस्थान	288627.78	382179.24	413464.289	394557.379	425186.955
तमिलनाडु	18008.243	17936.39	20562.927	22696.574	21385.694
तेलंगाना	19595.89	22674.058	21076.92	21133.9	21975.62
उत्तर प्रदेश	3804.1	2452.322	एनए	एनए	एनए
उत्तराखंड	10.61212	41.15	एनए	एनए	एनए

स्रोत: संबंधित राज्य सरकार / डीजीएम कार्यालयों से प्राप्त डेटा

नोट 1- अ: अनंतिम; स: संशोधित; एनए: अनुपलब्ध (संबंधित राज्य सरकार से डेटा प्राप्त नहीं हुआ)

नोट 2 - सूची में कोयला, लिग्नाइट, सैंड फॉर स्टोइंग, गौण खनिज और नए वर्गीकृत प्रमुख खनिज (क्वार्ट्ज, फेल्डस्पार, अभ्रक, बैराइट्स) शामिल नहीं हैं।

HYDROGEN-POWERED TRAIN

5425. SHRI JAI PRAKASH:

SHRI DHARAMBIR SINGH:

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

- (a) whether the Government has assessed the ongoing trials of Country's first indigenously designed and manufactured "Hydrogen-powered train", a key initiative under the "Hydrogen for Heritage" project in order

to meet net-zero carbon emission targets by the year 2030 and if so, the details thereof;

- (b) the timeline by when the Hydrogen-powered train is likely to be started;
- (c) the progress made on introduction of Vande Bharat Sleeper trains;
- (d) the details of the steps taken to improve passenger amenities and reduce travel time on major corridors;
- (e) the details of the number of new railway lines and doubling projects sanctioned during the last three years; and
- (f) whether the Government proposes to strengthen railway connectivity or introduce new railway projects benefiting Bhiwani–Mahendergarh region of Haryana and if so, the details thereof?

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

(a) and (b): Indian Railways (IR) has taken up a state-of-the-art project for running of its first hydrogen train, on pilot basis, as per specifications framed by the Research, Design & Standards Organization (RDSO) to demonstrate the use of hydrogen powered train technology in Railways. The project establishes the commitment of IR towards advancements in alternative energy-powered train travel thereby ensuring a cleaner and greener future for the country's transportation sector in order to meet net-zero carbon emission targets of IR.

This project involved designing from first stages, prototype manufacturing and first-time development of hydrogen traction technology in Indian Railways. Manufacturing of Hydrogen Train-set has been completed. Prominent features of Hydrogen Train-set are as below:

- Designed and Developed in India demonstrating IR's commitment to Atmanirbhar Bharat.
- Presently, it is the world's longest (10 coaches) and most powerful (2400 kW) Hydrogen Train-set on Broad Gauge platform.
- The train-set comprises of two Driving Power Cars (DPCs) of 1200 kW each, totalling 2400 kW along with eight passenger cars.
- Zero CO₂ emissions; only emission is water vapour.
- Major step in development of next generation fuel technology in Railways.

(c): IR is focussed on providing affordable and good quality services to all sections of society. With a view to improve travel experience of the passengers, IR have introduced indigenously designed and manufactured Vande Bharat Sleeper train services with modern coaches, advanced safety features and passenger amenities. Presently, 02 Vande Bharat Sleeper services are in operation on the Indian Railway network.

Broad technological advancements and Safety features, provided in Vande Bharat Sleeper Trains are as below:

1. Jerk Free Semi permanent couplers and Anti Climbers.

2. Fitted with KAVACH.
3. Higher acceleration with design/operating speed of 180/160 KMPH.
4. Crashworthy Design of Car body complying with EN standards.
5. Fire barrier doors at the end of each coach for compliance of fire safety standards.
6. Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
7. Regenerative braking system for energy efficiency.
8. Air conditioning units provided with indigenously developed UV-C lamp-based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
9. Centrally controlled Automatic Plug Doors and Fully sealed wider gangways.
10. CCTVs in all coaches.
11. Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
12. For Divyangjan passengers, special lavatory in the driving coaches on each end
13. Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
14. Ergonomically designed ladder for ease of climbing on to upper

berths.

(d): Upgradation of passenger amenities is a continuous process depending upon need, volume of the passenger traffic and inter-se priority of work, subject to availability of funds. IR has taken several measures for enhanced passenger amenities like modernization of stations under 'Amrit Bharat Station' scheme and upgradation of coaches with modern passenger facilities, deployment of digital platforms for grievance redressal/ monitoring, improvement in onboard services, infrastructure augmentation, advanced signalling systems and rationalisation of timetables.

(e) and (f): Capacity enhancement of railway network has been taken up by Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects including port-connectivity (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. Rs. 6.75 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (Rs. in Cr)
New Lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

During last 3 years (2022-23, 2023-24, 2024-25) and current Financial Year 2025-26, 300 projects (51 New Line, 17 Gauge Conversion and 232 Doubling) of a total length of 13,808 km have been sanctioned across Indian Railways.

Some of the major projects sanctioned are as follows:

SN	Project Name	Cost (₹ in Crore)
1	Chopan – Chunar doubling (102 Km)	1,553
2	Guntur – Bibinagar doubling (239 Km)	3,238
3	Mudkhed – Medchal& Mahbubnagar – Dhone doubling (418 Km)	5,655
4	Samakhiali – Gandhidham Quadrupling (53 Km)	1,571
5	Merta City – Ras& Bypass at Merta Road new line (56 Km)	1,038
6	Lumding – Furkating doubling (140 Km)	2,334
7	Ajmer – Chanderiya doubling (178 Km)	1,813
8	Motumari – Vishnupuram with RoR doubling (100 Km)	1,746

SN	Project Name	Cost (₹ in Crore)
9	Bikramshila – Katareah new line with new bridge on river ganga (26 Km)	2,549
10	Gunupur – Therubali new line (74 Km)	1,326
11	Malkangiri – Pandurangapuram new line (174 Km)	4,109
12	Badampahar – Kendujhargarh new line (82 Km)	2,106
13	Junagarh – Nabarangpur new line (116 Km)	3,274
14	Buramara – Chakulia new line (60 Km)	1,639
15	Ajanta Caves Rail Connectivity (174 Km)	7,105
16	Bangriposi – Gorumahisani new line (86 Km)	2,549
17	Chandil – Anara – Damodar 3rd line (121 Km)	2,170
18	Bargarh Road – Nawapara Road new line (138 Km)	2,926
19	Sardega – Bhalumuda new double line (37 Km)	1,360
20	Varanasi – Pt. DeenDayalUpadhyayaMultitracking with rail cum road bridge on river ganga (15 Km)	2,642
21	Jalgaon – Manmad 4th line (160 Km)	2,773
22	Bhusawal – Khandwa 3rd & 4th line (131 Km)	3,514
23	Sambalpur – Jarapada 3rd & 4th line (127 Km)	3,916
24	Jharsuguda – Sason 3rd & 4th line (35 Km)	1,181
25	Gondia – Ballarshah doubling (240 Km)	4,819
26	Kharsia – Naya Raipur – Parmalkasa 5th & 6th line (278 Km)	8,741
27	Wardha – Balharshah Quadrupling (135 Km)	2,381
28	Ballari – Chikjajur doubling (185 Km)	3,342
29	Koderma – Barkakana doubling (133 Km)	3,063
30	Itarsi – Nagpur 4th line (297 Km)	5,451
31	Dangoaposi – Jaroli 3rd & 4th line (43 Km)	1,752
32	Secunderabad – Wadi 3rd & 4th line (173 Km)	5,012
33	Furkating – New Tinsukia doubling (194 Km)	3,634
34	Bakhtiyarpur – Rajgir – Tilaiya doubling (104 Km)	2,192
35	Gondia – Dongargarh 4th line (84 Km)	2,223

SN	Project Name	Cost (₹ in Crore)
36	Wardha – Bhusawal 3rd & 4th line (314 Km)	9,197
37	Hosapete – Bellary quadrupling (65 Km)	2,372
38	Kasara – Manmad 3rd & 4th line (131 Km)	10,154
39	Punarakh – Kiul 3rd & 4th line (50 Km)	2,668
40	Gamharia – Chandil 3rd & 4th line (55 Km)	1,168
41	Sainthia- Pakhur 4th Line (81 Km)	1,569
42	Santragachi- Kharagpur 4th line (111 Km)	2,905
43	Nergundi – Barang&Khurda Road – Vizianagaram 3rd line (385 Km)	5,618
44	Son Nagar – Andal Multi tracking (375 Km)	13,606
45	Gorakhpur Cantt – Valmiki Nagar doubling (96 Km)	1,270
46	Jaipur – SawaiMadhopur doubling (131 Km)	1,269
47	Luni – Samdari – Bhildi doubling (272 Km)	3,531
48	Narkatiaganj – Raxaul – Sitamarhi – Darbhanga&Sitamarhi – Muzaffarpur doubling (256 Km)	4,553
49	Prayagraj (Iradatganj) – Manikpur 3rd line (84 Km)	1,640
50	Tirupati – Pakala – Katpadi doubling (104 Km)	1,332
51	Ratlam – Nagda 3rd and 4th line (41 Km)	1,018
52	Aluabari Road – New Jalpaiguri 3rd & 4th line (57 Km)	1,786
53	Aurangabad (ChhatrapatiSambhajinagar) – Parbhani (177 Km)	2,179
54	Bhagalpur – Dumka – Rampurhat doubling (177 Km)	3,169
55	Itarsi – Bina 4th line (237 Km)	4,329
56	Vadodara – Ratlam 3rd & 4th line (259 Km)	8,885
57	DevbhumiDwarka (Okha) – Kanalus doubling (141 Km)	1,457
58	Badlapur – Karjat 3rd and 4th line (32 Km)	1,324
59	Delhi – Ambala Cantt 3rd & 4th line (194 Km)	5,983
60	Gondia – Jabalpur doubling (231 Km)	5,236
61	Manmad – Indore new line (360 Km)	18,529
62	Errupelam – Amaravati – Nambur new line (57 Km)	2,245
63	Vadhavan Port and New Palghar station new double line (22 Km)	1,507

SN	Project Name	Cost (₹ in Crore)
64	Deshalpar – Hajipir – Luna and Vayor – Lakhpat new line (145 Km)	2,526

Haryana

Railway Budget:

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

Period	Outlay
2009-14	₹315 crore/year
2025-26	₹ 3,416 Cr. (nearly 11 times)

Projects sanctioned:

As on 01.04.2025, 8 projects (01 New Lines and 07 Doubling), covering a total length of 491 km, costing ₹6775 crore, falling fully/partly in Haryana are sanctioned. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2025 (₹ in Cr)
New Lines	1	28	0	925
Doubling / Multitracking	7	463	0	646
Total	8	491	0	1571

Recently completed projects:

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

S. No.	Project	Cost (Rs. in Cr.)
1	Jind-Sonepat New Line (89 Km)	800
2	Suratpura-Hanumangarh-Sriganganagar Gauge Conversion (241 Km)	896
3	Jaipur-Ringus-Sikar-Churu& Sikar-Loharu Gauge Conversion (320 Km)	1105
4	Jakhal- Mansa Doubling (45 Km)	163
5	Khukhrana- Panipat Doubling (8 Km)	58
6	Ambala-Dhapper-chandigarh Doubling (45 Km)	339
7	Tughlakhabad-Palwal 4th line (34 Km)	366
8	Mathura – Palwal 4th Line (80 Km)	669
9	Palwal - New Prithala New Line (10 Km)	66

Ongoing projects:

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

SN.	Project	Cost (Rs. in Cr.)
1	Bhiwani-Dobh-Bahali Doubling (42 Km)	471
2	Rewari-Khatuwas Doubling (28 Km)	352
3	Manheru-BawaniKhera Doubling (32 Km)	413
4	Delhi-Panipat- Ambala 3 rd & 4 th line (194 Km)	5983

Bhiwani and Mahendragarh are existing railway stations on Indian Railway Network and connected via Rewari. To further improve connectivity in this area, following works have been completed/ taken up :

S. No.	Project	Status
1	Rewari-Rohtak New Line (85 Km)	commissioned
2	Rohtak-Mehem-Hansi New Line (64 Km)	commissioned
3	Rewari-Manheru Doubling (69 Km)	commissioned
4	Khatuwas-Narnaul Doubling (24 km)	commissioned
5	Rewari-Khatuwas Doubling (28 km)	A. Kund-Kathuwas (5 km) commissioned. B. Rewari-Kori-Pali-Kund-Kori (23 km): The status is as under: ● Land acquisition completed ● Works taken up on all 2 major bridges ● Works taken up on all 3 RUBs ● Works completed on all 3 Station Buildings
6	Bhiwani-Dobh-Bhali doubling (42 km)	A. Dobh-Kalanur Kalan (13 km) commissioned. B. Kalanur Kalan-Bhiwani City-BhiwaniJn (29 km).The status is as under: ● Land acquisition work taken up. ● Work taken up on 1 Major Bridge. ● Works completed on all 2 Station Buildings.

7	Manheru-BhiwaniKhera Doubling (32 km)	A. Manheru-Bhiwani Jn.(14 km) commissioned. B. BhiwaniJn -BhiwaniKhera (18 km): The status is as under: ● Land Acquisition work taken up. ● Works taken up on all 4 RUBs ● Works completed on all 03 Station Buildings.
8	Rewari - Sadulpur Doubling (141 km)	DPR prepared
9	Jhajjar-CharkhiDadri-Loharu New Line (94 km)	Survey sanctioned
10	Bhiwani-Hansi Doubling (37km)	Survey sanctioned

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

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

- Anticipated traffic projections and Remunerativeness of the proposed route
- First and last mile connectivity provided by the project

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

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

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

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

रेल टिकट बुकिंग के लिए आधार-आधारित प्रमाणीकरण

5426. श्री बाबू सिंह कुशवाहा:

श्री नीरज मोर्य:

श्री देवेश शाक्य:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या भारतीय रेलवे खानपान एवं पर्यटन निगम (आईआरसीटीसी) ने ऑनलाइन टिकट बुकिंग प्रणाली के दुरुपयोग को रोकने के लिए आधार प्रमाणीकरण प्रक्रिया को लागू किया है और इसके परिणामस्वरूप आधार से न जुड़ने या संदिग्ध गतिविधियों के कारण बड़ी संख्या में उपयोगकर्ता खाते निष्क्रिय/बंद कर दिए गए हैं;
- (ख) यदि हां, तो विगत तीन वर्षों के दौरान देश भर में बंद किए गए ऐसे आईआरसीटीसी खातों की संख्या का राज्य-वार और वर्ष-वार ब्यौरा क्या है और उत्तर प्रदेश, विशेषकर एटा, कासगंज, जौनपुर और बरेली के संदर्भ में ब्यौरा क्या है;
- (ग) आधार के अनिवार्य प्रमाणीकरण से फर्जी और एजेंट द्वारा संचालित टिकट बुकिंग खातों पर किस हद तक अंकुश लगा है और इसके परिणामस्वरूप वास्तविक यात्रियों के लिए टिकट की उपलब्धता में क्या सुधार हुआ है;
- (घ) ऑनलाइन टिकट बुकिंग संबंधी विनियमों को सख्त किए जाने के बाद, विगत एक वर्ष के दौरान ऑनलाइन और काउंटर टिकटों की बिक्री के तुलनात्मक आंकड़े क्या हैं;
- (ङ) क्या सरकार टिकटों की कालाबाजारी के नेटवर्क को पूरी तरह से समाप्त करने के लिए किसी नए प्रौद्योगिकीय या निगरानी उपायों के कार्यान्वयन पर विचार कर रही है;
- (च) क्या सरकार के पास ऐसे निष्क्रिय किए गए खातों की संख्या के संबंध में आंकड़े हैं जिन्हें पुनः सत्यापन प्रक्रिया के बाद फिर से सक्रिय कर दिया गया है; और
- (छ) क्या सरकार ऐसे उपयोगकर्ताओं के लाभ के लिए खातों को पुनः सक्रिय करने की कोई सरल प्रक्रिया तैयार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (छ): आरक्षण सुविधा का दुरुपयोग रोकने और पारदर्शिता सुनिश्चित करने के लिए, भारतीय रेल ने निम्नलिखित कदम उठाए हैं:

- i. 01-07-2025 से, तत्काल योजना के तहत टिकट सिर्फ आधार प्रमाणित उपयोगकर्ता ही इंडियन रेलवे केटरिंग एंड टूरिज्म कॉर्पोरेशन (आईआरसीटीसी) की वेबसाइट/इसके ऐप से बुक कर सकते हैं।
- ii. अग्रिम आरक्षण अवधि के सामान्य आरक्षण के पहले दिन, आरक्षित सामान्य टिकट केवल आधार प्रमाणित उपयोगकर्ता ही आईआरसीटीसी की वेबसाइट या इसके ऐप से बुक कर सकते हैं।

इस संबंध में किए गए उपायों से टिकटों की तात्कालिक बुकिंग कम होने से बुकिंग में आसानी हुई है। नकली अकाउंट का उपयोग करके कई बुकिंग पर रोक लगाकर इस प्रणाली को और न्यायसंगत बनाया गया है। आधार लिंक न होने की वजह से कोई भी उपयोगकर्ता अकाउंट निष्क्रिय नहीं हुआ है।

वित्त वर्ष 2025-26 (फरवरी, 26 तक) के दौरान ऑनलाइन और काउंटर से बुक किए गए टिकटों का तुलनात्मक ब्यौरा निम्नानुसार है:

वित्त वर्ष	ऑनलाइन बुक की गई टिकटों की संख्या (करोड़ में)	काउंटर से बुक की गई टिकटों की संख्या (करोड़ में)
2025-26 (फरवरी, 26 तक)	48.25	6.15

आईआरसीटीसी ने नकली/गलत इरादे वाले उपयोगकर्ता आईडी/उपयोगकर्ता अकाउंट की पहचान करने के लिए, जैसे नकली मोबाइल नंबर, डिस्पोजेबल ईमेल डोमेन, आईपी एड्रेस,

सीक्वेंशियल और अस्पष्ट उपयोगकर्ता आईडी आदि जैसे कई बड़े मानदंड अपनाए हैं। कैलेंडर वर्ष 2025 के दौरान, 3.04 करोड़ उपयोगकर्ता अकाउंट निष्क्रिय कर दिए गए और 2.94 करोड़ उपयोगकर्ता अकाउंट को पुनर्वैधीकरण के विकल्प के साथ अस्थायी तौर पर बंद कर दिया गया। बहरहाल, 01.01.2025 से 28.02.2026 की अवधि के दौरान, 1,80,474 उपयोगकर्ता अकाउंट पुनः सक्रिय कर दिए गए हैं।

आधार प्रमाणन उपयोगकर्ता की विशिष्टता का तात्कालिक सत्यापन करता है, जो तत्काल टिकट बुकिंग के समय-संवेदनशील स्वरूप को देखते हुए अति आवश्यक है। आधार प्रमाणन की शुरुआत से विशिष्टता संबंधी कमी होने से नकली या अनधिकृत एजेंट-नियंत्रित बहु उपयोगकर्ता अकाउंट बनाने और चलाने को रोकने में मदद मिली है।

यह उपाय कई अकाउंट खोलने और उनके स्वचालित दुरुपयोग के खिलाफ एक प्रभावी सुरक्षा के रूप में कार्य करता है, जिससे तत्काल टिकटों का उचित आवंटन सुनिश्चित होता है। परिणामस्वरूप, आधार प्रमाणन ने अनुचित बुकिंग पद्धतियों को कम करके और ऑनलाइन तत्काल बुकिंग प्रणाली में पारदर्शिता बढ़ाकर वास्तविक यात्रियों के लिए टिकट की उपलब्धता को बेहतर बनाने में योगदान दिया है।

इसके अलावा, आईआरसीटीसी ने टिकट कालाबाजारी के नेटवर्क को समाप्त करके यह सुनिश्चित करने के लिए कि वास्तविक उपयोगकर्ताओं को टिकट उपलब्ध हो, इसके लिए निम्नलिखित कदम भी उठाए हैं:

- प्रणाली कार्य-निष्पादन को बेहतर बनाने के लिए, आईआरसीटीसी ने पहले ही एक कंटेंट डिलीवरी नेटवर्क (सीडीएन) लागू किया है ताकि स्टैटिक कंटेंट को हटाया जा सके और एनजीईटी वेबसाइट सर्वरों पर डायरेक्ट ट्रैफिक को कम किया जा सके।
- इसके अलावा, एंटी बॉट प्रौद्योगिकी भी है जो गलत इरादे/संदिग्ध प्रयासों को कम करने में सहायता करती है, जो औसतन 64% तक कम हो जाती है।

- यह गलत इरादे वाले ट्रैफिक को कम करने और स्टैटिक कंटेंट प्रदान करने में सहायता करती है, जिससे सिस्टम पर लोड कम होता है और इस तरह वास्तविक और सत्यापित उपयोगकर्ताओं के अनुभव को बढ़ाता है।
- प्रायः गलत इरादे वाले ट्रैफिक की पर्याप्त मात्रा इंटरसेप्ट की जाती है।
- 28 फरवरी, 2026 तक नेशनल साइबर अपराध पोर्टल पर 4.07 लाख संदिग्ध पीएनआर से संबंधित 408 शिकायतें दर्ज की गई हैं।
- वर्ष 2025-26 में 28 फरवरी, 2026 तक 13,023 संदिग्ध ईमेल डोमेन ब्लॉक किए गए हैं।

इसके अलावा, आईआरसीटीसी बुकिंग पैटर्न और उपयोगकर्ता पंजीकरण का पूरा डेटा विश्लेषण करके धोखाधड़ी वाली गतिविधियों को रोकने के लिए निरंतर निगरानी करती है। ऐसे विश्लेषण के दौरान संदिग्ध पाए जाने वाले उपयोगकर्ता आईडी को निवारक उपाय के तौर पर निष्क्रिय कर दिया जाता है। आईआरसीटीसी वेबसाइट और मोबाइल एप्लिकेशन पर शिकायत निवारण तंत्र उपलब्ध है। उपयोगकर्ताओं से उनके पंजीकृत ईमेल आईडी और मोबाइल नंबर से प्राप्त हुए अनुरोधों के ब्यौरों की जांच की जाती है, और ऐसे विश्लेषण के परिणाम के आधार पर वास्तविक उपयोगकर्ता आईडी को पुनः सक्रिय किया जाता है। विभिन्न प्लेटफॉर्मों पर मिले फीडबैक के आधार पर सामान्य और तत्काल टिकटों की बुकिंग में पारदर्शिता सुनिश्चित करने के लिए कदम उठाना एक निरंतर और सतत् प्रक्रिया है।

सोनीपत में विकासात्मक संचार और सूचना प्रसार संबंधी योजनाएं

5427. श्री सतपाल ब्रह्मचारी:

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

(क) क्या सरकार को सोनीपत लोक सभा निर्वाचन क्षेत्र में विकासात्मक संचार और सूचना

प्रसार से संबंधित योजनाओं के कार्यान्वयन को सुदृढ़ किए जाने की आवश्यकता की जानकारी है;

- (ख) क्या सरकार उक्त निर्वाचन क्षेत्र में जन-जागरूकता कार्यक्रमों के लिए विशेष सूचना पहुंच अभियान चला रही है;
- (ग) क्या इस क्षेत्र में रेडियो (आकाशवाणी), दूरदर्शन और डिजिटल प्रसारण सेवाओं के विस्तार के लिए किन्हीं परियोजनाओं को मंजूरी दी गई है;
- (घ) क्या प्रसारण अवसंरचना और नेटवर्क विकास (बीआईएनडी) के लिए अतिरिक्त संसाधन अथवा नई पारेषण सुविधाएं स्थापित करने का कोई प्रस्ताव है; और
- (ङ) उक्त क्षेत्र के नागरिकों तक सरकारी योजनाओं से संबंधित सूचनाओं की पहुंच सुनिश्चित करने में इन पहलों के माध्यम से क्या प्रगति हुई है?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (डॉ.

एल. मुरुगन):

(क) से (ङ): सरकार अपनी नीतियों, कार्यक्रमों तथा योजनाओं के संबंध में सूचना का प्रसार देश भर में, जिसमें सोनीपत लोक सभा निर्वाचन क्षेत्र भी सम्मिलित है, करती है, यह कार्य पत्र सूचना कार्यालय (पीआईबी), केंद्रीय संचार ब्यूरो (सीबीसी), आकाशवाणी, दूरदर्शन तथा अन्य डिजिटल प्लेटफार्मों जैसी विभिन्न मीडिया इकाइयों के माध्यम से किया जाता है। जनसंपर्क गतिविधियां सोनीपत सहित पूरे भारत में नागरिकों तक व्यापक पहुंच और जागरूकता सुनिश्चित करने के लिए चलाई जाती हैं।

पत्र सूचना कार्यालय (पीआईबी) विभिन्न सरकारी योजनाओं के संबंध में सूचना के प्रसार हेतु अनेक सार्वजनिक-मल्टीमीडिया अभियान, जनसंपर्क गतिविधियां, जिनमें वार्ताएं (मीडिया कार्यशालाएं), वार्तालाप (मीडिया कॉन्क्लेव) तथा प्रेस कॉन्फ्रेंस आयोजित करता है।

केंद्रीय संचार ब्यूरो (सीबीसी) संबंधित मंत्रालयों/विभागों के परामर्श से सूचना, शिक्षा

तथा संचार (आईईसी) अभियान संचालित करता है। आवश्यकता के अनुसार प्रिंट, इलेक्ट्रॉनिक, बाह्य प्रचार, सोशल मीडिया तथा आपसी संवाद जैसे विभिन्न माध्यमों का उपयोग किया जाता है।

ब्रॉडकास्टिंग इंफ्रास्ट्रक्चर एंड नेटवर्क डेवलपमेंट (बीआईएनडी) स्कीम देश में दूरदर्शन तथा आकाशवाणी के प्रसारण अवसंरचना के विकास, आधुनिकीकरण तथा उन्नयन के लिए एक केंद्रीय क्षेत्र की योजना है। बीआईएनडी स्कीम को वर्ष 2021-26 के लिए ₹2539.61 करोड़ के कुल परिव्यय के साथ अनुमोदित किया गया है।

बीआईएनडी स्कीम का उद्देश्य सोनीपत सहित देश भर में प्रसारण अवसंरचना को सुदृढ़ एवं विस्तारित करना है। सार्वजनिक प्रसारण अवसंरचना का विस्तार तथा आधुनिकीकरण प्रसार भारती द्वारा समय-समय पर किया जाता है। यह तकनीकी-आर्थिक आवश्यकता तथा व्यवहार्यता, संसाधनों की उपलब्धता तथा समग्र नीतिगत ढांचे के आधार पर किया जाता है। वर्तमान बीआईएनडी स्कीम के अंतर्गत 68 ट्रांसमीटर स्वीकृत किए गए हैं, जिससे एआईआर का कवरेज वर्ष 2021 में 70% से बढ़कर 81% हो जाएगा।

नवीकरणीय ऊर्जा स्रोत

5428. श्री अमर शरदराव काले:

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

(क) सरकार द्वारा विद्युत उत्पादन के लिए उपयोग किए जा रहे नवीकरणीय ऊर्जा स्रोतों के प्रकारों का ब्यौरा क्या है; और

(ख) देश में उक्त ऊर्जा स्रोतों से अधिकतम कितनी बिजली का उत्पादन किया जा रहा है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री

(श्री श्रीपाद येसो नाईक):

- (क) सौर, पवन, जल विद्युत और बायोजेनिक संसाधन प्रमुख नवीकरणीय ऊर्जा स्रोत हैं जिनका उपयोग विद्युत उत्पादन के लिए किया जाता है।
- (ख) पिछले वर्ष और जनवरी, 2026 तक वर्तमान वर्ष के दौरान स्रोत-वार नवीकरणीय ऊर्जा उत्पादन का ब्यौरा निम्नानुसार है:

(मिलियन यूनिट में)

स्रोत	2024-25	2025-26 (जनवरी 2026 तक)
सौर	144150.23	138386.93
पवन	83347.19	95586.95
बड़ी जल विद्युत	148633.98	150039.12
लघु जल विद्युत	11568.04	10885.08
बायोमास	3738.67	3377.60
बगास	9335.32	7635.91
अन्य	2869.73	2453.59
कुल	403643.16	408365.18

स्रोत: केंद्रीय विद्युत प्राधिकरण (सीईए)

DISCONTINUATION OF RAILWAY PINK BOOK

5429. SHRI DEEPAK ADHIKARI (DEV):

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

- (a) the reason of discontinuation of release of 'Pink Book' in Railway during the last two years; and
- (b) whether there is any plan to release said book in upcoming years and if so, the details thereof?

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

(a) and (b): A Consolidated Budget Statement is prepared for each Zonal Railway and Production Unit incorporating details of Earnings, Working Expenses, Capital expenditure, list of works etc. Consolidated Budget Statement for 2025-26 is available in public domain and can be accessed on Indian Railway's official website. Further, preparation of Consolidated Budget Statement for 2026-27 has been taken up.

मारोड़ा रेलवे स्टेशन के लिए एबीएसएस

5430. श्री विजय बघेल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) अमृत भारत स्टेशन योजना के अंतर्गत निर्माण कार्यों की प्रगति, विशेषकर मारोड़ा रेलवे स्टेशन पर काम की धीमी गति का ब्यौरा क्या है और स्टेशन से रेलवे गेट तक स्ट्रीट लाइटों के प्रचालन की स्थिति का ब्यौरा क्या है;
- (ख) दुर्ग में रिसामा रेलवे डीडी-19, जो राजधानी को अन्य प्रमुख शहरों से जोड़ता है, के निकट एक सड़क ऊपरी पुल (आरओबी) के बहुप्रतीक्षित निर्माण के लिए स्वीकृति की स्थिति क्या है;
- (ग) दुर्ग से रावघाट तक दोहरी रेल लाइन के निर्माण के लिए स्वीकृति की स्थिति क्या है ताकि इस मार्ग पर यात्री और मालगाड़ियों पर दबाव कम किया जा सके; और
- (घ) यात्रियों की बढ़ती दैनिक भीड़ को ध्यान में रखते हुए यात्री रेलगाड़ी संख्या 78826

(दल्लीराजहरा-दुर्ग) और 78827 (दुर्ग-दल्लीराजहरा) के 12 डिब्बों के साथ दैनिक परिचालन के लिए स्वीकृति की स्थिति क्या है?

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

(क) से (घ): छत्तीसगढ़ स्थित मरौदा स्टेशन पर उच्च स्तरीय प्लेटफॉर्म, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय शौचालय, बैठने की व्यवस्था आदि सुविधाएँ उपलब्ध हैं।

मरौदा स्टेशन को अमृत भारत स्टेशन योजना के अंतर्गत विकास हेतु चिन्हित किया गया है। मरौदा स्टेशन पर विकास कार्य तेज गति से शुरू किया गया है। कॉर्कोर्स और प्रतीक्षालय, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह संबंधी कार्य, पार्किंग एवं पहुंच मार्ग का संरचनात्मक कार्य पूरा कर लिया गया है। कॉर्कोर्स एवं प्रतीक्षालय, शौचालय, परिचलन क्षेत्र, प्रवेश/निकास द्वार, प्रकाश व्यवस्था, जन उद्घोषणा प्रणाली तथा बुकिंग काउंटर के परिष्करण कार्य शुरू दिए गए हैं।

इसके अलावा, मरौदा रेलवे स्टेशन से रेलवे फाटक तक स्ट्रीट लाइट लगाने का कार्य शुरू कर दिया गया है।

भारतीय रेल में स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है तथा इस संबंध में कार्य परस्पर प्राथमिकता और निधियों की उपलब्धता के अध्यधीन, आवश्यकतानुसार किए जाते हैं। किसी स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्य स्टेशन की श्रेणी/स्थिति/संभाले गए यातायात आदि के आधार पर किया जाता है।

रेल मंत्रालय ने दीर्घकालिक आधार पर स्टेशनों के विकास के लिए 'अमृत भारत स्टेशन योजना' शुरू की है।

इस योजना में रेलवे स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और

उनका चरणों में कार्यान्वयन करना शामिल हैं। मास्टर प्लान में निम्नलिखित शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल बूथों में सुधार
- यात्री यातायात के अनुरूप अधिक चौड़े ऊपरी पैदल पुल/एयर कॉनकोर्स की व्यवस्था
- लिफ्ट/स्वचालित सीढ़ियों/रैंप की व्यवस्था
- प्लेटफॉर्म की सतह और प्लेटफॉर्म पर कवर में सुधार/व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क की व्यवस्था
- पार्किंग क्षेत्र, मल्टी-मोडल एकीकरण
- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक रेलवे स्टेशन पर आवश्यकता को देखते हुए एकज़ीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, भूसुदर्शनीकरण आदि की व्यवस्था।

इस योजना में आवश्यकतानुसार, चरणबद्ध रूप से और यथाव्यवहार्य दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिड्डीरहित रेलपथ की व्यवस्था आदि और दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की भी परिकल्पना की गई है।

अभी तक, अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए 1338 रेलवे स्टेशनों को चिह्नित किया गया है जिनमें से 32 स्टेशन छत्तीसगढ़ में स्थित हैं। छत्तीसगढ़ राज्य में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
छत्तीसगढ़	32	अकलतारा, अंबिकापुर, बैकुंठपुर रोड, बालोद, बाराद्वार, बेल्हा, भानुप्रतापपुर, भाटापारा, भिलाई, भिलाई नगर, भिलाई पावर हाउस, बिलासपुर, चांपा, दल्लीराजहरा, डोंगरगढ़, दुर्ग, हथबंध, जगदलपुर, जांजगीर नैला, कोरबा, महासमुंद, मंदिर हसौद, मारौदा, निपानिया, पेंड्रा रोड, रायगढ़, रायपुर जंक्शन, राजनंदगांव, सारोना, तिल्दा-नेओरा, उरकुरा, उसलापुर

स्टेशन जहां कार्य पूरा किया जा चुका है:

छत्तीसगढ़ राज्य में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तीव्र गति से शुरू किया गया है। अब तक 05 स्टेशनों का कार्य पूरा हो चुका है। छत्तीसगढ़ में पूरे किए जा चुके स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
छत्तीसगढ़	05	अंबिकापुर, भानुप्रतापपुर, भिलाई, डोंगरगढ़, उरकुरा

अन्य रेलवे स्टेशनों पर विकास कार्य तीव्र गति से शुरू किया गया है और कुछ स्टेशनों की प्रगति निम्नलिखित है:

- भिलाई पावर हाउस स्टेशन: नए द्वितीय प्रवेश स्टेशन भवन, मुख्य प्रवेश स्टेशन भवन में सुधार, प्लेटफॉर्म का उन्नयन, प्रतीक्षालय में सुधार, परिचलन क्षेत्र का विकास, पार्किंग, लिफ्ट, एस्केलेटर और 12 मीटर पैदल पार पुल का विकास पूरा हो चुका है। स्टेशन भवन का फिनिशिंग कार्य और प्लेटफार्मों पर प्रकाश व्यवस्था में सुधार कार्य शुरू कर दिए गए हैं।
- दल्लीराझरा स्टेशन: स्टेशन भवन, प्रतीक्षालय, शौचालय, प्लेटफॉर्म उन्नयन और जन उद्घोषणा प्रणाली में सुधार कार्य पूरे हो चुके हैं। परिचलन क्षेत्र में सुधार, लैंडस्केपिंग, कला और संस्कृति से संबंधित कार्यों, साइनेज और प्लेटफार्मों पर प्रकाश व्यवस्था में

सुधार कार्य शुरू किए गए हैं।

- रायपुर जंक्शन स्टेशन: उपयोगी साधनों का स्थानांतरण एवं द्वितीय प्रवेश द्वार की तरफ पुनर्स्थापन कार्य पूरा हो चुका है। द्वितीय प्रवेश स्टेशन भवन, मुख्य और द्वितीय प्रवेश द्वार दोनों तरफ बहुस्तरीय पार्किंग सुविधा, सर्विस बिल्डिंग और द्वितीय प्रवेश द्वार की तरफ परिचलन क्षेत्र के विकास के संरचनात्मक कार्य शुरू किए गए हैं।
- सरोना स्टेशन: नए द्वितीय प्रवेश स्टेशन भवन का कार्य, मुख्य प्रवेश स्टेशन भवन में सुधार, प्लेटफार्म का उन्नयन, प्रतीक्षा क्षेत्रों में सुधार, परिचलन क्षेत्र का विकास, पार्किंग, जन उद्घोषणा प्रणाली, लिफ्ट, एस्केलेटर और 12 मीटर पैदल पार पुल का विकास कार्य पूरा हो चुका है। स्टेशन भवन का फिनिशिंग कार्य, लैंडस्केपिंग, कला एवं संस्कृति और प्लेटफार्मों पर प्रकाश व्यवस्था में सुधार कार्य शुरू किए गए हैं।

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है, जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग से स्वीकृति, धरोहर, पेड़ों की कटाई, विमानपत्तन क्लीयरेंस इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी साधनों को स्थानांतरित करना (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर सिग्नल केबल इत्यादि शामिल हैं), अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, रेलपथ व उच्च वोल्टेज बिजली लाइनों के सान्निध्य में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य को पूरा करने के समय को प्रभावित करते हैं।

अमृत भारत स्टेशन योजना सहित अन्य योजनाओं के अंतर्गत रेलवे स्टेशनों का विकास/उन्नयन/आधुनिकीकरण के लिए वित्तपोषण सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएँ' के अंतर्गत किया जाता है। योजना शीर्ष-53 के अंतर्गत आवंटन और व्यय का विवरण

क्षेत्रीय रेल-वार रखा जाता है, न कि कार्य-वार अथवा रेलवे स्टेशन-वार अथवा राज्य-वार। छत्तीसगढ़ राज्य दो क्षेत्रीय रेलों नामतः दक्षिण पूर्व मध्य रेलवे और पूर्व तट रेलवे के अंतर्गत आता है। इन क्षेत्रीय रेलों के लिए, वित्त वर्ष 2025-26 हेतु 1,163 करोड़ रुपए का आवंटन किया गया है जिसमें से (फरवरी, 2026 तक) 974 करोड़ रुपए का व्यय उपगत किया जा चुका है।

ऊपरी सड़क पुल/निचले सड़क पुल

किमी 889/7-8 पर स्थित समपार सं. डीडी-19 (रिसामा समपार) के स्थान पर निचले सड़क पुल (आर.यू.बी.) का निर्माण कार्य स्वीकृत हो चुका है। सेगमेंट बॉक्सों के लगाने का कार्य शुरू कर दिया गया है।

इसके अलावा, वांछित स्थान पर ऊपरी सड़क पुल के निर्माण के लिए तकनीकी व्यवहार्यता रिपोर्ट/विस्तृत परियोजना रिपोर्ट (टी.एफ.आर./डी.पी.आर.) बनाने का कार्य शुरू कर दिया गया है।

इसके अलावा, रेलवे ने जलजमाव की समस्या को दूर करने के लिए विभिन्न निवारक उपाय किए हैं, जो निम्नानुसार हैं:

- पर्याप्त जलनिकासी व्यवस्था नए निचले सड़क पुल/अंडरपास योजना निर्माण का एक अभिन्न भाग है।
- मौजूदा निचले सड़क पुल/अंडरपास में निवारक उपाय अर्थात् पानी के प्रवाह को नजदीकी पुल और नालों/नालियों की ओर मोड़ना, पहुंच मार्गों पर कवर शेड की व्यवस्था करना, निचले सड़क पुल के प्रवेश पर हंप की व्यवस्था करना, क्रॉस-ड्रेन की व्यवस्था करना, जोड़ों को सीलबंद करना आदि कार्य व्यवहार्यता, उपयुक्तता और साइट की आवश्यकताओं के अनुसार किए गए हैं।
- इसके अलावा, चिह्नित निचले सड़क पुलों के लिए पंप की व्यवस्था भी की गई है, ताकि

आपातकालीन स्थिति में जल की शीघ्र निकासी की जा सके और सड़क उपयोगकर्ताओं की संरक्षा के लिए असामान्य/असाधारण वर्षा की स्थिति में सड़क यातायात रोकने की सुविधा हो।

ऊपरी/निचले सड़क पुल संबंधी कार्यों का पूरा होना और चालू होना समपार को बंद करने में राज्य सरकार की सहमति, पहुँच संरेखण को अंतिम रूप देने, सामान्य आरेखण व्यवस्था की स्वीकृति, भूमि अधिग्रहण, अतिक्रमण हटाना, अतिलंबी जनोपयोगी सेवाओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, परियोजना/कार्य स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति, जलवायु परिस्थितियों के कारण परियोजना विशेष/कार्य स्थलों के लिए वर्ष में कार्य महीनों की संख्या आदि जैसे विभिन्न कारकों पर निर्भर करता है। ये सभी कारक परियोजनाओं/कार्यों के पूरा होने के समय को प्रभावित करते हैं।

रेलवे ने ऊपरी/निचले सड़क पुलों के कार्यों की प्रगति में तेजी लाने के लिए निम्नलिखित उपाय किए हैं:

- (i) सुचारू निष्पादन सुनिश्चित करने के लिए सामान्य व्यवस्था आरेखण (जीएडी) को अंतिम रूप देने से पहले संबंधित राज्य सरकार/सड़क स्वामित्व प्राधिकरण के साथ संयुक्त सर्वेक्षण किया जाता है।
- (ii) ऊपरी/निचले सड़क पुल संबंधी कार्यों से संबंधित विभिन्न मुद्दों को सुलझाने के लिए रेलवे और राज्य सरकार के अधिकारियों के साथ आवधिक बैठकें की जाती हैं।
- (iii) डिजाइन के अनुमोदन के दौरान विलंब से बचने के लिए रेलवे के हिस्से में सड़क के स्पैन के विभिन्न संयोजनों, तिर्यकता और चौड़ाई हेतु अधिसंरचना आरेखणों का मानकीकरण किया गया है। इसे सार-संग्रह के रूप में जारी किया गया है, जिसे रेल लाइनों पर ऊपरी सड़क पुल निर्माण के लिए त्वरित योजना बनाने हेतु सीधे अपनाया जा सकता है।

रेलगाड़ी सेवाएं

दल्लीराझरा-दुर्ग खंड को नीचे सूचीबद्ध 10 रेल सेवाओं द्वारा सेवित किया जा रहा है: -

क्र. सं.	रेलगाड़ी सं. और नाम
1	78824 दुर्ग-दल्लीराझरा डेमू
2	78825 दल्लीराझरा-दुर्ग डेमू
3	68764 रायपुर-ताड़ोकी मेमू
4	68765 ताड़ोकी-रायपुर मेमू
5	78817 दुर्ग-दल्लीराझरा डेमू
6	78818 अंतागढ़-दुर्ग डेमू
7	78826 दुर्ग-दल्लीराझरा डेमू
8	78827 दल्लीराझरा-दुर्ग डेमू
9	78815 रायपुर-अंतागढ़ डेमू
10	78816 अंतागढ़-रायपुर डेमू

इसके अलावा, रेल सेवाओं के फेरों में वृद्धि एक सतत प्रक्रिया है, जो विभिन्न कारकों पर निर्भर करती है, जिनमें निम्नलिखित शामिल हैं:

- उस खंड की क्षमता
- पथ की उपलब्धता
- अपेक्षित चल स्टॉक की उपलब्धता
- चल स्टॉक के लिए उपयुक्त अवसंरचना की उपलब्धता
- रेलपथ एवं अन्य परिसंपत्तियों की अनुरक्षण आवश्यकताएँ
- खंड की अधिभोगिता और यातायात आवश्यकता।

रेल परियोजनाएं

दुर्ग एक मौजूदा रेलवे स्टेशन है और पहले से ही दल्लीराझरा से जुड़ा हुआ है। वर्तमान में, दुर्ग-दल्लीराझरा को 05 जोड़ी रेलगाड़ियों द्वारा सेवित किया जा रहा है। वर्तमान में, इस खंड में

वर्तमान यातायात को संभालने की पर्याप्त लाइन क्षमता है। रावघाट को अतिरिक्त संपर्कता प्रदान करने और उस क्षेत्र में संपर्कता सुधारने के लिए, रेलवे ने दल्लीराझरा-रावघाट-जगदलपुर नई रेल लाइन परियोजना (235 कि.मी.) का कार्य शुरू किया है। मार्च 2025 तक 1,028 करोड़ रुपए का व्यय उपगत किया जा चुका है तथा वित्तीय वर्ष 2025-26 के लिए इस परियोजना हेतु 85 करोड़ रुपए का परिव्यय प्रदान किया गया है। परियोजना की स्थिति निम्नानुसार है:

रेलखंड	स्थिति
दल्लीराझरा-ताड़ोकी (77 कि.मी.)	कमीशन कर दिया गया।
ताड़ोकी-रावघाट (18 कि.मी.)	कार्य पूरा हो चुका है।
रावघाट-जगदलपुर (140 कि.मी.)	भूमि अधिग्रहण का कार्य शुरू कर दिया गया है।

किसी भी रेल परियोजना की स्वीकृति कई मापदंडों/कारकों पर निर्भर करती है, जिनमें निम्नलिखित शामिल हैं:

- प्रत्याशित यातायात अनुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा उपलब्ध कराई जाने वाली आरंभिक और अंतिम छोर संपर्कता
- मिसिंग लिंकों का संयोजन और वैकल्पिक मार्ग उपलब्ध कराना
- संकुलित/संतृप्त लाइनों का संवर्द्धन
- राज्य सरकारों/केन्द्रीय मंत्रालयों/अन्य जन प्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएं
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

किसी भी रेल परियोजनाओं का पूरा होना निम्नलिखित कारकों पर निर्भर करती हैं जिसमें निम्नलिखित शामिल हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी मंजूरी
- अतिलंघी जनोपयोगी सेवाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
- क्षेत्र की भू-वैज्ञानिक और स्थलाकृतिक परिस्थितियां
- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना विशेष के स्थल के लिए किसी वर्ष में कार्य के महीनों की संख्या आदि

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

बक्सर और कैमूर में सॉफ्टवेयर प्रौद्योगिकी पार्कों की स्थापना

5431. श्री सुधाकर सिंह:

क्या इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या केन्द्र सरकार को बिहार राज्य में विशेषकर बक्सर और कैमूर जिलों में सॉफ्टवेयर प्रौद्योगिकी पार्कों, सूचना प्रौद्योगिकी पार्कों की स्थापना के लिए कोई प्रस्ताव प्राप्त हुआ है;
- (ख) यदि हां, तो प्रस्तावित स्थानों, भूमि की उपलब्धता और इनकी आवश्यक अवसंरचना का ब्यौरा क्या है;
- (ग) क्या केन्द्र सरकार ने बिहार में सूचना प्रौद्योगिकी के विस्तार को ध्यान में रखते हुए बक्सर और कैमूर जिलों में सॉफ्टवेयर प्रौद्योगिकी पार्क या इलेक्ट्रॉनिक हब स्थापित करने के लिए विस्तृत परियोजना रिपोर्ट तैयार करने, स्थल की पहचान करने या नीतिगत अनुमोदन के संबंध में कोई कार्रवाई शुरू की है और यदि हां, तो इसकी वर्तमान स्थिति क्या है;

(घ) क्या अब तक किसी परियोजना को स्वीकृति प्रदान की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ङ) यदि नहीं, तो उक्त जिलों में रोजगार सृजन, स्टार्टअप और डिजिटल अवसंरचना को बढ़ावा देने के लिए केन्द्र सरकार की प्रस्तावित कार्य योजना का ब्यौरा क्या है; और

(च) क्या केन्द्र सरकार का विचार भविष्य में इन क्षेत्रों को प्राथमिकता देने का है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (च): भारत सरकार छोटे शहरों और कस्बों सहित पूरे भारत में सूचना प्रौद्योगिकी उद्योग को बढ़ावा देने के लिए निरंतर प्रयास कर रही है। इस पहल के एक भाग के रूप में, टियर-II/टियर-III शहरों में 62 केंद्रों सहित पूरे भारत में 70 सॉफ्टवेयर टेक्नोलॉजी पार्क ऑफ इंडिया (एसटीपीआई) केंद्र स्थापित किए गए हैं।

बिहार में एसटीपीआई केंद्र:

सरकार ने बिहार में भागलपुर, दरभंगा और पटना में कुल 273 प्लग एंड प्ले सीटों के साथ 3 एसटीपीआई केंद्र स्थापित किए हैं। ये एसटीपीआई केंद्र इनक्यूबेशन सेवाएं, हाई स्पीड डेटा संचार सेवाएं, क्लाउड सेवाएं और अन्य वैधानिक सहायता सेवाएं प्रदान करते हैं ताकि नवीन विचारों वाले उद्यमी एसटीपीआई की मदद से अपने स्टार्टअप स्थापित कर सकें।

इनक्यूबेशन सुविधा वेंचर कैपिटलिस्टों (वीसी), आईआईटी/एनआईटी/उद्योग के सलाहकारों और आईटी पेशेवरों के साथ नेटवर्किंग के अवसर जैसे निवेशकों के साथ बैठक करने का अवसर प्रदान करती है।

वर्तमान में, एसटीपीआई के पास बिहार राज्य में नए एसटीपीआई केंद्रों की स्थापना के लिए कोई प्रस्ताव विचारणीय नहीं है।

अब तक, बिहार में एसटीपीआई केंद्रों में इनक्यूबेट की गई 12 आईटी/आईटीईएस

कंपनियों ने लगभग 366 रोजगार के अवसर सृजित किए हैं। इसके अतिरिक्त, नेक्स्ट जेनरेशन इनक्यूबेशन योजना (एनजीआईएस) के तहत समर्थित पटना के 31 स्टार्टअप ने लगभग 253 रोजगार के अवसर सृजित किए हैं।

आईआईटी पटना में इनक्यूबेशन सेंटर जेन-नेक्स्ट सपोर्ट फॉर इनोवेटिव स्टार्टअप्स (जेनेसिस) योजना के तहत स्टार्टअप्स को सहायता प्रदान कर रहा है। इसके अलावा, भारत सरकार ने पांच वर्षों की अवधि में बिहार राज्य में 310 स्टार्टअप को सहायता प्रदान करने के उद्देश्य से आईआईटी पटना और बिहार सरकार के सहयोग से इनक्यूबेशन सेंटर (चरण-II) की स्थापना के लिए एक परियोजना शुरू की है।

सरकार बिहार सहित देश भर में डिजिटल बुनियादी ढांचे को सुदृढ़ करने के लिए डिजिटल इंडिया कार्यक्रम के तहत कई पहलें शुरू कर रही है। इनमें नेशनल नॉलेज नेटवर्क (एनकेएन), डिजीलॉकर और यूनिफाइड मोबाइल एप्लीकेशन फॉर न्यू-एज गवर्नेंस (उमंग) जैसे डिजिटल प्लेटफॉर्म का विकास और कार्यान्वयन शामिल है, साथ ही एमईआईटीवाई-सूचीबद्ध क्लाउड सेवा प्रदाताओं के माध्यम से सरकारी विभागों को सुरक्षित क्लाउड सेवाओं का प्रावधान भी शामिल है।

इसके अलावा, नागरिक केंद्रित सेवाओं की ऑनलाइन प्रदायगी को सक्षम करने संबंधी पहलों में विशेष रूप से ग्रामीण और दूरदराज के क्षेत्रों में नागरिकों को सहायता प्रदान करने के लिए लाभार्थियों की पहचान हेतु आधार-आधारित प्रमाणीकरण को बढ़ावा देना और सामान्य सेवा केंद्रों (सीएससी) के माध्यम से सेवा वितरण का विस्तार शामिल है।

IMPLEMENTATION OF PM VIKAS SCHEME

5432. DR. MOHAMMAD JAWED:

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

- (a) the details of the number of beneficiaries targeted and trained under the Skilling (Traditional and Non-Traditional) component of the Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) scheme, State-wise;
- (b) the details of the number of women beneficiaries targeted and trained under the Leadership & Entrepreneurship (including Biz Sakhis) component of the scheme, State-wise;
- (c) the details of the number of beneficiaries enrolled in the Education Support (NIOS/bridge programmes) component of the scheme, State-wise; and
- (d) whether the Government maintains data on the employment outcomes of beneficiaries trained under PM VIKAS and if so, the details thereof, component-wise?

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

(a): The Ministry of Minority Affairs implements Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) Scheme as a Central Sector scheme which converges five erstwhile schemes viz. 'Seekho Aur Kamao', 'Nai Manzil', 'Nai Roshni' 'USTTAD' and 'Hamari Dharohar'; and focuses on socio-economic empowerment of six notified minorities through skill development; entrepreneurship and leadership development of minority women; and education support for school dropouts. The scheme was launched in January 2025 and the training has commenced only during the ongoing

financial year. Under the scheme, a total target of over 1.47 lakh candidates has been allocated to Project Implementing Agencies (PIAs), as on date, a state-wise allocation of targets (as on date), is placed at **Statement**.

(b): Under the Women Leadership and Entrepreneurship component of the PM VIKAS Scheme, target has been allocated to train 3,380 candidates, out of which training has been completed for 120 candidates. State-wise bifurcation of target allocation and number of trained candidates as on date is placed at **Statement**.

(c): Under the Education component of the PM VIKAS Scheme, target has been allocated to enrol 22,000 candidates. State-wise bifurcation of allocation as on date is placed at **Statement**.

(d): Since the implementation of projects has commenced only during the ongoing financial year, impact assessment is envisaged to be initiated after completion of training activities.

State-wise allocation of targets

S No.	State	Non-Traditional Skilling		Traditional Training	Education Component	Women Leadership & Entrepreneurship	
		Allocated	Trained	Allocated	Allocated	Allocated	Trained
1	Andhra Pradesh	2850	-	-	-	300	-
2	Arunachal Pradesh	410	-	1200	-	250	-
3	Assam	10200	-	1570	-	250	-

4	Bihar	4575	-	-	150	-	-
5	Chattisgarh	260	-	-	-	-	-
6	Delhi	8290	480	-	400	450	-
7	Goa	270	-	-	-	-	-
8	Haryana	870	30	-	2500	-	-
9	J&K	6400	-	3560	5000	-	-
10	Jharkhand	7520	-	-	600	-	-
11	Karnataka	3035	-	-	1850	-	-
12	Kerala	1120	90	-	-	720	90
13	Madhya Pradesh	9625	129	560	-	60	-
14	Maharashtra	4045	-	-	4950	-	-
15	Meghalaya	6015	-	780	-	250	-
16	Mizoram	210	-	-	-	-	-
17	Nagaland	1300	18	-	-	250	-
18	Odisha	1400	-	-	-	-	-
19	Punjab	14080	270	-	2600	-	-
20	Rajasthan	2770	-	560	-	-	-
21	Sikkim	210	-	-	-	-	-
22	Tamil Nadu	2000	-	-	-	-	-
23	Telangana	3300	-	-	-	-	-
24	Tripura	980	-	120	-	250	-
25	Uttar Pradesh	12370	30	1560	3550	600	30-
26	Uttarakhand	5380	-	-	400	-	-
27	West Bengal	2610	-	-	-	-	-
GRAND TOTAL		112095	1047	9910	22000	3380	120

समृद्धि उत्तर पूर्व 2026

5433. श्रीमती कमलेश जांगडे:

श्री दिलीप शङ्कीया:

क्या उत्तर पूर्वी क्षेत्र विकास मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या समृद्धि उत्तर पूर्व 2026-उद्यमी शिखर सम्मेलन के माध्यम से इस क्षेत्र में 500 से अधिक स्टार्टअप और कारीगरों के लिए प्रत्यक्ष व्यापार-से-व्यापार (बी-टू-बी) संबंध स्थापित किए गए हैं;
- (ख) अष्टलक्ष्मी दर्शन युवा आदान-प्रदान कार्यक्रम ने उत्तर पूर्व के आठ राज्यों के छात्रों के बीच किस प्रकार सांस्कृतिक एकीकरण को बढ़ावा दिया है;
- (ग) फरवरी, 2026 में हथकरघा क्षेत्र के लिए उन्नत प्रबंधन विकास कार्यक्रम के अंतर्गत कौन-कौन से विशिष्ट लक्ष्य हासिल किए गए हैं;
- (घ) क्या मिजोरम में स्थापित नई अदरक प्रसंस्करण इकाई स्थानीय मसाला किसानों की आय को दोगुना करने में सफल रही है;
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और विगत पांच वर्षों के तुलनात्मक आंकड़ों का ब्यौरा क्या है; और
- (च) 'फुटबाल फॉर स्कूल्स' पहल के अंतर्गत इस क्षेत्र में जमीनी स्तर पर खेलों को बढ़ावा देने के लिए 87,000 से अधिक फुटबॉल किस प्रकार वितरित किए गए हैं?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ.

सुकान्त मजूमदार):

- (क): टीआईडीई (यूकेस्थित संगठन), फाउंडेशन फॉर एमएसएमईक्लस्टर्स (एफएमसी), और पहले इंडिया फाउंडेशन (पीआईएफ) के सहयोग से पूर्वोत्तर हस्तशिल्प एवं हथकरघा विकास निगम (एनईएचएचडीसी) लिमिटेड, गुवाहाटी में दो-दिवसीय शिखर सम्मेलन के रूप में "समृद्धि नॉर्थईस्ट 2026" का आयोजन किया गया था। बी2बी सत्र में कुल 15 विक्रेताओं ने भाग लिया, जो मुख्य रूप से हस्तशिल्प क्षेत्र से थे। इन विक्रेताओं को एफएमसीद्वारा जुटाया और सुविधा

प्रदान की गई। खरीदार के रूप में रिलायंस, फ्लिपकार्ट और पोस्टकार्ड होटल्स जैसे प्रतिष्ठित संगठनों के प्रतिनिधियों ने भाग लिया।

(ख): उत्तर पूर्वी क्षेत्र विकास मंत्रालय के अंतर्गत उत्तर पूर्वी परिषद द्वारा कार्यान्वित अष्टलक्ष्मी दर्शन युवा विनिमय कार्यक्रम पूर्वोत्तर क्षेत्र और शेष भारत के बीच जन-दर-जन संबंधों को मजबूत करने में महत्वपूर्ण भूमिका निभा रहा है। यह कार्यक्रम 14-दिवसीय गहन युवा विनिमय पहल के रूप में तैयार किया गया है, जिसमें पूर्वोत्तर राज्यों में शैक्षणिक सत्र, सांस्कृतिक आदान-प्रदान, विरासत स्थलों का भ्रमण और सामुदायिक भागीदारी शामिल है। यह कार्यक्रम देश भर से आए युवा प्रतिभागियों को इस क्षेत्र की संस्कृति, परंपराओं और विकास संबंधी आकांक्षाओं से सीधे तौर पर अवगत होने का अवसर प्रदान करता है, जिससे आपसी समझ और राष्ट्रीय एकता को बढ़ावा मिलता है। इस कार्यक्रम के तहत 28 राज्यों और संघ राज्य क्षेत्रों से लगभग 1,280 छात्रों की भागीदारी की परिकल्पना की गई है, जिन्हें कई बैचों में विभाजित कर आठों पूर्वोत्तर राज्यों का भ्रमण एवं अनुभव कराया जाता है। क्षेत्र भ्रमण, व्याख्यान और स्थानीय समुदायों व संस्थाओं के साथ बातचीत जैसी सुनियोजित गतिविधियों के माध्यम से, प्रतिभागी इस क्षेत्र की सांस्कृतिक विविधता की गहरी समझ हासिल करते हैं और आपस में स्थायी व्यक्तिगत संबंध विकसित करते हैं। 17.03.2026 तक, 12 बैचों में कुल 471 छात्रों ने इस कार्यक्रम को सफलतापूर्वक पूरा कर लिया है।

(ग): शैक्षणिक और डिज़ाइन भागीदार के रूप में राष्ट्रीय डिज़ाइन संस्थान (एनआईडी), जोरहाट के सहयोग से एनईएचएचडीसीद्वारा हस्तशिल्प क्षेत्र के लिए “उन्नत प्रबंधन विकास कार्यक्रम” (एएमडीपी) का आयोजन किया गया। इस कार्यक्रम को छह-दिवसीय आवासीय क्षमता-निर्माण पहल के रूप में तैयार किया गया था, जिसमें सुनियोजित सत्र और एक क्षेत्र भ्रमण शामिल थे। एएमडीपीके परिणामस्वरूप हथकरघा और हस्तशिल्प क्षेत्रों के प्रतिभागियों में प्रबंधकीय, डिज़ाइन और विपणन संबंधी क्षमताओं में मजबूती आई, जिससे वे

ज़्यादा व्यवस्थित, विस्तार-योग्य और बाज़ार के लिए तैयार उद्यमों की ओर बढ़ सके।

(घ) और (ङ): उत्तर पूर्वी क्षेत्र विकास मंत्रालय द्वारा ऐसी कोई परियोजना मंज़ूर नहीं की गई है।

(च): स्कूल शिक्षा और साक्षरता विभाग, शिक्षा मंत्रालय, भारत सरकार ने अखिल भारतीय फुटबॉल महासंघ (एआईएफएफ) और अंतर्राष्ट्रीय फुटबॉल महासंघ (फीफा) के सहयोग से देश भर के स्कूली छात्रों के लिए 'स्कूलों के लिए फुटबॉल' (एफ4एस) कार्यक्रम शुरू किया है, जो फीफा का महत्वाकांक्षी कार्यक्रम है। इस कार्यक्रम का उद्देश्य स्कूल के माहौल में छात्रों, चाहे वे लड़का हों या लड़की, के लिए फुटबॉल की पहुँच को काफी हद तक बढ़ाना है। इस कार्यक्रम के तहत, पूरे भारत में 1.5 लाख से अधिक स्कूलों में लगभग 9.80 लाख फीफाफुटबॉल बांटे जाने हैं। पूर्वोत्तर क्षेत्र में, नोडल संस्थाओं अर्थात् नवोदय विद्यालय समिति (एनवीएस) और केंद्रीय विद्यालय संगठन (केवीएस) के माध्यम से इस क्षेत्र के विभिन्न प्रबंधन वाले लगभग 11,000 पात्र स्कूलों में 59,000 से ज़्यादा फुटबॉल बांटने का काम शुरू कर दिया गया है।

PUBLIC INFORMATION CAMPAIGNS BY PIB IN WEST BENGAL

5434. SHRI KARTICK CHANDRA PAUL:

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

- (a) the number and details of public information campaigns and initiatives conducted by the Press Information Bureau (PIB) in West Bengal especially targeting key Government programmes and schemes during the last three years;
- (b) whether PIB Kolkata has any plans to conduct “Vartalap” programmes in Raiganj, Uttar Dinajpur district and other districts of North Bengal to

enhance public awareness and engagement with Government initiatives;

- (c) if so, the details of such planned Vartalap programmes including timelines and target districts; and
- (d) the steps taken by PIB to reach the remote and underdeveloped regions of North Bengal to ensure equitable dissemination of information?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (d): Vartalaps are media conclaves undertaken by Press Information Bureau (PIB) with journalists from small towns and rural areas. It's objective is to create awareness about various schemes/ programs at the grass-root level through rural media. The PIB ensures that all regions, including remote and underserved areas, receive due attention during the Vartalap programs. To achieve this, PIB Regional Offices rotate the locations of conducting the Vartalaps to ensure comprehensive coverage across all districts.

During the last three years, PIB, Kolkata has conducted 04 Vartalaps in North Bengal on the following places:

S. No.	Financial Year	Number of Vartalaps	Places
1	2023-24	1	Balurghat
2	2024-25	1	Cooch Behar

3	2025-26	2	Alipurduar and Siliguri

For remaining period of current year, PIB does not have specific plans to conduct any such Vartalap. Outreach efforts in remote and underdeveloped regions of North Bengal are also being undertaken through various initiatives, which plays a key role in ensuring equitable dissemination of information.

ANNUAL LOSS OF FOODGRAINS

5435. SHRI THARANIVENTHAN M. S.:

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

- (a) the details of the estimated annual loss of foodgrains due to storage constraints, improper handling or climatic factors;
- (b) the details of the steps taken by the Government to make storage infrastructure climateresilient, disaster-resistant and compliant with scientific norms;
- (c) whether the Government plans to create buffer storage near consumption centres especially in Southern States like Tamil Nadu to reduce logistical delays; and
- (d) if so, the long-term plan to ensure safe, modern and sufficient storage capacity to support the Public Distribution System (PDS), food security programmes and emergency buffer requirements?

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

(a): No loss of Central Pool Foodgrains stocks (wheat & rice) can be directly attributed to storage infrastructure, improper handling or climatic factor. The Food Corporation of India (FCI) procures stores & handles huge quantities of foodgrains, which are stored in a scientific manner. Only a very negligible quantity of foodgrains accrue as non issuable/damage mainly due to natural calamities like cyclone, flood, rain etc. During the year 2025-26 (as on 01.03.2026) a quantity of 0.022 lakh tonnes foodgrains accrue as damage in the godowns of FCI, which is 0.005% of total foodgrains quantity handled.

(b): The Government is taking various steps to make storage infrastructure climate-resilient, disaster-resistant and compliant with scientific norms:

(i) Construction of SILO under PPP Mode: Steel Silo storage with bulk handling facility is highly mechanized and modernized way of storing foodgrains in bulk. It ensures better preservation of foodgrains and enhances its shelf life. If food grains are stored in Silos and transported in bulk, losses due to theft, pilferage and transportation would be negligible compared to foodgrains storage in bags in conventional warehouses. Steel Silos are constructed under Public Private Partnership Mode.

(ii) The SMART Warehouse pilot: DFPD is implementing smart warehouse

project in 150 FCI's owned and all CWC food grain warehouses. Smart warehouses are equipped with different IoT sensors like smoke, fire, gate, CO2, phosphine levels, humidity, rodent control.

Smart warehouse ensures real-time visibility, timely intervention, data-driven decision-making & standardized operations across all depots contributing to ensure safe, secure, and efficient food grain storage and distribution.

(iii) Depot Darpan portal has also been introduced in the step of Modernization and Digitalization of storage facilities in FCI. The Portal facilitates self-assessment, rating, and grading of FCI and CWC depots (owned and hired).

(c): In the state of Tamil Nadu, Silo of 25000 MT capacity each at Chennai and Coimbatore has been constructed under Circuit model through Private sector participation on Build– own–Operate (DBFOO) basis.

(d): Government continuously assesses and monitors the storage capacity and based on the storage gap assessment, storage capacities are created/hired. The requirement of storage capacity depends upon the level of procurement, buffer norms and PDS operations.

The Government is augmenting its storage capacity through following schemes:

- a. Private Entrepreneurs Gurantee (PEG) scheme
- b. Private Warehousing scheme (PWS)

- c. Creation of godown under Asset Monetization
- d. Hiring of godown from CWC/SWCs/State Agencies
- e. Centre Sector scheme (CSS)
- f. Construction of Silos under PPP mode.

नागौर-फलोदी रेल लाइन

5436. श्री हनुमान बेनीवाल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या वर्तमान में राजस्थान में नागौर-फलोदी सहित विभिन्न स्थानों के बीच नई रेल लाइनों के लिए सर्वेक्षण कार्य चल रहा है;
- (ख) यदि हां, तो उन शहरों और कस्बों का ब्यौरा क्या है, जहां से उक्त रेल लाइनों के गुजरने की संभावना है और तत्संबंधी परियोजना-वार/सर्वेक्षण-वार कितनी प्रगति हुई है;
- (ग) क्या रेलवे बोर्ड या सरकार को राजस्थान में ऐसी नई रेल लाइन परियोजनाओं के पुनः सर्वेक्षण के लिए प्रस्ताव प्राप्त हुए हैं, जिन्हें पूर्व में अव्यवहार्य घोषित किए जाने के बाद स्थगित कर दिया गया था/बंद कर दिया गया था; और
- (घ) यदि हां, तो किन-किन स्थानों के बीच नई लाइनों के लिए प्रस्ताव प्राप्त हुए हैं और सरकार द्वारा इन प्रस्तावों पर अब तक क्या कार्रवाई की गई है?

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

- (क) से (घ): भारतीय रेल नेटवर्क पर नागौर और फलोदी मौजूदा रेलवे स्टेशन हैं और लालगढ़ के माध्यम से जुड़े हुए हैं। इस क्षेत्र में अतिरिक्त संपर्कता प्रदान करने के लिए, विस्तृत परियोजना रिपोर्ट तैयार करने के लिए फलोदी - नागौर (148 कि.मी.) नई लाइन के लिए अंतिम स्थान

निर्धारण सर्वेक्षण स्वीकृत किया गया है। सर्वेक्षण का कार्य शुरू कर दिया गया है।

विस्तृत परियोजना रिपोर्ट तैयार होने के पश्चात, परियोजना को स्वीकृत करने के लिए राज्य सरकारों सहित विभिन्न हितधारकों से परामर्श करना और अन्य आवश्यक अनुमोदन जैसे नीति आयोग, वित्त मंत्रालय आदि का मूल्यांकन आवश्यक होता है। चूंकि परियोजनाओं को स्वीकृति प्रदान करना निरंतर चलने वाली गतिशील प्रक्रिया है, अतः सटीक समय-सीमा विभिन्न हितधारकों द्वारा मूल्यांकन और अनुमोदन पर निर्भर करती है।

राज्य सरकारों, संसद सदस्यों, केन्द्र सरकार के मंत्रालयों, निर्वाचित प्रतिनिधियों, रेलवे की अपनी आवश्यकताओं, संगठनों/रेल उपयोगकर्ताओं आदि से रेलवे बोर्ड, क्षेत्रीय रेलों, मंडल कार्यालयों इत्यादि सहित विभिन्न स्तरों पर औपचारिक और अनौपचारिक दोनों रूप में ऊपरी सड़क पुल/निचले सड़क पुलों (आरओबी/आरयूबी) के लिए प्रस्ताव/अनुरोध/सुझाव/अभ्यावेदन प्राप्त होते हैं। चूंकि ऐसे प्रस्ताव/शिकायतें/सुझाव प्राप्त होना एक सतत और चलायमान प्रक्रिया है, इसलिए ऐसे अनुरोधों का केंद्रीकृत संग्रह नहीं रखा जाता है। बहरहाल, इनकी जाँच की जाती है और व्यवहार्य और उचित पाए जाने पर समय-समय पर कार्रवाई की जाती है।

राजस्थान

रेल बजट:

हाल के वर्षों में बजट आवंटन में उल्लेखनीय वृद्धि हुई है। राजस्थान राज्य में पूर्णतः/अंशतः आने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	682 करोड़ रु. प्रति वर्ष
2025-26	9,960 करोड़ रु. (लगभग 15 गुना)

रेलपथ निर्माण:

वर्ष 2009-14 और 2014-25 के दौरान राजस्थान राज्य में पूर्णतः/अंशतः आने वाले नए

रेलपथों के निर्माण का ब्यौरा निम्नानुसार है:

अवधि	कमीशन किए गए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	798 कि.मी.	159.60 कि.मी. प्रति वर्ष
2014-25	3,815 कि.मी.	346.82 कि.मी. प्रति वर्ष (2 गुना से अधिक)

स्वीकृत परियोजनाएं:

दिनांक 01.04.2025 की स्थिति के अनुसार, राजस्थान में पूर्णतः/अंशतः आने वाली 43,918 करोड़ रुपए की लागत वाली कुल 3,409 कि.मी. लंबाई की 28 परियोजनाओं (13 नई लाइन, 05 आमामान परिवर्तन और 10 दोहरीकरण) को स्वीकृत किया गया है। इन कार्यों की स्थिति का सार निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी. में)	व्यय (करोड़ रु. में)
नई लाइन	13	981	196	5769
आमामान परिवर्तन	5	1252	788	6829
दोहरीकरण/बहुपथन	10	1176	254	6357
कुल	28	3,409	1,238	18,954

सभी रेल परियोजनाओं का क्षेत्र-वार/वर्ष-वार ब्यौरा भारतीय रेल की वेबसाइट पर सार्वजनिक रूप से उपलब्ध है।

हाल ही में पूरी की गई परियोजनाएं:

राजस्थान राज्य में पूर्णतः/अंशतः आने वाली हाल ही में पूरी की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	परियोजना का नाम	नवीनतम लागत (करोड़ रु. में)
1.	बंगुरग्राम-रास नई लाइन (28 किलोमीटर)	175

क्र.सं.	परियोजना का नाम	नवीनतम लागत (करोड़ रु. में)
2.	थईयात हमीरा-सोनू नई लाइन (58 किलोमीटर)	350
3.	सूरतपूड़ा-श्रीगंगानगर आमान परिवर्तन (241 किलोमीटर)	896
4.	सादुलपुर-बीकानेर एवं रतनगढ़-डेगाना आमान परिवर्तन (438 किलोमीटर)	886
5.	जयपुर-चुरू एवं सीकर-लोहारू आमान परिवर्तन (320 किलोमीटर)	1105
6.	भगत की कोठी-लूनी दोहरीकरण (28 किलोमीटर)	128
7.	रानी-केशव गंज दोहरीकरण (59 किलोमीटर)	290
8.	गुड़िया-मारवाड़ एवं करजोदा-पालनपुर दोहरीकरण (49 किलोमीटर)	251
9.	रानी-मारवाड़ दोहरीकरण (52 किलोमीटर)	346
10.	आबू रोड-स्वरूप गंज दोहरीकरण (26 किलोमीटर)	195
11.	आबू रोड-सरोत्रा रोड दोहरीकरण (24 किलोमीटर)	152
12.	अलवर-बाँदीकुई दोहरीकरण (60 किलोमीटर)	450
13.	अजमेर-बंगुरग्राम दोहरीकरण (48 किलोमीटर)	375
14.	बंगुरग्राम-गुड़िया पैच दोहरीकरण (47 किलोमीटर)	395
15.	डेगाना-राई का बाग दोहरीकरण (146 किलोमीटर)	809
16.	बीना-कोटा दोहरीकरण (283 किलोमीटर)	2476
17.	नीमच-चित्तौड़गढ़ दोहरीकरण (56 किलोमीटर)	560
18.	दौसा-गंगापुर सिटी दोहरीकरण (93 किलोमीटर)	950
19.	फुलेरा-डेगाना दोहरीकरण (108 किलोमीटर)	702
20.	चुरू-रतनगढ़ दोहरीकरण (43 किलोमीटर)	423

जारी परियोजनाएं:

राजस्थान राज्य में पूर्णतः/अंशतः आने वाली शुरू की गई कुछ परियोजनाओं का ब्यौरा निम्नानुसार है:

क्र.सं.	परियोजना	लागत (करोड़ रु. में)
1.	नीमच-बड़ी सादड़ी नई लाइन (48 कि.मी.)	495
2.	तरंगा हिल-आबू रोड नई लाइन (116 किलोमीटर)	2798

3.	रामगंजमंडी-भोपाल नई लाइन (277 किलोमीटर)	5073
4.	रींगस-खाटू श्याम जी नई लाइन (17 किलोमीटर)	254
5.	मेड़ता सिटी-रास नई लाइन एवं मेड़ता रोड स्टेशन पर बाई पास (56 किलोमीटर)	947
6.	कोटा तक विस्तार सहित ग्वालियर-श्यापुर कलां आमान परिवर्तन (284 किलोमीटर)	2913
7.	गंगापुर सिटी तक विस्तार सहित धौलपुर-सिरमथरा आमान परिवर्तन (145 किलोमीटर)	747
8.	मावली-देवगढ़-मदारिया आमान परिवर्तन (83 कि.मी.)	969
9.	मथुरा-झांसी तीसरी लाइन (274 किलोमीटर)	5924
10.	आगरा फोर्ट-बांदीकुई दोहरीकरण (150 किलोमीटर)	988
11.	सवाई माधोपुर-जयपुर दोहरीकरण (131 किलोमीटर)	1204
12.	चूरू-सादुलपुर और लूनी-भीलड़ी दोहरीकरण (330 किलोमीटर)	3554
13.	अजमेर-चन्देरिया दोहरीकरण (178 कि.मी.)	1635
14.	सवाई माधोपुर में बाई पास लाइन (14 किलोमीटर)	304
15.	रेवाड़ी-खाटूवास दोहरीकरण (28 किलोमीटर)	352
16.	खाटूवास-नरनौल दोहरीकरण (24 किलोमीटर)	313
17.	मारवाड़ में बाई पास लाइन (4 किलोमीटर)	71
18.	चुरू में बाईपास लाइन (5 किलोमीटर)	63
19.	समदड़ी में बाईपास लाइन (1 किलोमीटर)	26
20.	रामदेवरा-पोखरण नई लाइन (13 किलोमीटर)	189
21.	लालगढ़-बीकानेर पूर्व केबिन का दोहरीकरण (11 किलोमीटर)	279
22.	रींगस-सीकर दोहरीकरण (50 कि.मी.)	470
23.	उमरा-देबारी दोहरीकरण (25 कि.मी.)	492

विगत तीन वर्षों, 2022-23, 2023-24, 2024-25 और चालू वित्त वर्ष 2025-26 के

दौरान, राजस्थान राज्य में पूर्णतः/अंशतः आने वाली 5,666 कि.मी लंबाई के कुल 59 सर्वेक्षणों (25 नई लाइन और 34 दोहरीकरण) को स्वीकृत किया गया है।

किसी भी रेल परियोजना की स्वीकृति कई मानदंडों/कारकों पर निर्भर करती है जिनमें निम्नलिखित शामिल हैं:

- प्रत्याशित यातायात अनुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा उपलब्ध कराई जाने वाली आरंभिक और अंतिम छोर संपर्कता
- मिसिंग लिंकों का संयोजन और वैकल्पिक मार्ग उपलब्ध कराना
- संकुलित/संतृप्त लाइनों का संवर्द्धन
- राज्य सरकारों/केन्द्रीय मंत्रालयों/अन्य जन प्रतिनिधियों द्वारा की गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएं
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

रेल परियोजनाओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जो निम्नानुसार हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी मंजूरी
- बाधक जनोपयोगी सेवाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
- क्षेत्र की भू-वैज्ञानिक और स्थलाकृतिक परिस्थितियां
- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना विशेष के स्थल के लिए किसी वर्ष में कार्य के महीनों की संख्या आदि

ये सभी कारक परियोजना/ओं को पूरा करने के समय और लागत को प्रभावित करते हैं।

सेवा शुल्क

5437. श्री भारत सिंह कुशवाह:

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

- (क) क्या सरकार ने कतिपय होटलों और रेस्तरां द्वारा ग्राहकों के बिल पर अनिवार्य रूप से सेवा प्रभार वसूलने के प्रचलन का संज्ञान लिया है;
- (ख) विगत तीन वर्षों और चालू वर्ष के दौरान इस संबंध में वर्ष-वार कितनी शिकायतें प्राप्त हुई हैं;
- (ग) ऐसी शिकायतों के विरुद्ध अब तक क्या कार्रवाई की गई है और इस संबंध में कितनी दंडात्मक/विनियामक कार्रवाई की गई है;
- (घ) क्या सेवा प्रभारों को वैकल्पिक बनाते हुए उपभोक्ताओं के हितों की रक्षा करने के लिए प्रभावी निगरानी तंत्र, दिशा-निर्देशों का कड़ाई से अनुपालन और ऑनलाइन शिकायत निवारण प्रणाली को सुदृढ़ किया जा रहा है; और
- (ङ) भविष्य में होटलों और रेस्तरांओं को अनिवार्य रूप से सेवा प्रभार वसूलने से रोकने के लिए सरकार द्वारा क्या ठोस कदम उठाए जाने का प्रस्ताव है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

- (क) से (ङ): केंद्रीय उपभोक्ता संरक्षण प्राधिकरण (सीसीपीए) ने होटल और रेस्तरां में सेवा शुल्क लगाने के संबंध में प्रतिबंधात्मक व्यापार प्रथा/अनुचित व्यापार प्रथा को रोकने और उपभोक्ता हितों के संरक्षण के लिए 4 जुलाई, 2022 को दिशानिर्देश (होटल और रेस्तरां में सेवा शुल्क लगाने के संबंध में अनुचित व्यापार प्रथाओं की रोकथाम और उपभोक्ता हितों के संरक्षण

के लिए दिशानिर्देश) जारी किए हैं।

सीसीपीए द्वारा जारी दिशानिर्देश, अन्य बातों के अलावा, निम्नलिखित निर्धारित करते हैं:

- (i) कोई भी होटल या रेस्तरां बिल में अपने आप या डिफॉल्ट रूप से सेवा शुल्क नहीं जोड़ेगा।
- (ii) उपभोक्ताओं से किसी अन्य नाम से सेवा शुल्क नहीं वसूला जाएगा।
- (iii) कोई भी होटल या रेस्तरां किसी उपभोक्ता को सेवा शुल्क देने के लिए बाध्य नहीं करेगा और उपभोक्ता को स्पष्ट रूप से सूचित करेगा कि सेवा शुल्क स्वैच्छिक, वैकल्पिक और उपभोक्ता के विवेक पर है।
- (iv) उपभोक्ताओं पर सेवा शुल्क की वसूली के आधार पर प्रवेश या सेवाओं के प्रावधान पर कोई प्रतिबंध नहीं लगाया जाएगा।
- (v) सेवा शुल्क को खाने के बिल के साथ जोड़कर कुल राशि पर जीएसटी लगाकर नहीं वसूला जाएगा।

सीसीपीए ने सर्विस चार्ज वसूलने और अनुचित व्यापार प्रथाओं में शामिल होने के लिए देश भर के 32 रेस्टोरेंट के खिलाफ कार्रवाई शुरू की है। पटना के कैफे ब्लू बॉटल और मुंबई के चाइना गेट रेस्टोरेंट्स प्राइवेट लिमिटेड (बोरा बोरा) पर 80,000 रुपये का जुर्माना लगाया गया है।

DEVELOPMENT UNDER PRADHAN MANTRI JAN VIKAS KARYAKRAM

5438. SHRIMATI SMITA UDAY WAGH:

SHRI ALOK SHARMA:

SHRI BIBHU PRASAD TARAI:

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

- (a) the details of the specific advanced laboratories including Intelligent

- IoT, Artificial Intelligence and Cloud Computing labs approved for development under the Pradhan Mantri Jan Vikas Karyakram (PMJVK) to promote modern technical education in minority-concentrated areas;
- (b) the manner in which the PMJVK Portal is being utilised to ensure end-to-end digital monitoring, geo-tagging and real-time tracking of sanctioned ongoing projects in the said areas;
 - (c) whether the Government has collaborated with premier institutions such as IITs, NITs or other technical universities for establishing these high-tech laboratories and training facilities;
 - (d) if so, the details thereof including institutions involved and locations of such laboratories; and
 - (e) the timeline for achieving 100 per cent digital accountability and transparency for all sanctioned PMJVK projects along with the details of intelligent hospital or healthcare facilities being developed in collaboration with leading medical and technical institutions?

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

- (a) : Pradhan Mantri Jan Vikas Karyakram (PMJVK) is a Centrally Sponsored Scheme implemented by the Ministry of Minority Affairs for creation of community infrastructure in Minority Concentration Areas across sectors such as education, health, skill development, women-centric projects and other basic amenities.

To strengthen digital skills, research and employment opportunities, the Ministry has approved establishment of high-end technological infrastructure and research facilities at Dr. B. R. Ambedkar National Institute of Technology (NIT), Jalandhar, Punjab. The approved facilities include laboratories and infrastructure relating to 5G and Beyond Technologies, Cyber Security, Mobile Application Development, Smart Classrooms and Electric Vehicles, with a total approved cost of Rs. 39.63 crore.

(b): To ensure accountability and transparency in project implementation, the Ministry has developed a dedicated PMJVK Portal, which provides an end-to-end digital platform for monitoring the entire project lifecycle from proposal submission to approval, fund release and completion. States/UTs upload real-time progress reports, geo-tagged photographs and milestone updates on the portal.

In addition, the NIGRANI Mobile App has been launched to facilitate field-level reporting through geo-tagged photographs and data uploads directly from project sites. These digital platforms enable real-time monitoring, enhance transparency and support timely corrective action wherever required.

(c) and (d): The Ministry has established high-end technological infrastructure and research facilities at Dr. B. R. Ambedkar National Institute of Technology (NIT), Jalandhar, Punjab to strengthening digital skills, research and employment opportunities. However, apart from this, no

separate collaboration with IITs, NITs or other technical universities has been made by the Ministry.

(e): Ministry has already ensuring digital accountability and transparency for all sanctioned PMJVK projects through PMJVK Portal and NIGRANI Mobile App. Further, no projects for development of intelligent hospital or healthcare is received in the Ministry.

LAND ACQUIRED FOR COAL MINING PROJECTS

5439. SHRI KARTI P. CHIDAMBARAM:

DR. NAMDEO KIRSAN:

SHRIMATI JYOTSNA CHARANDAS MAHANT:

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

- (a) the total area of land acquired or allotted to Public Sector Undertakings and private sector for coal mining projects since 2024, State/UT and year-wise including Chhattisgarh, district-wise;
- (b) the number of coal blocks allotted to private sector entities since 2024 that have not commenced production due to pending land acquisition, year and State-wise;
- (c) the total amount of compensation paid and pending towards land acquisition, rehabilitation and resettlement during this period, State-wise including Chhattisgarh;
- (d) whether any cases of delay or disputes remain pending till date and if

so, the details thereof; and

- (e) whether the Government has a time-bound mechanism to resolve land-related litigation in the coal-bearing regions of Chhattisgarh?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Area of land acquired or allotted to Public Sector Undertakings for coal mining projects since 2024, State/UT and year-wise including Chhattisgarh, district-wise, are as under:

Name of PSUs	Name of State		Year		
			Area in Ha (2024)	Area in Ha (2025)	Area in Ha (2026)
Subsidiaries of Coal India Limited (CIL)	Maharashtra		709.86	1516.9487	1187.49
	West Bengal		4.38	00	00
	Jharkhand		1657.84	592.3	00
	Odisha		2311.168	00	00
	Madhya Pradesh		1485.66	00	202.113.00
	Chhattisgarh	Raigarh	00	41.992	00
		Gevra	00	861.701	00
		Korba	00	607.118	00
PVUNL	Jharkhand		424.69	350.68	00
NLC	Jharkhand		00	714.54	00
NMDC	Jharkhand		00	1,382.49	00

In addition to above, NTPC has informed that for the Badam Coal Mining Project, located in Hazaribagh district of Jharkhand, land acquisition of a total of 423.17 acres of private land has been initiated of which 284.92 acres (within the block boundary) are under provisions of the Land

Acquisition Act, 1894 (LA Act, 1894); and 29.71 acres (within block boundary) and 108.54 acres (outside block boundary) are under provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act, 2013).

The Government does not acquire land for private companies for coal mining projects.

(b): Since 2024, a total of 44 captive/commercial coal blocks have been allocated to private sector entities. These blocks are at various stages of obtaining requisite statutory clearances as stipulated in Coal Mine/Block Development and Production Agreement (CMDPA/CBDPA) and are yet to commence operations. No coal block out of these 44 blocks is non-operational solely on account of land acquisition issues.

(c): Details of the amount of compensation paid/ pending to be paid by subsidiaries of Coal India Limited towards land acquisition, rehabilitation and resettlement during this period, State-wise including Chhattisgarh, are as under:

Parameters	State	Compensation-Land & Asset		Rehabilitation benefits			
		Amount of land and asset compensation paid (in Rs. Cr)	Number of PAFs / PAPs yet to receive compensation (in Nos.)	Employment provided (in Nos.)	Amount of one time Lumpsum compensation in lieu of employment paid (in Rs. Cr)	Annuity provided (in Nos.)	Number of PAFs / PAPs yet to receive rehabilitation benefits

Subsidiary		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
BCCL	WB	0	1.09	0	0	5	2	0	0	0	0	0	0
	Jharkhand	28.865	10.58	0	0	1	3	0	3.18	1	0	0	0
MCL	Odisha	200.12	130.95	0	0	300	282	1.60	4.00	5	2	0	0
WCL	Maharashtra	38.32	0	0	2501	16	0	0	0	0	0	35	2501
SECL	CG	129.32	372.108	1221	0	278	225	5.84	2.26	0	0	0	0
	MP	49.6	45.029	604	0	536	237	3.08	1.55	0	0	0	0
NCL	MP	82.26	136.32	0	0	28	42	2.1	1.55	0	0	0	0
ECL	Jharkhand	45.74	57.995	25	37	57	35	0	0	0	0	0	0
	West Bengal	168.67	76.07	1	0	179	154	0.37	1.58	0	0	0	0
CCL	Jharkhand	50.16	33.14	0	0	195	173	0	0.32	0	0	0	0
Total		793.055	862.192	1851	2538	1533	1116	12.99	14.44	6	2	35	2501

NTPC Mining Limited has, in respect of the Badam Coal Mining Project (Hazaribagh, Jharkhand), paid Rs. 68.61 crore to the District Land Acquisition Officer (DLAO, Hazaribagh) towards land compensation for 284.92 acres.

Details of compensation paid/ pending in respect of NLC India Limited for land acquired for coal mines in Talabira are as under:

Details	Total amount of compensation paid since 2024 (in Rs. Cr.)	Balance amount to be paid since 2024 (in Rs. Cr.)
Tenancy Land acquisition	84.90	7.50
Rehabilitation & Resettlement	68.00	20.00

As per information available, status in respect of NMDC, GMDC, and PVUNL are as under:

- For Forest and Gair Mazrua (GM) land, all the amount demanded till date has been paid by NMDC to State Government of Jharkhand. No compensation has been disbursed for freehold land.
- In Jharkhand, GMDC has paid total amount of Rs. 444.35 crore for acquisition of 128.87 Ha of private land and Rs. 60 crore for 69.42 Ha of Government land for Baitarni West Coal Block.
- PVUNL has taken physical possession of 9.63 acres of land in Jharkhand, for which compensation amounting to ₹3.56 crore has been paid.

(d): Cases of delay or disputes involving subsidiaries of Coal India Limited are as under:

Cases in Tribunals/ Courts/ authorities related to Compensation, Rehabilitation and Project related grievances		
Name of Subsidiary	2024	2025
BCCL	0	0
MCL	78	138
WCL	212	142
SECL	46	40
NCL	3	2
ECL	1	1
CCL	71	66

In respect of NMDC, for Rohne Coal Block, 68.64 ha of freehold land is sub judice before the Ranchi High Court. Apart from this, 22 cases were filed for restoration of land sold to M/s RCCPL, of which 15 cases (covering 24 sale deeds and 45.63 ha) were allowed *vide* order dated 12.06.2023. Writ petitions filed by NMDC and M/s RCCPL against this order are also pending before the Ranchi High Court.

Few civil suits are sub judice in District Court/ High Court of Odisha wherein GMDC has been made a respondent.

In respect of NLCIL's Talabira II & III OCP (open cast project), 14 cases are pending at High Court and District Court while 15 cases are pending at Tribunal.

(e): Part Time Tribunal (PTT) under section 14(2) of CBA (A&D) Act, 1957 has been constituted at Bilashpur, Chhatisgarh that caters to the command area of South Eastern Coalfields Limited (SECL) in the State of Chhatisgarh.

PM-SGMBY IN MAHARASHTRA

5440. DR. NAMDEO KIRSAN:

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

- (a) the details of progress made in achieving the targets of generating rooftop solar power under Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY) State-wise along with the challenges being faced by States with low rooftop solar adoption particularly in Maharashtra;

- (b) whether any specific incentives or policies are being provided/implemented to encourage State Governments and local bodies to promote decentralised solar power generation;
- (c) if so, the details thereof; and
- (d) the manner in which the Government is addressing grid integration challenges for enhancing solar capacity in various States particularly in Maharashtra?

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

(a): Under the PM Surya Ghar Muft Bijli Yojana (PMSG: MBY), since its launch in February 2024, a total of 26,20,970 RTS systems have been installed across the country benefitting no of 32,40,068 households, as on 20.03.2026. The state/UT wise details are given at **Statement-I**.

The state of Maharashtra is presently ranking 2nd with over 24% of the total households benefitted under the PMSG: MBY are from the state of Maharashtra. The Ministry of New and Renewable Energy (MNRE) has taken several measures to accelerate the implementation of the scheme across the country, which includes the following:

- Complete process from application to disbursal of subsidy directly into the bank account of the residential consumer has been made online through the National Portal.

- Collateral-free loan from nationalized banks is available at a concessional interest rate of repo-rate plus 50 bps, i.e., 5.75% per annum for the present, with a tenure of 10 years.
- Government has simplified the regulatory approval process by waiving technical feasibility requirement and introducing auto load enhancement upto 10 kW.
- The Net metering agreement has been made part of application in the National Portal.
- Government has included RESCO/Utility-Led Aggregation (ULA) Models to facilitate adoption of RTS system for economically weaker sections under the PMSG: MBY.
- MNRE and REC Ltd., as the National Programme Implementing Agency (NPIA), for PMSG: MBY, work in close coordination with all the DISCOMs including Maharashtra, to overcome any challenge for effective implementation of the scheme.

(b) and (c): The MNRE is implementing various schemes/programmes to promote decentralised solar power generation across the country. The details of incentives being provided as Central Financial Assistance (CFA) for the implementation of major ongoing decentralised solar energy schemes/ programmes are given at **Statement-II**.

(d): The Government has taken various initiatives for integration of renewable energy including solar energy with the grid. The details are as

follows:

- i. Comprehensive Regulations and Standards governing interconnection and operations of renewable plants such as CEA (Central Electricity Authority) connectivity standards, flexible thermal plant operations, and the Indian Electricity Grid Code 2023;
- ii. Resource Adequacy Initiatives like solar load shifting, storage targets, and large-scale battery storage pilots; and
- iii. Establishment of Renewable Energy Management Centres (REMCs) for real-time forecasting, scheduling, and monitoring of RE generation across 12 RE-rich regions.
- iv. Notification of Energy Storage Obligations
- v. Waiver of Inter State Transmission System Charges for Battery Energy Storage Systems
- vi. Guidelines for Procurement and Utilization of Battery Energy Storage Systems.
- vii. Guidelines for the development of Pumped Storage Projects
- viii. Budgetary support for enabling infrastructure for Pumped Storage Projects.
- ix. Ancillary services from ESS (Energy Storage System) under CERC (Ancillary Services) Regulations, 2022
- x. Central financial Assistance for Implementation of Intra and Inter-State Transmission system.

STATEMENT-I

**State/UT wise details of progress made under the PMSG: MBY (as on
20.03.2026)**

S No.	State/UT	Installations (No.)	Households Benefitted (No.)
1	Gujarat	5,94,966	8,56,999
2	Maharashtra	4,90,666	7,79,184
3	Uttar Pradesh	4,21,093	4,25,695
4	Kerala	2,09,716	2,15,041
5	Rajasthan	1,59,638	1,64,074
6	Andhra Pradesh	1,14,313	1,17,453
7	Madhya Pradesh	1,04,528	1,08,119
8	Assam	1,02,209	1,02,774
9	Uttarakhand	71,789	72,724
10	Tamil Nadu	60,151	70,543
11	Haryana	63,978	71,753
12	Odisha	50,363	50,711
13	Telangana	32,649	44,347
14	Chhattisgarh	40,022	41,482
15	Karnataka	17,209	26,395
16	Jammu And Kashmir	26,867	26,875
17	Bihar	16,649	17,282
18	Punjab	12,016	12,126
19	NCT of Delhi	6,820	10,702
20	Himachal Pradesh	7,940	7,941
21	Puducherry	2,810	2,810
22	Tripura	2,654	2,665
23	Goa	2,096	2,459
24	Jharkhand	1,940	1,942
25	Ladakh	1,486	1,486

26	West Bengal	1,352	1,415
27	Chandigarh	1,111	1,111
28	Mizoram	977	979
29	Lakshadweep	932	932
30	Manipur	910	910
31	DNH & DD	628	628
32	A&N Islands	229	248
33	Nagaland	187	187
34	Meghalaya	46	46
35	Sikkim	29	29
36	Arunachal Pradesh	1	1
	Total	26,20,970	32,40,068

STATEMENT-II

Details of incentives being provided as Central Financial Assistance (CFA) for the implementation of major ongoing decentralised solar energy schemes/programmes

Scheme/Programmes	Incentives presently available as per the Scheme			
a) PM Surya Ghar: Muft Bijli Yojana	1. Under the PMSG: MBY, the CFA for installation of Rooftop Solar in the Residential Sector is given below:			
	S.No.	Type of Residential Segment	CFA	CFA (Special Category States/UTs)
	1	Residential Sector (first 2 kWp of Rooftop Solar (RTS) capacity or part thereof)	Rs.30,000/kWp	Rs.33,000/kWp
	2	Residential	Rs.18,000/kWp	Rs.19,800/kWp

Scheme/Programmes	Incentives presently available as per the Scheme			
		Sector (with additional RTS capacity of 1 kWp or part thereof)		
	3	Residential Sector (additional RTS capacity beyond 3 kWp)	No additional CFA	No additional CFA
	4	Group Housing Societies/ Residential Welfare Associations (GHS/RWA) etc. for common facilities including EV charging up to 500 kWp (@ 3 kWp per house)	Rs.18,000/kWp	Rs.19,800/kWp
2. The PMSG: MBY scheme includes the provision for incentive to DISCOMs to motivate and help them in activities such as create conducive regulatory and administrative mechanisms, achieve targets for implementation. The incentive is pegged at 5% of applicable benchmark cost for capacity achieved above 10% and less than 15% of installed base capacity; 10% of the applicable benchmark cost for capacity achieved beyond 15% of installed base capacity. 3. To push the deployment of residential rooftop solar system (RTS) and undertake local mobilization efforts, the PMSG: MBY scheme also includes the provision for incentive to the Urban Local Bodies (ULBs) and Panchayat Raj Institutions (PRIs), at the rate of Rs.1000				

Scheme/Programmes	Incentives presently available as per the Scheme
	for every installation of RTS in residential segment in the jurisdiction of ULB/PRI, for which CFA has been transferred to consumer. 4. Further, a fund of Rs. 800 crore has been provisioned for developing a Model Solar Village in each district of the country, with an assistance of Rs 1 crore per Model Solar Village under PMSG: MBY scheme.
b) PM-KUSUM scheme	Component A: Setting up of 10,000 MW of Decentralized Ground/Stilt Mounted Solar Power Plants Benefits available: Procurement Based Incentive (PBI) to the DISCOMs @ 40 paise/kWh or Rs.6.60 lakhs/MW/year, whichever is lower, for buying solar power under this scheme. The PBI is given to the DISCOMs for a period of five years from the Commercial Operation Date of the plant. Therefore, the total PBI payable to DISCOMs is up to Rs. 33 Lakh per MW. Component B: Installation of 14 Lakh Stand-alone Solar Pumps Benefits available: CFA of 30% of the benchmark cost or the tender cost, whichever is lower, of the stand-alone solar agriculture pump is provided. However, in North Eastern States, Sikkim, Jammu & Kashmir, Ladakh, Himachal Pradesh, Uttarakhand, Lakshadweep and A&N Islands, CFA of 50% of the benchmark cost or the tender cost, whichever is lower, of the stand-alone solar pump is provided. Component B can also be implemented without State share of 30%. The Central Financial Assistance will continue to remain 30% and rest 70% will be borne by the farmer. Component C: Solarisation of 35 Lakh Grid Connected Agriculture Pumps including through Feeder Level Solarisation Benefits available: (a) Individual Pump Solarization (IPS): CFA of 30% of the benchmark cost or the tender cost, whichever is lower, of the solar PV component will be provided. However, in North

Scheme/Programmes	Incentives presently available as per the Scheme									
	Eastern States, Sikkim, Jammu & Kashmir, Ladakh, Himachal Pradesh, Uttarakhand, Lakshadweep and A&N Islands, CFA of 50% of the benchmark cost or the tender cost, whichever is lower, of the solar PV component is provided. Component C (IPS) can also be implemented without State share of 30%. The Central Financial Assistance will continue to remain 30% and rest 70% will be borne by the farmer. (b) Feeder Level Solarization (FLS): Agriculture feeders can be solarized by the State Government in CAPEX or RESCO mode with CFA of Rs. 1.05 Crore per MW as provided by MNRE. However, in North Eastern States, Sikkim, Jammu & Kashmir, Ladakh, Himachal Pradesh, Uttarakhand, Lakshadweep and Andaman & Nicobar Island, CFA of Rs. 1.75 crore per MW is provided.									
c) 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)	<table><tr><th>Components</th><th>Central Share (100%)</th></tr><tr><td>Provision of 0.3 kW Solar offgrid system for 1 lakh Tribal and PVTG HHs</td><td>Rs. 50,000 per HH or as per actual cost</td></tr><tr><td>Solar street lighting and provision of lighting in 1500 MPCs of PVTG areas (<i>under PM JANMAN component only</i>)</td><td>Rs. 1 lakh per MPC</td></tr><tr><td>Solarisation of 2000 public institutions through off-grid solar systems (<i>under DA JGUA component only</i>)</td><td>Rs 1 lakh per kW with maximum solar PV capacity of 20 kW per public institution</td></tr></table>		Components	Central Share (100%)	Provision of 0.3 kW Solar offgrid system for 1 lakh Tribal and PVTG HHs	Rs. 50,000 per HH or as per actual cost	Solar street lighting and provision of lighting in 1500 MPCs of PVTG areas (<i>under PM JANMAN component only</i>)	Rs. 1 lakh per MPC	Solarisation of 2000 public institutions through off-grid solar systems (<i>under DA JGUA component only</i>)	Rs 1 lakh per kW with maximum solar PV capacity of 20 kW per public institution
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SCHOLARSHIPS FOR MINORITY STUDENTS

5441. KUMARI SUDHA R.:

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

- (a) the details of budgetary allocation of the Government for the Ministry of Minority Affairs during the last five years;
- (b) the details and the current status of the scholarship schemes available/discontinued for minority students;
- (c) the reasons for not extending these scholarship and support programmes and whether the Government has assessed their impact on minority students' access to education and if so, the details thereof; and
- (d) the details of ongoing efforts to resume scholarships for minority communities including any proposals submitted for approval and timelines for their potential reinstatement?

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

- (a): The details of budgetary allocation for Ministry of Minority Affairs during last five years is enclosed as **Statement**.
- (b) and (c): Ministry of Minority Affairs implemented three Scholarship Schemes namely (i) Pre-Matric, (ii) Post-Matric and (iii) Merit-cum-Means based Scholarship Schemes. However, the schemes have not been approved for implementation beyond 2021-22.

(d): As of now, there is no such proposal under consideration.

STATEMENT

Budgetary Allocation for Ministry of Minority Affairs during last five years.

(Amount in ₹ crore)

2020-21		2021-22		2022-23		2023-24		2024-25	
B.E	R.E	B.E	R.E	B.E	R.E	B.E	R.E	B.E	R.E
5029.	4005.	4810.	4346.	5020.	2612.	3097.	2608.	3183.	1868.
00	00	77	45	50	66	60	93	24	18

RAIL LOGISTICS AND PPP PROJECTS

5442. ADV. CHANDRA SHEKHAR:

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

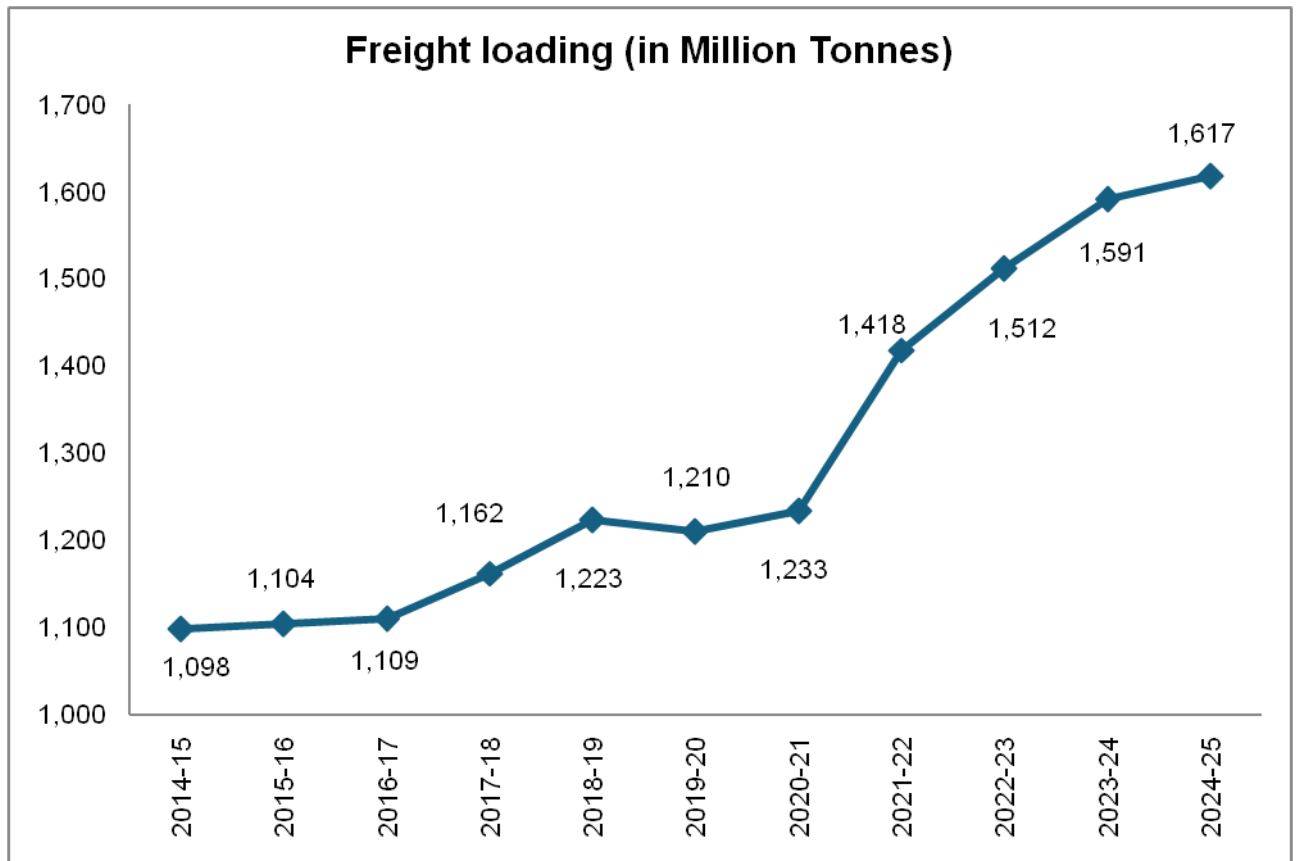
- (a) whether the Government acknowledges the need for an independent regulator to manage privatisation risks, ensure equitable access and resolve regulatory gaps in associated enterprises and transfer pricing, as urged by experts considering the World Bank-backed rail logistics for freight efficiency and emissions reduction, revived by the 2026 Budget's Public Private Partnership projects emphasis on high-speed and freight corridors and if so, the timeline for its creation; and
- (b) the manner in which it will curb monopolies while promoting non-fare revenue via innovations like waste monetisation and solar projects?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND

INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) and (b): To bring efficiency in operations, reduce emissions, enhance freight loading and revenue, Indian Railway has taken several measures for network expansion and faster movement. As a result, freight performance since 2014 has grown as under:-

Year	Freight loading (in Million Tonnes)
2014-15	1,098
2015-16	1,104
2016-17	1,109
2017-18	1,162
2018-19	1,223
2019-20	1,210
2020-21	1,233
2021-22	1,418
2022-23	1,512
2023-24	1,591
2024-25	1,617



The freight loading has increased from 1,233 MT in 2020-21 to 1,617 MT in 2024-25. During 2024-25, IR transported 1,617 MT thus becoming second largest freight carrying Railways in the world. The measures taken include following:

- To increase the network capacity, rail network expansion has been taken up in a big way by construction of new lines, multi tracking of existing lines, and gauge conversion of existing lines. The details of new tracks laid during the 10 years are as under:

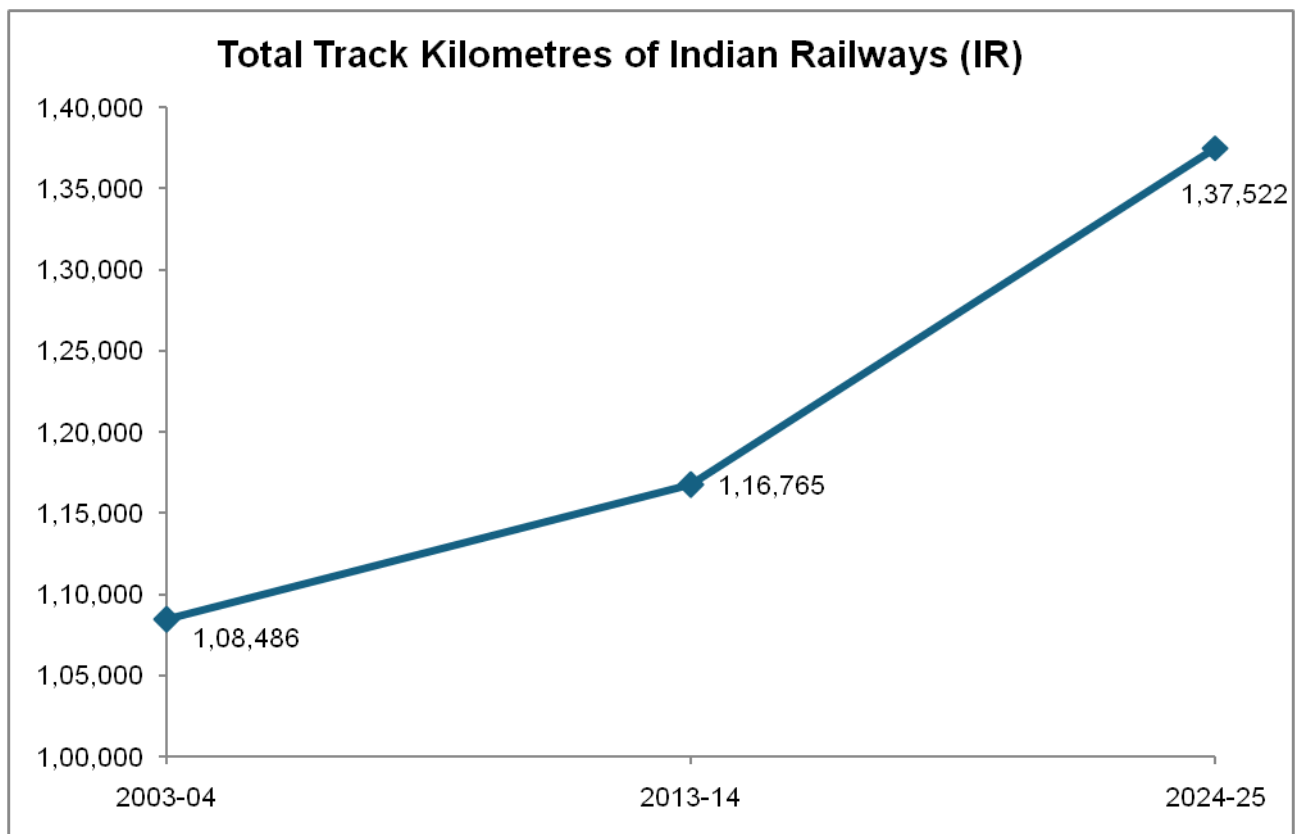
Period	New track commissioned
2009 - 14	7,599 Km
2014-25	34, 428 Km

Further as on 01.04.25, there are 431 (154 New Line, 33 Gauge Conversion and 244 Doubling) projects sanctioned. The summary of which is as under:-

Category	No. of Projects	Total Length (Km)	Length completed till Mar'25 (Km)	Balance length (Km)	Cost (Cr.)
New lines	154	16,142	3,036	13,105	3,77,389
Gauge conversion	33	4,180	2,997	1,183	43,820
Doubling/ Multi tracking	244	15,644	6,736	8,909	2,53,711
Total	431	35,966	12,769	23,197	6,74,920

The details of total track kilometres of Indian Railways are as under:-

Year	Total Track Kilometers of Indian Railways (IR)
2003-04	1,08,486
2013-14	1,16,765
2024-25	1,37,522



- **Procurement of Wagons and Locomotives:** To increase freight carrying capacity, large numbers of IR wagons have been procured and locomotives have been manufactured. During 2014 to 2025, about 2 lakh wagons have been procured and more than 10,000 locomotives have been added for increasing freight loading and mobility.
- **Removing bottlenecks in operations** by yard remodelling, construction of bypass/chord lines, rail flyovers etc.
- **The construction of Eastern Dedicated Freight Corridor (EDFC)** from Ludhiana to Sonnagar (1337 Km) and **Western Dedicated Freight Corridor (WDFC)** from Jawaharlal Nehru Port Terminal (JNPT) to

Dadri (1506 Km) has been taken up. Out of total 2843 kms, 2741 route kms (96.4%) has been commissioned and operational.

- Indian Railways has taken up electrification of Railway lines in a mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. A comparison of electrification before and after 2014 is as follows:

Period	Route Kilometre
Before 2014	21,801
2014-26 (upto Feb 26)	47,966

- Industry participation in investment in General Purpose Wagons, Special Purpose/High- Capacity wagons and Automobile carrier wagons for cement, oil, steel, fly-ash, automobile etc. By the FY 2024-25, around 240 rakes of special purpose wagons, 374 rakes of general-purpose, wagons and 48 rakes of automobile wagons have been inducted.
- Under the 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy so far, 128 new GCTs have been commissioned, with an estimated traffic capacity of 198 million tonnes per annum (MTPA). In addition, for improvement of freight and parcel terminals from the financial year 2023-24 onwards, an amount of ₹14,500 crore has been allocated.
- A “Bulk Cement Terminal Policy” for setting up terminals on Railway land has been launched recently as part of Railway reforms for

facilitating Bulk Cement transportation.

- Ensuring increased availability of rakes/wagons against demand.
- Increasing the loadability for carrying additional traffic per wagon.
Length of freight trains has also been increased to increase throughput per train.
- Use of Information Technology in freight operations to improve monitoring and utilization of assets.
- Induction of higher horsepower locomotives.
- Improvement in maintenance practices of wagons and locomotives resulting in increased availability of loco and rolling stock for traffic use.
- Improvement in track and signaling standards to carry higher volume of traffic.
- Training of staff and officers to adopt the new technology and management practices.

Further, Indian Railway has taken various steps to promote the improvement of freight segment through freight rationalization, adoption of various freight incentive schemes for transportation of bulk and small cargo & various concession and services. Some of them are as under:

- Introduction of Gross Tonne Kilometer based haulage rate for Bulk Cement in Tank Containers,

- Cargo Aggregator Transportation Product to promote Fast - Moving Consumer Goods (FMCG), White Goods, Electronics, Automotive Components, etc.,
- Liberalised Automatic Freight Rebate Scheme in Traditional Empty Flow Directions,
- Concession on Short lead traffic,
- Discount in freight to Fly Ash / Bed Ash traffic booked in Open/flat Stock & covered wagons,
- Rationalisation of Haulage rate of Automobile traffic,
- Promotion of Bamboo Traffic in North Eastern Region by granting exemption from levy of Busy Season Charge (BSC).
- To enhance the capacity of the automobile stock, various new wagons have been introduced such as ACT 1, ACT 2, ACT 3, NMGHS, etc.
- Discount on empty haulage of containers transporting Chemical Gypsum and Tiles traffic,
- Classification of new commodities such as Potassium Sulphate, Ammonium Bicarbonate Food Grade, RUF Pitch, Liquefied Isobutylene, Liquefied Ethane, etc.

The freight train movement is continuously monitored through the Freight Operations Information System (FOIS). To reduce empty runs and enhance wagon productivity, following measures have been taken:

- **Traditional Empty Flow Direction (TEFD) Policy:** Providing freight discounts (up to 15–20%) to customers for loading traffic in the empty flow direction.
- **Gati Shakti Cargo Terminals (GCT):** Fast-tracking the development of terminals to reduce detention times at loading/unloading points.
- **Stationary Asset Optimization:** Deployment of high-speed freight locomotives and the commissioning of **Dedicated Freight Corridors (DFCs)** to segregate freight and passenger traffic.
- **Dynamic Pricing:** Implementation of various incentive schemes for "Round Trip" loading to encourage back-haul traffic.

Non-Fare Revenue and Innovations:

Several measures have been taken by Indian Railways to increase Non-fare Revenue, which includes the following:

1. Advertisement through Rail Display Network (RDN) at stations.
2. Advertisement through Out of Home (OOH) Policy.
3. Advertisement on Mobile Assets like coaches and inside/exterior surfaces of trains and locomotives.
4. Innovative solutions to enhance passengers' satisfaction, like provision for sleeping pods, single-brand premium outlet, kiosk for providing facility for booking auto & taxis, providing E-wheel chair facility on a payment basis, health kiosk, and medical store to sell generic medicines.

5. In 2025-26 (till Feb.) the total Sundry Non-fare revenue (Sundry Earnings) of Indian Railways was ₹ 9474 cr., which was about 3.9% of Railways' total receipts.
6. Some Divisions have also taken up wagon-cleaning contracts by allowing the sale of leftover coal or cement.
7. 1308 hectares of vacant land (not immediately required by Railways for operational needs) have been entrusted to the Rail Land Development Authority (RLDA) for commercial development to generate non-fare revenue.

The Gross Budgetary Support (GBS) for capital investment in Railways has increased substantially from ₹ 29,055 crore in 2013–14 to ₹ 2.78 lakh crore in 2026–27. This enhanced budgetary support has enabled significant investments in network expansion, rolling stock augmentation, safety improvements, passenger amenities, road safety works, and technology upgradation. Adequate domestic funding has strengthened the capacity of Indian Railways to bridge critical gaps in logistics and infrastructure. PPP investments, wherever feasible, have continued to complement overall network development.

Indian Railways is wholly owned by Government of India. All Zonal Railways, Production Units, Workshops etc. are integral part of Indian Railways. All assets like railway tracks, signaling system, rolling stocks etc. are under the ownership of Indian Railways only. Trains' operation is the

responsibility of Indian Railways.

Presently, there is no plan to privatise the Indian Railways.

NESIDS AND PM-DEVINE FOR FLOOD CONTROL

5443. MD. RAKIBUL HUSSAIN:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) whether the Government proposes to strengthen flood management, erosion control and riverbank protection measures in Assam in view of the recurring floods and large-scale loss of land, livelihoods and public infrastructure;
- (b) if so, the details of projects sanctioned under various Development of North Eastern Region (DoNER) schemes including North East Special Infrastructure Development Scheme (NESIDS) and Prime Minister's Development Initiative for North East Region (PM-DevINE) for flood control and riverbank protection;
- (c) the quantum of funds sanctioned and released to the said State Government or implementing agencies for these projects; and
- (d) the current status of implementation including projects completed, ongoing and delayed along with reasons for delay, if any?

**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): As per Ministry of Jal Shakti, flood management and anti-erosion schemes are formulated and implemented by concerned State Governments as per their priority. The Union Government supplements the efforts of the States by providing technical guidance and financial assistance for management of floods in critical areas.

Union Government is implementing a centrally sponsored "Flood Management and Border

Areas Programme (FMBAP)" for providing assistance to States including those of North Eastern Region (NER) for works related to flood control, anti-erosion, drainage development, anti-sea erosion, etc.

A total of 142 projects in Assam have been included under the Flood Management Programme Component of FMBAP, of which 111 projects have been completed, providing flood protection to around 7.36 lakh ha of land & benefitting a population of about 174.52 lakh. A total central assistance of Rs. 1582.54 crore has been released to the Government of Assam under FMBAP since its inception and till March 2025.

Ministry of Development of North Eastern Region has supported a project named "Protection of Majuli Island from Flood and Erosion of River Brahmaputra" and the work has been completed at a cost of Rs. 207 crore.

Under the Schemes of North Eastern Council (NEC), 6 more projects related to flood management, erosion control, and riverbank protection

measures in Assam have been funded with an estimated cost of Rs. 33.40 crore. List is at **Statement**.

As per Ministry of Home Affairs, restoration and rejuvenation of wetlands to enhance their water retention and to mitigate the risks of flooding and erosion, has been taken up in Assam over around 5,900 sq. km of wetlands identified by NESAC and over 3,500 documented by the Assam Remote Sensing Application Center.

STATEMENT

Projects related to flood management, erosion control and river bank protection measures in Assam supported under the Schemes of NEC

Sl. No.	Name of Project	Sanctioned Cost (Rs. crore)
1	Controlling of Jiadhal river in Dhemaji district in Assam, Phase-I	14.94
2	Protection of Raimona Village and its adjoining area from the erosion of River Janali, Assam	3.74
3	Anti-Erosion Measures to protect Ranipur and its adjoining area from the erosion of river Pekua, Kokrajhar dist.	3.43
4	Anti-Erosion Measures at different reaches on both bank of river Pomra (Assam), Baska District	2.28
5	Anti-Erosion measure to protect villages of Uma Nagar upstream and its Adjoining area from the erosion of river Gangia Kokrajhar , Assam	4.05
6	Anti Erosion measures to protect BB of river Darranga at different reaches, Baksa District, Assam	4.96
	Total	33.40

MISINFORMATION AND FAKE NEWS

5444. DR. PRABHA MALLIKARJUN:

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

- (a) whether the Government has taken note of the growing spread of misinformation and fake news across digital and social media platforms;
- (b) whether such content has implications for public order, democratic discourse and institutional trust;
- (c) whether existing mechanisms for identification, correction and countering of false information are adequate;
- (d) the role envisaged for platforms, media organisations and independent fact-checking bodies; and
- (e) whether misinformation originating from or circulating in semi-urban and district-level regions such as Davanagere in Karnataka poses unique challenges due to limited local verification capacity?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): A Fact Check Unit (FCU) functions under Press Information Bureau, Ministry of Information and Broadcasting. FCU identifies fake news relating to the Central Government. After verifying the authenticity of news from authorized sources, FCU publishes correct information on its social

media platforms.

During Operation Sindoor, the FCU actively identified misinformation and fake news circulating online. It promptly fact-checked false claims, providing authentic information, and ensuring accurate public communication. Ministry also issued directions for blocking of over 1,400 URLs on digital media during Operation Sindoor. The content of these URLs included false, misleading, anti-India news content, communally sensitive content primarily from Pakistan-based social media accounts and inciteful content against Indian Armed Forces.

Under Section 69A of the Information Technology Act, 2000, Government issues necessary orders to block websites, social media handles and posts in the interest of sovereignty and integrity of India, defence of India, security of the State, and public order.

Apart from above, the Government takes all possible steps to curb fake news with the available statutory and institutional mechanisms on various media platforms, which include:

- **Print media:** Newspapers have to adhere to “Norms of Journalistic Conduct” brought out by the Press Council of India (PCI). These norms, inter-alia, restrain publication of fake/ defamatory/ misleading news. The Council holds inquiry into alleged violations of the norms, as per section 14 of the PCI Act, and may warn, admonish or censure the newspaper, editors, journalists, etc. as the case may be.

- **Television:** TV channels are required to adhere to the Programme Code under the Cable Television Networks (Regulation) Act, 1995, which, inter alia, provides that content which contains anything obscene, defamatory, deliberate, false and suggestive innuendos and half-truths is not broadcast. Cable Television Network (Amendment) Rules 2021, provides for a three-tier grievance redressal mechanism to look into the complaints relating to the violation of the Code by the TV channels. Appropriate action is taken where violation of Programme Code is found.
- **Digital media:** For the publishers of news and current affairs on digital media and publishers of online curated content, the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (IT Rules, 2021) provides for a Code of Ethics along with a three-level institutional mechanism for redressal of grievance relating to violation of Code of Ethics by such publishers.

This Ministry also issues Advisories from time to time to private satellite TV channels for adherence of the Programme Code and Advertising Code under the Cable Television Networks (Regulation) Act, 1995.

SCIENCE DIPLOMACY & STRATEGIC AUTONOMY

5445. SHRIMATI HIMADRI SINGH:

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

- (a) the manner in which the SDI has fostered global cooperation on the governance of disruptive technologies and ethical AI frameworks;
- (b) the specific role of the Principal Scientific Adviser in aligning scientific research with country's strategic autonomy;
- (c) whether the Government has established a Science Diplomacy Desk to strengthen trusted international research networks in the year 2026 and if so, the details thereof; and
- (d) the manner in which the SDI is facilitating pre-competitive research collaborations to address global challenges like pandemic preparedness?

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

(a): The Science Diplomacy Initiative (SDI) facilitated deliberations among scientists, diplomats, policymakers, and industry leaders on the governance of disruptive technologies including ethical AI frameworks, and highlighted the importance of strengthening capacity for science diplomacy, leveraging scientific cooperation to reduce global inequalities, reinforcing multilateral

engagement, promoting collaborations in pre-competitive research areas and addressing technology governance challenges through practical, use-cases driven approach. The deliberations focused on emerging equitable and effective governance models for frontier technologies, including anticipatory policy process, inclusive norm-setting, and the importance of aligning technological innovation with contextual ethical and societal considerations.

(b): The Office of the Principal Scientific Adviser operates at the interface of the larger scientific enterprise and the governance architecture of the Government of India. The PSA and his office play a catalytic role in synthesising scientific evidence and expert inputs to support informed and strategic policy decision-making. Through mechanisms such as the Prime Minister's Science, Technology and Innovation Advisory Council (PM-STIAC) and the Empowered Technology Group (ETG), the Office of the PSA evaluates the country's technological capabilities, external dependencies, and potential for indigenisation. Based on these assessments, it helps shape national missions and strategies in frontier and critical technologies, including quantum technologies, artificial intelligence, and drones, to strengthen India's strategic autonomy posture.

(c): The International Cooperation Division of the Ministry of Science and Technology plays a central role in facilitating science diplomacy for negotiating, concluding and implementing Science, Technology and

Innovation (STI) Agreements between India and other countries through bilateral, multilateral & regional; and thematic cooperations to strengthen trusted international research networks.

(d): As technologically advanced nations increasingly incorporate research security and technology security into their policy frameworks, science diplomacy initiatives, including that of SDI, international science diplomacy panels and voluntary networks of domain experts, provide important avenues for fostering collaborative global research partnerships. These are particularly relevant in pre-competitive, frontier technology domains, such as quantum technologies, vaccine research, and synthetic biology, to collectively address shared developmental challenges, including pandemic preparedness. India engages in R&D collaborations with the European Union, United States, United Kingdom, Germany, Australia, Japan and others in climate change and pandemic preparedness through programmes like Horizon Europe, vaccine partnerships, and clean energy research initiatives, strengthening global scientific cooperation and resilience.

RECRUITMENT OF AGNIVEERS IN RAILWAYS

5446. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

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

- (a) whether the Government has conducted an assessment of long-term employment sustainability for Agniveers recruited into Railways and if

so, the details of job security, promotion avenues and permanency provisions thereof;

- (b) whether salary parity and service conditions for ex-Agniveers match existing railway staff in similar posts and if so, the details of comparative pay structure and benefits thereof;
- (c) whether the Government has evaluated the impact of this policy on existing railway staff and operational efficiency and if so, the details of measurable outcomes and performance indicators thereof;
- (d) whether the contractual engagement of ex-servicemen as Pointsman dilute regular recruitment opportunities for civilian candidates and if so, the details of the justification thereof and safeguards adopted to maintain recruitment balance;
- (e) whether reservation benefits announced under the cooperation framework are being uniformly implemented across all Railway zones and if so, the details of recruitment data thereof, zone-wise and if not, reasons for deviation; and
- (f) whether training and skill-mapping mechanisms have been created to align military experience with technical Railway posts and if so, the details of the curriculum and implementing agencies thereof?

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

(a) to (f): The occurrence and filling up of vacancies in Indian Railways is a continuous process, considering its size, spatial distribution and criticality of operations. Adequate and suitable manpower is provided to cater to operational requirements, technological changes, mechanisation and innovative practices, with vacancies primarily filled through indents placed with recruitment agencies as per operational and technological requirements.

The details of AGNIPATH scheme for recruitment of Agniveers to non-gazetted posts in Railways are as under:

- A horizontal reservation of 10% in direct recruitment from open market in Pay Level-1 posts and 5% in Pay Level-2 and above level posts in various departments (other than RPF/RPSF) is provided to AGNIVEERS in Railways.
- A 10% horizontal reservation in the posts of Constables in RPF/RPSF Department is also provided.
- Reservation is subject to their fulfilling other eligibility conditions for direct recruitment in Railways to the post.
- An age relaxation up to five years for the first batch of Agniveers and up to three years for subsequent batches of Agniveers over and above the existing upper age limits for the normal candidates is provided.
- Exemption from requirement of qualifying the Physical Efficiency Test necessary for recruitment in Pay level-1 posts is also provided to

them.

- These benefits will be applicable uniformly across all Zonal Railways.
- Once recruited they will be governed by the same Service Conditions, Pay & Allowances as are applicable to normal railway servants recruited from open market against direct recruitment posts.

The first batch of Agniveers has not yet completed their term of engagement and retention process as such they are not yet available for appearing in the appointment process on the Railways. Since the recruitment of Agniveers will be against direct recruitment vacancies, there will be no impact on the promotional prospects or other service conditions of the existing railway staff or on the operational efficiency of Railways.

In direct recruitment in Railways, a horizontal reservation of 20% in Pay Level-1 and 10% in Pay Level-2 and above posts is provided to Ex-Servicemen eligible candidates. In addition, Ex-Servicemen are also considered for engagement on temporary basis as Gatemen and Pointsmen against short term vacancies till a regularly recruited candidate is available to ensure smooth progress of developmental and other works. This is applicable uniformly on all the Zonal Railways.

Recruitment in Indian Railways has been undertaken at a large scale over the years, and the occurrence and filling up of vacancies continues as an ongoing process. The details of recruitment are as under:

Recruitment done in Indian Railways during 2004-05 to 2013-14 vis-à-vis

during 2014-15 to 2025-26 is given as under: -

Period	Recruitments
2004-2005 to 2013-2014	4.11 lakh
2014-2015 to 2024-2025	5.08 lakh
2025-2026 - till date	42,380

The RRB examinations are quite technical in nature entailing large scale mobilisation of men and resources and training of manpower.

Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Further, as system improvement, the Ministry of Railways has introduced a system of publishing the Annual Calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of the Annual Calendar is benefitting the aspirants in the following manner:-

- More opportunities for candidates;
- Opportunities to those becoming eligible every year;
- Certainty of exams;
- Faster Recruitment process, Training and Appointments

Presently, recruitment against 1,43,086 vacancies of non-gazetted personnel has been taken up on Indian Railways as per Annual Calendar 2024 and 2025.

During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of various posts. First Stage/Single stage Computer Based Tests (CBTs) for these posts have been completed. Details are as under:-

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4,208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15
1st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15
CBT for level-1 posts (32438 vacancies)	1,08,28,261	152	15
Total Candidates	3,58,59,270		

The 2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate & Under-Graduate) have also been completed. Details are as below:-

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	1,21,931	129	15
2nd Stage CBT for Non-Technical Popular Categories (Under-Graduate) (3,445 vacancies)	51,978	79	15
Total Candidates	5,57,611		

Computer Based Aptitude Test (CBAT) for the post of Assistant Loco Pilots and Non-Technical Popular Categories (Graduate Level) and Computer based Skill Test for the post of Non-Technical Popular Categories (Graduate and Under Graduate) and Ministerial & Isolated Categories have also been completed. Details are as under:-

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2

Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test (CBTST) for the post of Non-Technical Popular Categories (Graduate-level)	30,341	58	2
Computer Based Typing Skill Test (CBTST) for the post of Non-Technical Popular Categories (Under-Graduate-level)	13,145	44	2
Total Candidates	1,90,379		

Panels for more than 42,000 candidates for various posts including Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors and Constables in RPF and Assistant Loco Pilots have been finalised, with a majority in safety categories.

In addition to above, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 50,970 vacancies have also been issued. Details are as under:-

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2025	Assistant Loco Pilots	9,970	March 2025
02/2025	Technician	6,238	June 2025
03/2025	Paramedical categories	434	July 2025
04/2025	Section Controller	368	August 2025

05/2025	Junior Engineer (JE)/ Depot Material Superintendent/Chemical I & Metallurgical Assistant	2,585	October 2025
06/2025	Non-Technical Popular Categories (Graduate)	5,810	October 2025
07/2025	Non-Technical Popular Categories (Under-Graduate)	3,058	October 2025
08/2025	Isolated Categories	312	December 2025
09/2025	Level-1 posts (Including Assistants, Track Maintainers and Pointsman - 5053 vacancies)	22,195	December 2025
Total		50,970	

First stage/Single stage Computer Based Tests (CBTs) for 19,595 posts have been completed. Details are as under: -

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (9970 vacancies)	10,03,719	141	15
CBT for the post of Section Controller (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of JE/DMS/CMA (2585 vacancies)	5,74,351	133	15
CBT for the post of Technician (6238 vacancies)	8,41,525	117	15
CBT for the post of Paramedical Categories (434 vacancies)	3,19,396	106	15

Total Candidates	31,72,739		

Further, 11,127 vacancies of ALP have been approved for notification in the Calendar year 2026.

The Agniveers at the end of their engagement period are provided with a detailed Skill Set Certificate highlighting the skills and level of competency acquired by them during their engagement period. The Agniveers (Technical), Agniveers (Clerk/Store Keeper Technical) and Agniveers (Tradesmen, 10th pass) are some categories of Agniveers which directly coincide with the skill sets required in Railways.

Indian Railways has a comprehensive training ecosystem comprising Centralised Training Institutes, Multi-disciplinary Zonal Training Institutes, Multi-disciplinary Divisional Training Institutes and specialised training centres. These Institutes provide induction, refresher, promotional and technical training at various stages of service in Railways. Detailed training modules are prescribed for respective categories at initial and promotional stages along with refresher and specialized courses, with emphasis on practical aspects and regular updation in line with technological changes in areas such as track safety, communication systems and emergency handling.

Specialized initiatives such as training on Kavach, simulator-based training and disaster management are also integrated, along with service-

orientation modules covering soft skills, customer care, threat perception, emergency response, fire-fighting, first-aid and gender sensitisation. Employees are also encouraged to undertake continuous learning through digital platforms such as the iGOT Karmayogi portal, and the existing training framework is leveraged to bridge domain-specific skill gaps and align manpower with operational requirements.

UMANG PLATFORM

5447. SHRI BAIJAYANT PANDA:

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

- (a) the number of Ministries, Departments and States integrated with the UMANG platform;
- (b) the number of services available and transactions recorded since launch, year-wise; and
- (c) whether any assessment has been undertaken on reduction in physical service interfaces and improvement in citizen access and if so, the details thereof?

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

(a) to (c): In line with the Hon'ble Prime Minister's vision to democratise technology and empower citizens, Government of India launched the Digital India programme in July, 2015.

Under the Digital India programme, the Government has developed UMANG (Unified Mobile Application for New-age Governance) platform that provides single-window access to multiple government services from the Centre, States, and local bodies.

UMANG has onboarded 2,446 services (Central: 872, State: 1,574) from 240 Government departments including 80 Central Government Departments and 160 Departments of 30 States/ Union Territories till Feb'2026.

The year-wise number of the services available on UMANG platform and transactions recorded on it since inception is given in the following table.

(the given figures are cumulative)

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026 (till Feb'26)
No. of Services	166	326	488	974	1375	1672	1836	2101	2390	2446
Transactions (in Cr.)	3.90	29.58	75.34	126.57	215.22	332.65	402.43	516.06	709.11	737.20

In the year 2025, an evaluation/ assessment of the e-Governance Scheme (including UMANG project) was conducted by Indian Institute of Public Administration (IIPA), New Delhi.

It has been observed that UMANG has enabled easy and seamless access to citizen centric services through the single mobile platform with multilingual support and extended reach even to remote populations. The evaluation report by IIPA also brings out that UMANG has played a key role in reducing the need for physical interfaces by enabling citizens to access a wide range of government services digitally.

The report also highlighted that usage of digital services through UMANG, reflects improved citizen adoption and access to public services, and growing reliance on digital channels over physical interfaces.

IMPLEMENTATION OF RENEWABLE ENERGY SCHEMES IN ANDHRA PRADESH

5448. SHRI G. M. HARISH BALAYOGI:

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

- (a) the details of Central Sector and Centrally Sponsored renewable energy schemes implemented in Andhra Pradesh, scheme-wise along with the details of funds allocated, released, utilised under each scheme in Andhra Pradesh during the last three years, year, scheme and district-wise especially in Konaseema district;
- (b) the physical targets set and achieved under each scheme during the said period, year, scheme and district-wise including installed capacity

added, households covered and units of renewable energy generated especially in Konaseema district;

- (c) the number of beneficiaries covered under each scheme, year, scheme and district-wise especially in Konaseema district;
- (d) the renewable energy projects sanctioned, under implementation and completed in Andhra Pradesh, scheme and district-wise along with current status and timelines especially in Konaseema district
- (e) whether any districts in Andhra Pradesh have been identified as underperforming in terms of renewable energy adoption/ scheme utilisation and if so, the reasons therefor; and
- (f) the corrective steps taken to address implementation gaps and coverage shortfalls in underperforming districts?

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

(a) to (f): Currently, all the schemes being implemented by the Ministry of New & Renewable Energy (MNRE) are central sector schemes. The details of schemes/ programmes being implemented by the Ministry to promote development and deployment of renewable energy in the country including the State of Andhra Pradesh are given at **Statement-I**.

State-wise allocation of funds is not made by the Ministry. The Central Financial Assistance (CFA) is released in accordance with the respective

scheme guidelines. Year-wise details of the CFA released/ utilized for the renewable energy projects in the State of Andhra Pradesh under the major ongoing schemes/ programmes of the Ministry during the last three years is given at **Statement-II**.

Most of the utility-scale renewable energy projects in the country are being set up by developers, selected through a transparent bidding process. As per the information received from New and Renewable Energy Development Corporation of Andhra Pradesh (NREDCAP), district-wise details of Renewable Energy capacity installed during 2023-24 to 2025-26 are as under:

SI.No	District	Capacity (MW)
1	Ananthapuramu	42.40
2	Chittoor	14.54
3	Guntur	1.17
4	Krishna	9.38
5	Kurnool	371.51
6	Nandyala	646.20
7	Palnadu	41.54
8	Prakasam	3.30
9	SPSR Nellore	2.00
10	Sri Satya Sai	22.65
11	Srikakulam	4.84
12	Tirupati	12.92
13	West Godavari	1.26
14	YSR Kadapa	1,229.48
	Total	2,403.18

No utility scale projects have been set up in Konaseema district during the said period.

Under PM Surya Ghar Muft Bijli Yojana (PMSGMBY), a total of 14.63 lakh applications have been submitted for Rooftop solar installations in Andhra Pradesh, including 28,843 applications in Konaseema district, on the National Portal of the scheme since the launch of the scheme in February, 2024 upto 19.03.2026 and 1,17,407 households, including 3633 households in Konaseema district, have been covered with Rooftop Solar installations. District-wise details are given at **Statement-III**.

Under PM-KUSUM scheme, capacities are allocated based on the demand raised by the State and milestones achieved. State Implementing Agencies (SIA) are empowered for beneficiary selection and further implementation of the scheme at district level. The Ministry does not allocate special targets for the districts under this scheme. Under Component-C of the scheme, solarization of 2,93,587 grid connected agricultural pumps with an aggregate capacity of 1162.80 MWp have been sanctioned to the State of Andhra Pradesh through Feeder Level Solarization. NREDCAP has informed that no capacity is proposed in Konaseema district. The works are currently in progress. The district-wise capacity details are given at **Statement-IV**.

Under the Solar Parks Scheme of the Ministry, 300 MW Solar Park capacity has been sanctioned since 2020-21 to the State of Andhra Pradesh

and the said capacity is under implementation in Ramagiri, Sri Sathya Sai district. However, 1250 MW Solar Park capacity has been commissioned since 2020-21 in the State which includes projects commissioned in solar parks which were sanctioned prior to 2020-21.

Under CPSU Scheme Phase-II, a total of 400 MW solar power capacity has been awarded to the State of Andhra Pradesh during the last five financial years, which is under implementation.

Under the Biomass and Waste to Energy Programmes, projects having capacity of 13.26 MW and 31.83 MWeq respectively have been sanctioned in the State of Andhra Pradesh during the last five years and all the projects have been commissioned.

Further, under New Solar Power Scheme [for Tribal and Particularly Vulnerable Tribal Group (PVTG) Habitations/Villages] under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA), 967 un-electrified PVTG households have been electrified in the total sanction of 1,675 PVTG households given to the State of Andhra Pradesh, till 28.02.2026.

Under the National Green Hydrogen Mission (NGHM), following projects are being supported in the State of Andhra Pradesh:

- 90,000 MTPA Green Hydrogen production project capacity has been allocated to Greenko ZeroC Pvt. Ltd. under the Strategic Interventions for Green Hydrogen Transitions (SIGHT) Programme

of NGHM. The developer has reported the project location in Kakinada, Andhra Pradesh.

- 300 MW annual electrolyzer Manufacturing capacity project has been allocated to John Cockerill Greenko Hydrogen Solutions Pvt. Ltd. under the SIGHT Programme of NGHM. The developer has reported the project location in Kakinada, Andhra Pradesh.
- Pilot Project in transport sector awarded to Hindustan Petroleum Corporation Ltd. and Volvo for NH16 Vishakhapatnam- Bayyavaram route. An amount of Rs.3.42 crore has been released out of the total sanctioned amount of Rs.17.13 cr.

The Government, in coordination with State Governments and other stakeholders, regularly reviews the progress of renewable energy programmes in the country including in the State of Andhra Pradesh and takes appropriate measures from time to time to identify & address implementation gaps and improve coverage/ adoption of schemes and programmes being implemented by this Ministry.

STATEMENT-I

Details of the ongoing major Renewable Energy Schemes /

Programmes

1. PM-Surya Ghar: Muft Bijli Yojana for installing rooftop solar for One Crore households by 2026-27.

2. Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM) Scheme for setting up decentralized solar or other renewable energy power plants, installation of stand-alone solar agriculture pumps, and solarization of existing grid-connected agriculture pumps, including feeder-level solarization. The scheme benefits not only farmers but also the States and DISCOMs.

3. Scheme for Development of Solar Parks and Ultra-mega Solar Power Projects with a target of setting up 40,000 MW capacity. Under the scheme, the infrastructure such as land, roads, power evacuation system, water facilities are developed with all statutory clearances/approvals. Thus, the scheme helps expeditious development of utility-scale solar projects in the country.

4. Central Public Sector Undertaking (CPSU) Scheme Phase-II (Government Producer Scheme) for setting up 12,000 MW grid-connected Solar Photovoltaic (PV) Power Projects by Government Producers, using domestically manufactured solar PV cells and modules, with Viability Gap Funding (VGF) support, for self-use or use by Government/ Government entities, either directly or through Distribution Companies (DISCOMS).

5. Production Linked Incentive scheme 'National Programme on High Efficiency Solar PV Modules' for achieving manufacturing capacity of Giga Watt (GW) scale in High Efficiency Solar PV modules (Tranche- I & II).

6. National Green Hydrogen Mission launched with aim to make India a Global Hub for production, utilization and export of Green Hydrogen and its

derivatives.

7. Green Energy Corridors (GEC): to create intra-state transmission system for renewable energy projects. Central Financial Assistance (CFA) is provided to set up transmission infrastructure for evacuation of Power from Renewable Energy projects.

8. Bio-Energy Programme:

- Waste to Energy Programme : Programme on Energy from Urban, Industrial and Agricultural Wastes/Residues
- Biomass Programme: Scheme to Support Manufacturing of Briquettes & Pellets and Promotion of Biomass (non-bagasse) based cogeneration in Industries.
- Biogas Programme : for promotion of family type Biogas plants

9. New Solar Power Scheme (for Tribal and PVTG Habitations/Villages) under Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) and Dharti Aabha Janjatiya Gram Utkarsh Abhiyan (DA JGUA) with a provision for providing off-grid Solar Lighting where electricity supply through grid is not techno-economically feasible.

STATEMENT-II

Details of the funds released/ utilized as Central Financial Assistance (CFA) for the renewable energy projects in the State of Andhra Pradesh under the major ongoing schemes/ programmes of the Ministry during the last three years

(Rs. in Crore)

Year	Solar Parks	Rooftop Solar/ PM Surya Ghar Muft Bijli Yojana	PM-JANMAN	Biomass	CPSU	Waste To Energy	Green Energy Corridor
2022-23	-	5.6	-	-	-	50.47	-
2023-24	-	4.5	-	-	22.45	2.74	47.54
2024-25	83.90	111.42	0.37	1.84	-	0.72	0.25

STATEMENT-III

District-wise details of No. of Applications submitted under the PMSGMBY in Andhra Pradesh on the National Portal of the Scheme and the No. of Households covered since the launch of the Scheme in February, 2024 upto 19.03.2026

S. No.	District	No. of Applications submitted	No. of Households Covered
1	Alluri Sitharama Raju	16112	61
2	Anakapalli	27951	5529
3	Anantapur	0	0
4	Ananthapuramu	41490	2919
5	Annamayya	43824	1829
6	Bapatla	73665	5204
7	Chittoor	56475	1565

8	East Godavari	33751	6760
9	Eluru	60960	7340
10	Guntur	119958	8322
11	Kakinada	29438	6873
12	Konaseema	28843	3633
13	Krishna	99460	7024
14	Kurnool	78401	2485
15	Nandyal	97538	3222
16	NTR	95746	6154
17	Palnadu	162438	3700
18	Parvathipuram Manyam	18339	1779
19	Prakasam	51906	5217
20	Srikakulam	27264	5831
21	Sri Potti Sriramulu Nellore	62821	4798
22	Sri Sathya Sai	41885	1071
23	Tirupati	52943	4226
24	Visakhapatnam	19096	7544
25	Vizianagaram	30804	5940
26	West Godavari	37977	5827
27	Y.S.R.	54440	2554
	Total	14,63,525	1,17,407

STATEMENT-IV

District-wise details of Capacities Sanctioned under PM-KUSUM

Component-C (FLS) as reported by NREDCAP

Sl.No	District	Capacity (MW)
1	Anakapalli	57.97
2	Visakhapatnam	10.00
3	Vizianagaram	14.38
4	Parvathipuram Manyam	21.69
5	Eluru	44.00

6	Srikakulam	20.76
7	Kakinada	42.17
8	East Godavari	9.33
9	NTR	23.00
10	Palnadu	42.50
11	Bapatla	17.00
12	Prakasam	109.00
13	Nellore	101.00
14	Tirupati	28.00
15	Chittoor	221.00
16	YSR Kadapa	120.00
17	Annamayya	19.00
18	Kurnool	47.00
19	Kurnool	29.00
20	Anantapur	111.00
21	Sri Satya Sai	75.00
	Total	1,162.80

IMPACT OF REVISED SHAKTI POLICY

5449. SHRI DHAVAL LAXMANBHAI PATEL:

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

- (a) the impact of the Revised Scheme for Harnessing and Allocating Koyala Transparently in India (SHAKTI) Policy on coal availability and allocation for the non-regulated sector during the year 2025;
- (b) the key features and present operational status of the CoalSETU window introduced for linkage holders including provisions for flexibility in transfer or utilisation of allocated coal;
- (c) whether any industries in Gujarat have benefited from the flexibility in coal linkage policy and if so, the details thereof; and

- (d) the measures taken by the Government to ensure transparent price discovery of coal through the National Coal Index (NCI)?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

(a): Coal linkages under the Revised SHAKTI Policy are granted to the Power Sector only. The reforms undertaken by the Government have resulted in adequate coal availability in the country.

(b) and (c): The Policy on Auction of Coal Linkage for Seamless, Efficient & Transparent Utilisation (CoalSETU) by creation of a new window named “CoalSETU window” under the Non-Regulated Sector (NRS) linkage auction Policy dated 15.02.2016 of Ministry of Coal was issued by the Government on 19.12.2025. The key features of the CoalSETU window are as under:

- i. Allocation of coal linkages shall be on auction basis for sectors without the requirement of any specified end use.
- ii. Any domestic buyer requiring coal can participate in the linkage auction.
- iii. Coal linkage obtained under this window shall be for own consumption, export of coal, or any other purpose (including coal washing) except resale in the country.
- iv. Present auction for the specified end-user sub-sectors as per the NRS linkage auction policy shall continue.

- v. Auction under this window shall be held after conducting auctions of end-use specific sub-sectors in a specific tranche of NRS linkage auction.
- vi. The source-wise offered quantity for the new window to be fixed considering the residual quantity of the concerned source in the end use specified sub-sectors of concerned tranche of NRS Linkage auction.
- vii. The base / floor price of coal at any source for the auction to be fixed at reserve price not below the notified price.
- viii. The reserve price shall be suitably indexed, however, the bid premium shall remain constant over the contract period.
- ix. The tenure of the Fuel Supply Agreements may be for a maximum period of 15 years.
- x. Auctions to be conducted by Coal India Limited (CIL) / Singareni Collieries Company Limited (SCCL) based on the transparent auction methodology.
- xi. Coal linkage holders may be eligible to export coal upto 50% of their coal linkage quantity.
- xii. Coal linkage holders may flexibly utilize the coal obtained under this window as per their requirement amongst its Group companies.
- xiii. Coking coal shall not be offered under this window.
- xiv. Traders are not allowed to participate.

Coal linkage holder industries in Gujarat, if any, can flexibly utilize the coal obtained under the CoalSETU window as per their requirement amongst its Group companies. Linkage auction under CoalSETU window will be held by Coal India Limited in the upcoming 10th Tranche of NRS linkage auctions.

(d): The National Coal Index (NCI) and Representative Prices (RP) play very important role in the auction process of coal blocks for commercial mining. The following measures have been taken to ensure transparent price discovery of coal through National Coal Index:

- i. The concept and design of the Index, along with the Representative Prices, have been developed by the Indian Statistical Institute, Kolkata.
- ii. The NCI is a comprehensive price index that combines coal prices across all sales channels - Notified Prices, Auction Prices, and Import Prices.
- iii. Domestic prices are obtained from Coal India Limited and Singareni Collieries Company Limited, along with certificates of authenticity, to ensure the reliability and accuracy of the data used for the compilation of the NCI.
- iv. Import price are obtained directly from Directorate General of Commercial Intelligence and Statistics (DGCIS), Ministry of Commerce and Industry.

- v. The Standard Operating Procedure issued by the Ministry of Coal is followed at all stages of the compilation of the NCI and Representative Prices.
- vi. The data and index are carefully and thoroughly checked and verified at multiple levels before release.

RAILWAY PROJECTS FOR KALLAKURICHI

5450. SHRI MALAIYARASAN D.:

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

- (a) the details of number of new railway projects initiated by the Government during the last three years and the current year;
- (b) the details of the total funding allocated for these projects within Tamil Nadu including Kallakurichi Constituency during the last three years and the current year including their current status;
- (c) the details of the expected timeline for these projects and their anticipated impact on improving railway infrastructure; and
- (d) the details of the steps being taken to ensure timely execution and prevent delays in these projects?

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

- (a) to (d): Capacity enhancement of railway network has been taken up by

Indian Railways in a big way during last 11 years. The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-25	34,428 Km	8.6 Km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 Railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling) of total length 35,966 Km, costing approx. ₹6.75 lakh crore are sanctioned. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (Km)	Total Exp upto Mar'25 (₹in Cr)
New Lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling / Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

Zone-wise/year-wise details of all Railway projects are made available in public domain on Indian Railway's website.

To improve connectivity in Kallakurichi, Chinnasalem –Kallakurichi (16 Km) new line Project has been taken up. Chinnasalem-Porpadakurichi (12

Km) section of this project has been completed. Work has been taken up on balance Porpadakurichi - Kallakurichi (4 Km) section.

Tamil Nadu:-

Railway Budget:-

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

Period	Outlay
2009-14	₹879 crore/year
2025-26	₹ 6,626 crore (more than 7.5 times)

Projects sanctioned:-

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in km)	Length Commissioned upto Mar'25 (in km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling /Multitracking	3	140	37	2,783
Total	15	1,700	665	7,591

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Recently Completed Projects:-

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

S.N .	Project	Cost (₹in Crores)
1	Dindigul-Palani-Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon - Tirunelveli - Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Thiruvavarur - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Chennai Central-Basin Bridge doubling (2 km)	31
10	Thanjavur-Ponmalai doubling (48 km)	370
11	Villupuram-Dindigul doubling (273 km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 km)	168
13	Chennai Beach-Attipattu 4th line (22 km)	293
14	Omalur-Metturdam Patch doubling (29 km)	327
15	Chengalpattu - Villupuram and Tambaram-Chengalpattu-3rd line (133 km)	1,122
16	Salem-Magnesite Junction-Omalur doubling (11 km)	115
17	Madurai- Maniyachi-Tuticorin doubling (160 km)	1,891
18	Maniyachi-Nagercoil doubling (102 km)	1,752
19	Chennai Beach-Chennai Egmore doubling (4 km)	272
20	Karaikal-Peralam new line (23 km)	373
21	Northern End Port connectivity to Karaikal Port (1 km)	18

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under :

S.N	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Nagapattinam - Tiruturaipundi new line (43 km)	742
4	Trivandrum-Kanyakumari doubling (87 km)	3,785
5	Arakkonam yard 3rd & 4th line (6 km)	98
6	Perambur - Ambattur 5th & 6th lines (6 Km)	178
7	Irugur-Podanur doubling (11 Km)	277
8	Tambaram-Chengalpattu 4th Line (30 km)	757
9	Attipattu - Gummidipundi 3rd & 4th line (23 km)	375
10	Tirupati-Pakala-Katpadi doubling (105 km)	1,332
11	Tindivanam-Gingee-Tiruvannamalai New Line (71 Km)	1,400
12	Atipattu – Puttur New Line (88 Km)	1,700
13	Chennai – Cuddalore via Mahabalipuram New Line (179 Km)	2,670

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

Total Land required for Projects in Tamil Nadu	4,326 ha
Land Acquired	1,052 ha (24%)
Balance Land to be acquired	3,274 ha (76%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

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

SN	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	92	45	47
4.	Mannargudi-Pattukkottai new line (41 km)	196	0	196
5.	Thanjavur-Pattukkottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

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

- Anticipated traffic projections and remunerativeness of the proposed route

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

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

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

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

EV POWER ELECTRONICS MANUFACTURING IN TAMIL NADU**5451. THIRU DAYANIDHI MARAN:**

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

- (a) whether the Government has formulated a roadmap for large-scale manufacturing and commercial deployment of the indigenously developed 30 kW Wide Band Gap (WBG) Integrated Drive System for EVs launched in Chennai and the role envisaged for industries in Tamil Nadu;
- (b) if so, the details of funding and support provided under the National Mission on Power Electronics Technology (NaMPET) for this project including allocations made to IIT Madras, C-DAC and industry partners;
- (c) whether the Government proposes to establish power electronics manufacturing clusters, semiconductor packaging facilities or EV component ecosystems in Tamil Nadu considering its strong automobile and auto-component base;
- (d) if so, the steps taken to ensure that MSMEs in Tamil Nadu benefit from localisation opportunities created by this technology; and
- (e) whether the Government is likely to extend PLI incentives, R&D grants or infrastructure support to scale up indigenous EV power electronics manufacturing in Tamil Nadu so that import dependence on such critical components is reduced?

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

(a) to (e): **Electronics manufacturing in India:**

India has emerged as an important electronics manufacturing nation in last 12 years. Electronics manufacturing has increased 6 times to reach 11.3 Lakh Cr, exports have increased 8 times. India now has a major mobile manufacturing ecosystem. Mobiles have emerged as the topmost export items in 2025.

India has witnessed a remarkable growth in electronics manufacturing in last decade, which is evident from table below:

#	2014-15	2024-25	Remarks
Production of electronics goods (₹)	~1.9 Lakh Cr	~11.3 Lakh Cr	Increased 6 times
Export of electronics goods (₹)	~0.38 Lakh Cr	~3.3 Lakh Cr	Increased 8 times
Production of mobile phones (₹)	~0.18 Lakh Cr	~5.5 Lakh Cr	Increased 28 times
Export of mobile phones (₹)	~0.01 Lakh Cr	~2 Lakh Cr	Increased 127 times

Central Government policies have helped Tamil Nadu:

Tamil Nadu has benefitted significantly through the Central Government's

policy to develop electronics manufacturing. As on date, there are 39 electronics manufacturing units in Tamil Nadu approved under various schemes of MeitY.

Government efforts to develop power electronics manufacturing:

Power electronics technologies play a critical role in efficient power conversion and control in several sectors including electric mobility. With the rapid adoption of Electric Vehicles (EVs), there is an increasing need for high-efficiency and compact electric drive systems.

In 2019, Government initiated National Mission on Power Electronics Technology (NaMPET) programme to promote indigenous development of power electronics technologies,

Under this programme, the project titled “Development of WBG based Integrated Drive System for Electric Vehicles (evIDS)” has been approved.

It is being implemented by C-DAC, IIT Madras and industry partner with an outlay of ₹ 3.9 crore. The Expression of Interest (Eoi) of 30 kW Wide Band Gap (WBG) based Integrated Drive System (IDS) has been published for Transfer of Technology to industry.

Government of India has undertaken several initiatives to establish EV power electronics manufacturing ecosystems including R&D grants and infrastructure support. The key initiatives are given below:

1. Electronics Component Manufacturing Scheme (ECMS)

To deepen and broaden the electronics manufacturing ecosystem,

Government launched the Electronics Components Manufacturing Scheme (ECMS) in April 2025.

The scheme provides financial incentives on domestic manufacturing sub-assemblies such as camera module, display module optical transceivers, key components such as Printed Circuit Boards (PCBs), passive components, electro-mechanical components and capital equipment for electronics manufacturing and its supply chain. These components and sub-assemblies will have cross-sectoral applications such as consumer electronics, telecom, automotive electronics, strategic electronics, medical electronics, industrial electronics etc.

2. Electronics Manufacturing Clusters (EMC)

MeitY has notified the Modified Electronics Manufacturing Clusters (EMC 2.0) Scheme in April 2020 aims to build world-class electronics manufacturing infrastructure, attract investments, create employment and boost the ESDM sector by providing financial support for setting up dedicated clusters with shared infrastructure facilities and amenities.

The Government has approved two (02) greenfield EMC projects in the State of Tamil Nadu – EMC Pillapaikkam and EMC Manallur.

3. Production Linked Incentive (PLI)

The Government has notified the Production Linked Incentive (PLI) Scheme for Automobile and Auto Components Industry in India (PLI-Auto) for enhancing India's manufacturing capabilities for advanced automotive

technology (AAT) products (which include power electronics components) with a budgetary outlay of ₹ 25,938 crores on 23.09.2021. As a pan India Scheme, approved applicants may set up their manufacturing units anywhere in the country (including Tamil Nadu).

4. Electric Vehicle Sub-System (EVSS)

MeitY has initiated programme on development of Electric Vehicle Sub-System (EVSS) in March 2022. This programme aims to develop indigenous EV power electronics technologies and sub-systems like motor, controller, converters, chargers etc., through collaboration between academic institutions, R&D organizations and industries in a consortium approach.

Under the programme, projects on development of efficient Traction Motors and controllers for EV passenger cars in Indian market and high-efficiency portable chargers for electric 2W/3W with an outlay of ₹ 9.59 crore has been implemented at Indian Institute of Technology Madras, Research Park with industry participation. The developed technologies may be transferred to industries across the countries including Tamil Nadu for manufacturing and its commercialization to reduce the import dependence.

5. Anusandhan National Research Foundation (ANRF)

EV-Mission of Anusandhan National Research Foundation (ANRF) aims to promote research & development of Electric Vehicle (EV) adoption in India, fostering an ecosystem that enables self-reliance and global competitiveness. This involves research & development in some of the key

EV components such as batteries, motors and controllers, power electronics, and related subsystems. The e-nodes were established across all pre-defined technology verticals which includes Tropical EV battery and battery cells; Power Electronics, Machines and Drives (PEMD); and EV charging infrastructure.

ANRF established one of the e-nodes (Rare Earth Magnet-Free Axial Flux Synchronous, Radial Flux Switched Reluctance Motor and their Controllers for EV Applications) initiated in May 2025 for a period of three years. In this e-node, Indian Institute of Technology Madras is involved as partnering institution.

URANIUM RESERVES

5452. SHRI BALASHOWRY VALLABHANENI:

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

- (a) whether it is true that 4,400 tons of uranium reserves have been augmented from Tummalapalle in Kadapa district of Andhra Pradesh and if so, the details thereof;
- (b) whether it is also true that the average grade of Uranium is 0.4%; and
- (c) if so, the details of explored depth and the time by which the Government is likely to start extracting Uranium reserves from the above source?

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

(a) : Yes. Atomic Minerals Directorate for Exploration and Research (AMD), a constituent unit of Department of Atomic Energy (DAE) has augmented 4,400 tonne (t) in-situ U-oxide resource in the Tummalapalle Group of uranium deposits, YSR Kadapa district, Andhra Pradesh, during 2024-25 and 2025-26 (as on date).

(b) : No.

(c) : Extraction of uranium reserves shall start after grant of mining lease by the State Government in accordance with the provisions of Atomic Minerals Concession Rules, 2016.

AUTHENTICATION FAILURE IN PDS

5453. DR. AMAR SINGH:

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

(a) the number of Public Distribution System (PDS) transactions that failed

due to biometric authentication failure or connectivity and server issues since 2023, year and State/UT-wise;

- (b) whether the Government maintains data on beneficiaries who were denied ration due to authentication failure;
- (c) if so, the details thereof and if not, the reasons for not maintaining such data;
- (d) the details of the number of cases where exception or offline mechanisms were used to ensure ration delivery despite authentication failure since 2022, State/UT and year-wise; and
- (e) whether any assessment has been conducted to establish a clear link between mandatory biometric authentication and reduction in leakages and if so, the details and findings thereof?

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

(a) and (b): No such consolidated data regarding Public Distribution System (PDS) transactions failing due to biometric authentication failure, connectivity or server issues has been reported by the States/UTs to the Department of Food and Public Distribution (DFPD).

(c): Since no such instances of denial of ration due to authentication failure have been reported by the States/UTs to DFPD, no centralized data is maintained in this regard.

(d): The Department has consistently advised all States/UTs that no eligible beneficiary should be denied foodgrains under any circumstances, including cases of authentication failure or technical issues. States/UTs have been directed to adopt appropriate exception handling mechanisms, such as OTP-based authentication, offline distribution modes, or other State-specific provisions.

During the year 2025, 98.47% of total PDS transactions were completed through Aadhaar-based authentication, indicating the robustness of the system. The remaining transactions were facilitated through alternative mechanisms as per State/UT guidelines to ensure uninterrupted service delivery.

(e): No such assessment has been conducted. Though, the adoption of Aadhaar-based biometric authentication under the Public Distribution System has been an integral component of the Government's efforts to curb leakages and improve targeting of beneficiaries.

Various assessments and field-level observations have indicated that biometric authentication has helped in:

- Eliminating duplicate beneficiaries through Aadhaar seeding and de-duplication,
- Ensuring that foodgrains are delivered to the rightful beneficiaries, and
- Enhancing transparency and accountability in distribution at Fair

Price Shops (FPS).

Further, initiatives such as One Nation One Ration Card (ONORC) and real-time electronic Point of Sale (ePoS) transactions have strengthened monitoring and reduced diversion of foodgrains.

These measures collectively contribute towards minimizing leakages and improving efficiency in the PDS.

BIO-RIDE SCHEME

5454. SHRI DHARAMBIR SINGH:

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

- (a) the details of progress made under the Bio-RIDE Scheme;
- (b) the steps taken by the Government to promote biotechnology startups in India;
- (c) the achievements of Biopharma SHAKTI initiative;
- (d) the role of science diplomacy in international cooperation; and
- (e) whether the Government proposes to establish any new research or innovation centres in Haryana including Bhiwani–Mahendergarh region and if so, the details thereof?

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

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

(a): The Union Cabinet in its meeting held on 18-09-2024 approved continuation of DBT schemes namely, 'Biotechnology Research & Development', 'Industrial & Entrepreneurship Development' and a new component of 'Biomanufacturing & Biofoundry' as one scheme "Biotechnology Research Innovation and Entrepreneurship Development (Bio-RIDE)". Bio-RIDE scheme has been designed to foster innovation, promote bio-entrepreneurship, and strengthen India's position as a global leader in biomanufacturing and biotechnology. It aims to accelerate research, enhance product development, and bridge the gap between academic research and industrial applications. The scheme is part of the Government of India's mission to harness the potential of bio-innovation to tackle national and global challenges such as healthcare, agriculture, environmental sustainability, and clean energy.

The Department and its Public Sector Undertaking "Biotechnology Industry Research Assistance Council" have been supporting research, development & innovation projects in biotechnology sector along with human resource development and scientific infrastructure support which has resulted in generation of several publications, patents and also training of manpower. The DBT's ongoing efforts align with its vision of harnessing the

potential of Biotechnology as a precision tool for national development and well-being of society to fulfill its mission to make India globally competitive in Biotechnology research, innovation, translation, entrepreneurship, and industrial growth and be a US\$300 billion Bioeconomy by 2030. The significant achievements of the Bio-RIDE scheme are as follows:

- India's first in Human Gene Therapy with lentiviral vector for Severe Hemophilia A in a single center study resulted in an annualised zero bleeding rate in all the 5 subjects enrolled with the production of Factor VIII
- 'Framework for Exchange of Data Protocols (FeED)' and the Indian Biological Data Centre (IBDC) Portals were launched, making 10,000 whole genome samples accessible to researchers across India and the globe
- Scientific completion of India's First Indigenous Antibiotic, Nafithromycin, to Combat Drug Resistance was launched
- Data Driven Research to Eradicate TB – "Dare2eraD TB" programme completed sequencing of 20000 TB genomes, Garbh-Ini, the pregnancy cohort completed the enrollment of 12000 pregnant women to find solutions for better birth outcomes
- National BioPharma Mission (NBM) has successfully delivered 02 COVID-19 vaccines, ZyCoV D and Corbevax, biosimilar Liraglutide for diabetes, pegylated interferon alpha-2b for COVID-19, first indigenous

MRI scanner, single-use bioreactors, 09 Covid-19 diagnostic kits, ventilators and reagents

- In a collaborative study, the BRIC-THSTI and RCB researchers have identified 7D, a small molecule from a library of compounds that has shown promising results *in vitro* and mice against dengue virus
- Two drought-tolerant chickpea varieties ADVIKA and SAATVIK developed by BRIC-NIPGR under this DBT program have been selected as promising pulse cultivars in Self-Reliance in Pulses Mission Initiative. These improved seed varieties contribute to over 30% of the total breeder seed indent highlighting their significant adoption among chickpea varieties released so far.
- Kisan-Kavach, an anti-pesticide suit designed to combat the pervasive threat of pesticide-induced toxicity in agricultural settings was unveiled,
- IndRA: The first-ever 90K Pan-genome SNP genotyping array IndRA developed for rice has been commercialized for public use,
- CIFA-Brood-Vac” has been developed which can prevent diseases and mortality of fish spawn
- Bacterial Blight resistant introgressed rice variety “Patkai”: developed by AAU- Assam was notified by Central Variety Release Committee (CVRC)

- A rice variety ADT 39-Sub1 with tolerance to submergence released in 2025
- A drought resistant rice variety 'Arun' was developed by Assam Agricultural University, Jorhat, Assam and Assam Rice Research Institute, Titabar
- An Engineered Glucoamylase Secreting yeast strain as an import substitute during grain fermentation for 1G ethanol production was developed, A total of 52 bioinformatics centers across the country are advancing and enabling cutting-edge biomedical research.
- Echoing the Hon'ble Prime Minister's call for youth participation on 15th of August 2025, Dr. Jitendra Singh, Minister of State (IC) for Science and Technology, launched the "D.E.S.I.G.N for BioE3 Challenge"—themed "Empowering Youth to Solve Critical Issues of their TIMES" to empower grassroots innovators, foster youth-lead change, and strengthen India's journey towards sustainable and self-reliant bioeconomy
- Union Cabinet Chaired by the Prime Minister Shri Narendra Modi has approved the continuation of the Biomedical Research Career Programme (BRCP), Phase-III (2025-26 to 2030-31), with another six years (2031-32 to 2037-38), to service fellowships and grants approved till 2030-31, at a total cost of Rs. 1500 crore with DBT and WT, UK contributing Rs.1000 crore and Rs.500 crore respectively

- A recent experiment on the Axiom-4 mission, successfully validated the potential of microalgae for space-based applications. On the other hand, a first proof of concept for the growth of cyanobacteria on urea in microgravity was achieved. Further, human muscle regeneration was significantly impaired in microgravity, with reduced mitochondrial function and slower differentiation,
- DBT and IndiaAI, an Independent Business Division (IBD) under the Digital India Corporation, which is under the MEITY signed an MoU on 18th August 2025 for leveraging their respective expertise in biotechnology and artificial intelligence to drive innovation and development in India
- Signing of a Memorandum of Understanding (MoU) between DBT and ISRO for Cooperation in 'Space Biotechnology and Biomanufacturing' in October 2024, DBT and the Government of Assam on signed an MoU to set up a BioE3 cell and to formalize a strategic collaboration
- 'Guidelines on Genetically Engineered Plants Containing Stacked Events, 2025' were notified
- “Operational Guidelines for Implementing Scientific Entrepreneurship and Research Commercialization at iBRIC” were notified
- Animal Biosafety Level-3 (ABSL-3) Facility for Non-Human Primates was established at the Primate Research Centre, BRIC–National Institute of Immunology

- The One Day One Genome mission released 244 annotated genomes
- 75 BioNEST Centres and 19 E-YUVA Centres are contributing to a cumulative incubation space exceeding 9,00,000 sq. ft.
- The E-YUVA scheme of BIRAC has demonstrated substantial growth, expanding its national footprint from 10 to 19 pre-incubation centres across 15 States and Union Territories
- India's bioeconomy has expanded from about USD 10 billion in 2014 to over USD 195 billion in 2025, reflecting a massive growth trajectory over the past decade
- BioE3 Policy is driving Sustainable Biomanufacturing as Over 11,800 Startups Power India's Expanding Bioeconomy
- India's Bioeconomy Contributes Nearly 5% to GDP

(b): The Department of Biotechnology supports Biotech startup ecosystem through its PSU Biotechnology Industry Research Assistance Council (BIRAC). BIRAC plays a key role in promoting industry-led innovation and supporting biotechnology startups through the structured programmes across biotechnology domains. BIRAC implements a range of programmes to support research, technology development, and commercialization through incubation, funding, mentoring, and industry partnerships. Key initiatives include:

- **Bioincubators Nurturing Entrepreneurship for Scaling Technologies (BioNEST):** Under this scheme, bio-incubators are established at universities, research institutes, colleges, biotech parks, business incubators, and State S&T institutions across the country.
- **Biotechnology Ignition Grant (BIG):** The Biotechnology Ignition Grant is BIRAC's flagship early-stage funding programme which provides grant-in-aid support of up to ₹50 lakh for a period of 18 months to startups for establishing proof-of-concept of innovative ideas. The scheme also offers end-to-end support including technical mentoring, regulatory support, and market linkages, enabling translation of innovative ideas into scalable technologies. More than 1000 startups and entrepreneurs have been supported under the BIG programme.
- **Empowering Youth for Undertaking Value-Added Innovative Translational Research (E-YUVA):** This initiative promotes innovation among students and young researchers through the establishment of E-YUVA Centres located within universities and research institutions across the country. A total of 94 incubation and pre-incubation centres have been established by BIRAC across 25 States and Union Territories, supporting 3000+ startups and student entrepreneurs under the above two schemes.
- **Sustainable Entrepreneurship and Enterprise Development**

(SEED) Fund: The SEED Fund provides first-equity-based financial support of up to ₹30 lakh per startup to facilitate the transition from proof-of-concept to early-stage commercialization and enable startups to attract follow-on investments. To date, the SEED Fund has supported 153 biotechnology start-ups.

- **Launching Entrepreneurial Driven Affordable Products (LEAP)**

Fund: The LEAP Fund provides equity-based support of up to ₹100 lakh per startup to accelerate commercialization and market entry of startups with validated technologies, supporting scale-up, regulatory advancement, and manufacturing readiness. So far, 62 biotech startups have been supported, catalysing private investment.

- **Social Innovation Programme for Products: Affordable & Relevant to Societal Health (SPARSH):**

This initiative leverages biotechnological solutions to address critical societal challenges. The programme supports early-stage social biotech startups by providing funding, mentoring, immersion opportunities, and incubation support, while also contributing to employment generation in India. Under the initiative, fellows receive a monthly fellowship of ₹60,000, a mini kick-start grant of ₹10 lakh, and access to mentorship, laboratory facilities, immersion programmes, and expert guidance in regulatory affairs, IP management, and commercialization.

The Department of Biotechnology also supports a program on

Biodesign. The programme works on the principle of – Identify, Invent and Implement. This involves amalgamation of professionals and fellows from medical and engineering background, who through immersion programmes identify the need and then design a device or solution to address it. The fellows are encouraged to implement the solution through spin-offs. At present, six Biodesign Centers across the Country twining over 20 leading medical schools and technical institutions are providing the biodesign capacity building and indigenous med-tech innovations. Since inception, more than 250 med-tech innovators have been trained and more than 60 Start-ups created, through this initiative.

Further, the Department of Science and Technology (DST), through the National Initiative for Developing and Harnessing Innovations (NIDHI) program, has established incubation centres in academic and research institutions across the country. These incubation centres leverage the expertise of these academic/research institutions to promote S&T based Entrepreneurship and startup ecosystem; by supporting innovators, entrepreneurs and startups.

NIDHI is a comprehensive end-to-end Startup support Scheme to nurture startups from ideation to commercialization. It includes a variety of components for Startups like PRAYAS (for early-stage funding and mentoring), Seed funding and accelerators. For institutions, programs such as NIDHI Technology Business Incubator (TBI), NIDHI Inclusive Technology

Business Incubator (iTBI) and NIDHI Centre of Excellence provide OpEx and CapEx support for setting up of Startup Incubators.

Other than above, Departments/ Ministries of Government of India such as Department of Scientific & Industrial Research (DSIR), Ministry of Commerce & Industry, Ministry of Micro, Small and Medium Enterprises (MSME), Ministry of Agriculture & Farmers Welfare and Ministry of Defence are also supporting startups in various technological domains including biotechnology.

(c): With a view to strengthen the domestic biopharmaceutical sector and enhance global competitiveness in biologics and biosimilars, the Government has announced the Biopharma SHAKTI scheme with an outlay of ₹10,000 crore over five years with an objective to build a globally competitive domestic ecosystem for biologics and biosimilars to support affordable healthcare in India and enable India to emerge as a global biopharma manufacturing and innovation hub.

(d): Science diplomacy is one of the catalytic instruments to support international cooperation, not just in scientific areas but also in various areas of development cooperation with international stakeholders to build a trusted relationship between nations. The Government is taking proactive efforts to adopt innovative ways of pursuing our scientific diplomacy with key partner countries and stakeholder international organisations. The Govt has supported R&D bilateral partnerships with several countries, including

Switzerland, Sweden, Australia, Netherlands, Belgium, Germany, Canada, South Korea, UK and the USA. Multilateral partnerships have been established with the European Union, BRICS, G20, Human Frontier Science Program (HFSP) and European Molecular Biology Organization (EMBO). The Govt. through Ministry of Science & Technology has also partnered with international philanthropic organizations such as the Gates Foundation (USA), and the Wellcome Trust (UK).

(e): The Department of Biotechnology supports research, development and innovation project proposals including proposals to establish any new research or innovation centres in institutions across India under the competitive research grant mechanism.

राजस्थान में रेलवे स्टेशनों पर पेयजल सुविधाएं

5455. श्री मुरारी लाल मीना:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या राजस्थान के कई रेलवे स्टेशनों पर, विशेषकर दौसा में, यात्रियों के लिए पेयजल की सुविधा उपलब्ध नहीं है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या उन रेलवे स्टेशनों पर जल की गुणवत्ता की नियमित जांच की जाती है, जहां पेयजल सुविधाएं उपलब्ध हैं;
- (ग) यदि हां, तो विगत तीन वर्षों के दौरान राजस्थान में, विशेषकर दौसा स्टेशन पर, की गई जल गुणवत्ता परीक्षण रिपोर्टों का वर्ष-वार ब्यौरा क्या है;
- (घ) क्या सरकार को ऐसी शिकायतें प्राप्त हुई हैं कि कतिपय स्टेशनों पर उपलब्ध जल पीने

के लिए उपयुक्त नहीं है अथवा जल शुद्धिकरण संयंत्र काम नहीं कर रहे हैं और यदि हां, तो इस संबंध में क्या कार्रवाई की गई है; और

- (ड) क्या सरकार राजस्थान में दौसा सहित सभी प्रमुख और उप-मंडल स्टेशनों पर आरओ आधारित सुरक्षित पेयजल, वाटर कूलर और नियमित रखरखाव की समयबद्ध व्यवस्था सुनिश्चित करने के लिए कोई विशिष्ट कार्य योजना लागू करने जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ड): राजस्थान में स्थित दौसा स्टेशन पर उच्च सतह वाले प्लेटफॉर्म, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय, शौचालय, बैठने की व्यवस्था और पैदल पार पुल आदि जैसी सुविधाएं उपलब्ध हैं।

अमृत भारत स्टेशन योजना के तहत विकास के लिए दौसा स्टेशन की पहचान की गई है। दौसा स्टेशन पर विकास कार्य तेज गति से शुरू किए गए हैं। स्टेशन भवन, प्लेटफॉर्म शेल्टर, प्रतीक्षालय में सुधार, शौचालय, परिचलन क्षेत्र और 12 मीटर पैदल पार पुल का कार्य पूरा हो चुका है। लिफ्ट का कार्य शुरू हो गया है।

रेल मंत्रालय राजस्थान में स्थित दौसा स्टेशन सहित भारतीय रेल के सभी स्टेशनों पर न्यूनतम आवश्यक सुविधाओं में से एक के रूप में साफ और पीने योग्य निःशुल्क पेयजल सुविधाएं प्रदान करने के लिए प्रतिबद्ध है।

इसके अलावा, भारतीय रेल अपेक्षित खपत का आकलन कर, कमी के लिए वैकल्पिक व्यवस्था करके तथा आवश्यकतानुसार नगरपालिकाओं, स्थानीय जल टैंकर आपूर्तिकर्ताओं और अन्य स्रोतों के सहयोग से रेलवे स्टेशनों पर पर्याप्त जल आपूर्ति सुनिश्चित करती है।

रेलवे स्टेशनों पर उपलब्ध कराए जा रहे पेयजल की गुणवत्ता सुनिश्चित करने के लिए,

समय-समय पर आवधिक जाँच और आवश्यक सुधारात्मक कार्रवाई के निर्देश दिए गए हैं। पेयजल सुविधाओं का नियमित निरीक्षण और अनुरक्षण किया जाता है और शिकायतों का तुरंत समाधान किया जाता है।

भारतीय रेल में परियोजनाओं के कार्यान्वयन की निगरानी के लिए एक सुस्थापित तंत्र है, जिसमें उनकी समीक्षा, निरीक्षण, समय और लागत में वृद्धि की जांच, कार्यों की गुणवत्ता और लेखापरीक्षा शामिल है। विभिन्न संहिताओं और नियमावलियों में निर्धारित मानकों और विशिष्टताओं का पालन करते हुए कार्य किए जाते हैं। विभिन्न एजेंसियों/अधिकारियों/बहु-विषयक टीमों द्वारा समय-समय पर निर्धारित निर्देशों के अनुसार निरीक्षण/लेखापरीक्षा/जाँच की जाती है और सुधार हेतु त्वरित कार्रवाई की जाती है। निष्पादन इकाइयों के सामने आने वाली समस्याओं का तदनुसार समाधान किया जाता है। यह एक सतत और निरंतर चलने वाली प्रक्रिया है।

इसके अलावा, भारतीय रेल पर स्टेशनों पर पेयजल व्यवस्था के प्रावधान सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य परस्पर प्राथमिकता और निधियों की उपलब्धता के अध्यधीन आवश्यकतानुसार किए जाते हैं। किसी स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण स्टेशन की कोटि/अवस्था/संभाले जाने वाले यातायात आदि के आधार पर किया जाता है।

रेलवे स्टेशनों पर वाटर कूलर मौजूदा नीति दिशानिर्देशों के अनुसार उपलब्ध कराए जाते हैं। वर्तमान में, दौसा स्टेशन पर 06 वाटर कूलर उपलब्ध हैं। राजस्थान में सभी प्रमुख और उप-मंडलीय स्टेशनों पर वाटर कूलर का नियमित रखरखाव किया जा रहा है।

रेलमदद, भारतीय रेल का शिकायत निवारण तंत्र है जो यात्रियों को शिकायतों, सहायता और जानकारी के लिए एक एकीकृत माध्यम उपलब्ध कराती है। रेलमदद के अंतर्गत यात्री हेल्पलाइन नंबर-139, रेलमदद वेब, ऐप और एसएमएस जैसे कई चैनलों के माध्यम से

शिकायतों का समाधान हेतु अनुरोध कर सकते हैं। रेलमदद द्वारा यात्री अपनी शिकायतों के समाधान पर फीडबैक साझा कर सकते हैं।

रेलगाड़ियों के डिब्बों और स्टेशनों पर पानी की उपलब्धता से संबंधित शिकायतें रेल मदद में प्राप्त होती हैं। बहरहाल, स्टेशनों पर पानी पीने योग्य नहीं होने/पानी शोधन संयंत्रों के कार्य न करने के संबंध में कोई अलग डेटा रेलमदद में नहीं रखा जाता है।

इसके अलावा, रेल परियोजनाओं/कार्यों के लिए देश भर में राज्य सरकारों, संसद सदस्यों, केंद्र सरकार के मंत्रालयों, निर्वाचित प्रतिनिधियों, रेल की अपनी आवश्यकताओं, संगठनों/रेल उपयोगकर्ताओं आदि द्वारा रेलवे बोर्ड, क्षेत्रीय रेल, मंडल कार्यालय आदि सहित विभिन्न स्तरों पर उठाई गई मांगों के आधार पर औपचारिक और अनौपचारिक दोनों तरह के अभ्यावेदन प्राप्त होते हैं। ऐसे प्रस्तावों/अनुरोधों/सुझावों/अभ्यावेदनों की प्राप्ति एक सतत और गतिशील प्रक्रिया है और समय-समय पर इनकी जांच की जाती है तथा यथासंभव उचित कार्रवाई की जाती है।

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में स्टेशनों में सुधार करने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। इस मास्टर योजना में निम्नलिखित कार्य शामिल हैं:-

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार,
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण,
- स्टेशन भवन में सुधार,
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी के बूथ में सुधार,
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉनकोर्स का प्रावधान
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान

- प्लेटफॉर्म की सतह और प्लेटफॉर्म पर कवर में सुधार/प्रावधान
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान,
- पार्किंग क्षेत्र, यातायात के विभिन्न साधनों का एकीकरण,
- दिव्यांगजनों के लिए सुविधाएं,
- बेहतर यात्री सूचना प्रणाली,
- प्रत्येक स्टेशन पर आवश्यकताओं को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, लैंडस्केपिंग आदि का प्रावधान शामिल हैं।

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

अमृत भारत स्टेशन योजना के तहत अब तक 1338 स्टेशनों को विकास के लिए चिह्नित किया गया है, जिनमें से दौसा स्टेशन सहित 85 स्टेशन राजस्थान में स्थित हैं। राजस्थान में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	अमृत स्टेशनों के नाम
राजस्थान	85	आबू रोड, अजमेर, अलवर, अनूपगढ़, असलपुर जोबनेर, बालोतरा, बांदीकुई, बारां, बाड़मेर, बयाना, ब्यावर, भरतपुर, भवानी मंडी, भीलवाड़ा, बिजयनगर, बीकानेर, बूंदी, चंदेरिया, छबड़ा गुगोर, चित्तौड़गढ़ जंक्शन, चूरू, डाकनिया तलाव, दौसा, डीग, देगाना, देशनोक, धौलपुर, डीडवाना, डूंगरपुर, फालना, फतेहनगर, फतेहपुर शेखावटी, गांधीनगर जयपुर, गंगापुर सिटी, गोगामेड़ी, गोटन, गोविंदगढ़, हनुमानगढ़, हिंडौन सिटी, जयपुर जं, जैसलमेर, जालौर, जवाई बांध, झालावाड़ सिटी, झुंझुनू, जोधपुर, कपासन, खैरथल, खेरली, कोटा

		जं, लालगढ़ जं, माण्डल गढ़, मंडावर महवा रोड, मारवाड़ भीनमाल, मारवाड़ जंक्शन, मावली जंक्शन, मेड़ता रोड जं, नागौर, नरैना, नीम का थाना, नोखा, पाली मारवाड़, फलौदी जं, फुलेरा जं, पिंडवाड़ा, रायसिंह नगर, राजगढ़, रामदेवरा, रामगंजमंडी जंक्शन, राणा प्रतापनगर, रानी, रतनगढ़ जं, रेन, रींगस, सादुलपुर, सांगानेर, सवाई माधोपुर, श्री महावीरजी, सीकर, सोजत रोड, सोमेश्वर, श्रीगंगानगर, सुजानगढ़, सूरतगढ़, उदयपुर सिटी

स्टेशन जहां कार्य पूरा किया जा चुका है:

राजस्थान में अमृत भारत स्टेशन योजना के तहत रेलवे स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं। अब तक 12 स्टेशनों का कार्य पूरा किया जा चुका है। राजस्थान में पूरे किए गए स्टेशनों का नाम निम्नानुसार है:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
राजस्थान	12	बाड़मेर, बूंदी, देशनोक, फतेहपुर शेखावाटी, गंगापुर सिटी, गोगामेड़ी, गोविंदगढ़, जैसलमेर, खैरथल, मंडल गढ़, मण्डावर महवा रोड, राजगढ़

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

- चुरू स्टेशन: नए स्टेशन भवन, कॉनकोर्स, प्लेटफॉर्म संख्या 1 और 2 पर प्लेटफॉर्म शेल्टर का सुधार, बुकिंग कार्यालय, प्रतीक्षालय, रिटायरिंग रूम, शौचालय, प्रवेश/निकास द्वार, सवारी डिब्बा संकेतक बोर्ड और साइनेज का कार्य पूरा हो चुका है। लिफ्ट और 12 मीटर पैदल पार पुल का कार्य शुरू कर दिया गया है।
- गोटन स्टेशन: स्टेशन भवन, प्रांगण, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, शौचालय, परिचलन क्षेत्र, पार्किंग, प्रवेश/निकास द्वार, सवारी डिब्बा संकेतक बोर्ड और साइनेज में सुधार कार्य समाप्त हो गए हैं। लिफ्ट और 12 मीटर पैदल पार पुल का कार्य शुरू कर दिया गया है।

- लालगढ़ स्टेशन: स्टेशन भवन, कॉनकोर्स, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, शौचालय, परिचलन क्षेत्र, पार्किंग, डिब्बों में संकेतक बोर्ड और साइनेज में सुधार संबंधी कार्य पूरे हो चुके हैं। 12 मीटर पैदल पार पुल का कार्य शुरू कर दिया गया है।
- सुजानगढ़ स्टेशन: नए स्टेशन भवन, प्रांगण, मौजूदा स्टेशन भवन में सुधार, प्लेटफॉर्म संख्या 1 की सतह को ऊंचा उठाने का कार्य, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, विश्रामालय, शौचालय, पार्किंग, डिब्बासंकेतक बोर्ड और प्रवेश/निकास द्वार के कार्यों को पूरा कर लिया गया है। स्टेशन भवन, परिचलनक्षेत्र, संकेतक और 12 मीटर पैदल पार पुल का सुधार कार्य शुरू किया गया है।
- जलौर स्टेशन: स्टेशन भवन, प्रांगण, शौचालय, प्रवेश/निकास द्वार और चाहरदीवारी का कार्य पूरा किया जा चुका है। परिचलन क्षेत्र और पैदल पार पुल का कार्य शुरू कर दिया गया है।

अमृत भारत स्टेशन योजना के साथ-साथ अन्य योजनाओं के अंतर्गत शामिल स्टेशनों का विकास/उन्नयन/आधुनिकीकरण को सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के तहत आवंटन और व्यय का विवरण क्षेत्रीय रेल-वार रखा जाता है, न कि कार्य-वार, स्टेशन-वार या राज्य-वार। राजस्थान पाँच क्षेत्रीय रेलों नामतः उत्तर रेल, उत्तर मध्य रेल, उत्तर पश्चिम रेल, पश्चिम रेल और पश्चिम मध्य रेल के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए वित्तीय वर्ष 2025-26 के लिए 4,797 करोड़ रुपये का आवंटन (संशोधित अनुमान) किया गया है, जिसमें से अब तक 4,761 करोड़ रुपये (फरवरी, 2026 तक) का व्यय किया जा चुका है।

TECHNOLOGY-BASED GRIEVANCE REDRESSAL SYSTEM

5456. SHRI ANURAG SHARMA:

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

- (a) whether the Government is exploring or has launched initiatives to enhance transparency and accountability at Fair Price Shops so that foodgrains reach intended beneficiaries without diversion or leakage;
- (b) if so, the details of such initiatives including use of technology, real-time monitoring, social audits and inspections;
- (c) the details of the steps taken by the Government to strengthen technology-based grievance redressal systems so that ration-related complaints are addressed promptly, transparently and with accountability;
- (d) whether Aadhaar seeding and e-KYC of ration cards have improved following Union Government reviews and if so, the progress achieved so far, State-wise;
- (e) whether Aadhaar-authenticated distribution of foodgrains under the Public Distribution System (PDS) has increased during the last three years and if so, the details thereof; and
- (f) the details of the further steps proposed by the Government to achieve universal Aadhaar authentication and complete coverage under the PDS across the country?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN**

JAYANTIBHAI BAMBHANIYA):

(a) and (b): Present Status of modernization efforts of Public Distribution System (PDS) by the Department across the country are as follows –

- Ration cards/beneficiary's database have been completely digitized (100%) in all States/UTs.
- Aadhaar seeding of 99.7% ration cards have been completed in the country.
- All States/UTs have been regularly urged to complete the eKYC so that the benefits of the scheme reach the entitled beneficiaries. The eKYC has been completed for 87.37% beneficiaries.
- Nearly 5.50 Lakh (99.8%) out of total 5.51 Lakh Fair Price Shops (FPSs) in the country have been automated by installing ePoS devices for the distribution of foodgrains through Aadhaar biometric authentication of beneficiaries.
- Introduction of Anna Sahayata, an advanced AI-enabled WhatsApp and IVRS-based grievance redressal system, allowing beneficiaries to lodge complaints in their own language using these platforms.
- Mera Ration Mobile App, which enables beneficiaries to check their entitlements, member and demographic details, last month's distribution status, nearby FPS location, and to lodge grievances directly through the app.

- Anna Mitra mobile app enables the field level functionaries as well FPS dealers to run day to day PDS operations.
- For effective and efficient implementation of the distribution process, the Department has urged the States to integrate the ePOS devices in FPS with weighing scales.

(c): The Department has undertaken several measures to strengthen digital monitoring and grievance redressal mechanisms under the Public Distribution System (PDS).

Firstly, grievance redressal systems have been strengthened through the universal availability of toll-free helplines (1967/1800 series) across all States/UTs. In addition, Anna Sahayata (ASHA) has been introduced as an AI-enabled grievance redressal platform leveraging WhatsApp and IVRS channels, enabling beneficiaries to lodge complaints and provide feedback in their preferred regional languages.

The Mera Ration Mobile App also provides an integrated interface for beneficiaries to access their entitlement details, view transaction history, locate nearby FPSs, and register grievances directly.

Further, monitoring has been strengthened through integration with the CPGRAMS platform, wherein States/UTs have been advised to adhere to the prescribed timeline of 21 days for grievance disposal. Grievance pendency is regularly monitored through dashboards, and periodic advisories are issued to ensure timely resolution. States/UTs with high

pendency are specifically flagged for corrective action.

These initiatives collectively enhance transparency, improve accountability, and ensure timely delivery of services to beneficiaries under the PDS.

(d): Aadhaar seeding and e-KYC of ration cards have improved following regular reviews and monitoring by the Central Government with States/UTs. Aadhaar seeding of ration cards has increased from 99.3% in February 2025 to 99.7% in February 2026. Similarly, the e-KYC of beneficiaries has increased from about 76% in February 2025 to 87.37% in February 2026, reflecting steady progress in strengthening beneficiary authentication under the Public Distribution System. Further, the state-wise status of Aadhaar seeding and e-KYC of ration cards is placed at **Statement-I** and **Statement-II** respectively.

(e) and (f): Aadhaar-authenticated distribution of foodgrains under the Public Distribution System has improved over the past year. The share of Aadhaar-authenticated transactions has increased from 98.00% in Feb 2023 to 98.75 % in February 2026.

The Government is continuously working with States/UTs to further enhance coverage through wider use of ePoS devices at Fair Price Shops, Aadhaar seeding of beneficiaries, and completion of e-KYC, so as to achieve near 100% Aadhaar-authenticated distribution in the country.

STATEMENT-I**State-wise status of Aadhar Seeding**

S.No.	State/UT	% Seeding of Ration Cards
1	Andaman And Nicobar Islands	100.00%
2	Andhra Pradesh	100.00%
3	Arunachal Pradesh	80.60%
4	Assam	99.90%
5	Bihar	99.80%
6	Chandigarh	99.70%
7	Chhattisgarh	100.00%
8	Dadar & Nagar Haveli & Daman & Diu	100.00%
9	Delhi	100.00%
10	Goa	99.90%
11	Gujarat	99.90%
12	Haryana	100.00%
13	Himachal Pradesh	100.00%
14	Jammu And Kashmir	100.00%
15	Jharkhand	98.70%
16	Karnataka	100.00%
17	Kerala	100.00%
18	Ladakh	100.00%
19	Lakshadweep	100.00%
20	Madhya Pradesh	100.00%
21	Maharashtra	100.00%
22	Manipur	99.70%
23	Meghalaya	85.10%
24	Mizoram	99.90%
25	Nagaland	98.40%
26	Odisha	99.80%
27	Puducherry	99.90%
28	Punjab	100.00%
29	Rajasthan	97.50%
30	Sikkim	100.00%
31	Tamil Nadu	100.00%

32	Telangana	100.00%
33	Tripura	99.90%
34	Uttarakhand	100.00%
35	Uttar Pradesh	100.00%
36	West Bengal	100.00%
	National Summary	99.70%

STATEMENT-II

State/UT wise status of e-KYC

S No.	State/UT	e-KYC%
1	Andaman & Nicobar Islands	99.52%
2	Andhra Pradesh	93.39%
3	Assam	83.44%
4	Arunachal Pradesh	45.31%
5	Bihar	80.10%
6	Chandigarh (DBT)	96.65%
7	Chhattisgarh	90.35%
8	Delhi	84.69%
9	Dadra Nagar Haveli and Daman & Diu	78.57%
10	Haryana	58.61%
11	Himachal Pradesh	96.96%
12	Goa	79.50%
13	Gujarat	94.54%
14	Jammu & Kashmir	92.26%
15	Jharkhand	77.10%
16	Karnataka	98.79%
17	Kerala	98.71%
18	Ladakh	100.00%
19	Lakshadweep	88.02%
20	Madhya Pradesh	93.18%
21	Maharashtra	59.17%
22	Manipur	54.28%
23	Meghalaya	56.05%
24	Mizoram	79.31%

25	Nagaland	72.87%
26	Puducherry (DBT)	66.07%
27	Rajasthan	95.51%
28	Sikkim	81.75%
29	Tamil Nadu	91.03%
30	Telangana	86.69%
31	Tripura	84.18%
32	Punjab	87.53%
33	Odisha	97.10%
34	Uttarakhand	69.32%
35	Uttar Pradesh	92.70%
36	West Bengal	98.63%
	TOTAL	87.37%

रिचार्ज प्लान और डेटा टैरिफ में बढ़ोतरी

5457. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने दूरसंचार सेवा प्रदाताओं (टीएसपी) द्वारा कार्यान्वित रिचार्ज प्लान और डेटा टैरिफ में की गई वृद्धि की समीक्षा की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार उपभोक्ताओं को इस तरह की टैरिफ वृद्धि से राहत प्रदान करने के लिए किसी नियामक हस्तक्षेप पर विचार कर रही है;
- (ग) देश भर में कॉल ड्रॉप के बढ़ने, कमजोर नेटवर्क सिग्नल और इंटरनेट की धीमी गति संबंधी समस्याओं के समाधान के लिए सरकार द्वारा उठाए गए ठोस कदमों का ब्यौरा क्या है;
- (घ) क्या सरकार इसके लिए कोई दंड तंत्र लागू करने पर विचार कर रही है; और
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

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

(क) और (ख): भारतीय दूरसंचार विनियामक प्राधिकरण अधिनियम, 1997 के तहत भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) को दूरसंचार सेवाओं की दरों को अधिसूचित करने की शक्तियां दी गई हैं। मौजूदा टैरिफ फ्रेमवर्क के अनुसार, राष्ट्रीय रोमिंग, ग्रामीण फिक्स्ड लाइन सेवाओं, मोबाइल नंबर पोर्टेबिलिटी और लीज्ड सर्किटों जैसी सेवाओं को छोड़कर, मोबाइल और डेटा सेवाओं के लिए टैरिफ फोरबियरेंस के अधीन है। मौजूदा विनियामक प्रावधानों के अनुपालन के अध्यक्षीन, सेवा प्रदाता बाजार की स्थिति और अन्य वाणिज्यिक विचारणीय पहलुओं को अपनी समझ के आधार पर टैरिफ डिजाइन करने और उसे ऑफर करने के लिए स्वतंत्र हैं। बाजार में प्रतिस्पर्धा मौजूद है और सरकार की नीतियों और ट्राई द्वारा अधिसूचित विनियामक फ्रेमवर्क से भारत में मोबाइल सेवाओं के उपभोक्ताओं के लिए सबसे कम टैरिफ दरों के बराबर टैरिफ हो गई है।

(ग): ट्राई अधिनियम, 1997 की धारा 11 की उप-धारा (1) के खंड (ख) के उप-खंड (v) के तहत ट्राई को सेवा प्रदाताओं द्वारा प्रदान की जाने वाली सेवा की गुणवत्ता के मानकों को निर्धारित करने और सेवा की गुणवत्ता सुनिश्चित करने का कार्य सौंपा गया है ताकि दूरसंचार सेवाओं के उपभोक्ताओं के हितों का संरक्षण किया जा सके।

मोबाइल सेवाओं की सेवा की गुणवत्ता की निगरानी के लिए निम्नलिखित कदम उठाए गए हैं –

- i. ट्राई द्वारा सेवा प्रदाताओं से आवधिक कार्य-निष्पादन निगरानी रिपोर्टें प्राप्त करके इसके द्वारा निर्धारित सेवा गुणवत्ता के विभिन्न पैरामीटरों के लिए बेंचमार्क के आधार पर सेवा प्रदाताओं के कार्य-निष्पादन की नियमित रूप से निगरानी की जाती है।
- ii. उक्त रिपोर्टें, प्रत्येक लाइसेंस प्राप्त सेवा क्षेत्र (एलएसए) के लिए तिमाही आधार पर ट्राई को प्रस्तुत की जाती हैं। तथापि, मोबाइल सेवाओं के लिए रिपोर्ट, मासिक आधार पर प्रस्तुत की जाती है।

- iii. जहां कहीं सेवा की गुणवत्ता संबंधी बेंचमार्क पूरे नहीं किए जाते हैं, उन मामलों में ट्राई संबंधित सेवा प्रदाता से स्पष्टीकरण मांगता है और सेवा प्रदाताओं के उत्तर पर विचार करने के बाद, ट्राई अपने द्वारा बनाए गए विनियमों के प्रावधान के अनुसार वित्तीय दण्ड (एफडी) लगाता है।
- iv. ट्राई, अपने ही अधिकारियों या स्वतंत्र एजेंसियों के माध्यम से उक्त रिपोर्टों की लेखा-परीक्षा भी करता है।
- v. इसके अतिरिक्त, ट्राई, अपने ही अधिकारियों अथवा स्वतंत्र एजेंसियों के माध्यम से चयनित रूटों पर ड्राइव टेस्ट करके सेवा की गुणवत्ता का आकलन करता है।
- vi. ट्राई हितधारकों की जानकारी के लिए अपनी वेबसाइट पर सेवा की गुणवत्ता और ड्राइव टेस्ट की लेखा-परीक्षा और आकलन के परिणाम प्रकाशित करता है।

(घ) और (ङ): ट्राई ने दिनांक 02.08.2024 के सेवा की गुणवत्ता के मानक एक्सेस (वायरलाइन और वायरलेस) और ब्रॉडबैंड (वायरलाइन और वायरलेस) सेवा विनियम, 2024 में सेवा प्रदाताओं द्वारा किसी भी क्यूओएस पैरामीटर के निर्धारित बेंचमार्क का अनुपालन न करने की स्थिति में वित्तीय दंड (एफडी) लगाने का प्रावधान है।

विनियमों के अनुसार, सेवा प्रदाता को पहले उल्लंघन के लिए प्रति बेंचमार्क एक लाख रुपये से अनधिक की राशि: लगातार दूसरे उल्लंघन के लिए दो लाख रुपये और उसके बाद होने वाले प्रत्येक लगातार उल्लंघन के लिए तीन लाख रुपये का भुगतान करना होता है।

तदनुसार, जहां कहीं सेवा की गुणवत्ता संबंधी बेंचमार्क पूरे नहीं किए जाते हैं उन मामलों में संबंधित सेवा प्रदाता से स्पष्टीकरण मांगा जाता है और सेवा प्रदाता के उत्तर पर विचार करने के बाद, सेवा की गुणवत्ता संबंधी विनियमों के प्रावधान के अनुसार सेवा प्रदाता पर सेवा की गुणवत्ता के संबंध में पैरामीटरों के लिए वित्तीय दंड लगाया जाता है जिनका उसने पालन नहीं किया है।

COAL PRODUCING COMPANIES

5458. SHRI TANUJ PUNIA:

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

- (a) the details of number of coal mines operated by public and private companies in the country during the last two years along with the quantum of coal produced in such mines;
- (b) the details of quantum and the rate per metric tonne at which the coal has been sold in the country and imported by mining companies during the said period, year-wise, State-wise, company-wise and coal-category-wise;
- (c) the details of coal imported during the said period, country-wise, company-wise, year-wise; and
- (d) the details of coal mines allotted to Coal India Limited and private companies during the last two years, State and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COAL; AND MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI SATISH CHANDRA DUBEY):

- (a): Details of number of coal mines operated by Public and Private companies during last two financial years (FY 2023-24 and 2024-25):

Description of coal blocks	FY 2023-24		FY 2024-25	
	No. of Public Blocks	No. of private blocks	No. of Public Blocks	No. of private blocks
Captive/Others	35	26	38	28

Coal India Ltd Blocks (CIL)	313	-	310	-
Singareni Collieries Company Ltd blocks (SCCL)	40	-	38	-

Quantum of Coal production (in Million Ton) in the country during FY 2023-24 and FY 2024-25 from the coal blocks:

Financial Year	2023-24	2024-2025
CIL	773.65	781.06
SCCL	70.02	69.01
Captive/Others	153.99	197.46
Total	997.66	1047.53

(b) and (c): Company-wise, State-wise and Grade-wise details of coal despatch and average basic price per tonne during FY 2023-24 and FY 2024-25 :

- i. State-wise and Grade-wise details of coal despatch and average basic price per tonne of coal supplied by CIL during FY 2023-24 and FY 2024-25 is given in **Statement-I**.
- ii. Grade-wise details of coal despatch and average basic price per tonne of coal supplied by Singareni Collieries Company Limited during FY 2023-24 and FY 2024-25 is given in **Statement-II**.
- iii. Captive/Commercial coal companies: Coal, produced from the captive coal mines is used within own captive plants. With regard to coimmercial coal mines, as per the Commercial Coal Mining policy, allottees have complete flexibility for the sale and utilization of

extracted coal. Since these are market-driven transactions, the specific sale rates for individual private transactions are not centrally maintained by the Ministry.

Coal Import:

During both financial year, i.e. FY 2023-24 and FY 2024-25, no coal was imported by CIL or Singareni Collieries Company Limited.

The import of Coal, Country-wise, during FY 2023-24 to 2024-25 may be found enclosed in **Statement-III**. Overall import in the country during last two financial years is as below:

Financial Year	Coking Coal (in Million ton)	Non-Coking Coal (in Million ton)	Total Coal Import (in Million ton)
2023-24	58.813	205.718	264.531
2024-25	57.576	186.046	243.622

(d): During the last two financial years (FY 2023-24 and FY 2024-25), a total of 62 coal blocks have been successfully allocated by the Ministry through the commercial auction process. Out of these, one coal block was allocated to Coal India Limited (CIL), 53 mines allocated to Private Sector companies and remaining 8 coal blocks to other Central/State Public Sector Undertakings (PSUs).

Details of coal block allocated to CIL under commercial coal mine auction policy:

Name of Coal Mine	State	District	Allocattee	PRC (MT)	Vesting Date
Dahegaon/Makardhokra-IV	Maharashtra	Nagpur	Western Coalfields Limited	0.5	29-05-2025

State-wise and financial year-wise coal block allocation details are given below:

FY WISE & STATE WISE	NUMBER OF Coal BLOCKS ALLOCATED
2023-2024	32
Arunachal Pradesh	1
Chhattisgarh	6
Jharkhand	8
Madhya Pradesh	8
Maharashtra	3
Odisha	5
West Bengal	1
2024-2025	30
Chhattisgarh	3
Jharkhand	9
Madhya Pradesh	6
Maharashtra	1
Odisha	10
West Bengal	1
Grand Total	62

STATEMENT-I

<u>Statement Showing Coal Company-wise, State-wise, Grade-wise Despatch</u>					
<u>Qty. & Avg. Basic Price per tonne during FY 2023-24 and FY 2024-25</u>					
					(PROVISIONAL)
Coal	State	Grade	FY 2023-24		FY 2024-25

Company			Despatch (in mn. Tonnes)	Avg. Basic Price per tonne (Rs. / tonne)	Despatch (in mn. Tonnes)	Avg. Basic Price per tonne (Rs. / tonne)
BCCL						
	Andhra Pradesh					
		WCC	0.00	14,076	0.01	13,766
		WCP	0.00	3,618	0.05	2,731
	Andhra Pradesh Total		0.00	10,077	0.06	4,162
	Assam					
		W-III	0.00	3,312	0.01	3,312
		W-V	0.01	2,586	0.01	2,591
	Assam Total		0.01	2,775	0.01	2,883
	Bihar					
		WCP	0.15	3,087	0.04	3,035
		W-III	0.01	5,920	0.03	3,691
		W-V	1.04	2,427	0.90	2,431
		G5			0.00	2,970
		G6	0.01	2,550	0.00	4,934
		G7	0.02	2,167	0.01	2,299
		G8	0.01	1,544		
		Rejects			0.00	1,072
		W-II	0.00	5,758	0.00	5,890
		W-IV	0.81	2,605	0.66	2,615
		W-VI	0.00	2,254		
		Slurry	0.00	3,965	0.00	3,062.64
	Bihar Total		2.05	2,557	1.65	2,545
	Chhattisgarh					
		WCC	0.19	11,723	0.41	10,295
		WCP	0.01	3,481	0.00	2,649
		W-V	0.03	2,586	0.06	3,078
		G7	0.02	2,090		
		W-IV	0.02	2,600	0.00	3,194
	Chhattisgarh Total		0.27	9,149	0.49	9,219
	Haryana					
		WCP			0.10	2,945
		W-III	0.07	2,736	0.10	2,736
		W-V	2.30	2,427	1.68	2,427
		G5			0.00	2,970
		G6	0.00	2,510		
		G7	0.01	2,128	0.05	2,299
		G8	0.00	1,590		

		W-IV	1.71	2,600	2.07	2,600
		W-VI			0.00	2,254
		G9	0.06	1,342	0.00	1,426
	Haryana Total		4.17	2,486	4.01	2,535
	Jharkhand					
		WCC	0.58	12,622	0.58	11,467
		WCP	0.61	2,777	0.72	2,954
		W-III	1.35	4,418	0.93	4,233
		W-V	1.48	2,512	1.80	2,518
		G5			0.00	2,970
		G6	0.08	5,074	0.06	5,175
		G7	0.10	2,571	0.27	2,299
		G8	0.12	1,560		
		Rejects	0.34	1,638	0.47	1,167
		W-II	0.48	5,484	0.59	4,937
		W-IV	2.73	2,926	2.69	2,715
		W-VI	0.01	2,328	0.04	2,692
		G9	0.32	1,294	0.06	1,426
		Breeze	0.00	5,757	0.00	6,507
		G10	0.05	1,120		
		G13			0.00	827
		G14			0.00	758
		ST2	0.00	7,490	0.01	5,917
		W03			0.00	5,124
		W-I	0.03	6,686		
		Slurry	0.12	4,314	0.08	3,800.38
	Jharkhand Total		8.40	3,809	8.29	3,549
	Karnataka					
		WCC	0.04	15,143		
	Karnataka Total		0.04	15,143		
	Madhya Pradesh					
		W-V	0.15	2,439		
		W-IV	0.10	2,600		
		G9	0.01	1,426	0.31	1,426
	Madhya Pradesh Total		0.26	2,441	0.31	1,426
	Maharashtra					
		WCC			0.00	14,016
		W-II			0.00	5,990
		Slurry	0.00	4,620	0.00	5,090.00
	Maharashtra Total		0.00	4,620	0.00	13,370
	Meghalaya					

		W-V	0.01	2,586	0.02	2,591
	Meghalaya Total		0.01	2,586	0.02	2,591
	Orissa					
		WCC	0.17	12,274	0.28	11,032
		WCP	0.54	2,884	0.20	2,808
		W-III	0.01	5,036		
		W-V	0.02	3,233	0.03	2,742
		Rejects	0.02	1,681		
		W-II	0.03	7,405	0.00	23,405
		ST2			0.00	31,360
		W-I	0.00	6,684		
	Orissa Total		0.78	5,072	0.52	7,326
	Punjab					
		WCP			0.04	3,022
		W-III	0.02	2,736	0.04	2,736
		W-V	0.22	2,427	0.60	2,427
		G8	0.01	1,475		
		W-IV	0.35	2,600	0.35	2,600
		W-VI	0.00	2,254		
		G9	0.00	1,409	0.00	1,426
		G10	0.02	1,108		
	Punjab Total		0.62	2,466	1.03	2,521
	Rajasthan					
		WCP			0.04	4,086
		W-V	0.85	3,375	0.88	3,391
		G5	0.00	4,158		
		G7	0.00	3,219		
		W-IV	0.17	3,640	0.40	3,640
		G9	0.00	1,996		
	Rajasthan Total		1.03	3,416	1.32	3,487
	Uttar Pradesh					
		WCP	0.48	2,885	0.56	2,965
		W-III	0.33	4,186	0.59	3,530
		W-V	2.56	2,513	3.71	2,866
		G5			0.01	2,970
		G6	0.01	3,538	0.01	3,800
		G7	0.01	2,154	0.02	3,164
		G8	0.00	1,590		
		Rejects	0.03	1,197	0.05	1,285
		W-II	0.01	6,061	0.00	6,163
		W-IV	2.27	2,791	2.93	3,223
		W-VI			0.03	3,060

		G9	0.00	1,426	0.00	1,730
		Slurry	0.01	3,479	0.00	4,280.00
	Uttar Pradesh Total		5.72	2,752	7.91	3,049
	West Bengal					
		WCC	0.48	12,730	0.42	11,588
		WCP	0.97	2,842	1.13	2,888
		W-III	0.10	3,895	0.12	3,289
		W-V	5.73	2,573	3.65	2,495
		G5			0.00	2,970
		G6	0.05	2,692	0.01	2,949
		G7	0.15	2,114	0.06	2,323
		G8	0.11	1,720		
		Rejects	0.10	1,894	0.35	1,159
		W-II	0.03	6,312	0.02	5,907
		W-IV	7.95	2,795	6.63	2,667
		W-VI	0.02	3,008	0.07	2,298
		G9	0.10	1,421	0.01	1,549
		Breeze	0.00	6,968	0.00	6,836
		G10	0.04	1,120		
		W-I	0.01	6,684		
		Slurry	0.02	3,430	0.02	3,069.71
	West Bengal Total		15.85	3,002	12.49	2,904
BCCL Total			39.22	3,156	38.11	3,161
CCL						
	Andhra Pradesh					
		WASHED COAL (COKING COAL)	0.19	6,500	0.32	6,500
	Andhra Pradesh Total		0.19	6,500	0.32	6,500
	Assam					
		G6			0.00	2,510
		G7			0.00	2,090
		G8	0.00	1,590		
		G9	0.01	1,240		
		G10			0.00	1,120
		G13	0.01	827		
		G11	0.04	1,606	0.00	1,155
		G12	0.06	1,040	0.01	1,073
		REJECTS WASHERY			0.00	862
		W04	0.07	2,408		

		W05	0.07	2,148		
	Assam Total		0.26	1,778	0.03	1,336
	Bihar					
		G5	0.22	2,987	0.05	2,995
		G6	0.26	2,542	0.62	2,538
		G7	0.45	2,078	0.31	2,097
		G8	0.74	1,557	0.65	1,603
		Rejects	0.00	3,266		
		G9	0.79	1,238	0.73	1,240
		G10	0.40	1,106	0.23	1,125
		G13	0.07	831	0.04	827
		ST2	0.00	5,642		
		W03	0.35	3,220	0.40	3,122
		G11	2.80	977	2.31	975
		G12	1.00	900	1.37	902
		REJECTS WASHERY			0.00	1,831
		W04	0.91	2,540	0.67	2,555
		W05	0.06	2,149	0.13	2,166
		W02	0.00	6,786	0.00	5,136
		W06	0.01	1,889	0.01	1,889
		WASHED COAL (NON COKING COAL)	2.93	2,247	3.36	2,247
		WASHED COAL POWER	0.16	3,650	0.08	3,650
		Slurry	0.00	4,029	0.00	2,897.00
	Bihar Total		11.15	1,730	10.98	1,754
	Chandigarh					
		G7	0.01	2,510		
		G8	0.00	1,908		
		G9	0.00	1,488		
		G10	0.00	1,344		
		G11	0.01	1,155		
		G12	0.00	1,073		
	Chandigarh Total		0.04	1,595		
	Chattisgarh					
		G5			0.00	5,632
		G6			0.00	4,669

		G8	0.03	2,167	0.00	3,177
		G9	0.04	1,260	0.02	1,240
		G10	0.06	1,505	0.02	1,221
		G13	0.21	995	0.01	1,337
		W03			0.00	4,507
		WASHED COAL (COKING COAL)	0.17	6,500	0.13	8,102
		G11	0.22	1,104	0.16	1,053
		G12	0.33	954	0.21	1,002
		REJECTS WASHERY			0.01	1,162
		W04	0.01	2,623		
		W02			0.00	5,247
		WASHED COAL POWER	0.01	3,650		
	Chattisgarh Total		1.07	1,955	0.56	2,659
	Delhi					
		G9	0.00	3,375		
	Delhi Total		0.00	3,375		
	Gujrat					
		G11			0.51	1,686
		G12			0.21	1,419
	Gujrat Total				0.72	1,609
	Haryana					
		G5	0.15	2,970	0.06	2,970
		G6	0.05	2,462	0.32	2,510
		G7	0.12	2,105	0.06	2,090
		G8	0.33	1,586	0.48	1,590
		G9	1.23	1,239	1.52	1,240
		G10	0.34	1,096	0.23	1,120
		G13	0.53	827	0.00	827
		W03	0.12	2,750	0.15	2,750
		G11	2.78	965	5.00	967
		G12	2.09	896	1.29	896
		W04	1.52	2,408	1.21	2,408
		W05	0.40	2,148	0.18	2,148
		W06			0.00	1,889
		Slurry	0.00	6,513		

	Haryana Total		9.65	1,354	10.51	1,306
	Jharkhand					
		G5	0.18	3,808	0.10	5,276
		G6	0.26	4,747	0.64	3,631
		G7	0.32	2,991	0.15	3,368
		G8	1.24	2,087	1.76	2,242
		Rejects	0.64	1,690		
		G9	0.67	1,726	0.54	1,329
		G10	0.52	2,318	0.39	1,593
		G13	0.11	1,068	0.41	1,206
		ST2	0.03	5,619	0.00	5,392
		W03	0.97	3,916	2.00	3,231
		WASHED COAL (COKING COAL)	0.19	6,500	0.17	8,325
		G11	6.11	1,479	7.71	1,252
		G12	1.65	1,484	3.33	1,261
		REJECTS WASHERY			0.49	1,156
		W04	5.70	2,616	4.88	2,666
		W05	3.50	2,207	2.35	2,232
		W02	0.15	5,924	0.15	5,030
		W06	0.18	2,119	0.01	1,889
		WASHED COAL (NON COKING COAL)	0.16	2,278	0.01	2,967
		WASHED COAL POWER	0.55	3,650	0.41	3,651
		W01			0.01	5,212
		Slurry	0.25	3,778	0.18	3,695.41
	Jharkhand Total		23.39	2,265	25.70	2,052
	Karnataka					
		G6	0.00	6,167		
		G8	0.00	4,321		
		Rejects	0.00	2,442		
		G9	0.00	4,830		
		G10	0.00	3,158		
		ST2	0.00	5,622		
		W03	0.00	5,623		

		G11	0.02	1,496	0.00	1,542
		G12	0.05	1,485	0.01	1,352
		W04	0.00	6,042		
	Karnataka Total		0.08	1,573	0.02	1,404
	Madhya Pradesh					
		G5	0.00	5,161		
		G6	0.00	5,199		
		G7	0.01	2,070		
		G8	0.10	1,991	0.08	1,598
		Rejects	0.00	1,537		
		G9	0.15	1,312	0.03	1,288
		G10	0.32	1,154	0.44	1,138
		G13	0.28	929	0.00	827
		W03	0.00	3,621	0.00	3,747
		G11	0.83	1,422	1.22	1,109
		G12	0.80	972	1.63	1,077
		REJECTS WASHERY			0.03	869
		W04	0.03	2,493	0.00	3,837
		W05	0.03	2,364		
		W02	0.00	6,577	0.00	4,858
		WASHED COAL (NON COKING COAL)	0.00	2,959		
		Slurry	0.00	4,061		
	Madhya Pradesh Total		2.56	1,235	3.43	1,110
	Maharashtra					
		G5			0.00	5,850
		G6	0.00	6,023	0.00	5,132
		G7	0.00	5,433	0.00	3,429
		G8	0.02	4,138	0.02	2,812
		Rejects	0.01	2,327		
		G9	0.00	2,851		
		G10	0.02	3,034	0.00	2,359
		G13			0.00	1,308
		W03	0.00	5,014	0.00	3,650
		G11	0.06	2,481	0.05	1,985
		G12	0.03	2,291	0.10	1,518
		REJECTS WASHERY			0.00	1,182

		W04	0.00	4,875	0.00	3,410
		W02	0.00	6,333	0.00	4,595
		Slurry	0.01	2,221		
	Maharashtra Total		0.15	2,870	0.18	1,911
	Meghalaya					
		G8	0.01	2,043	0.01	2,043
	Meghalaya Total		0.01	2,043	0.01	2,043
	Odisha					
		G5			0.00	2,970
		G6			0.00	4,659
		G7	0.01	4,755	0.02	3,692
		G8	0.02	2,602	0.00	3,437
		Rejects	0.00	859		
		G9	0.00	2,018		
		G10	0.00	2,609		
		G13	0.00	3,587		
		W03	0.01	7,393	0.00	3,684
		WASHED COAL (COKING COAL)	0.11	6,500	0.01	8,483
		G11	0.03	1,764	0.06	1,390
		G12	0.00	3,635	0.00	1,513
		W04			0.00	3,504
		W02	0.01	7,197	0.00	5,055
		WASHED COAL POWER	0.10	3,650	0.10	3,650
	Odisha Total		0.31	4,688	0.20	3,149
	Punjab					
		G5	0.01	2,970		
		G6			0.30	2,510
		G7	0.11	2,023	0.03	2,090
		G8	0.34	1,560	0.43	1,590
		G9	0.35	1,236	0.26	1,313
		G10	0.04	1,308	0.04	1,125
		G13	0.11	827	0.01	827
		W03			0.01	2,750
		G11	2.76	1,015	2.09	1,013
		G12	1.03	921	0.54	938
		W04	0.40	2,408	0.47	2,408
		W05	0.26	2,148	0.03	2,148

	Punjab Total		5.40	1,225	4.21	1,365
	Rajasthan					
		G8	0.06	2,043	0.01	2,043
		G9	0.02	1,617	0.00	1,617
		G11	0.04	1,643	0.01	1,639
		G12	0.04	1,166	0.00	1,166
	Rajasthan Total		0.16	1,658	0.02	1,790
	Tamil Nadu					
		G9	0.06	1,424	0.06	1,240
		G10	0.05	1,091		
		G13	0.02	827		
		W03			0.01	2,750
		G11	0.22	987	0.19	965
		G12	0.19	951	0.23	896
		W04	0.04	2,408	0.01	2,408
		W05	0.02	2,148	0.01	2,148
		W06	0.01	1,889		
	Tamil Nadu Total		0.60	1,174	0.49	1,025
	Uttar Pradesh					
		G5	0.16	3,225	0.04	4,394
		G6	0.17	3,154	0.53	2,819
		G7	0.61	2,133	0.18	2,105
		G8	1.78	1,651	2.06	1,738
		Rejects	0.03	986		
		G9	2.00	1,336	1.56	1,306
		G10	0.91	1,254	0.44	1,204
		G13	0.99	878	0.06	1,043
		ST2	0.00	5,669	0.00	5,385
		W03	0.15	3,390	0.26	3,054
		G11	8.68	1,074	11.03	1,034
		G12	6.00	992	6.39	961
		REJECTS WASHERY			0.02	1,220
		W04	2.16	2,562	1.87	2,477
		W05	0.14	2,213	0.36	2,167
		W02	0.01	6,425	0.01	5,137
		W06	0.05	2,645		
		WASHED COAL (NON COKING COAL)	0.67	2,247	0.26	2,247

		WASHED COAL POWER	0.12	3,650	0.40	3,650
		W01			0.00	5,158
		Slurry	0.01	3,932	0.00	3,206.34
	Uttar Pradesh Total		24.65	1,371	25.47	1,340
	Uttarakhand					
		G9	0.01	1,988	0.00	2,333
		G10	0.00	3,247	0.01	1,673
		G11	0.22	1,659	0.10	1,813
		G12	0.04	1,259	0.04	1,406
	Uttarakhand Total		0.27	1,613	0.15	1,714
	West Bengal					
		G5	0.00	4,985	0.00	5,308
		G6	0.01	3,448	0.01	4,992
		G7	0.00	3,792	0.00	3,577
		G8	0.16	2,385	0.29	2,453
		Rejects	0.03	1,572		
		G9	0.08	2,522	0.02	1,964
		G10	0.12	2,818	0.03	3,119
		G13	0.03	955	0.01	1,308
		ST2	0.00	5,632	0.00	5,395
		W03	0.01	4,644	0.02	3,551
		WASHED COAL (COKING COAL)	0.09	6,500	0.08	8,253
		G11	1.94	2,205	1.30	1,650
		G12	0.63	1,924	0.73	1,499
		REJECTS WASHERY			0.01	949
		W04	0.16	2,921	0.17	2,613
		W05	0.06	2,382	0.02	2,166
		W02	0.00	6,271	0.00	5,016
		WASHED COAL POWER	0.23	3,650	0.33	3,650
		Slurry	0.00	4,307	0.00	3,952.64
	West Bengal Total		3.57	2,427	3.04	2,173
CCL Total			83.51	1,734	86.04	1,657
ECL						
	Andhra Pradesh					

		G10	0.00	1,119	0.02	1,120
		G03	0.05	3,410	0.04	3,410
		G04	0.39	3,257	2.01	3,250
		G05	0.29	2,976	0.74	2,954
		G06	0.05	2,510	0.06	2,680
		G07	0.09	2,090	0.22	2,090
		G08	0.05	1,590	0.16	1,603
	Andhra Pradesh Total		0.91	2,931	3.24	3,003
	Assam					
		G03	0.05	3,723	0.05	3,427
		G04	0.45	3,313	0.55	3,278
		G05	0.38	2,910	0.49	2,971
		G06	0.04	2,478	0.02	2,510
		G07	0.00	1,938		
		G08	0.01	1,551	0.00	1,592
	Assam Total		0.93	3,128	1.11	3,130
	Bihar					
		G10	0.06	2,204	0.13	1,742
		G13	7.90	1,279	10.48	1,354
		G11	1.89	1,415	0.41	1,415
		G12			2.22	1,404
		G03	0.10	4,187	0.04	4,590
		G04	1.57	3,242	0.81	3,291
		G05	0.77	2,920	0.38	2,948
		G06	0.22	2,492	0.03	2,530
		G07	0.50	2,066	0.79	2,090
		G08	0.25	1,559	0.49	1,590
	Bihar Total		13.25	1,706	15.78	1,558
	Chhattisgarh					
		G03	0.02	3,418	0.00	3,403
		G04	0.03	3,512	0.36	3,459
		G05	0.04	3,006	0.02	2,971
		G06	0.04	2,696	0.01	2,730
	Chhattisgarh Total		0.13	3,093	0.39	3,412
	Delhi					
		G03	0.00	7,185		
		G04	0.00	5,847	0.00	4,519
	Delhi Total		0.00	6,027	0.00	4,519
	Gujarat					
		G03	0.00	8,255	0.00	6,812
		G04	0.07	3,159	0.00	5,776
	Gujarat Total		0.07	3,343	0.00	6,281

	Haryana					
		G03	0.07	3,369	0.03	3,411
		G04	0.53	3,260	0.47	3,250
		G05	0.44	2,909	0.38	2,970
		G06	0.10	2,470	0.04	2,510
		G07	0.17	2,032	0.17	2,090
		G08	0.09	1,554	0.02	1,590
	Haryana Total		1.40	2,842	1.11	2,926
	Himachal Pradesh					
		G03	0.01	3,678	0.00	3,683
		G04	0.02	3,520	0.07	3,526
	Himachal Pradesh Total		0.03	3,563	0.07	3,533
	Jharkhand					
		G10	0.05	2,760	0.15	2,121
		W03	0.01	5,609	0.01	4,872
		G03	0.25	5,649	0.15	5,349
		G04	0.86	4,888	0.71	4,879
		G05	0.17	4,702	0.11	4,481
		G06	0.03	3,336	0.05	3,567
		G07	0.02	2,090	0.01	2,090
		G08	0.04	1,632	0.01	1,965
	Jharkhand Total		1.43	4,753	1.21	4,457
	Madhya Pradesh					
		G04	0.10	4,839	0.32	3,710
		G05	0.00	5,487	0.00	5,034
		G06	0.01	2,542		
	Madhya Pradesh Total		0.11	4,710	0.32	3,716
	Maharashtra					
		G03	0.00	6,594	0.00	5,653
		G04	0.00	7,446	0.02	5,530
		G05			0.00	6,361
	Maharashtra Total		0.00	7,435	0.02	5,531
	Meghalaya					
		G04	0.24	5,095	0.43	4,129
		G05	0.00	4,972		
		G06	0.01	4,470	0.05	3,267
	Meghalaya Total		0.25	5,066	0.48	4,044
	Odisha					
		G10	0.00	2,871	0.01	2,289
		G03	0.01	3,691	0.01	3,410
		G04	0.13	5,188	0.14	4,406

		G05	0.08	2,952	0.03	2,970
		G06	0.04	3,169	0.00	2,733
	Odisha Total		0.27	4,078	0.20	3,956
	Punjab					
		G03	0.00	8,342		
		G04	0.03	4,811		
		G05	0.00	8,130		
	Punjab Total		0.03	4,858		
	Rajasthan					
		G04	0.09	4,620	0.12	3,798
	Rajasthan Total		0.09	4,620	0.12	3,798
	Tamil Nadu					
		G03			0.03	3,410
		G04			0.42	3,250
		G05			0.36	2,970
		G06			0.03	2,510
		G07			0.01	2,091
		G08			0.01	1,591
	Tamil Nadu Total				0.86	3,086
	Uttar Pradesh					
		W03	0.00	5,530	0.00	5,290
		G03	0.22	4,709	0.14	4,450
		G04	1.84	4,617	1.94	4,363
		G05	0.84	2,987	0.85	2,985
		G06	0.21	2,525	0.10	2,517
		G07	0.24	2,053	0.50	2,090
		G08	0.11	1,565	0.22	1,590
	Uttar Pradesh Total		3.46	3,827	3.75	3,540
	Uttarakhand					
		G03	0.00	5,252	0.00	4,965
		G04	0.00	6,180		
	Uttarakhand Total		0.00	5,583	0.00	4,965
	West Bengal					
		G10	0.38	1,469	1.54	1,231
		G13	2.20	1,277	2.74	1,358
		W03	0.00	5,599	0.00	5,298
		G03	0.65	5,315	0.44	5,111
		G04	11.51	3,944	11.39	3,858
		G05	1.92	3,247	1.83	3,326
		G06	0.97	2,824	0.57	2,769
		G07	1.97	2,055	0.71	2,090

		G08	1.65	1,600	1.74	1,622
	West Bengal Total		21.24	3,195	20.96	3,044
ECL Total			43.60	2,850	49.62	2,665
MCL						
	Andhra Pradesh					
		G8			0.11	1,590.00
		G10	0.77	1,093	0.15	1,120
		G13	6.87	841	5.86	841
		G14	7.83	772	8.03	763
		G11	1.02	1,019	2.74	980
		G12	19.77	912	21.32	916
		G15	0.99	600	1.04	603
		Washed Coal	0.06	2,260	1.18	2,260.00
	Andhra Pradesh Total		37.31	870	40.42	913
	Bihar					
		G8			0.06	1,590.00
		G10	0.09	1,081		
		G13	0.33	827	0.65	827
		G14	1.37	758	1.35	758
		G11	0.06	965	1.02	965
		G12	0.22	896	0.23	896
		G15	0.19	600	0.43	600
	Bihar Total		2.27	787	3.74	831
	Chhattisgarh					
		G8			0.12	4,127.85
		G9	0.05	3,761	0.06	2,345.84
		G10	0.72	2,458	0.42	2,204
		G13	8.13	1,310	7.83	958
		G14	8.54	1,166	11.81	849
		G11	0.46	1,532	0.73	1,136
		G12	3.95	1,183	3.57	953
		G15	0.56	966	0.52	703
		Washed Coal			0.97	2,260.00
	Chhattisgarh Total		22.41	1,271	26.03	994
	Gujarat					
		G13			0.12	1,259
		G14			0.22	1,115
		G12			0.48	1,292
	Gujarat Total				0.82	1,240
	Haryana					
		G8			0.04	1,590.00
		G10	0.01	1,120		

		G13	0.32	827	0.11	827
		G14	0.08	758	0.19	758
		G11	0.21	965	0.29	965
		G12	0.15	896	0.07	896
		G15			0.03	600
	Haryana Total		0.77	875	0.73	907
	Jharkhand					
		G8			0.01	4,312.00
		G10	0.02	2,559		
		G13	0.17	1,679	0.08	962
		G14	0.17	1,140	0.54	906
		G11	0.02	1,953	0.19	1,467
		G12	0.34	2,040	0.36	1,256
		G15	0.01	600	0.01	600
	Jharkhand Total		0.73	1,738	1.20	1,137
	Karnataka					
		G13	1.76	960	1.36	867
		G14	0.29	916		
		G11	0.19	1,049	0.70	1,009
		G12	3.03	978	3.57	914
	Karnataka Total		5.27	971	5.63	914
	Madhya Pradesh					
		G10	0.04	1,808		
		G13	0.28	1,571	0.16	893
		G14	0.43	1,000	0.47	822
		G11	0.08	1,702	0.20	1,038
		G12	0.43	1,345	0.24	931
		G15	0.08	722	0.04	664
	Madhya Pradesh Total		1.33	1,281	1.11	889
	Maharashtra					
		G8			0.10	1,590.00
		G10	0.24	1,097		
		G13	3.49	827	3.64	828
		G14	2.59	758	3.96	762
		G11	0.60	965	3.57	965
		G12	1.30	901	1.77	896
		G15	0.20	600	0.66	606
		Washed Coal	0.03	2,260	0.72	2,260.00
	Maharashtra Total		8.45	834	14.43	919
	Meghalaya					
		G12	0.01	1,098	0.00	1,098

	Meghalaya Total		0.01	1,098	0.00	1,098
	Odisha					
		G6	0.00	3,392	0.00	3,285.00
		G7	0.00	3,012	0.04	2,861.36
		G8	0.04	2,601	0.32	3,901.74
		G9	0.21	4,413	0.02	2,256.29
		G10	0.94	2,346	0.35	1,979
		G13	25.47	1,167	22.04	1,067
		G14	19.34	1,108	16.43	965
		G11	1.63	1,296	4.32	1,206
		G12	29.73	1,273	33.49	1,109
		G15	0.54	955	0.64	804
		Washed Coal			0.93	2,260.00
		BG2			0.01	501.00
	Odisha Total		77.91	1,218	78.61	1,100
	Punjab					
		G10	0.03	1,120		
		G13	1.93	827	0.07	827
		G14	1.87	758	0.08	758
		G11	1.03	965	0.43	965
		G12	1.06	896	0.37	896
		G15			0.00	600
	Punjab Total		5.92	843	0.95	909
	Rajasthan					
		G10	0.07	1,568		
		G13	0.75	1,158	0.34	1,158
		G14	0.05	1,062	0.21	1,062
		G11	0.80	1,349	2.03	1,351
		G12	0.02	1,255	0.21	1,255
		G15			0.03	840
	Rajasthan Total		1.69	1,264	2.82	1,294
	Tamil Nadu					
		G8			0.02	1,602.93
		G10	0.20	1,106		
		G13	8.50	831	7.27	827
		G14	5.18	758	3.78	758
		G11	1.76	965	1.42	968
		G12	8.84	896	10.82	897
		G15	0.46	600	0.89	600
	Tamil Nadu Total		24.95	846	24.19	848
	Telangana					

		G10	0.02	1,260	0.01	1,120
		G13	0.13	1,221	0.10	898
		G14	0.14	1,076	0.18	931
		G11	0.01	1,865	0.01	1,697
		G12	0.25	1,249	0.15	1,065
		G15			0.02	798
	Telangana Total		0.55	1,209	0.48	984
	Uttar Pradesh					
		G10	0.06	1,102		
		G13	0.27	921	0.08	827
		G14	0.48	758	0.14	903
		G11	0.02	965	0.07	965
		G12	0.28	1,046	0.46	896
		G15	0.07	600	0.01	600
	Uttar Pradesh Total		1.17	875	0.77	892
	West Bengal					
		G8			0.08	2,755.58
		G9	0.01	6,272	0.00	1,867.00
		G10	0.29	1,253	0.00	1,685
		G13	2.50	923	1.15	877
		G14	1.63	880	2.06	772
		G11	1.09	1,021	2.72	984
		G12	2.56	1,265	2.40	1,065
		G15	0.19	678	0.12	600
	West Bengal Total		8.28	1,046	8.54	953
MCL Total			199.02	1,065	210.46	994
NCL						
	Andhra Pradesh					
		G5			0.00	4,546
	Andhra Pradesh Total				0.00	4,546
	Assam					
		G7	0.00	6,970		
		G8	0.00	4,442	0.00	3,552
		G9	0.01	2,627	0.00	2,916
		G10	0.00	2,310		
		G13			0.00	1,614
	Assam Total		0.02	3,318	0.00	2,509
	Bihar					
		G7	0.05	2,044	0.04	2,096
		G8	0.41	1,580	0.46	1,592
		G9	0.11	1,234	0.38	1,240
		G10	1.33	1,110	1.12	1,120

		G13	0.41	827	0.40	827
		G11	0.24	965	0.03	965
		Deshaled Coal	0.02	2,247		
	Bihar Total		2.55	1,157	2.44	1,194
	Chandigarh					
		G10	0.00	1,344		
	Chandigarh Total		0.00	1,344		
	Chhattisgarh					
		G5	0.02	5,573	0.01	4,586
		G7	0.42	2,895	0.64	2,726
		G8	0.19	3,186	0.32	2,677
		G9	0.06	2,262	0.16	2,290
		G10	0.19	1,252	0.11	1,557
		G13	0.07	3,238	0.17	1,927
		G11	0.03	1,523	0.04	1,907
		By Product R	0.04	2,304		
	Chhattisgarh Total		1.02	2,601	1.44	2,477
	Delhi					
		G7			0.00	3,673
		G8	0.00	3,849	0.01	3,703
		G9			0.01	3,148
	Delhi Total		0.00	3,849	0.01	3,403
	Gujarat					
		G5	0.00	4,886		
		G7	0.01	2,157		
		G8	0.23	1,535	0.63	1,599
		G9	0.03	1,201	0.04	1,240
		G10	0.39	1,290	0.03	2,055
		G11	0.01	1,277		
		Deshaled Coal	0.17	2,252		
	Gujarat Total		0.84	1,561	0.69	1,598
	Haryana					
		G5	0.00	5,279	0.00	4,572
		G7	0.30	2,075	0.06	2,828
		G8	0.74	1,596	0.78	1,631
		G9	0.20	1,242	0.17	1,259
		G10	2.10	1,127	2.63	1,147
		G13	0.04	827	0.13	829
		G11	0.35	965	0.03	965

		Deshaled Coal	0.02	2,457		
	Haryana Total		3.76	1,294	3.81	1,268
	Himachal Pradesh					
		G7	0.00	3,525	0.00	3,533
		G8	0.01	2,620	0.02	2,604
		G9			0.01	1,488
	Himachal Pradesh Total		0.01	2,766	0.03	2,452
	Jammu And Kashmir					
		G8			0.00	2,779
	Jammu And Kashmir Total				0.00	2,779
	Jharkhand					
		G5	0.17	4,473	0.10	3,771
		G7	0.26	4,650	0.21	3,862
		G8	0.23	4,209	0.59	3,634
		G9	0.11	2,145	0.25	2,169
		G10	0.10	2,282	0.04	1,935
		G13	0.02	2,633	0.03	1,897
		G11	0.00	5,661	0.00	2,292
		By Product R	0.00	1,991		
	Jharkhand Total		0.89	3,867	1.23	3,281
	Madhya Pradesh					
		G5	0.23	5,481	0.14	4,579
		G7	1.21	3,962	2.25	2,918
		G8	2.37	1,821	5.75	1,733
		G9	2.55	1,443	2.41	1,448
		G10	25.06	1,143	22.79	1,150
		G13	0.55	1,845	0.72	1,522
		G11	4.88	1,131	1.96	1,082
		G12	0.02	896		
		Deshaled Coal	0.60	2,446		
		By Product R	0.00	1,749		
	Madhya Pradesh Total		37.48	1,354	36.01	1,391
	Maharashtra					
		G5	0.01	5,452		
		G7	0.02	4,504	0.03	3,383
		G8	0.08	4,044	0.16	3,701
		G9	0.03	2,828	0.05	2,635
		G10	0.02	3,470	0.01	2,279
		G13	0.04	3,138	0.09	1,994

		G11	0.02	3,010	0.05	1,554
		By Product R	0.06	2,238		
	Maharashtra Total		0.26	3,333	0.38	2,838
	Odisha					
		G5	0.06	4,673	0.05	4,311
		G7	0.11	4,523	0.17	3,791
		G8	0.00	5,349	0.06	3,653
		G9	0.30	1,605	0.14	1,962
		G10			0.05	1,817
		G13	0.00	3,886	0.01	1,718
		G11	0.00	5,445	0.00	1,993
	Odisha Total		0.48	2,728	0.47	3,056
	Punjab					
		G5	0.02	5,598	0.00	5,270
		G7	0.91	2,112	0.90	2,099
		G8	0.67	1,638	1.19	1,652
		G9	0.20	1,379	0.22	1,560
		G10	1.39	1,165	1.04	1,165
		G13	0.00	2,520	0.00	1,929
		G11	0.18	965	0.01	1,263
		Deshaled Coal	0.00	2,695		
	Punjab Total		3.37	1,542	3.36	1,615
	Rajasthan					
		G7	0.69	2,066	0.83	2,090
		G8	2.03	1,600	1.69	1,665
		G9	1.45	1,451	2.03	1,501
		G10	7.30	1,126	7.77	1,171
		G13	0.97	827	0.63	829
		G11	1.10	966	0.60	972
		Deshaled Coal	0.67	2,511		
	Rajasthan Total		14.22	1,305	13.55	1,314
	Telangana					
		G13			0.01	1,899
		G11			0.01	2,001
	Telangana Total				0.02	1,961
	Uttar Pradesh					
		G5	0.29	4,473	0.33	4,438
		G7	3.51	2,412	3.75	2,216
		G8	17.47	2,089	17.88	1,985
		G9	6.71	1,528	10.25	1,597

		G10	36.23	1,146	36.13	1,147
		G13	1.11	1,358	1.98	1,079
		G11	5.58	1,012	2.09	1,028
		G12	1.08	896	0.85	896
		Deshaled Coal	0.25	2,633		
		By Product R	0.04	2,172		
	Uttar Pradesh Total		72.27	1,479	73.27	1,476
	Uttarakhand					
		G7	0.00	3,525	0.00	3,533
		G8	0.05	2,050	0.07	2,104
		G9	0.14	1,833	0.46	1,947
		G10	0.13	1,814	0.15	1,673
	Uttarakhand Total		0.32	1,862	0.68	1,908
	West Bengal					
		G5	0.11	5,110	0.03	4,335
		G7	0.09	4,536	0.06	3,653
		G8	0.03	3,607	0.12	3,574
		G9	0.00	3,452	0.03	2,732
		G10	0.00	4,118	0.04	1,795
		G13	0.00	2,732	0.02	1,881
		G11	0.00	5,634	0.00	2,018
	West Bengal Total		0.24	4,686	0.31	3,204
NCL Total			137.72	1,456	137.70	1,473
NEC						
	Arunachal Pradesh					
		G04	0.00	7,900		
		G01	0.00	11,159		
	Arunachal Pradesh Total		0.00	9,513		
	Assam					
		G03	0.02	7,559		
		G04	0.02	6,718	0.02	5,019
		G01	0.02	8,024	0.03	7,745
		G02	0.00	10,241	0.02	7,276
	Assam Total		0.06	7,693	0.08	6,769
	Bihar					
		G03	0.00	8,864		
		G01	0.00	7,867	0.00	8,453
		G02	0.03	8,456	0.01	7,345
	Bihar Total		0.03	8,421	0.01	7,552
	Delhi					
		G03	0.00	9,104		

		G04	0.00	7,128	0.00	4,957
		G01	0.00	6,960		
	Delhi Total		0.00	7,985	0.00	4,957
	Haryana					
		G03	0.00	10,294		
		G04			0.00	4,937
		G01			0.00	9,118
	Haryana Total		0.00	10,294	0.00	6,989
	Jharkhand					
		G03	0.00	8,664		
		G04			0.00	4,830
		G01	0.00	11,487	0.00	9,328
		G02			0.00	7,533
	Jharkhand Total		0.00	9,291	0.00	7,172
	Meghalaya					
		G04	0.01	6,683	0.00	4,937
		G01	0.00	5,761	0.00	6,176
		G02			0.00	6,630
	Meghalaya Total		0.01	6,321	0.01	6,015
	Odisha					
		G03	0.00	10,294	0.00	5,382
		G01	0.00	8,663	0.01	7,836
		G02	0.00	8,774	0.00	6,134
	Odisha Total		0.01	8,795	0.01	7,270
	Punjab					
		G04			0.00	4,957
		G01	0.01	6,874	0.01	7,363
		G02			0.00	5,561
	Punjab Total		0.01	6,874	0.01	6,487
	Uttar Pradesh					
		G03	0.01	6,951		
		G04	0.00	7,900	0.01	4,557
		G01	0.00	8,622	0.02	7,897
		G02	0.03	6,763	0.04	6,772
	Uttar Pradesh Total		0.04	6,894	0.06	6,827
	Uttarakhand					
		G01	0.00	7,388	0.00	7,636
	Uttarakhand Total		0.00	7,388	0.00	7,636
	West Bengal					
		G03	0.01	5,929		
		G04	0.00	7,900	0.04	4,889
		G01	0.00	7,565	0.02	8,160

		G02	0.00	7,920	0.02	7,615
	West Bengal Total		0.01	6,768	0.07	6,375
NEC Total			0.17	7,532	0.26	6,687
SECL						
	Andhra Pradesh (New)					
		G8	0.00	2,330		
		G9	0.00	2,036	0.00	1,792
		G10			0.00	1,617
		G11	0.02	2,223		
		SC II	0.00	3,459		
	Andhra Pradesh (New) Total		0.02	2,300	0.01	1,713
	Bihar					
		G10			0.00	2,063
		G11	0.00	4,136		
	Bihar Total		0.00	4,136	0.00	2,063
	Chattisgarh					
		G5	0.51	4,322	0.52	3,935
		G6	1.45	3,381	2.01	3,808
		G7	0.75	3,257	1.13	3,001
		G8	1.46	2,747	2.13	2,887
		G9	0.73	2,510	1.10	2,465
		G10	2.17	2,196	8.84	1,304
		G13	4.81	964	7.35	988
		G14	3.89	1,328	0.99	995
		G11	70.28	1,197	61.17	1,121
		G12	1.25	1,318	3.87	1,205
		G15	6.75	1,098	2.07	753
		SC II	0.04	3,720	0.01	3,268
		G16			0.24	817
		G2			0.01	3,569
		G3	0.05	4,328	0.20	4,521
		G4	0.01	4,080	0.05	4,180
	Chattisgarh Total		94.14	1,312	91.69	1,286
	Delhi					
		G5	0.00	3,665		
		G6	0.00	3,552	0.00	3,516
		G7	0.00	6,396		
		G8			0.00	3,130
		G10	0.00	6,036		
		G11			0.00	2,215
	Delhi Total		0.00	4,664	0.01	2,677

	Gujarat					
		G5	0.00	2,970	0.11	2,970
		G6	0.57	2,491	0.22	2,511
		G7	0.27	2,076	0.64	2,096
		G8	0.40	1,564	0.63	1,591
		G9	0.23	1,228	0.18	1,241
		G10	0.26	1,089	0.13	1,120
		G13	0.02	827	0.08	1,127
		G14	0.01	758		
		G11	13.17	965	13.73	967
		G12	0.05	896	0.06	1,507
		SC II	0.00	3,729	0.01	2,806
		G2			0.08	3,560
		G3	0.77	3,388	0.31	3,410
	Gujarat Total		15.75	1,180	16.17	1,138
	Haryana					
		G5			0.00	3,623
		G7			0.00	3,505
		G11	0.18	1,813		
		G3			0.04	3,410
	Haryana Total		0.18	1,813	0.05	3,436
	Jharkhand					
		G5	0.01	4,081	0.00	3,573
		G6	0.01	4,155	0.06	4,738
		G7	0.01	4,170	0.03	4,434
		G8	0.02	3,968	0.04	2,750
		G9	0.02	2,180	0.00	3,315
		G10	0.00	3,138	0.03	1,835
		G11	0.24	2,149	0.12	1,515
		G12			0.00	1,498
		G15	0.06	1,444		
	Jharkhand Total		0.37	2,320	0.28	2,680
	Karnataka					
		G11	0.02	2,534		
	Karnataka Total		0.02	2,534		
	Madhya Pradesh					
		G5	0.19	3,521	0.39	3,088
		G6	0.99	3,034	1.10	3,280
		G7	1.25	2,175	1.55	2,435
		G8	4.02	1,790	4.57	1,839
		G9	0.86	1,438	1.12	1,640

		G10	0.52	1,644	0.33	2,034
		G13	0.10	932	0.31	858
		G14	0.16	1,184	0.08	1,082
		G11	10.68	1,131	9.04	1,069
		G12	0.00	2,018	0.27	1,060
		G15	0.19	1,397	0.03	947
		SC II	0.14	2,825	0.08	2,819
		G16			0.00	769
		G2			0.03	3,960
		G3	0.02	3,659	0.18	5,496
		G4			0.03	3,375
	Madhya Pradesh Total		19.10	1,505	19.10	1,634
	Maharashtra					
		G5			0.06	2,970
		G6	0.40	2,498	0.11	2,572
		G7	0.12	2,180	0.49	2,121
		G8	0.31	1,640	0.39	1,638
		G9	0.16	1,254	0.08	1,284
		G10	0.09	1,225	0.07	1,127
		G13	0.37	833	1.10	827
		G14	0.14	858	0.38	758
		G11	28.49	967	21.53	974
		G12	0.01	1,200	0.55	897
		G15	0.27	684	0.08	600
		SC II			0.05	2,796
		G3			0.31	3,410
	Maharashtra Total		30.35	997	25.20	1,040
	Meghalaya					
		G6			0.00	3,523
		G7	0.01	3,239	0.01	3,239
		G11			0.05	1,206
	Meghalaya Total		0.01	3,239	0.06	1,593
	Odisha					
		G5	0.11	4,564	0.06	4,137
		G6	0.20	3,932	0.53	4,124
		G7	0.23	3,446	0.22	3,928
		G8	0.31	3,418	0.32	3,585
		G9	0.06	3,039	0.10	2,982
		G10	0.15	4,074	0.04	2,466
		G13			0.00	1,209
		G14	0.16	1,563	0.02	870
		G11	1.63	2,010	1.24	1,443

		G12	0.05	1,454	0.11	1,578
		G15	0.24	1,685	0.09	960
		SC II	0.01	4,147		
		G3			0.01	3,782
		G4	0.00	6,800	0.00	4,020
	Odisha Total		3.14	2,533	2.74	2,531
	Punjab					
		G5			0.00	2,970
		G6			0.01	2,510
		G7	0.00	3,777	0.05	2,090
		G8	0.02	2,189	0.10	1,655
		G9	0.01	2,268	0.01	1,650
		G10	0.14	1,166	0.28	1,120
		G13			0.07	827
		G14	0.00	889		
		G11	3.01	969	4.56	965
		G12	0.00	896	0.09	896
		G2			0.02	3,560
		G3	0.06	3,321	0.13	3,410
	Punjab Total		3.24	1,027	5.32	1,068
	Rajasthan					
		G5	0.04	2,996	0.12	2,975
		G6	0.47	2,527	0.31	2,621
		G7	0.45	2,082	0.71	2,122
		G8	0.90	1,637	0.85	1,690
		G9	0.23	1,256	0.22	1,268
		G10	0.14	1,111	0.03	1,120
		G13	0.00	827	0.50	827
		G14	0.07	758	0.13	758
		G11	9.68	970	5.10	976
		G12	0.06	896	0.45	896
		G15	0.13	600	0.08	600
		SC II	0.03	2,796	0.07	2,796
		G2			0.05	3,727
		G3	0.37	3,392	0.23	3,614
		G4			0.00	3,250
	Rajasthan Total		12.58	1,199	8.81	1,308
	Telangana					
		G5	0.00	6,605		
		G12	0.00	2,855		
	Telangana Total		0.00	6,497		
	Uttar Pradesh					

		G5	0.03	3,904	0.00	2,984
		G6	0.51	2,718	0.14	3,341
		G7	0.18	2,129	0.43	2,101
		G8	0.32	2,081	0.44	1,794
		G9	0.14	1,377	0.07	2,000
		G10	0.02	4,895	0.01	2,042
		G13	0.00	1,243	0.00	827
		G14	0.00	1,348		
		G11	0.07	2,147	0.05	1,419
		G15	0.01	874		
		SC II	0.00	3,801	0.00	2,993
		G3			0.00	3,421
	Uttar Pradesh Total		1.27	2,334	1.15	2,100
	West Bengal					
		G5	0.00	5,104		
		G6	0.00	4,162	0.02	4,845
		G8	0.00	4,725	0.00	4,396
		G9	0.00	4,875	0.00	2,890
		G10			0.00	2,257
		G14	0.01	1,141	0.00	1,103
		G11	0.37	2,334	0.11	1,412
		G15	0.02	899		
	West Bengal Total		0.41	2,257	0.15	2,024
SECL Total			180.59	1,288	170.74	1,298
WCL						
	Andhra Pradesh					
		G10			0.03	1,880
		G11			0.10	2,247
	Andhra Pradesh Total				0.13	2,154
	Chhattisgarh					
		G6	0.00	3,784	0.00	3,824
		G9			0.01	2,986
		G10	0.03	3,661	0.07	2,920
		G11	0.12	2,191	0.13	2,317
		G12	0.02	2,327		
		G10G11	0.00	3,269	0.00	3,383
		G10G12	0.01	4,561	0.00	2,998
		G6G7	0.00	4,969		
		G7G10			0.00	3,487
		G8G10	0.00	5,185		
		G8G11	0.01	4,128	0.00	3,776
		G8G9	0.00	4,807		

	Chhattisgarh Total		0.20	2,735	0.21	2,580
	Delhi					
		G10			0.00	1,955
		G8G11	0.00	3,787		
	Delhi Total		0.00	3,787	0.00	1,955
	Gujarat					
		G7	0.00	2,933	0.01	2,960
		G8	0.00	3,327	0.57	2,368
		G9	0.66	2,010	0.04	2,626
		G10	1.30	2,000	2.19	1,950
		G13	0.31	1,440	0.27	1,440
		G11	2.81	1,637	2.58	1,700
		G12	0.15	1,530	0.10	1,542
		G10G11			0.01	2,724
		G10G12	0.02	3,432	0.01	2,885
		G7G10			0.00	3,010
		G8G10	0.00	4,714	0.00	3,704
		G8G11	0.04	3,878	0.01	3,058
		G8G9			0.00	3,539
		G9G10	0.01	3,463	0.02	3,038
	Gujarat Total		5.30	1,786	5.83	1,866
	Jharkhand					
		G10			0.00	3,368
	Jharkhand Total				0.00	3,368
	Karnataka					
		G7	0.00	3,412	0.02	3,039
		G8			0.01	2,799
		G9	0.05	2,148	0.10	2,277
		G10	2.19	2,017	1.80	2,252
		G13	0.42	1,655	0.48	1,530
		G11	1.15	1,943	0.97	1,998
		G12	0.14	2,193	0.14	1,733
		G10G11			0.00	2,502
	Karnataka Total		3.95	1,966	3.52	2,069
	Madhya Pradesh					
		G6	0.08	4,454	0.07	4,252
		G7	0.06	3,236	0.27	2,971
		G8	0.85	2,544	1.72	2,502
		G9	1.93	2,153	0.93	2,072
		G10	2.22	2,318	1.75	2,125
		G13	0.38	1,440	0.51	1,440

		G11	2.93	2,492	3.71	2,104
		G12	0.36	1,642	1.18	1,828
		G10G11	0.00	3,808	0.05	2,835
		G10G12	0.05	3,726	0.04	2,976
		G6G7	0.00	3,374	0.00	3,619
		G7G10			0.01	3,544
		G8G10	0.01	4,331	0.00	3,248
		G8G11	0.07	4,153	0.05	3,352
		G8G9	0.01	5,429	0.00	3,695
		G9G10	0.03	3,995	0.10	3,112
		G6G8			0.00	3,658
		G6G9	0.00	5,009	0.01	3,634
		G7G8			0.00	4,116
		G7G9	0.00	3,558		
		G9G11	0.01	3,855		
		WG-IV	0.04	5,781	0.00	3,864
	Madhya Pradesh Total		9.04	2,372	10.40	2,170
	Maharashtra					
		G6	0.00	8,599	0.00	5,546
		G7	0.01	3,035	0.06	2,964
		G8	0.03	4,203	1.32	2,398
		G9	2.03	2,095	0.66	2,649
		G10	15.15	2,448	17.59	2,331
		G13	4.96	1,727	3.81	1,674
		G11	22.59	2,249	20.09	2,365
		G12	4.67	1,799	1.78	1,927
		G10G11	0.10	3,800	0.49	2,976
		G10G12	0.44	3,627	0.37	2,909
		G6G7	0.01	4,630	0.00	3,855
		G7G10			0.06	3,551
		G8G10	0.08	3,787	0.03	3,168
		G8G11	0.51	4,199	0.21	3,626
		G8G9	0.10	4,071	0.08	3,394
		G9G10	0.25	3,931	0.62	3,172
		G6G9	0.00	4,965	0.00	3,508
		G7G8			0.02	3,879
		G7G9	0.00	3,422		
		G9G11	0.04	3,207		
		WG-IV	0.00	5,603		
		G11G12	0.00	4,031		
		G8G8	0.00	4,581		
	Maharashtra Total		50.98	2,261	47.19	2,317

	Odisha					
		G10	0.01	4,091		
	Odisha Total		0.01	4,091		
	Rajasthan					
		G9	0.55	2,231	0.02	2,228
		G10			0.10	2,336
		G11	0.08	1,880	0.07	2,065
	Rajasthan Total		0.63	2,188	0.18	2,228
	Telangana					
		G9	0.00	4,594		
		G10	0.08	2,265	0.35	2,252
		G11	0.04	2,467	0.43	1,982
		G12			0.26	1,687
		G10G11	0.00	4,122	0.00	3,672
		G10G12	0.00	4,645		
		G6G7	0.00	4,842	0.00	4,042
		G8G10	0.00	5,053		
		G8G11	0.00	4,086	0.00	3,811
		G8G9	0.00	4,780	0.00	3,911
		G9G10	0.01	4,299	0.03	3,311
		G7G8			0.00	3,896
	Telangana Total		0.14	2,562	1.08	2,059
	Uttar Pradesh					
		G8	0.00	4,516		
		G9	0.00	4,150		
		G10G12	0.00	4,115		
		G6G7	0.00	5,637		
		G9G11	0.00	5,409		
	Uttar Pradesh Total		0.00	4,779		
WCL Total			70.24	2,225	68.56	2,240
Grand Total			754.07	1,586	761.48	1,555

STATEMENT- II

The details of grade-wise quantum and the rate per tonne of coal sold by SCCL

GRADE WISE SUPPLIES OF SCCL FOR THE LAST 2 YEARS AND CY UPTO FEB'26 QTY IN LT						
GRAD E WISE	2023-24			2024-25		
	POWER	NON POWER	Grand	POWER	NON POWER	Grand

	Qty. in LT	Rate per metric tonne (Basic)	Qty. in LT	Rate per metric tonne (Basic)	Total	Qty. in LT	Rate per metric tonne (Basic)	Qty. in LT	Rate per metric tonne (Basic)	Total
G5	0.18	5685	7.88	5685	8.06	3.75	5685	5.53	5685	9.28
G6	5.01	5230	2.86	5530	7.87	4.97	5230	2.07	5530	7.04
G7	20.09	4830	16.71	5130	36.80	24.33	4830	11.40	5130	35.73
G8	47.39	3830	24.11	4580	71.51	77.87	3830	11.23	4580	89.10
G9	28.27	3150	2.63	4220	30.90	25.34	3150	0.89	4220	26.23
G10	146.43	3010	1.53	4080	147.96	132.91	3010	0.37	4080	133.28
G11	124.90	2520	25.62	3540	150.52	89.57	2520	17.00	3540	106.57
G12	6.67	2250	0.00	3180	6.67	2.34	2250	0.00	3180	2.34
G13	142.33	1880	6.31	2760	148.63	121.70	1880	5.59	2760	127.29
G14	3.81	1700	0.00	2620	3.81	43.01	1700	0.00	2620	43.01
G15	82.83	1670	1.67	2020	84.50	71.92	1670	0.05	2020	71.97
LOGR D			1.35	400	1.35			0.84	400	0.84
WG-R								0.00	550	0.00
Grand Total	607.91		90.67		698.58	597.71		54.98		652.69

STATEMENT- III

SOURCE COUNTRY-WISE IMPORT OF COAL DURING FY 2023-24

(Fig. in MT)

Sr. No.	Country	Total Coal
1	Australia	44.457
2	Baharain Is	0.002
3	Bhutan	0.000
4	Canada	3.170
5	Chile	0.000
6	China P Rp	0.091
7	Colombia	0.229
8	Estonia	0.000

Sr. No.	Country	Total Coal
9	Finland	0.000
10	Germany	0.038
11	Hong Kong	0.234
12	Indonesia	115.711
13	Italy	0.000
14	Japan	0.000
15	Kazakhstan	0.077
16	Latvia	0.000
17	Lithuania	0.000
18	Malaysia	0.000
19	Mozambique	9.730
20	Netherland	0.164
21	Netherlandantil	0.078
22	New Zealand	0.221
23	Oman	0.001
24	Peru	0.027
25	Philippines	0.076
26	Poland	0.011
27	Qatar	0.000
28	Russia	23.122
29	Saudi Arab	0.000
30	Singapore	10.091
31	South Africa	28.718
32	Spain	0.233
33	Switzerland	3.033
34	Taiwan	0.030
35	Tanzania Rep	0.222
36	Thailand	0.000
37	Turkey	0.007
38	U Arab Emts	2.234
39	UK	0.143
40	USA	22.301

Sr. No.	Country	Total Coal
41	Ukraine	0.079
42	Uzbekistan	0.000
43	Vietnam Soc Rep	0.000
44	Unspecified	0.000
Total		264.531

SOURCE COUNTRY-WISE IMPORT OF COAL DURING FY 2024-25

(Fig. in MT)

Sr. No.	Country	Total Coal
1	Afghanistan	0.000
2	Australia	33.035
3	Baharain Is	0.005
4	Belgium	0.000
5	Bhutan	0.000
6	Canada	1.747
7	China P Rp	0.271
8	Colombia	2.399
9	Croatia	0.000
10	Estonia	0.000
11	Finland	0.000
12	Germany	0.001
13	Hong Kong	0.785
14	Indonesia	104.651
15	Japan	0.000
16	Kazakhstan	0.165
17	Latvia	0.000
18	Lithuania	0.000
19	Malaysia	0.000
20	Morocco	0.017
21	Mozambique	8.362
22	Netherland	0.072

Sr. No.	Country	Total Coal
23	New Zealand	0.264
24	Norway	0.000
25	Oman	0.001
26	Poland	0.000
27	Qatar	0.000
28	Russia	23.653
29	Saudi Arab	0.019
30	Singapore	10.968
31	South Africa	31.133
32	Spain	0.000
33	Switzerland	2.094
34	Taiwan	0.000
35	Tanzania Rep	0.502
36	Turkey	0.003
37	U Arab Emts	3.213
38	UK	0.120
39	USA	20.141
40	Unspecified	0.000
41	Vietnam Soc Rep	0.000
Total		243.622

IRCTC CONVENIENCE FEES ON ONLINE RAILWAY TICKET

5460. SHRI KODIKUNNIL SURESH:

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

- (a) whether the Government is aware that passengers booking tickets online through Indian Railway Catering and Tourism Corporation (IRCTC) are being charged convenience fees/service charges despite the fully automated process and if so, the details thereof;

- (b) the reasons for levy and retention of such charges when tickets booked under normal/Tatkal quotas are auto-cancelled due to waitlist status;
- (c) the justification for retaining these charges in system-driven auto-cancellations when the passenger is not at fault and the service is not rendered;
- (d) the total amount collected as convenience fees, clerical charges and service charges during the last financial year and the current financial year to till date along with separate details for normal/Tatkal bookings; and
- (e) whether the Government proposes to waive/refund such charges in cases of auto- cancellation and if so, the details thereof and if not, the reasons therefor?

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

(a) to (e): Indian Railway Catering and Tourism Corporation (IRCTC) has provided the facility to book reserved tickets online saving passengers from the trouble of going to reservation counters to book the tickets thus saving travel time and transportation costs.

IRCTC incurs substantial expenditure on providing online ticketing facility and in order to defray the cost incurred in maintenance, upgradation and expansion of ticketing infrastructure, a very nominal convenience fee is

levied by IRCTC.

The online ticket booking facility provided by IRCTC is one of the most passenger friendly initiatives of Indian Railways and its acceptance can be gauged from the fact that at present approximately 88% of the reserved tickets are booked online.

Clerkage is levied on cancellation of all waitlisted tickets including cancelled through IRCTC website as per the Railway Passengers (Cancellation of Tickets and Refund of Fare) Rules, 2015, notified through Gazette notification and as amended from time to time. Review and rationalization of policy is a continuous and ongoing process.

नवीकरणीय स्रोतों से विद्युत उत्पादन

5461. श्री संजय उत्तमराव देशमुख:

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

- (क) देश के विभिन्न राज्यों में विभिन्न नवीन और नवीकरणीय ऊर्जा स्रोतों से संस्थापित क्षमता, विद्युत उत्पादन क्षमता और विद्युत उत्पादन का ब्यौरा क्या है;
- (ख) विगत तीन वर्षों के दौरान नवीन और नवीकरणीय ऊर्जा स्रोतों के माध्यम से अधिशेष ऊर्जा उत्पन्न करने वाले राज्यों को आवंटित और संवितरित की गई निधि का परियोजना-वार ब्यौरा क्या है;
- (ग) क्या सरकार ने इस संबंध में कोई समीक्षा की है और यदि हां, तो तत्संबंधी व्यौरा क्या है;
- (घ) क्या सरकार ने नवीन और नवीकरणीय ऊर्जा स्रोतों के माध्यम से अधिशेष विद्युत ऊर्जा का उत्पादन करने वाले राज्यों को कोई प्रोत्साहन प्रदान किया है;

(ड) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और

(च) देश में नवीन और नवीकरणीय ऊर्जा स्रोतों के माध्यम से अधिशेष विद्युत ऊर्जा उत्पन्न करने वाले राज्यों का राज्य-वार और स्थान-वार ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) से (ड): दिनांक 28.02.2026 की स्थिति के अनुसार, देश में नवीकरणीय ऊर्जा (आरई) स्थापित क्षमता का राज्य-वार और स्रोत-वार ब्यौरा **विवरण-I** में दिया गया है। साथ ही, पिछले तीन वर्षों और जनवरी, 2026 तक वर्तमान वर्ष के दौरान नवीकरणीय ऊर्जा उत्पादन का राज्य-वार और स्रोत-वार ब्यौरा **विवरण-II** में दिया गया है।

वर्तमान में देश में अधिशेष नवीकरणीय ऊर्जा के उत्पादन के लिए राज्यों को प्रोत्साहित करने के लिए कोई विशिष्ट प्रावधान नहीं है। तथापि, सरकार, राज्यों/संघ राज्य क्षेत्रों द्वारा नवीकरणीय ऊर्जा परियोजनाओं की स्थापना के लिए वित्तीय सहायता और प्रोत्साहन प्रदान करते हुए विभिन्न योजनाओं और कार्यक्रमों का कार्यान्वयन कर रही है, जो अधिकांशतः मांग आधारित हैं। राज्य/संघ राज्य क्षेत्र इन योजनाओं और कार्यक्रमों में भागीदारी के माध्यम से वित्तीय सहायता और प्रोत्साहन प्राप्त कर सकते हैं। इसके अतिरिक्त, गृह राज्य की अर्थव्यवस्था को, जहां नवीकरणीय ऊर्जा संयंत्र स्थापित किए जाते हैं, पहले से ही बढ़े हुए व्यापार, अधिक रोजगार आदि के माध्यम से लाभ प्राप्त होता है। पिछले तीन वर्षों के दौरान नवीन और नवीकरणीय ऊर्जा मंत्रालय की चल रही प्रमुख योजनाओं/कार्यक्रमों के तहत नवीकरणीय ऊर्जा परियोजनाओं के लिए संवितरित केंद्रीय वित्तीय सहायता (सीएफए) का राज्य-वार ब्यौरा **विवरण-III** में दिया गया है।

(च): नवीकरणीय ऊर्जा समृद्ध क्षेत्रों में होने के कारण कुछ राज्यों में आरई विद्युत उत्पन्न करने की अधिक संभाव्यता है। पिछले तीन वर्षों के दौरान देश में आरई उत्पादन करने वाले शीर्ष पांच

राज्य राजस्थान, गुजरात, कर्नाटक, हिमाचल प्रदेश और तमिलनाडु रहे हैं। केन्द्रीय विद्युत प्राधिकरण (सीईए) से प्राप्त सूचना के अनुसार, नवीकरणीय ऊर्जा संयंत्रों को अवश्य चलाने का दर्जा (मस्ट रन स्टेटस) दिया गया है। अतः, ग्रिड में फीड की गई किसी भी आरई विद्युत की भी खपत होती है। पिछले तीन वर्षों और वर्तमान वर्ष के दौरान जनवरी, 2026 तक नवीकरणीय ऊर्जा उत्पादन का राज्य-वार और स्रोत-वार ब्यौरा **विवरण-II** में दिया गया है।

विवरण-I

दिनांक 28.02.2026 की स्थिति के अनुसार नवीकरणीय ऊर्जा स्थापित क्षमता का

राज्य-वार ब्यौरा

क्र.सं.	राज्य/संघ राज्य क्षेत्र	लघु जल विद्युत	पवन विद्युत	जैव विद्युत	सौर विद्युत	बड़ी जल विद्युत	कुल आरई
		(MW)	(MW)	(MW)	(MW)	(MW)	(MW)
1	आंध्र प्रदेश	164.51	4415.78	594.02	7208.18	3290.00	15672.49
2	अरुणाचल प्रदेश	140.61		0.00	15.44	1615.00	1771.05
3	असम	34.11		2.00	533.47	346.00	915.58
4	बिहार	70.70		140.22	435.34		646.26
5	छत्तीसगढ़	100.90		285.42	1755.40	120.00	2261.72
6	गोवा	0.05		1.94	76.24		78.23
7	गुजरात	113.30	15197.19	129.85	27486.27	1990.00	44916.61
8	हरियाणा	73.50		326.71	2584.78		2984.99
9	हिमाचल प्रदेश	1013.46		10.20	346.28	11421.02	12790.96
10	जम्मू एवं कश्मीर	189.93		0.00	79.48	3360.00	3629.41
11	झारखंड	4.05		20.14	242.39	210.00	476.58
12	कर्नाटक	1284.73	8500.54	1917.05	11029.95	3689.20	26421.47
13	केरलम	276.52	71.52	2.50	2150.25	2008.15	4508.94
14	लद्दाख	45.79		0.00	12.02	89.00	146.81
15	मध्य प्रदेश	123.71	3610.15	155.46	5893.84	2235.00	12018.16
16	महाराष्ट्र	384.28	5873.01	2998.30	19364.16	3047.00	31666.75
17	मणिपुर	5.45		0.00	17.52	105.00	127.97
18	मेघालय	55.03		13.80	4.28	322.00	395.11
19	मिजोरम	45.47		0.00	33.69	60.00	139.16

20	नगालैंड	32.67		0.00	3.34	75.00	111.01
21	ओडिशा	140.63		64.22	779.32	2154.55	3138.72
22	पंजाब	176.10		576.59	1566.91	1096.30	3415.90
23	राजस्थान	23.85	5229.15	207.52	38728.22	412.50	44601.24
24	सिक्किम	55.11		0.00	7.56	2282.00	2344.67
25	तमिलनाडु	123.05	12102.76	1046.62	12352.49	2203.20	27828.12
26	तेलंगाना	89.67	128.10	221.67	5065.10	2405.60	7910.14
27	त्रिपुरा	16.01		0.00	35.41		51.42
28	उत्तर प्रदेश	50.60		2310.39	3846.45	501.60	6709.04
29	उत्तराखंड	233.82		149.57	837.89	4785.35	6006.63
30	पश्चिम बंगाल	98.50		351.86	320.62	1341.20	2112.18
31	अंडमान और निकोबार द्वीप समूह	5.25		0.00	32.12		37.37
32	चंडीगढ़			0.00	78.85		78.85
33	दादरा एवं नगर हवेली और दमन एवं दीव			3.75	134.90		138.65
34	दिल्ली			85.17	413.90		499.07
35	लक्षद्वीप			0.00	6.57		6.57
36	पुदुचेरी			0.00	80.71		80.71
37	अन्य		4.30	0.00	45.01		49.31
	कुल (MW)	5171.36	55132.50	11614.97	143604.37	51164.67	266687.85
MW= मेगावाट							

विवरण -II

पिछले तीन वित्त वर्षों और वर्तमान वित्त वर्ष (जनवरी 2026 तक) के दौरान नवीकरणीय

ऊर्जा के विभिन्न स्रोतों के माध्यम से उत्पन्न बिजली का राज्य-वार ब्यौरा

वित्त वर्ष 2022-23									
[मिलियन यूनिट में (MUs)]									
(स्रोत: केंद्रीय विद्युत प्राधिकरण)									
राज्य/संघ राज्य क्षेत्र का नाम	पवन	सौर	बायोमास	खोई (बगास)	लघु जल विद्युत	अन्य	बड़ी जलविद्युत को छोड़कर कुल	बड़ी जलविद्युत	बड़ी जलविद्युत को छोड़कर कुल

							आरई		आरई
चंडीगढ़	0.00	12.61	0.00	0.00	0.00	0.00	12.61	0.00	12.61
दिल्ली	0.00	236.11	0.00	0.00	0.00	294.09	530.20	0.00	530.20
हरियाणा	0.00	555.20	356.07	203.01	241.90	63.55	1419.73	0.00	1419.73
हिमाचल प्रदेश	0.00	58.76	0.00	0.00	2854.07	0.00	2912.83	38666.98	41579.81
जम्मू एवं कश्मीर	0.00	0.00	0.00	0.00	393.20	0.00	393.20	16777.42	17170.62
लद्दाख	0.00	0.00	0.00	0.00	0.00	0.00	0.00	402.78	402.78
पंजाब	0.00	2778.66	497.68	210.76	682.48	0.00	4169.58	4399.65	8569.23
राजस्थान	6111.41	34474.43	397.05	0.00	7.17	0.00	40990.05	967.43	41957.48
उत्तर प्रदेश	0.00	3674.02	66.35	3183.67	234.69	58.45	7217.18	974.04	8191.22
उत्तराखंड	0.00	331.80	0.00	248.52	352.07	0.00	932.39	15435.77	16368.16
उत्तरी क्षेत्र	6111.41	42121.59	1317.15	3845.96	4765.58	416.08	58577.77	77624.07	136201.84
छत्तीसगढ़	0.00	635.42	1194.60	17.10	155.92	0.00	2003.05	237.37	2240.42
गुजरात	19206.22	10335.32	0.00	5.76	213.10	2.24	29762.63	6133.14	35895.77
मध्य प्रदेश	4486.72	3839.30	38.76	113.05	357.97	36.93	8872.72	7309.07	16181.79
महाराष्ट्र	7243.06	4387.85	236.48	4572.03	766.73	0.44	17206.59	5894.29	23100.88
डीएनएच एवं डीडी*	0.00	27.40	3.22	0.00	0.00	0.00	30.62	0.00	30.62
गोवा	0.00	14.87	0.00	0.00	0.00	5.09	19.96	0.00	19.96
पश्चिमी क्षेत्र	30935.99	19240.16	1473.06	4707.94	1493.72	44.70	57895.56	19573.87	77469.43
आंध्र प्रदेश	7426.46	8140.72	54.86	99.93	410.90	279.04	16411.91	3747.58	20159.49
तेलंगाना	279.23	6745.46	21.48	132.94	91.71	159.08	7429.89	6010.07	13439.96
कर्नाटक	9967.89	14153.79	106.90	3037.31	2308.59	0.00	29574.48	13157.34	42731.82
केरल	179.32	879.75	0.00	62.85	824.34	0.00	1946.26	7989.00	9935.26
तमिलनाडु	16913.85	9419.39	126.93	869.56	296.71	0.00	27626.45	5965.77	33592.22
लक्षद्वीप	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.10
पुदुचेरी	0.00	12.24	0.00	0.00	0.00	0.00	12.24	0.00	12.24
दक्षिणी क्षेत्र	34766.76	39351.45	310.17	4202.58	3932.25	438.12	83001.33	36869.76	119871.09
अंडमान और निकोबार द्वीप	0.00	23.94	0.00	0.00	13.94	0.00	37.88	0.00	37.88

समूह									
बिहार	0.00	169.53	0.00	106.68	12.63	0.00	288.85	0.00	288.85
झारखंड	0.00	19.70	0.00	0.00	2.40	0.00	22.10	305.47	327.57
ओडिशा	0.00	706.24	60.95	0.00	424.92	0.00	1192.10	5462.81	6654.91
सिक्किम	0.00	0.00	0.00	0.00	12.35	0.00	12.35	11696.79	11709.14
पश्चिम बंगाल	0.00	125.04	0.00	0.00	204.44	1629.64	1959.12	3423.73	5382.85
पूर्वी क्षेत्र	0.00	1044.45	60.95	106.68	670.69	1629.64	3512.41	20888.80	24401.21
अरुणाचल प्रदेश	0.00	22.27	0.00	0.00	2.55	0.03	24.85	4820.94	4845.79
असम	0.00	216.35	0.00	0.00	62.66	0.00	279.01	481.60	760.61
मणिपुर	0.00	8.17	0.00	0.00	0.00	0.63	8.79	477.98	486.77
मेघालय	0.00	0.00	0.00	0.00	72.16	0.00	72.16	980.25	1052.41
मिजोरम	0.00	3.21	0.00	0.00	59.06	0.00	62.27	204.13	266.40
नगालैंड	0.00	0.00	0.00	0.00	111.95	0.00	111.95	177.37	289.32
त्रिपुरा	0.00	6.58	0.00	0.00	0.00	0.00	6.58	0.00	6.58
पूर्वोत्तर क्षेत्र	0.00	256.58	0.00	0.00	308.38	0.65	565.61	7142.27	7707.88
अखिल भारतीय कुल	71814.16	102014.24	3161.32	12863.16	11170.61	2529.18	203552.68	162098.77	365651.45

* डीएनएच एवं डीडी: दादरा एवं नगर हवेली और दमन एवं दीव

वित्त वर्ष 2023-24									
[मिलियन यूनिट में (MUs)]									
(स्रोत: केंद्रीय विद्युत प्राधिकरण)									
राज्य/संघ राज्य क्षेत्र का नाम	पवन	सौर	बायोमा स	खोई (बगास)	लघु जल विद्युत	अन्य	बड़ी जलविद्युत को छोड़कर कुल आरई	बड़ी जलविद्यु त	बड़ी जलविद्युत को छोड़कर कुल आरई
चंडीगढ़	0.00	11.70	0.00	0.00	0.00	0.00	11.70	0.00	11.70
दिल्ली	0.00	206.53	0.00	0.00	0.00	522.28	728.81	0.00	728.81
हरियाणा	0.00	992.91	294.12	83.60	222.05	58.82	1651.50	0.00	1651.50
हिमाचल प्रदेश	0.00	59.54	0.00	0.00	2526.98	0.00	2586.52	36365.85	38952.37
जम्मू एवं कश्मीर	0.00	0.00	0.00	0.00	408.69	0.00	408.69	15874.24	16282.93
लद्दाख	0.00	0.00	0.00	0.00	0.00	0.00	0.00	388.48	388.48
पंजाब	0.00	2673.99	613.44	197.99	636.97	0.00	4122.40	4676.42	8798.82

राजस्थान	8390.67	38363.28	387.55	0.00	7.45	0.00	47148.96	1013.97	48162.93
उत्तर प्रदेश	0.00	3971.31	46.65	2923.55	175.24	84.85	7201.59	850.64	8052.23
उत्तराखंड	0.00	331.80	0.00	248.52	350.62	0.00	930.94	13919.23	14850.17
उत्तरी क्षेत्र	8390.67	46611.07	1341.76	3453.66	4328.01	665.95	64791.12	73088.83	137879.95
छत्तीसगढ़	0.00	943.75	1368.61	19.54	145.54	0.00	2477.44	321.76	2799.20
गुजरात	24794.50	13468.91	0.00	2.13	217.68	0.00	38483.22	4556.33	43039.55
मध्य प्रदेश	4949.78	4025.19	84.62	97.01	469.60	28.83	9655.02	6444.78	16099.80
महाराष्ट्र	8228.97	5814.13	304.61	3495.82	888.48	33.40	18765.41	5264.49	24029.90
डीएनएच एवं डीडी*	0.00	15.74	13.12	0.00	0.00	0.00	28.86	0.00	28.86
गोवा	0.00	59.99	0.00	0.00	0.00	7.96	67.95	0.00	67.95
पश्चिमी क्षेत्र	37973.25	24327.70	1770.96	3614.50	1721.30	70.19	69477.90	16587.36	86065.26
आंध्र प्रदेश	8644.00	8300.03	18.75	66.63	127.10	307.97	17464.48	1373.19	18837.67
तेलंगाना	304.63	6884.68	10.57	95.08	58.87	155.29	7509.10	1243.29	8752.39
कर्नाटक	10950.20	15404.09	47.45	2754.06	1370.76	0.00	30526.55	8973.17	39499.72
केरल	214.53	1195.28	0.00	78.08	716.31	0.04	2204.24	5155.72	7359.96
तमिलनाडु	16908.08	11737.48	129.14	622.61	206.00	0.00	29603.31	3563.28	33166.59
लक्षद्वीप	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.09
पुदुचेरी	0.00	12.24	0.00	0.00	0.00	0.00	12.24	0.00	12.24
दक्षिणी क्षेत्र	37021.43	43533.89	205.91	3616.46	2479.03	463.31	87320.02	20308.65	107628.67
अंडमान और निकोबार द्वीप समूह	0.00	27.50	0.00	0.00	12.00	0.00	39.50	0.00	39.50
बिहार	0.00	195.19	0.00	140.98	5.92	0.00	342.08	0.00	342.08
झारखंड	0.00	17.64	0.00	0.00	5.52	0.00	23.16	196.80	219.96
ओडिशा	0.00	757.69	96.07	0.00	407.97	0.00	1261.72	6162.20	7423.92
सिक्किम	0.00	0.00	0.00	0.00	12.35	0.00	12.35	8609.86	8622.21
पश्चिम बंगाल	0.00	168.32	2.49	0.00	204.46	1545.13	1920.39	2816.49	4736.88
पूर्वी क्षेत्र	0.00	1166.33	98.55	140.98	648.22	1545.13	3599.20	17785.35	21384.55
अरुणाचल प्रदेश	0.00	1.89	0.00	0.00	0.66	0.00	2.55	4278.18	4280.73
असम	0.00	316.31	0.00	0.00	64.20	0.75	381.26	614.70	995.96
मणिपुर	0.00	7.73	0.00	0.00	0.00	1.23	8.96	298.18	307.14
मेघालय	0.00	0.00	0.00	0.00	66.55	0.00	66.55	808.58	875.13
मिजोरम	0.00	3.19	0.00	0.00	95.93	0.00	99.11	118.63	217.74
नगालैंड	0.00	0.00	0.00	0.00	81.14	0.00	81.14	165.47	246.61
त्रिपुरा	0.00	7.01	0.00	0.00	0.00	0.00	7.01	0.00	7.01

पूर्वोत्तर क्षेत्र	0.00	336.12	0.00	0.00	308.48	1.98	646.59	6283.74	6930.33
अखिल भारतीय कुल	83385.35	115975.11	3417.19	10825.59	9485.04	2746.55	225834.83	134053.93	359888.76

*डीएनएच एवं डीडी: दादरा एवं नगर हवेली और दमन एवं दीव

वित्त वर्ष 2024-25									
[मिलियन यूनिट में (MUs)]									
(स्रोत: केंद्रीय विद्युत प्राधिकरण)									
राज्य/संघ राज्य क्षेत्र का नाम	पवन	सौर	बायोमास	खोई (बगास)	लघु जल विद्युत	अन्य	बड़ी जलविद्युत को छोड़कर कुल आरई	बड़ी जलविद्युत	बड़ी जलविद्युत को छोड़कर कुल आरई
चंडीगढ़	0.00	8.79	0.00	0.00	0.00	0.00	8.79	0.00	8.79
दिल्ली	0.00	206.53	0.00	0.00	0.00	542.41	748.95	0.00	748.95
हरियाणा	0.00	1470.02	359.23	44.60	314.64	49.13	2237.62	0.00	2237.62
हिमाचल प्रदेश	0.00	107.24	0.00	0.00	3040.90	0.00	3148.14	39386.29	42534.43
जम्मू एवं कश्मीर	0.00	0.00	0.00	0.00	395.17	0.00	395.17	15200.65	15595.82
लद्दाख	0.00	0.00	0.00	0.00	0.00	0.00	0.00	413.06	413.06
पंजाब	0.00	1372.73	692.06	348.11	734.01	0.00	3146.91	4126.11	7273.02
राजस्थान	6941.26	49101.62	400.85	0.00	4.15	0.00	56447.88	905.80	57353.68
उत्तर प्रदेश	0.00	4966.06	76.48	2457.35	179.00	29.88	7708.76	1273.74	8982.50
उत्तराखंड	0.00	331.80	0.00	248.52	353.40	0.00	933.72	15183.82	16117.54
उत्तरी क्षेत्र	6941.26	57564.79	1528.62	3098.58	5021.27	621.42	74775.94	76489.47	151265.41
छत्तीसगढ़	0.00	1523.27	1543.26	20.05	139.34	0.00	3225.93	419.42	3645.35
गुजरात	25440.90	20219.48	107.62	0.00	205.98	0.00	45973.98	6028.52	52002.50
मध्य प्रदेश	4712.84	7123.73	61.95	121.55	482.19	65.06	12567.32	7606.73	20174.05
महाराष्ट्र	7659.71	7725.20	259.41	3001.04	855.48	90.35	19591.19	5635.24	25226.43
डीएनएच एवं डीडी*	0.00	15.87	12.76	0.00	0.00	0.00	28.63	0.00	28.63
गोवा	0.00	57.11	0.00	0.00	0.00	8.14	65.24	0.00	65.24
पश्चिमी क्षेत्र	37813.45	36664.67	1984.99	3142.65	1683.00	163.54	81452.29	19689.91	101142.20
आंध्र प्रदेश	7235.04	7993.48	19.61	52.34	294.36	307.40	15902.23	3303.07	19205.30
तेलंगाना	290.60	6941.75	12.61	64.28	74.48	257.96	7641.70	5270.78	12912.48
कर्नाटक	13620.33	15699.63	32.15	2474.25	2259.49	0.00	34085.85	14056.00	48141.85
केरल	119.85	1711.83	0.00	20.53	814.29	56.64	2723.14	6733.99	9457.13
तमिलनाडु	17326.66	15739.30	106.90	377.99	256.60	0.00	33807.45	4602.73	38410.18
लक्षद्वीप	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.09
पुदुचेरी	0.00	12.24	0.00	0.00	0.00	0.00	12.24	0.00	12.24
दक्षिणी क्षेत्र	38592.48	48098.33	171.27	2989.39	3699.22	622.01	94172.69	33966.57	128139.26
अंडमान और निकोबार द्वीप समूह	0.00	24.59	0.00	0.00	14.40	0.00	39.00	0.00	39.00
बिहार	0.00	325.86	0.00	104.70	14.54	0.00	445.10	0.00	445.10
झारखंड	0.00	17.64	0.00	0.00	6.25	0.00	23.89	269.12	293.01
ओडिशा	0.00	786.75	53.80	0.00	457.20	0.00	1297.75	6285.36	7583.11
सिक्किम	0.00	0.00	0.00	0.00	12.35	0.00	12.35	2012.67	2025.02
पश्चिम बंगाल	0.00	320.75	0.00	0.00	183.30	1462.46	1966.51	2649.70	4616.21
पूर्वी क्षेत्र	0.00	1475.60	53.80	104.70	688.04	1462.46	3784.60	11216.85	15001.45

अरुणाचल प्रदेश	0.00	1.30	0.00	0.00	0.58	0.00	1.88	4205.16	4207.04
असम	0.00	305.52	0.00	0.00	208.55	0.30	514.36	998.75	1513.11
मणिपुर	0.00	8.68	0.00	0.00	0.00	0.00	8.68	706.37	715.05
मेघालय	0.00	0.00	0.00	0.00	116.65	0.00	116.65	905.58	1022.23
मिजोरम	0.00	25.38	0.00	0.00	52.11	0.00	77.49	240.30	317.79
नगालैंड	0.00	0.00	0.00	0.00	98.62	0.00	98.62	215.02	313.64
त्रिपुरा	0.00	5.97	0.00	0.00	0.00	0.00	5.97	0.00	5.97
पूर्वोत्तर क्षेत्र	0.00	346.85	0.00	0.00	476.51	0.30	823.66	7271.18	8094.84
अखिल भारतीय कुल	83347.19	144150.23	3738.67	9335.32	11568.04	2869.73	255009.19	148633.98	403643.17

* डीएनएच एवं डीडी: दादरा एवं नगर हवेली और दमन एवं दीव

वित्त वर्ष 2025-26 (जनवरी, 2026 तक)									
[मिलियन यूनिट में (MUs)]									
(स्रोत: केंद्रीय विद्युत प्राधिकरण)									
राज्य/संघ राज्य क्षेत्र का नाम	पवन	सौर	बायोमास	खोई (बगास)	लघु जल विद्युत	अन्य	बड़ी जलविद्युत को छोड़कर कुल आरई	बड़ी जलविद्युत	बड़ी जलविद्युत को छोड़कर कुल आरई
चंडीगढ़	0.00	6.60	0.00	0.00	0.00	0.00	6.60	0.00	6.60
दिल्ली	0.00	172.11	0.00	0.00	0.00	410.34	582.45	0.00	582.45
हरियाणा	0.00	1283.70	323.48	62.68	186.56	46.69	1903.11	0.00	1903.11
हिमाचल प्रदेश	0.00	161.62	0.00	0.00	2541.27	0.00	2702.89	39995.38	42698.27
जम्मू एवं कश्मीर	0.00	0.00	0.00	0.00	375.01	0.00	375.01	14284.91	14659.92
लद्दाख	0.00	0.00	0.00	0.00	0.00	0.00	0.00	431.14	431.14
पंजाब	0.00	1121.59	568.19	157.22	398.15	0.00	2245.14	3741.88	5987.02
राजस्थान	6344.83	48827.50	636.16	0.00	4.60	0.00	55813.09	860.48	56673.57
उत्तर प्रदेश	0.00	4244.53	88.47	1574.63	70.53	30.92	6009.08	1555.80	7564.88
उत्तराखंड	0.00	276.50	0.00	207.10	294.50	0.00	778.10	14822.01	15600.11
उत्तरी क्षेत्र	6344.83	56094.15	1616.29	2001.63	3870.61	487.96	70415.48	75691.60	146107.08
छत्तीसगढ़	0.00	1472.28	1215.23	6.15	235.49	0.00	2929.15	283.73	3212.88
गुजरात	29311.21	19801.11	122.19	0.00	155.78	0.00	49390.29	5853.74	55244.03
मध्य प्रदेश	4132.38	6645.53	58.40	49.64	440.33	41.19	11367.47	7342.78	18710.25
महाराष्ट्र	7911.27	8281.26	218.18	2532.91	768.79	46.60	19759.01	4267.71	24026.72
डीएनएच एवं डीडी*	0.00	16.80	10.54	0.00	0.00	0.00	27.34	0.00	27.34
गोवा	0.00	47.59	0.00	0.00	0.00	6.78	54.37	0.00	54.37
पश्चिमी क्षेत्र	41354.86	36264.57	1624.54	2588.70	1600.40	94.57	83527.63	17747.96	101275.59
आंध्र प्रदेश	8158.13	6690.00	12.11	31.17	346.86	318.13	15556.39	5072.66	20629.05
तेलंगाना	260.92	5601.37	15.96	48.77	77.08	252.15	6256.24	6535.14	12791.38
कर्नाटक	16546.77	14420.68	39.00	2752.46	2671.87	3.84	36434.61	13190.08	49624.69

केरल	117.59	1865.46	0.00	0.00	874.69	80.47	2938.22	8085.61	11023.83
तमिलनाडु	22803.85	15759.73	0.00	164.82	278.44	0.00	39006.84	5250.44	44257.28
लक्षद्वीप	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.08
पुदुचेरी	0.00	10.20	0.00	0.00	0.00	0.00	10.20	0.00	10.20
दक्षिणी क्षेत्र	47887.25	44347.50	67.07	2997.22	4248.93	654.60	100202.57	38133.93	138336.50
अंडमान और निकोबार द्वीप समूह	0.00	13.82	0.00	0.00	12.52	0.00	26.35	0.00	26.35
बिहार	0.00	263.60	0.00	48.36	18.42	0.00	330.38	0.00	330.38
झारखंड	0.00	14.70	0.00	0.00	17.11	0.00	31.81	134.36	166.17
ओडिशा	0.00	738.98	69.70	0.00	562.11	0.00	1370.79	6173.00	7543.79
सिक्किम	0.00	0.00	0.00	0.00	10.30	0.00	10.30	2468.96	2479.26
पश्चिम बंगाल	0.00	337.72	0.00	0.00	168.32	1216.05	1722.10	2353.73	4075.83
पूर्वी क्षेत्र	0.00	1368.83	69.70	48.36	788.79	1216.05	3491.73	11130.05	14621.78
अरुणाचल प्रदेश	0.00	2.22	0.00	0.00	0.32	0.00	2.54	4191.90	4194.44
असम	0.00	269.12	0.00	0.00	130.87	0.41	400.39	1303.04	1703.43
मणिपुर	0.00	7.17	0.00	0.00	0.00	0.00	7.17	532.87	540.04
मेघालय	0.00	0.00	0.00	0.00	133.26	0.00	133.26	835.85	969.11
मिजोरम	0.00	25.50	0.00	0.00	20.19	0.00	45.69	256.36	302.05
नगालैंड	0.00	0.00	0.00	0.00	91.71	0.00	91.71	215.56	307.27
त्रिपुरा	0.00	7.88	0.00	0.00	0.00	0.00	7.88	0.00	7.88
पूर्वोत्तर क्षेत्र	0.00	311.88	0.00	0.00	376.35	0.41	688.64	7335.58	8024.22
अखिल भारतीय कुल	95586.95	138386.93	3377.60	7635.91	10885.08	2453.59	258326.05	150039.12	408365.17

* डीएनएच एवं डीडी: दादरा एवं नगर हवेली और दमन एवं दीव

स्रोत: केंद्रीय विद्युत प्राधिकरण (सीईए)

विवरण -III

पिछले तीन वर्षों के दौरान मंत्रालय की चल रही प्रमुख योजनाओं/कार्यक्रमों के अंतर्गत नवीकरणीय ऊर्जा परियोजनाओं के लिए संवितरित केन्द्रीय वित्तीय सहायता का राज्य-वार ब्यौरा

(करोड़ रु. में)

वित्त वर्ष 2022-23								
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	रूफटॉप सौर	पीएम कुसुम	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
अंडमान एवं निकोबार द्वीप								

वित्त वर्ष 2022-23								
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	रूफटॉप सौर	पीएम कुसुम	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
समूह								
आंध्र प्रदेश			5.6				50.47	
अरुणाचल प्रदेश				0.82				
असम			4.9			0.11		
बिहार		1.75						
चंडीगढ़			2					
छत्तीसगढ़			3.3			3.70		
दादरा एवं नगर हवेली और दमन एवं दीव		1.50						
दिल्ली			10.85					
गोवा								
गुजरात	522.17		1040.21	7.83			1.38	27.97
हरियाणा			14.72	137.95			3.53	
हिमाचल प्रदेश			11.7	5.85				4.02
जम्मू एवं कश्मीर			1.2	15.69				
झारखंड			3	20.04				
कर्नाटक			9.93			0.12		17.50
केरल	2.52		104.45					
लद्दाख								
लक्षद्वीप								
मध्य प्रदेश	109.36	32.25	35.47			0.29		96.77
महाराष्ट्र	12		58.95	247.60	1.75	3.04		5.08
मणिपुर				0.23				
मेघालय								
मिजोरम	1.28		0.8					
नगालैंड				0.20				
ओडिशा			0.6		0.40	0.47		
पुदुचेरी			0.01					
पंजाब			46.2	31.11	1.73	2.11		
राजस्थान			96.31	247.63		0.10		10.85
सिक्किम								
तमिलनाडु			20.54		1.03	0.34		87.81
तेलंगाना			43.9				0.33	

वित्त वर्ष 2022-23								
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	रूफटॉप सौर	पीएम कुसुम	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
त्रिपुरा				0.12				
उत्तर प्रदेश	28.78		5.92	82.30			1.82	
उत्तराखंड			1.84	4.00				
पश्चिम बंगाल			10.2				0.07	
कुल	676.11	35.50	1532.60	801.37	4.91	10.28	57.60	250.00

वित्त वर्ष 2023-24								
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	रूफटॉप सौर	पीएम कुसुम	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
अंडमान एवं निकोबार द्वीप समूह			0.01					
आंध्र प्रदेश		22.45	4.5				2.74	47.54
अरुणाचल प्रदेश				2.12		0.39		
असम			2.11			1.26		
बिहार			9.8					
चंडीगढ़			3.34					
छत्तीसगढ़	14.3		1.43			0.95		
दादरा एवं नगर हवेली और दमन एवं दीव						0.11		
दिल्ली			6.12			0.23		
गोवा			0.3				3.00	
गुजरात	505.13	145.91	644.91	28.72		8.14		23.85
हरियाणा			24.64	429.78				
हिमाचल प्रदेश			2.4					40.50
जम्मू एवं कश्मीर								
झारखंड				2.36				
कर्नाटक		112.35	11.68	2.38		6.77	6.61	147.12
केरल			199.89	28.53				
लद्दाख								
लक्षद्वीप								
मध्य प्रदेश	59.26		31.39	0.80		6.97	0.84	22.26
महाराष्ट्र			314.75	326.22	0.07	13.02	0.56	

वित्त वर्ष 2023-24								
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	रूफटॉप सौर	पीएम कुसुम	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
मणिपुर			0.9	0.17		0.22		
मेघालय				0.31		0.22		
मिजोरम								
नगालैंड				0.18		0.18		
ओडिशा			3.08	3.44		0.32		
पुदुचेरी			0.39					
पंजाब			23.83	5.41		2.34		
राजस्थान	97.51	692.07	104.08	49.41	1.97	0.35		53.73
सिक्किम								
तमिलनाडु		80.97	13.94	2.59		0.47	2.36	
तेलंगाना		27.39	23.24			0.29		
त्रिपुरा			0.04	17.81		0.70		
उत्तर प्रदेश	39.30		61.06	92.13		1.84	4.71	
उत्तराखंड			10.77			0.77		
पश्चिम बंगाल					2.14			
कुल	715.50	1081.14	1498.60	992.36	4.18	45.54	20.82	334.99

वित्त वर्ष 2024-25									
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	पीएम सूर्य घर	पीएम कुसुम	पीएम जनमान	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
अंडमान एवं निकोबार द्वीप समूह			0.09						
आंध्र प्रदेश	83.90		111.42		0.37	1.84		0.72	0.25
अरुणाचल प्रदेश				1.91			0.31		
असम			64.33						
बिहार		0.70	53.76						
चंडीगढ़			6.28						
छत्तीसगढ़	2.80		8.80				0.72		
दादरा एवं नगर हवेली और दमन एवं दीव			0.67						
दिल्ली		0.41	10.75						
गोवा			14.47					0.03	
गुजरात		342.20	3251.13	59.95				3.06	17.77
हरियाणा			207.42	303.40		2.04	0.11	7.43	
हिमाचल प्रदेश			18.41	1.73					

वित्त वर्ष 2024-25									
राज्य/संघ राज्य क्षेत्र	सौर पार्क	सीपीएसयू	पीएम सूर्य घर	पीएम कुसुम	पीएम जनमान	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा	जीईसी
जम्मू एवं कश्मीर			59.85	12.90					
झारखंड			19.37	48.73	6.43				
कर्नाटक			81.01	0.89	0.63	4.00	0.95	8.30	24.65
केरल	7.40		801.27	1.72			0.04		
लद्दाख			2.67						
लक्षद्वीप			1.97						
मध्य प्रदेश	73.9		266.92				3.83	10.20	
महाराष्ट्र			1248.62	1619.00			27.77	10.20	
मणिपुर			2.56	0.17					
मेघालय			0.08						
मिजोरम	2.24		1.46	0.84					
नगालैंड			0.16						
ओडिशा			25.30				0.26		
पुदुचेरी			5.11						
पंजाब			81.18	13.09		7.60	2.21		
राजस्थान	48.5	211.30	321.04	295.20				1.69	
सिक्किम			0.02						
तमिलनाडु		1.76	172.64	6.48			4.95	15.18	10.47
तेलंगाना		1.30	89.52		0.44		0.85	5.37	
त्रिपुरा			1.14	9.31	5.96		0.91		
उत्तर प्रदेश	155.1		684.83	173.01		0.51	0.58	23.79	292.93
उत्तराखंड			163.26	15.60			1.29	0.20	
पश्चिम बंगाल			0.10				0.01		
कुल	373.84	557.67	7777.61	2563.93	13.83	15.99	44.79	86.17	346.07

एफसीआई और राज्य अभिकरणों की भंडारण क्षमता

5462. श्री बृजेन्द्र सिंह ओला:

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

- (क) क्या भारतीय खाद्य निगम (एफसीआई) और राज्य अभिकरणों के पास उपलब्ध खाद्यान्न भंडारण क्षमता सीमित है;
- (ख) यदि हां, तो कुल उपलब्ध भंडारण क्षमता का राज्य-वार ब्यौरा क्या है;
- (ग) विगत तीन वर्षों में से प्रत्येक वर्ष के दौरान खरीदे गए और भंडारित किए गए खाद्यान्न की

कुल मात्रा का वर्ष-वार ब्यौरा क्या है;

(घ) उक्त अवधि के दौरान भंडारण में क्षतिग्रस्त या बर्बाद हुए खाद्यान्न की कुल मात्रा का राज्य-वार ब्यौरा क्या है तथा इसके क्या कारण हैं; और

(ङ.) सरकार द्वारा देश में आधुनिक भंडारण अवसंरचना का विस्तार करने तथा खाद्यान्न के पारगमन और भंडारण के दौरान होने वाले नुकसान को कम करने के लिए उठाए गए कदमों का ब्यौरा क्या है?

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

(क) और (ख): सरकार, भारतीय खाद्य निगम (एफसीआई) के माध्यम से भंडारण की कमी का निरंतर आकलन करती है और भंडारण क्षमता की निगरानी करती है। भंडारण की कमी के आकलन के आधार पर, भंडारण क्षमताएं सृजित/किराए पर ली जाती हैं। एफसीआई में भंडारण क्षमता की आवश्यकता मुख्य रूप से चावल और गेहूं की खरीद, बफर मानदंडों की आवश्यकता और सार्वजनिक वितरण प्रचालनों पर निर्भर करती है।

एफसीआई आवश्यकतानुसार मौजूदा क्षमताओं का सर्वोत्तम उपयोग सुनिश्चित करते हुए केंद्रीय भंडारण निगम (सीडब्ल्यूसी)/राज्य भंडारण निगमों (एसडब्ल्यूसी)/राज्य एजेंसियों/निजी एजेंसियों से भंडारण क्षमता किराए पर लेता है। इसके अलावा, एफसीआई निम्नलिखित योजनाओं के माध्यम से अपनी भंडारण क्षमता का संवर्धन करता है:

- I. निजी उद्यमी गारंटी (पीईजी) योजना
- II. निजी भांडागारण योजना (पीडब्ल्यूएस)
- III. परिसंपत्ति मुद्रीकरण के अंतर्गत गोदामों का सृजन
- IV. केंद्रीय भंडारण निगम/राज्य भंडारण निगम/राज्य एजेंसियों से गोदामों को किराए पर लेना

V. केंद्रीय क्षेत्र योजना (सीएसएस) “भंडारण एवं गोदाम”

VI. सार्वजनिक निजी भागीदारी (पीपीपी) पद्धति के तहत साइलोज का निर्माण

दिनांक 01.02.2026 तक की स्थिति के अनुसार, केंद्रीय पूल खाद्यान्न स्टॉक के भंडारण के लिए एफसीआई और राज्य एजेंसियों के पास देशभर में उपलब्ध कुल कवर्ड भंडारण क्षमता 852.59 लाख टन है। राज्यवार ब्यौरा **विवरण-I** में संलग्न है।

इसके अतिरिक्त, सीडब्ल्यूसी के पास उपलब्ध कुल भंडारण क्षमता 163.87 लाख टन है। राज्यवार ब्यौरा **विवरण-II** में संलग्न है।

(ग): धान, गेहूं और मोटे अनाज के लिए पिछले तीन वर्षों के दौरान सरकार द्वारा केंद्रीय पूल के लिए की गई खरीद का ब्यौरा क्रमशः **विवरण-III**, **विवरण-IV** और **विवरण-V** में संलग्न है।

(घ): एफसीआई, सरकार की विभिन्न कल्याणकारी योजनाओं के तहत वितरण हेतु लंबी अवधि के लिए बड़ी मात्रा में खाद्यान्न का भंडारण और प्रबंधन करता है। यह देश की खाद्य सुरक्षा सुनिश्चित करने के लिए बफर और रणनीतिक रिजर्व भी बनाए रखता है। खाद्यान्न की क्षति नगण्य मात्रा में दर्ज की गई है, जिसका प्रमुख कारण चक्रवात, बाढ़ एवं अतिवृष्टि जैसी प्राकृतिक आपदाएँ हैं।

पिछले तीन वर्षों के लिए क्षतिग्रस्त खाद्यान्नों का क्षेत्रवार ब्यौरा **विवरण-VI** में दिया गया है।

इसके अतिरिक्त, इस अवधि के दौरान हुई क्षति के लिए जिम्मेदार कारकों का विवरण निम्नानुसार है:

वर्ष 2023-24 से 2025-26 (दिनांक 01.03.2026 तक की स्थिति के अनुसार) के दौरान भारतीय खाद्य निगम (एफसीआई) में जारी न करने योग्य खाद्यान्न के संचयन के कारकों को दर्शाने वाला विवरण।			
आंकड़े टन में			
वर्ष	2023-24	2024-25	2025-26 (दिनांक 01.03.2026 तक की स्थिति के अनुसार)
प्राकृतिक आपदाएँ			
वर्षा	0	0	1

बाढ़	10170	7720	2083
चक्रवात	23	2	0
क. कुल	10193	7722	2084
प्रचालनात्मक			
गुणवत्ता संबंधी शिकायतें	53	19	70
पारगमन क्षतिग्रस्त	15	20	44
अन्य	88	97	39
ख. कुल	155	136	153
सकल योग (क+ख)	10348	7858	2237

(ड): आधुनिक भंडारण अवसंरचना के विस्तार के लिए सरकार द्वारा निम्नलिखित कदम उठाए गए हैं:-

स्मार्ट भांडागार परियोजना:-

खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी), एफसीआई के स्वामित्व वाले 150 और सीडब्ल्यूसी के सभी खाद्यान्न भांडागारों में स्मार्ट भांडागार परियोजना लागू कर रहा है। स्मार्ट भांडागार विभिन्न आईओटी संवेदकों जैसे धूम्र, अग्नि, द्वार, CO₂, फॉस्फीन स्तर, आर्द्रता, कृतक नियंत्रण से सुसज्जित हैं।

स्मार्ट भांडागार सभी डिपो में वास्तविक समय की दृश्यता, समय पर हस्तक्षेप, डेटा-संचालित निर्णय लेने और मानकीकृत संचालन सुनिश्चित करता है, जो सुरक्षित, संरक्षित और कुशल खाद्यान्न भंडारण और वितरण सुनिश्चित करने में योगदान देता है।

डिपो दर्पण पोर्टल:-

डिपो दर्पण पोर्टल, पीडीएस के अंतर्गत खाद्यान्न भंडारण डिपो की निगरानी, पारदर्शिता और कार्यकुशलता बढ़ाने के लिए इस विभाग द्वारा शुरू किया गया एक डिजिटल प्लेटफॉर्म है।

यह पोर्टल एक समग्र स्कोरिंग प्रणाली का उपयोग करता है, जो डिपो का आकलन दो व्यापक श्रेणियों: अवसंरचना और प्रचालनात्मक मापदंड के आधार पर करता है। स्कोर के आधार पर, प्रत्येक डिपो को स्टार रेटिंग दी जाती है, जिससे डिपो के प्रदर्शन का त्वरित

आकलन संभव हो पाता है। डेटा का प्रमाणीकरण प्रक्रिया में ही समाहित किया गया है, जिसके अंतर्गत पर्यवेक्षी अधिकारियों द्वारा 100% सत्यापन तथा विश्वसनीयता सुनिश्चित करने हेतु कुछ यादृच्छिक तृतीय-पक्ष लेखा-परीक्षण किए जाते हैं।

“अन्न चक्र” पीडीएस आपूर्ति शृंखला अनुकूलन उपकरण:-

खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी) ने सार्वजनिक वितरण प्रणाली (पीडीएस) आपूर्ति शृंखला अनुकूलन के लिए “अन्न चक्र” उपकरण का कार्यान्वयन किया है। यह उपकरण पीडीएस आपूर्ति शृंखला को सुव्यवस्थित करने, दक्षता बढ़ाने, कार्बन उत्सर्जन को कम करने और कुल लागत घटाने के साथ-साथ 81 करोड़ जरूरतमंद नागरिकों को सहायता प्रदान करने के लिए बनाया गया है। प्रारंभिक परिणाम उत्साहजनक हैं तथा परिवहन लागत में प्रतिवर्ष लगभग 250 करोड़ रुपए की कमी का आकलन किया गया है। राज्य-विशिष्ट एल्गोरिथ्म का उपयोग करते हुए, यह प्रणाली भांडागारों के स्थान, भंडारण क्षमता एवं सड़क से दूरी के आधार पर मार्ग-निर्धारण का अनुकूलन करती है, जिससे परिवहन दूरी में 15 से 50 प्रतिशत तक की कमी प्राप्त हुई है।

“अन्न चक्र” अंतर-राज्यीय मार्ग अनुकूलन टूल:-

भारतीय खाद्य निगम (एफसीआई) द्वारा मुख्यतः रेल मार्ग से किए जाने वाले अंतर-राज्यीय खाद्यान्न संचलन कार्यों को सुव्यवस्थित और बेहतर बनाने के लिए अंतरराज्यीय संचलन अनुकूलन का कार्य किया गया है। इन संचलन कार्यों की योजना उपभोक्ता राज्यों में सार्वजनिक वितरण प्रणाली (पीडीएस) की आवश्यकताओं को पूरा करने के साथ-साथ खरीदार या अधिशेष क्षेत्रों में भंडारण स्थान का प्रबंधन करने के लिए बनाई गई है। इन कार्यों की दैनिक योजना और क्रियान्वयन एफसीआई द्वारा इस उद्देश्य के लिए विकसित उपकरण का उपयोग करके किया जाता है।

आधुनिक साइलोज का निर्माण:-

इसके अतिरिक्त, भंडारण सुविधाओं को उन्नत और आधुनिक बनाने के लिए, भारत सरकार ने पीपीपी मॉडल के तहत देशभर में खाद्यान्नों के थोक भंडारण हेतु स्टील साइलो के निर्माण को अनुमोदित किया है। तदनुसार, दिनांक 31.01.2026 तक की स्थिति के अनुसार, 57 स्थानों पर 32.25 लाख टन क्षमता वाले साइलोज का निर्माण किया गया है।

थोक प्रबंधन सहित स्टील साइलो भंडारण, खाद्यान्न के थोक भंडारण की एक अत्यधिक स्वचालित एवं आधुनिक पद्धति है। इसमें खाद्यान्न को नियंत्रित वातावरण में थोक रूप में संग्रहित किया जाता है। साइलो में लोडिंग और अनलोडिंग के लिए मशीनीकृत प्रबंधन की आवश्यकता होती है। यह खाद्यान्न के बेहतर संरक्षण को सुनिश्चित करता है और उसकी शेल्फ लाइफ को बढ़ाता है। पारंपरिक भांडागारों में बोरियों में रखे खाद्यान्न की तुलना में, साइलो में खाद्यान्न का भंडारण और थोक में परिवहन करने पर चोरी, हेराफेरी और परिवहन के कारण होने वाले नुकसान नगण्य होंगे।

सरकार द्वारा भंडारण हानि और पारगमन हानि को कम करने के लिए उठाए गए कदम **विवरण-**
VII में संलग्न है।

विवरण -I

दिनांक 01.02.2026 तक की स्थिति के अनुसार एफसीआई और राज्य सरकार की एजेंसियों के पास केंद्रीय पूल भंडारण क्षमता																
(आंकड़े लाख टन में)																
अंचल	क्र.सं.	राज्य/संघ राज्य क्षेत्र	एफसीआई के पास कुल भंडारण क्षमता (स्वामित्व/किराए पर ली गई) (कवर्ड और कैप)						कुल (स्वामित्व + किराए पर लिया गया)	खाद्यान्नों के भंडारण के लिए (एसडब्ल्यूसी सहित) राज्य एजेंसियों के पास कुल भंडारण क्षमता (एफसीआई को दी गई क्षमताओं को छोड़कर)			कुल योग			
			कवर्ड		सीएपी		कुल			कवर्ड एवं सीएपी	राज्य एजेंसियां			कवर्ड	सीएपी	कवर्ड एवं सीएपी
			स्वामित्व	किराए की	स्वामित्व	किराए की	कवर्ड	सीएपी			कवर्ड	सीएपी	कुल			
पूर्व	1	बिहार	3.45	10.41	0.00	0.00	13.86	0.00	13.86	10.13	0.00	10.13	23.99	0.00	23.99	
	2	झारखंड	1.08	3.47	0.00	0.00	4.56	0.00	4.56	2.25	0	2.25	6.81	0.00	6.81	
	3	ओड़िशा	3.65	3.13	0.00	0.00	6.78	0.00	6.78	5.44	0	5.44	12.22	0.00	12.22	
	4	पश्चिम बंगाल	9.53	1.47	0.00	0.00	11.00	0.00	11.00	10.06	0	10.06	21.07	0.00	21.07	
	5	सिक्किम	0.11	0.01	0.00	0.00	0.11	0.00	0.11	0.13	0	0.13	0.24	0.00	0.24	
कुल पूर्वी क्षेत्र			17.82	18.49	0.00	0.00	36.31	0.00	36.31	28.01	0.00	28.01	64.32	0.00	64.32	
पूर्वोत्तर	6	असम	3.82	1.57	0.00	0.00	5.39	0.00	5.39	0.00	0	0.00	5.39	0.00	5.39	
	7	अरुणाचल प्रदेश	0.41	0.04	0.00	0.00	0.45	0.00	0.45	0.00	0	0.00	0.45	0.00	0.45	

	8	मेघालय	0.20	0.25	0.00	0.00	0.44	0.00	0.44	0.00	0	0.00	0.44	0.00	0.44
	9	मिजोरम	0.32	0.00	0.00	0.00	0.32	0.00	0.32	0.41	0	0.41	0.73	0.00	0.73
	10	त्रिपुरा	0.44	0.19	0.00	0.00	0.62	0.00	0.62	0.64	0	0.64	1.27	0.00	1.27
	11	मणिपुर	0.65	0.00	0.00	0.00	0.65	0.00	0.65	0.00	0	0.00	0.65	0.00	0.65
	12	नागालैंड	0.42	0.16	0.00	0.00	0.57	0.00	0.57	0.08	0	0.08	0.65	0.00	0.65
कुल पूर्वोत्तर क्षेत्र			6.25	2.19	0.00	0.00	8.44	0.00	8.44	1.13	0.00	1.13	9.57	0.00	9.57
उत्तर	13	दिल्ली	3.28	0.00	0.00	0.00	3.28	0.00	3.28	0.00	0	0.00	3.28	0.00	3.28
	14	हरियाणा	8.75	52.66	2.88	0.00	61.41	2.88	64.29	46.70	18.69	65.39	108.11	21.57	129.68
	15	हिमाचल प्रदेश	0.27	0.74	0.00	0.00	1.01	0.00	1.01	0.00	0	0.00	1.01	0.00	1.01
	16	जम्मू और कश्मीर	0.95	1.70	0.00	0.00	2.65	0.00	2.65	0.00	0	0.00	2.65	0.00	2.65
	17	लद्दाख	0.25	0.13	0.00	0.00	0.38	0.00	0.38	0.00	0	0.00	0.38	0.00	0.38
	18	पंजाब	27.19	122.10	3.31	5.76	149.29	9.07	158.36	27.07	62.01	89.08	176.36	71.08	247.44
	19	चंडीगढ़	0.00	0.09	0.00	0.00	0.09	0.00	0.09	0.00	0	0.00	0.09	0.00	0.09
	20	राजस्थान	8.42	12.02	0.60	0.00	20.44	0.60	21.04	0.00	0	0.00	20.44	0.60	21.04
	21	उत्तर प्रदेश	15.48	40.06	0.00	0.00	55.54	0.00	55.54	0.00	0	0.00	55.54	0.00	55.54
	22	उत्तराखंड	0.83	1.19	0.00	0.00	2.03	0.00	2.03	1.88	0	1.88	3.91	0.00	3.91
कुल उत्तरी क्षेत्र			65.41	230.70	6.79	5.76	296.11	12.55	308.66	75.65	80.70	156.35	371.76	93.25	465.01
दक्षिण	23	आंध्र प्रदेश	8.64	7.72	0.00	0.00	16.36	0.00	16.36	11.46	0	11.46	27.82	0.00	27.82
	24	अंडमान निकोबार	0.07	0.00	0.00	0.00	0.07	0.00	0.07	0.16	0	0.16	0.23	0.00	0.23
	25	तेलंगाना	6.68	16.32	0.00	0.00	23.00	0.00	23.00	7.10	0	7.10	30.10	0.00	30.10

	26	केरल	5.88	0.13	0.00	0.00	6.01	0.00	6.01	1.84	0	1.84	7.85	0.00	7.85
	27	कर्नाटक	4.61	5.76	0.00	0.00	10.37	0.00	10.37	30.93	0	30.93	41.30	0.00	41.30
	28	लक्षद्वीप	0.03	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0	0.00	0.03	0.00	0.03
	29	तमिलनाडु	6.46	6.40	0.00	0.00	12.86	0.00	12.86	17.66	0	17.66	30.52	0.00	30.52
	30	पुडुचेरी	0.51	0.00	0.00	0.00	0.51	0.00	0.51	0.00	0	0.00	0.51	0.00	0.51
कुल दक्षिण क्षेत्र			32.87	36.34	0.00	0.00	69.21	0.00	69.21	69.15	0.00	69.15	138.36	0.00	138.36
पश्चिम	31	गुजरात	4.93	4.56	0.00	0.00	9.48	0.00	9.48	0.58	0	0.58	10.06	0.00	10.06
	32	दादरा व नगर हवेली	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.00	0.00
	33	महाराष्ट्र	9.23	9.76	0.00	0.00	18.99	0.00	18.99	6.98	0	6.98	25.97	0.00	25.97
	34	गोवा	0.19	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0	0.00	0.19	0.00	0.19
	35	मध्य प्रदेश	4.18	6.61	0.00	0.00	10.79	0.00	10.79	189.16	0.00	189.16	199.95	0.00	199.95
	36	छत्तीसगढ़	6.32	14.83	0.00	0.00	21.15	0.00	21.15	11.26	0	11.26	32.41	0.00	32.41
कुल पश्चिम क्षेत्र			24.84	35.75	0.00	0.00	60.59	0.00	60.59	207.98	0.00	207.98	268.57	0.00	268.57
कुल योग			147.20	323.47	6.79	5.76	470.67	12.55	483.22	381.92	80.70	462.62	852.59	93.25	945.84

विवरण-II

केंद्रीय भंडारण निगम की फरवरी-26 माह के लिए राज्यवार कुल क्षमता

क्र. सं.	राज्य/संघ राज्य क्षेत्र	क्षमता (टन में)
1	अंडमान और निकोबार	6450
2	आंध्र प्रदेश	962394
3	अरुणाचल प्रदेश	2088
4	असम	129975
5	बिहार	287315
6	छत्तीसगढ़	329131
7	दिल्ली	167910
8	गोवा	33909
9	गुजरात	2623004
	हरियाणा	553071
11	हिमाचल प्रदेश	12292
12	इंफाल	1751
13	झारखंड	89218
14	कर्नाटक	858318
15	केरल	224637
16	लद्दाख	8352
17	मध्य प्रदेश	855244
18	महाराष्ट्र	1596060
19	नागालैंड	16313
20	ओडिशा	574722
21	पुडुचेरी	7386
22	पंजाब	878432
23	राजस्थान	1163946
24	तमिलनाडु	892559
25	तेलंगाना	1769409
26	त्रिपुरा	37538
27	चंडीगढ़ संघ राज्य क्षेत्र	12613
28	उत्तर प्रदेश	1646754
29	उत्तराखंड	95698
30	पश्चिम बंगाल	550894
सकल योग		16387382

विवरण-III

केंद्रीय पूल के लिए धान की खरीद

आंकड़े लाख टन में

राज्य	केएमएस 2022-23	केएमएस 2023-24	केएमएस 2024-25	केएमएस 2025-26*
आंध्र प्रदेश	41.12	30.43	38.22	40.86
तेलंगाना	131.86	95.32	100.44	53.67
असम	5.98	3.94	8.50	2.39
बिहार	42.05	30.80	39.22	33.09
चंडीगढ़	0.19	0.25	0.26	0.19
छत्तीसगढ़	87.53	114.24	116.42	108.95
गुजरात	1.77	0.85	0.35	0.67
हरियाणा	59.36	58.94	53.99	53.68
हिमाचल प्रदेश	0.14	0.23	0.37	0.21
झारखंड	1.72	0.74	2.06	0.48
जम्मू एवं कश्मीर	0.34	0.24	0.33	0.50
कर्नाटक	0.21	0.00	0.01	0.06
केरल	7.31	5.59	5.81	1.51
मध्य प्रदेश	46.30	42.16	43.42	51.75
महाराष्ट्र	18.48	11.64	15.93	9.56
ओडिशा	79.16	70.89	85.55	70.09
पंजाब	182.10	185.28	173.33	156.50
राजस्थान	0.00	0.00	0.00	-
एनईएफ (त्रिपुरा)	0.45	0.32	0.36	0.16
तमिलनाडु	33.84	34.96	47.98	23.53
उत्तर प्रदेश	65.50	53.80	57.71	62.31
उत्तराखंड	8.96	7.30	6.73	7.50
पश्चिम बंगाल	32.08	24.69	29.28	23.98
पुदुचेरी	0.001	0.002	0.002	-
कुल	846.45	772.61	826.27	701.64

*केएमएस 2025-26 प्रक्रियाधीन है। आंकड़े दिनांक 16.03.2026 तक के हैं।

नोट- केएमएस 2022-23 (रबी) के लिए तेलंगाना सरकार ने 38 लाख टन धान की नीलामी की, जिसे डीएफपीडी ने दिनांक 29.04.2024 के पत्र के माध्यम से अनुमोदित किया था।

विवरण-IV

केंद्रीय पूल के लिए गेहूं की खरीद

आंकड़े लाख टन में

क्र. सं.	राज्य/संघ राज्य क्षेत्र	आरएमएस 2022-23	आरएमएस 2023-24	आरएमएस 2024-25	आरएमएस 2025-26
1	पंजाब	96.45	121.12	124.57	119.19
2	हरियाणा	41.86	63.17	71.50	71.43
3	उत्तर प्रदेश	3.36	2.20	9.31	10.27
4	मध्य प्रदेश	46.04	70.97	48.39	77.74
5	बिहार	0.03	0.01	0.10	0.18
6	राजस्थान	0.10	4.38	12.05	21.37
7	उत्तराखंड	0.02	0.00	0.02	0.005
8	चंडीगढ़	0.03	0.09	0.08	0.09
9	दिल्ली	0.00	0.00	0.00	0.00
10	गुजरात	0.00	0.00	0.00	0.04
11	महाराष्ट्र	0.00	0.00	0.00	0.00
12	हिमाचल प्रदेश	0.03	0.03	0.03	0.03
13	जम्मू और कश्मीर	0.00	0.00	0.00	0.00
संपूर्ण भारत		187.92	261.97	266.05	300.35

विवरण-V**मोटे अनाज की खरीद दर्शाने वाला ब्यौरा**

आंकड़े 16.03.2026 तक

आंकड़े टन में

केएमएस	वस्तु	आंध्र प्रदेश	गुजरात	हरियाणा	कर्नाटक	मध्य प्रदेश	महाराष्ट्र	उत्तराखंड	तमिलनाडु	उत्तर प्रदेश	ओडिशा	कुल
2022-23	ज्वार(खरीफ)	0	0	0	76897	258	1378			0	0	78533
	ज्वार(रबी)	3621	685	0	0	0	2358			0	0	6664
	बाजरा (खरीफ)	0	766	81147	0	0	10			43437	0	125360
	बाजरा (रबी)		56645									56645
	मक्का (खरीफ)	0	0	0	0	0	48			0	0	48
	मक्का (रबी)	0	197	0	0	0	12877			0	0	13074
	रागी	4	0	0	454404	0	636	1186	515	0	0	456745
	कुल	3625	58293	81147	531301	258	17307	1186	515	43437	0	737069
2023-24	ज्वार(खरीफ)	24466		0	85402		462			13340	0	123670
	ज्वार(रबी)	4903	2946	0	105019		86625			0	0	199493
	बाजरा (खरीफ)		33359	231334						355039	0	619732
	बाजरा (रबी)		76726									76726
	मक्का (खरीफ)			0			25			4451	0	4476
	मक्का (रबी)			0			56			0	0	56
	रागी	376	1	0	226576		189	1889	1889	0.7	0	230921
	कुल	29745	113032	231334	416997	0	87357	1889	1889	372830.7	0	1255074
2024-25	ज्वार(खरीफ)		27	0	115352	908	937			46,942	0	164166
	ज्वार(रबी)	35402	5300	0	78676		131312			0	0	250690
	बाजरा (खरीफ)		3818	156000		0				101311	0	261129
	बाजरा (रबी)		82223									82223
	मक्का (खरीफ)			0			1			0	0	1
	मक्का (रबी)		118	0			51			19312	0	19481
	रागी (खरीफ)	205	5	0	346079		233	3139	4051	0	0	353712
	रागी	902										902
	कुल	35607	91491	156000	540107	908	132534	3139	4051	167565	0	1132304
2025-26*	ज्वार(खरीफ)					379	4778			43,562		48719
	ज्वार(रबी)											0
	बाजरा (खरीफ)		14472	233						213973		228678
	बाजरा (रबी)											0
	मक्का (खरीफ)		564				64138			13209		77911
	मक्का (रबी)											0
	रागी (खरीफ)		13		173165		439	5386	2783			181786
	रागी											0
	कुल	0	15049	233	173165	379	69355	5386	2783	270744	0	537094

*केएमएस 2025-26 प्रक्रियाधीन है।

विवरण-VI

वर्ष 2022-23 से 2025-26 तक (दिनांक 01.03.2026 तक की स्थिति के अनुसार) के दौरान भारतीय खाद्य निगम (एफसीआई) में संचयित जारी न करने योग्य (क्षतिग्रस्त) खाद्यान्न का स्टॉक।

(आंकड़े टन में)

क्र. सं.	क्षेत्र	2023-24	2024-25	2025-26 (01.03.2026 की स्थिति के अनुसार)
1.	बिहार	0	0.56	0
2.	झारखंड	24	0	40
3.	ओडिशा	9	0.02	0
4.	पश्चिम बंगाल	0	0.14	9
5.	असम	0	0	0
6.	एनईएफ	0	0	0
7.	अरुणाचल प्रदेश	0	0	0
8.	नागालैंड	0	0	0
9.	मणिपुर	0	0	0.58
10.	दिल्ली	0	3	1.7248
11.	हरियाणा	2511	0	0
12.	हिमाचल प्रदेश	0	0	0.006
13.	जम्मू व कश्मीर	0	0.09	0.82
14.	पंजाब	7746	91	36
15.	राजस्थान	6	1	2089
16.	उत्तर प्रदेश	2	2254	21
17.	उत्तराखंड	0	0	0
18.	आंध्र प्रदेश	0	2	0
19.	तेलंगाना	2	485	0
20.	कर्नाटक	0	0	0
21.	तमिलनाडु	7	3001	0
22.	गुजरात	23	13	0.84
23.	महाराष्ट्र	18	1986	35
	संपूर्ण देश	10348	7838	2235

विवरण-VII

भंडारण हानि को कम करने के लिए किए गए उपाय इस प्रकार हैं:-

गोदामों की सुरक्षा के लिए भौतिक उपाय किए जा रहे हैं, जैसे चारदीवारी पर कंटीले तारों की बाड़ लगाना, गोदामों में रोशनी के लिए स्ट्रीट लाइट की व्यवस्था करना और शेडों को ठीक से बंद करना।

- बेहतर निगरानी और पर्यवेक्षण के लिए स्वामित्व वाले डिपो में सीसीटीवी कैमरे लगाए गए हैं।
- स्टॉक की सुरक्षा सुनिश्चित करने के लिए एफसीआई के डिपो पर एफसीआई, होमगार्ड और अन्य बाहरी एजेंसियों के सुरक्षा कर्मचारियों को तैनात किया जा रहा है।
- खाद्यान्न स्टॉक को कीटों/संक्रमणों से मुक्त रखने के लिए, अर्थात् जैविक कारकों से होने वाली हानि को न्यूनतम करने के लिए, समय-समय पर उनका रोगनिरोधी और उपचारात्मक निदान किया जाता है।
- किसी अंचल और क्षेत्र में सबसे अधिक भंडारण हानि वाले डिपो का अनिवार्य निरीक्षण क्रमशः कार्यकारी निदेशक (अंचल)/महाप्रबंधक (क्षेत्रीय) द्वारा किया जाता है।
- आईसीएआर मानकों के अनुरूप जहाँ भी असामान्य/अनुचित नुकसान को रिपोर्ट किया जाता है, वहाँ उचित जाँच के बाद दोषियों के विरुद्ध अनुशासनात्मक कार्रवाई की जाती है।
- मुख्यालय स्तर पर मासिक निष्पादन समीक्षा बैठकों (एमपीआर) में भंडारण हानि की स्थिति की समीक्षा की जाती है।

पारगमन हानियों को कम करने के लिए किए गए उपाय इस प्रकार हैं: -

- 1 जनवरी, 2023 से खाद्यान्नों के लदान के समय वैगनों पर उच्च सुरक्षा केबल सील का कार्यान्वयन, ताकि रास्ते में चोरी से बचा जा सके। इसके परिणामस्वरूप पारगमन हानि के मामलों में 0.50% से अधिक की भारी कमी आई, जो 997 (2021-22 के दौरान) से घटकर 55 (2025-26 के दौरान 26 फरवरी तक) रह गया।

- बिखरे हुए अनाज को उठाने के लिए रेलवे वैगनों के फर्श पर पॉलीथीन शीट बिछाना।
- लोडिंग/अनलोडिंग कार्य के समय स्वतंत्र माल प्रमाणन दस्ते (आईसीसीएस) की तैनाती की जा रही है।
- जिम्मेदारी निर्धारित करने के लिए उच्च पारगमन हानि वाले मामलों का संयुक्त सत्यापन। संयुक्त सत्यापन के लिए कुल पारगमन हानि की निचली सीमा 1% से घटाकर 0.75% और तत्पश्चात दिनांक 1.10.2022 से 0.50% कर दी गई है।
- रेलहेड पर उपार्जित तैयार बैगों का हिसाब रखा जा रहा है।
- अधिक हानि प्रदर्शित करने वाले क्रॉनिक रेलहेड्स को चिह्नित कर लिया गया तथा इन रेलहेड्स पर लोडिंग/अनलोडिंग की निगरानी क्षेत्रीय/अंचल कार्यालय स्तर से की जा रही है।
- मुख्यालय/अंचल/क्षेत्र/ज़िला स्तरों पर नियमित अंतराल पर उच्च पारगमन हानियों की जाँच।
- जहाँ भी असामान्य/अनुचित पारगमन हानि की सूचना मिलती है, वहाँ दोषियों के विरुद्ध अनुशासनात्मक कार्रवाई शुरू की जा रही है।
- मुख्यालय स्तर पर मासिक निष्पादन समीक्षा बैठक में पारगमन हानियों की समीक्षा की जाती है।

ABSS FOR RAILWAY STATIONS OF PUNJAB

5463. SHRI MALVINDER SINGH KANG:

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

- (a) the current status and physical progress of the upgradation works sanctioned under the Amrit Bharat Station Scheme (ABSS) for Anandpur Sahib, Rupnagar, Nangal Dam and Nawanshahr stations;
- (b) the details of funds sanctioned and the amount utilised for each station as

of January 15, 2026;

- (c) the specific reasons identified for delays, if any, in the implementation of passenger amenities across these stations, particularly concerning connectivity during religious gatherings like the Shaheedi Jor Mela; and
- (d) the timeline for the completion of key passenger-facing amenities at these stations, month- wise?

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

(a) to (d): **Anandpur Sahib, Rup Nagar and Nangal Dam** stations, located in Punjab have been identified for development under Amrit Bharat Station Scheme.

At Anandpur Sahib station, located in Punjab, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

Development works under Amrit Bharat Station Scheme at Anandpur Sahib station, located in Punjab have been completed which includes:

- Improvement of station building
- Entrance porch
- Platform shelter
- Improvement of platform surface
- AC waiting room and toilet

- Entry/Exit gate
- New booking counter
- Circulating area and parking
- Toilet block
- Signage
- 12 m Foot Over Bridge

At Rup Nagar station, located in Punjab, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

The works of improvement of station building, entrance porch, AC waiting room, toilet block, second class waiting room, circulating area, parking, entry/exit gate and signage have been completed. The works of platform surfacing, lift and 12 m Foot Over Bridge have been taken up.

At Nangal Dam station, located in Punjab, facilities like high level platforms, platform shelter, waiting hall, drinking water arrangement, urinal, lavatory, seating arrangement, Foot Over Bridge etc. are available.

The works of improvement of station building, entrance porch, improvement of platform surface, waiting room, toilet block, circulating area, parking, entry/exit gate and signage have been completed. The works of lift and 12 m Foot Over Bridge have been taken up.

At Nawan Shahr Doaba Junction station, located in Punjab, facilities like high level platform, platform shelter, waiting hall, drinking water arrangement,

urinal, lavatory, seating arrangement etc. are available. The work of high level platform has been completed in recent years.

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

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

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station

One Product'

- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station

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

So far, 1,338 stations have been identified for development under this scheme, out of which 30 stations including Anandpur Sahib, Nangal Dam and Rup Nagar stations are located in Punjab. The names of stations identified for development under Amrit Bharat Station Scheme in Punjab are as following:

State	No. of Stations	Name of Stations
Punjab	30	Abohar, Amritsar, Anandpur Sahib, Beas, Bhatinda Jn, Dhandari Kalan, Dhuri, Fazilka, Firozpur Cantt, Gurdaspur, Hoshiarpur, Jalandhar Cantt Jn, Jalandhar City Jn, Kapurthala, Kot Kapura Jn, Ludhiana Jn, Malerkotla, Mansa, Moga, Muktsar, Nangal Dam, Pathankot Cantt., Pathankot Jn, Patiala, Phagwara Jn, Phillaur Jn, Rup Nagar, Sahibzada Ajit Singh Nagar Mohali, Sangrur, Sirhind

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in

Punjab have been taken up at a good pace. The detail of stations completed in Punjab is as given below:

State	No. of Stations	Name of Stations
Punjab	3	Anandpur Sahib, Muktsar, Sahibzada Ajit Singh Nagar Mohali

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

- **Sirhind station:** The works of improvement of station building, entrance porch, AC waiting room with toilet, improvement of second class waiting room, toilet block, circulating area, parking, entry/exit gate, lighting and signage have been completed. The works of lift and 12 m Foot Over Bridge have been taken up.
- **Gurdaspur station:** The works of station building, platform shelter, improvement of platform surface, waiting room, toilet, circulating area, porch and lighting have been completed. The works of new platform no. 2, booking cum waiting hall, circulating area, parking, entry/exit gate on main entry and second side and 12 m Foot Over Bridge have been taken up.
- **Patiala station:** The works of improvement of station building, entrance porch, platform shelter, improvement of waiting hall, retiring room, toilet, circulating area, parking, entry/exit gate and signage have been

completed. The works of platform surfacing, development of second entry, lift and 12 m Foot Over Bridge have been taken up.

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

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise or state-wise. Punjab is covered under the jurisdiction of two railway zones, namely Northern Railway and North Western Railway. For these zones, an allocation (Revised Estimate) of ₹ 2,390 crore has been made for the financial year 2025-26, out of which an expenditure (up to February, 2026) of ₹ 2,379 crore has been incurred so far.

Train Connectivity

To provide greater accommodation for the passengers using General

and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

General Coaches

With a view to meet the demand of passengers travelling in unreserved coaches, Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains. In the current financial year (upto February, 2026), 860 Coaches have been utilised for permanent augmentation.

On Indian Railways, demand patterns vary over lean and peak periods. During peak rush periods, the occupancy of the trains especially on popular routes remains full whereas during lean periods and on less popular routes, there is sub-optimal utilization.

Traffic pattern of the trains running on Indian Railways is monitored on regular basis and to cater to additional demand, load of existing trains are augmented, special trains are run, new trains are introduced, frequency of existing trains is increased etc. subject to operational feasibility.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches

(general/sleeper).

On Indian Railways, the percentage of non-AC coaches, is about 70% as indicated below:

Distribution of coaches

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Passengers in general/unreserved coaches: The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Special Trains

IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26(upto Feb, 2026)	~74,800

**MODEL-BASED DISTRICT-LEVEL SOCIAL-ECONOMIC ESTIMATES BY
NSO**

5464. SHRI BIPLAB KUMAR DEB:

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

- (a) whether the National Statistics Office has undertaken studies to develop model-based district-level estimates for key socio-economic indicators

- and if so, the details thereof;
- (b) the methodology adopted for generating such district-level estimates and the role of auxiliary data sources in improving accuracy;
 - (c) the manner in which these statistical models are expected to assist in evidence-based and targeted local development planning;
 - (d) whether the Government has any plan to extend this model-based estimation approach and socio-economic indicators to other States particularly in the State of Tripura; and
 - (e) if so, the details thereof?

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

(a): The Steering Committee for National Sample Surveys (NSS) recommended that MoSPI should undertake a pilot study on the feasibility for generating the model-based district-level estimates based on the Household Consumption Expenditure Survey (HCES): 2022-23 data. To explore the possibility of generation of district level estimates of Monthly Per Capita Consumption Expenditure (MPCE), a committee was formed under the Chairpersonship of Dr. Mausumi Bose, former Professor, Indian Statistical Institute (ISI), Kolkata with members from the NSS and DES, Uttar Pradesh. The Committee was mandated to estimate MPCE figures for the districts of

Uttar Pradesh utilizing model-based techniques, more specifically, Small Area Estimation (SAE) methods.

(b): Model-based techniques, adopting the Fay–Herriot (FH) and Spatial Fay–Herriot (SFH) models under the Small Area Estimation framework to borrow strength from covariate data and neighboring districts was used to generate reliable estimates of MPCE for the districts of Uttar Pradesh. The detailed estimation methodology along with its benefits and use cases to other identical scenarios have been mentioned in the report available on the website of MoSPI at https://new.mospi.gov.in/uploads/publications_reports/publications_reports1761641209612_6875c53f-d8eb-4458-be3e1e12a9e528c9_Compiled_Report_final17092025.pdf

(c): Using the methodology as adopted by the Committee, estimates of MPCE values at sub-state level for the state of Uttar Pradesh have been generated. These estimates of MPCE figures, in turn, would provide an idea of the economic conditions of the households and thereby, facilitating policy decisions for implementation of developmental programmes.

(d) and (e): The approach adopted in this study can be extended to other States including Tripura and other socio-economic indicators. States have been encouraged to adopt similar approaches to fill data gaps and generate district-level estimates, especially where direct survey estimates are weak due to small sample sizes or are not available.

BROADBAND AND PUBLIC WI-FI IN RURAL AREAS**5465. SHRI VISHNU DATT SHARMA:**

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

- (a) whether the Government is implementing BharatNet and PM-WANI to provide affordable broadband and public Wi-Fi in rural areas and if so, the details thereof;
- (b) whether BharatNet fibre connections, PM-WANI hotspots and CSCs are functional in the districts of Katni, Panna and town of Khajuraho in the Khajuraho Lok Sabha region and the number of Gram Panchayats/locations covered and if so, the details thereof;
- (c) the steps taken to prioritise connectivity for farmers, PHCs, schools and MSMEs in these districts;
- (d) whether service quality or coverage is inadequate and if so, the reasons therefor and the corrective actions taken along with timelines thereof; and
- (e) whether the Government has any plan to expand digital literacy, support PDO/CSC viability and link connectivity infrastructure with livelihood opportunities for rural households in these districts and if so, the details thereof?

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

- (a): With a view to proliferate wi-fi hotspots across the country, including in

rural areas, Government has launched the Prime Minister Wi-Fi Access Network Interface (PM-WANI) initiative.

BharatNet project is being implemented in a phased manner to create network to connect all the Gram Panchayats (GPs)/ Villages with broadband in the country. This infrastructure is leased to TSPs/ISPs for provision of internet connectivity in GPs/rural areas including villages/ Government institutions, schools, and private areas.

Further, Amended BharatNet Programme has been approved by Cabinet on 04.08.2023, for up-gradation of existing network of BharatNet Phase-I and Phase-II, creation of network in balance GPs, Operation and Maintenance for 10 years and utilization.

(b): A total of 2,611 FTTH connections are operational in the districts of Katni, Panna and Rajnagar Block of Chhatarpur District (Khajuraho town falls under Rajnagar Block), and 502 Gram Panchayats are covered as per the details given below:

SN	Location	GPs covered	FTTH Connections
1	Katni district	115	1043
2	Panna district	387	1434
3	Rajnagar Block of Chhatarpur district	0 (in ABP)	134
Total		502	2611

District-wise count of PM-WANI hotspots for Katni district, Panna district & Khajuraho town as per the C-DoT central registry, as on 10.03.2026 is given below:

SN	Location	No. of Wi-Fi Hotspots
1	Katni district	76 (Urban -55, Rural -21)
2	Panna district	40 (Urban -9, Rural -31)
3	Khajuraho	Khajuraho is in CHHATARPUR district, and there are a total of 89 PM-WANI Wi-Fi Hotspots in Chhatarpur district (Urban -16, Rural -73)

(c) to (e): The internet connections in rural areas including for farmers, PHCs, schools and MSMEs is managed through BharatNet Udyamis (BNU) who could be a village level entrepreneur, Internet Service Provider, Self Help Group etc. BNUs is to be given a one-time financial incentive for activating new home fiber connections. To incentivize continuity of services, BNUs also receive a share of the monthly revenue (on established market practice).

Following corrective action have been taken to improve the network infrastructure, quality and speed of fibre-optic internet services:

- (i) Upgradation of BharatNet network earlier implemented in linear architecture / GPON technology to ring architecture / IP-MPLS technology.
- (ii) Setting up of Central Network Operating Centre (C-NOC).
- (iii) Setting up of Project Monitoring Unit.
- (iv) Videography/ photography of trenching, fibre laying, splicing etc.
- (v) GIS mapping of network.
- (vi) Quality testing of material being deployed.
- (vii) Appointment of independent engineers for inspection, validation, bill processing, etc.

Further, TRAI monitors the performance of service providers against the benchmark of various Quality of Service parameters. As per performance submitted by service providers, all the service providers are meeting benchmark of all networks related QoS parameters of access service (wireless) in all service areas in the month of January 2026.

Under the PM-WANI framework, the Government's role is limited to policy enablement. Service provision under PM-WANI is entirely market-driven and Public Wi-Fi hotspots are deployed by entities based solely on techno-commercial viability in specific areas.

एनईएसआईडीएस-ओटीआरआई

5466. श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

क्या उत्तर पूर्वी क्षेत्र विकास मंत्री यह बताने की कृपा करेंगे कि:

- (क) शिलांग-तुरा सड़क के पूरा होने से यात्रा के समय को बारह घंटे से घटाकर छह घंटे करने में किस प्रकार सफलता मिली है;
- (ख) उत्तर पूर्व विशेष अवसंरचना विकास योजना और सड़क के अन्यत्र अवसंरचना (एनईएसआईडीएस-ओटीआरआई) घटक के अंतर्गत मिजोरम के थेनजोल में 12 करोड़ रुपये की हेलीपोर्ट परियोजना के कार्यान्वयन की वर्तमान स्थिति क्या है;
- (ग) क्या सरकार ने वर्ष 2026 तक त्रिपुरा की सभी ग्राम पंचायतों में कृत्रिम बुद्धिमत्ता संबंधी प्रौद्योगिकी को सफलतापूर्वक एकीकृत कर दिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) फील्ड तकनीकी सहायता इकाई (एफटीएसयू) ने सड़क परियोजनाओं की भौतिक

निगरानी में किस प्रकार सुधार किया है और उन्हें समय पर पूरा किया जाना सुनिश्चित किया है?

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

(क): मेघालय राज्य में शिलांग-नोंगस्टोइन-तुरा सड़क कोरिडोर के सुधार और चौड़ीकरण ने मौजूदा सबस्टैंडर्ड स्ट्रेचेज को दो लेन कैरिजवे में पेव्ड शोल्डर्स के साथ एनएच-106 और एनएच-127बी के खण्डों को अपग्रेड करके यात्रा के समय को काफी कम कर दिया है। इससे पहले, कोरिडोर में संकीर्ण कैरिजवे, तेज मोड़, खड़ी ढलान और संकीर्ण पुल थे, जिसके कारण बार-बार भीड़भाड़ और वाहनों की आवाजाही धीमी गति से होती थी। सड़क के चौड़े होने और ज्यामितीय डिजाइन में सुधार की वजह से वाहन अब दोनों दिशाओं में सुचारु रूप से चल सकते हैं, जिससे औसत यात्रा गति बढ़ जाती है।

(ख): पूर्वोत्तर विशेष अवसंरचना विकास स्कीम - अन्य सड़क अवसंरचना के अलावा (एनईएसआईडीएस-ओटीआरआई) के तहत "मिजोरम के थेनजॉल में हेलीपोर्ट और हेलीपैड का विकास" परियोजना को 13.10.2025 को 12.00 करोड़ रुपये की लागत के साथ मंजूरी दी गई थी। मिजोरम राज्य सरकार ने निष्पादन एजेंसी के चयन के लिए उक्त परियोजना के संबंध में निविदा जारी की है।

(ग): पंचायती राज मंत्रालय ने 14 अगस्त, 2025 को एक एआई-इनेबल्ड वॉइस-टू-टेक्स्ट मीटिंग समेराइजेशन टूल, सभासार लॉन्च किया। सभासार प्लेटफॉर्म ग्राम सभा की कार्यवाही को संरचनावार कैप्चर करता है और उनका सारांश बनाता है तथा ग्राम सभा की बैठकों की आवृत्ति/प्रकार और भागीदारी जैसे प्रमुख मापदंडों की निगरानी करता है। त्रिपुरा सहित सभी राज्यों/संघ राज्य क्षेत्रों को सभासार उपलब्ध कराया गया है और ग्राम पंचायतें नियमित ग्राम सभा और पंचायत बैठकों के लिए इसका उत्तरोत्तर उपयोग कर रही हैं।

प्रायोगिक कार्यान्वयन के हिस्से के रूप में, 15 अगस्त 2025 को त्रिपुरा की सभी 1,194 ग्राम पंचायतों को विशेष ग्राम सभाओं हेतु इस टूल का उपयोग करने के लिए प्रोत्साहित किया गया था और 1,047 ग्राम पंचायतों ने उस दिन सफलतापूर्वक सभासार का उपयोग किया।

(घ): उत्तर पूर्वी क्षेत्र विकास मंत्रालय द्वारा पूर्वोत्तर क्षेत्र में मंत्रालय द्वारा स्वीकृत परियोजनाओं की निगरानी और समय पर पूरा करने के लिए कई कदम उठाए गए हैं। उत्तर पूर्वी क्षेत्र विकास मंत्रालय ने राज्य योजना विभागों और परियोजना कार्यान्वयन एजेंसियों के साथ सम्पर्क करने के लिए सभी 8 पूर्वोत्तर राज्यों में फील्ड लेवल टेक्निकल सपोर्ट यूनिट (एफटीएसयू) को नियुक्त किया है ताकि उत्तर पूर्वी क्षेत्र विकास मंत्रालय परियोजनाओं के डेटाबेस को बनाए रखा जा सके और अद्यतन किया जा सके, जिसमें अन्य बातों के साथ-साथ, सड़क परियोजनाएं भी शामिल हैं जिससे कि उत्तर पूर्वी क्षेत्र विकास मंत्रालय को परियोजनाओं के निष्पादन के बारे में नियमित प्रगति रिपोर्ट प्रस्तुत की जा सके और फीडबैक दिया जा सके। एफटीएसयू अन्य बातों के साथ-साथ उत्तर पूर्वी क्षेत्र विकास मंत्रालय की स्कीमों के तहत सड़क परियोजनाओं सहित स्वीकृत परियोजनाओं का फील्ड निरीक्षण भी करती हैं।

इसके अलावा, उत्तर पूर्वी क्षेत्र विकास मंत्रालय और उत्तर पूर्वी परिषद (एनईसी) के अधिकारियों द्वारा परियोजनाओं की समय-समय पर निगरानी और निरीक्षण किया जाता है। परियोजनाओं के कार्यान्वयन की प्रगति की समीक्षा करने के लिए मंत्रालय द्वारा पूर्वोत्तर क्षेत्र की राज्य सरकारों के साथ नियमित समीक्षा बैठकें आयोजित की जाती हैं। उत्तर पूर्वी क्षेत्र विकास मंत्रालय के निगरानी तंत्र को सुदृढ़ करने के लिए परियोजना गुणवत्ता निगरानी/तृतीय पक्ष तकनीकी निरीक्षण एजेंसियां (पीक्यूएम/टीपीटीआई) लागू की गई हैं।

ENGAGEMENT OF CONTRACTUAL POINTSMEN IN RAILWAYS

5467. SHRI KIRTI AZAD:

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

- (a) whether the Government has approved the engagement of around 5000 ex-servicemen as pointsmen on a contractual basis in Railways and if so, the details thereof;
- (b) whether the Government is facing a regular manpower crunch that requires contractual staff to operate critical safety systems despite the potential safety threat due to lack of their long- term accountability and if so, the details thereof;
- (c) the details of reasons for not complying with the recommendations of Commissioner of Railway Safety after the Bagmati Express accident for reviewing and eliminating the practice of deploying contractual staff in safety critical areas; and
- (d) whether the Government has taken concerns of different stakeholders into consideration, given large scale backlash from unions protesting the move and if so, the details thereof and measures taken in response?

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

(a) to (d) : Recruitments done in Indian Railways during 2004-05 to 2013-14 vis-à-vis during 2014-15 to 2025-26 is given as under: -

Period	Recruitments
2004-2005 to 2013-2014	4.11 lakh

2014-2015 to 2024-2025	5.08 lakh
2025-26 till date	42,380

The occurrence and filling up of vacancies in Indian Railways is a continuous process, considering its size, spatial distribution and criticality of operations. Adequate and suitable manpower is provided to cater to operational requirements, technological changes, mechanisation and innovative practices, with vacancies primarily filled through indents placed with recruitment agencies as per operational and technological requirements.

The RRB examinations are quite technical in nature entailing large scale mobilisation of men and resources and training of manpower. Railway overcame all these challenges and successfully conducted the recruitment in a transparent manner following all laid down guidelines. No instance of paper leakage or similar malpractice has occurred during the entire process.

Further, as system improvement, the Ministry of Railways has introduced a system of publishing the Annual Calendar from 2024 for recruitment to various categories of Group 'C' posts. The introduction of the Annual Calendar is benefitting the aspirants in the following manner:-

- More opportunities for candidates;
- Opportunities to those becoming eligible every year;
- Certainty of exams;
- Faster Recruitment process, Training and Appointments

Presently, recruitment against 1,43,086 vacancies of non-gazetted personnel has been taken up on Indian Railways as per Annual Calendar 2024 and 2025. During January to December 2024, ten Centralized Employment Notifications (CENs) for 92,116 vacancies were notified for filling up of posts of Assistant Loco Pilots (ALPs), Technicians (including Technician Grade-I Signal), Sub-Inspectors, Constables in Railway Protection Force (RPF), Junior Engineers (JEs)/ Depot Material Superintendent (DMS)/ Chemical & Metallurgical Assistant (CMA) (including JE Signal), Paramedical Categories, Non-Technical Popular Categories (Graduate), Non-Technical Popular Categories (Under-Graduate), Ministerial & Isolated Categories and Level-1 categories such as Assistants, Track Maintainers and Pointsman. First Stage/Single stage Computer Based Tests (CBTs) for 92,116 posts have been completed. Details are as under: -

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (18,799 vacancies)	18,40,347	156	15
CBT for the post of Technician (14,298 vacancies)	26,99,892	139	15
1st Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	11,01,266	146	15
CBT for the post of RPF-SI (452 vacancies)	15,35,635	143	15
CBT for the post of RPF-Constable (4,208 vacancies)	45,30,288	147	15
CBT for Paramedical Categories (1,376 vacancies)	7,08,321	143	15

1st Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	58,41,774	141	15
1st Stage CBT for Non-Technical Popular Categories (Under Graduate) (3,445 vacancies)	63,27,473	157	15
CBT for Ministerial & Isolated categories (1,036 vacancies)	4,46,013	139	15
CBT for level-1 posts (32,438 vacancies)	1,08,28,261	152	15
Total Candidates	3,58,59,270		

The 2nd stage CBTs for the posts of ALP, JE/DMS/CMA and Non-Technical Popular Categories (Graduate & Under-Graduate) have also been completed.

Details are as under: -

Exam	Candidates	Cities	Languages
2nd Stage CBT for the post of ALP (18,799 vacancies)	2,66,363	112	15
2nd Stage CBT for the post of JE/DMS/CMA (7,951 vacancies)	1,17,339	118	15
2nd Stage CBT for Non-Technical Popular Categories (Graduate) (8,113 vacancies)	1,21,931	129	15
2nd Stage CBT for Non-Technical Popular Categories (Under-Graduate) (3,445 vacancies)	51,978	79	15

Total Candidates	5,57,611		

The Computer Based Aptitude Test (CBAT) for the post of ALP and Non-Technical Popular Categories (Graduate) and Computer based Skill Test for the post of Non-Technical Popular Categories (Graduate and Under Graduate) and Ministerial & Isolated Categories have also been completed. Details are as under: -

Exam	Candidates	Cities	Languages
CBAT for the post of ALP	1,32,044	84	2
Translation Test for Ministerial and Isolated Categories	1,233	8	2
CBAT for the post of Non-Technical Popular Categories (Graduate)	13,616	38	2
Computer Based Typing Skill Test (CBTST) for the post of Non-Technical Popular Categories (Graduate-level)	30,341	58	2
Computer Based Typing Skill Test (CBTST) for the post of Non-Technical Popular Categories (Under-Graduate-level)	13,145	44	2
Total Candidates	1,90,379		

Panels for more than 42,000 candidates for various posts including the posts of Technicians, Junior Engineers, Paramedical Categories, Sub-Inspectors & Constable (RPF) and Assistant Loco Pilots have been finalised. Majority of them are in safety categories.

In addition, as per Annual Calendar for the year 2025, nine Centralized Employment Notifications (CENs) for 50,970 vacancies have also been issued.

Details are as under:-

CEN No.	Post Name	No. of Vacancies notified	Month of Notification
01/2025	Assistant Loco Pilots	9,970	March 2025
02/2025	Technicians	6,238	June 2025
03/2025	Paramedical categories	434	July 2025
04/2025	Section Controller	368	August 2025
05/2025	Junior Engineer (JE) / Depot Material Superintendent / Chemical & Metallurgical Assistant	2,585	October 2025
06/2025	Non-Technical Popular Categories (Graduate)	5,810	October 2025
07/2025	Non-Technical Popular Categories (Under-Graduate)	3,058	October 2025
08/2025	Isolated Categories	312	December 2025
09/2025	Level-1 posts (Including Assistants, Track Maintainers and Pointsman)	22,195	December 2025
Total		50,970	

First stage/Single stage Computer Based Tests (CBTs) for 19,595 posts have been completed. Details are as under: -

Exam	Candidates	Cities	Languages
1st Stage CBT for the post of ALP (9,970 vacancies)	10,03,719	141	15
CBT for the post of Section Controller (368 vacancies)	4,33,748	131	15
1st Stage CBT for the post of JE/DMS/CMA (2,585 vacancies)	5,74,351	133	15
CBT for the post of Technician (6,238 vacancies)	8,41,525	117	15
CBT for the post of Paramedical Categories (434 vacancies)	3,19,396	106	15
Total Candidates	31,72,739		

However, in order to meet exigencies, sometimes Ex-Servicemen are engaged as Pointsman on temporary basis against the vacant posts as per the laid down rules and procedures. Ex-Servicemen engaged as Pointsman on temporary basis are trained as per the requirements. Further, temporary staff engaged for maintenance are used for non-critical activities along with or under the supervision of Railway Staff.

The action taken has already been apprised to the Chief Commissioner of Railway Safety, Ministry of Civil Aviation, New Delhi.

महाराष्ट्र में नवीकरणीय ऊर्जा परियोजनाएं

5468. श्री संदिपनराव आसाराम भुमरे:

श्री निलेश ज्ञानदेव लंके:

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

- (क) विगत पांच वर्षों के दौरान महाराष्ट्र में केंद्रीय क्षेत्र की योजनाओं के अंतर्गत शुरू की गई नवीकरणीय ऊर्जा परियोजनाओं की क्षमता कितनी है;
- (ख) क्या सरकार ने राष्ट्रीय सौर मिशन और संबंधित कार्यक्रमों के अंतर्गत सौर ऊर्जा, पवन ऊर्जा और ग्रीन हाइड्रोजन पहलों को बढ़ावा देने के लिए महाराष्ट्र को वित्तीय या तकनीकी सहायता प्रदान की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) सरकार द्वारा महाराष्ट्र के ग्रामीण और अर्ध-शहरी क्षेत्रों में विकेंद्रीकृत नवीकरणीय ऊर्जा प्रणालियों को बढ़ावा देने के लिए क्या कदम उठाए गए हैं;
- (घ) क्या सरकार नवीकरणीय ऊर्जा लक्ष्यों को प्राप्त करने हेतु नीति निर्माण और कार्यान्वयन में महाराष्ट्र सहित राज्य सरकारों की भागीदारी को प्रोत्साहित कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) महाराष्ट्र जैसे उच्च नवीकरणीय ऊर्जा क्षमता वाले राज्यों में भूमि अधिग्रहण के मुद्दों, पारिषण अवसंरचना और ग्रिड एकीकरण से संबंधित चुनौतियों का समाधान करने के लिए किए जा रहे उपायों का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

- (क): अधिकांश नवीकरणीय ऊर्जा परियोजनाएं डेवलपर्स द्वारा स्थापित की जाती हैं जिनका चयन पारदर्शी बोली प्रक्रिया के माध्यम से किया जाता है। तथापि, नवीन और नवीकरणीय ऊर्जा मंत्रालय (एमएनआरई) देश में नवीकरणीय ऊर्जा क्षमता के विकास और संस्थापना को बढ़ावा देने के लिए

वित्तीय सहायता के प्रावधानों वाली विभिन्न योजनाओं/कार्यक्रमों का कार्यान्वयन कर रहा है। वर्ष 2020-21 से 2024-25 तक के पिछले 5 वर्षों के दौरान, महाराष्ट्र राज्य में 8851.65 मेगावाट की सौर विद्युत परियोजनाएं, 284.28 मेगावाट की पवन विद्युत परियोजनाएं, 4.70 मेगावाट की लघु जलविद्युत परियोजनाएं और 438.56 मेगावाट की जैव विद्युत परियोजनाएं चालू की गई हैं।

(ख) : नवीकरणीय ऊर्जा के विकास और संस्थापना को बढ़ावा देने के लिए वित्तीय सहायता प्रदान करने के अलावा, मंत्रालय अपने केन्द्रीय सार्वजनिक क्षेत्र के उपक्रमों (CPSUs) और स्वायत्त संस्थानों जैसे कि सोलर एनर्जी कॉर्पोरेशन ऑफ़ इंडिया (SECI), भारतीय अक्षय ऊर्जा विकास संस्था (IREDA), राष्ट्रीय सौर ऊर्जा संस्थान (NISE), राष्ट्रीय पवन ऊर्जा संस्थान (NIWE), सरदार स्वर्ण सिंह राष्ट्रीय जैव ऊर्जा संस्थान (SSS-NIBE) के माध्यम से क्षमता निर्माण, राज्य नीतियों के निर्माण, संसाधन पर्याप्तता नियोजन, व्यवहार्यता रिपोर्ट तैयार करने आदि में नवीकरणीय ऊर्जा के लिए राज्य नोडल एजेंसियों/राज्य कार्यान्वयन एजेंसियों को तकनीकी सहायता भी प्रदान करता है।

राष्ट्रीय ग्रीन हाइड्रोजन मिशन के अंतर्गत, सरकार ने महाराष्ट्र में निम्नलिखित परियोजनाओं को सहायता प्रदान की है:-

- i. वैज्ञानिक एवं औद्योगिक अनुसंधान परिषद – राष्ट्रीय रासायनिक प्रयोगशाला, पुणे के नेतृत्व में पुणे हाइड्रोजन वैली इनोवेशन क्लस्टर।
- ii. इलेक्ट्रोलाइजर विनिर्माण के लिए 'ग्रीन हाइड्रोजन ट्रांज़िशन के लिए रणनीतिक हस्तक्षेप' (SIGHT) कार्यक्रम के तहत, होमीहाइड्रोजन प्राइवेट लिमिटेड, जलगांव (विकासकर्ता द्वारा सूचित स्थान)।
- iii. H2 ICE (टाइप अप्रूवल टेस्टिंग), FCEV और सामग्रियों के लिए परीक्षण सुविधाएं विकसित करने हेतु ऑटोमोटिव रिसर्च एसोसिएशन ऑफ़ इंडिया, पुणे।
- iv. टाटा मोटर्स और इंडियन ऑयल कॉर्पोरेशन लिमिटेड को परिवहन क्षेत्र में एक पायलट

परियोजना सौंपी गई है, जिन्होंने पुणे-मुंबई मार्ग को अपने मार्गों में से एक मार्ग के रूप में शामिल किया है।

पिछले पाँच वर्षों के दौरान महाराष्ट्र में नवीकरणीय ऊर्जा परियोजनाओं के विकास के लिए, मंत्रालय की प्रमुख चल रही नवीकरणीय ऊर्जा योजनाओं/कार्यक्रमों के तहत जारी की गई केंद्रीय वित्तीय सहायता (CFA) का ब्यौरा **विवरण-I** में दिया गया है।

(ग): मंत्रालय, महाराष्ट्र राज्य सहित देश में विकेन्द्रीकृत नवीकरणीय ऊर्जा प्रणालियों की स्थापना को बढ़ावा देने के लिए विभिन्न योजनाओं/कार्यक्रमों को कार्यान्वित कर रहा है, जैसे कि पीएम किसान ऊर्जा सुरक्षा एवं उत्थान महाभियान (पीएम कुसुम), पीएम सूर्य घर मुफ्त बिजली योजना (पीएमएसजीएमबीवाई), बायोगैस कार्यक्रम, और प्रधान मंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमान) और धरती आभा जनजातीय ग्राम उत्कर्ष अभियान (डीएजेजीयूए) के तहत नई सौर ऊर्जा योजना [आदिवासी और विशेष रूप से कमजोर जनजातीय समूह (पीवीटीजी) बस्तियों/गांवों के लिए]।

इसके अतिरिक्त, महाराष्ट्र सरकार ने 'नवीकरणीय ऊर्जा नीति 2020' जारी की। इस नीति में 'ग्रामीण ग्राम विद्युतीकरण कार्यक्रम' और 'माइक्रो-ग्रिड योजना' शामिल हैं।

(घ): मंत्रालय की योजनाएँ/कार्यक्रम हितधारकों, जिनमें राज्य सरकारें भी शामिल हैं, के परामर्श से तैयार किए जाते हैं। इसके अलावा, अधिकांश योजनाएँ/कार्यक्रम नवीकरणीय ऊर्जा के लिए नामित राज्य नोडल एजेंसी/राज्य कार्यान्वयन एजेंसी के माध्यम से लागू किए जाते हैं।

(ड): भूमि अधिग्रहण संबंधी मुद्दों, पारेषण अवसंरचना और ग्रिड एकीकरण संबंधी चुनौतियों के समाधान के लिए किए जा रहे उपायों का ब्यौरा **विवरण-II** में दिया गया है।

विवरण-I

पिछले पांच वर्षों के दौरान महाराष्ट्र में नवीकरणीय ऊर्जा परियोजनाओं की स्थापना के लिए चल रही प्रमुख नवीकरणीय ऊर्जा योजनाओं/कार्यक्रमों के तहत जारी की गई केंद्रीय वित्तीय सहायता (सीएफए) का ब्यौरा ।

(करोड़ रु.में)							
वर्ष	सौर पार्क	पीएम- कुसुम	रूफटॉप सोलर/पीएम सूर्य घर	ग्रीन एनर्जी कॉरिडोर	बायोमास	बायोगैस	अपशिष्ट से ऊर्जा
2020-21	-	-	58.30	-	3.97	3.73	2.53
2021-22	-	9.60	63.10	-	0.75	0.18	2.47
2022-23	12.00	247.60	58.95	5.08	1.75	3.04	-
2023-24	-	326.22	314.75	-	0.07	13.02	0.56
2024-25	-	1619.00	1248.62	-	-	27.77	10.20

उपर्युक्त के अतिरिक्त, राष्ट्रीय हरित हाइड्रोजन मिशन (NGHM) के तहत, वैज्ञानिक और औद्योगिक अनुसंधान परिषद – राष्ट्रीय रासायनिक प्रयोगशाला, पुणे के नेतृत्व वाले पुणे हाइड्रोजन वैली इनोवेशन क्लस्टर के लिए 17.03 करोड़ रुपये की राशि जारी की गई है; ऑटोमोटिव रिसर्च एसोसिएशन ऑफ इंडिया, पुणे को H2 ICE (टाइप अप्रूवल टेस्टिंग), FCEV और सामग्रियों के लिए परीक्षण सुविधाएं विकसित करने हेतु 4.33 करोड़ रुपये की राशि जारी की गई है; और परिवहन क्षेत्र में एक पायलट प्रोजेक्ट के लिए टाटा मोटर्स और इंडियन ऑयल कॉर्पोरेशन लिमिटेड को 6.11 करोड़ रुपये की राशि जारी की गई है, जिन्होंने पुणे – मुंबई को अपने मार्गों में से एक के रूप में शामिल किया है।

विवरण-II

भूमि अधिग्रहण संबंधी मुद्दों, पारेषण अवसंरचना और ग्रिड एकीकरण की चुनौतियों के समाधान हेतु किए जा रहे उपाय।

भूमि राज्य का विषय है। अधिकांश नवीकरणीय ऊर्जा परियोजनाएं विकासकर्ताओं द्वारा संसाधन संभाव्यता, पर्याप्त पारेषण और उपयुक्त भूमि की उपलब्धता सहित विभिन्न कारकों को ध्यान में रखते हुए स्थापित की जाती हैं। इसलिए ऐसी परियोजनाओं के लिए उपयुक्त भूमि का मूल्यांकन राज्य सरकारों और विकासकर्ताओं द्वारा किया जाना चाहिए। तथापि, भूमि की पहचान और अन्य संबंधित प्रक्रियाओं को सुव्यवस्थित करने के लिए मंत्रालय नवीकरणीय ऊर्जा परियोजनाओं के लिए उपयुक्त भूमि की पहचान करने और गैर-कृषि भूमि रूपांतरण को छूट देने आदि जैसे भूमि नियमों को आसान बनाने के लिए कई अवसरों पर सभी राज्यों/संघ राज्य क्षेत्रों को पत्र लिखता रहा है।

मार्ग का अधिकार [राइट ऑफ वे (RoW)] संबंधी चुनौतियों के समाधान के लिए, विद्युत मंत्रालय ने दिनांक 14 जून 2024 को 'ट्रांसमिशन लाइनों के लिए राइट ऑफ वे (RoW) के संबंध में मुआवजे के भुगतान के लिए दिशानिर्देश' और दिनांक 21 मार्च 2025 को 'आरओडब्ल्यू के लिए पूरक दिशानिर्देश' जारी किए हैं। चूंकि भूमि राज्य का विषय है, इसलिए राज्यों/संघ राज्य क्षेत्रों को सलाह दी गई है कि वे इन दिशा-निर्देशों को पूर्णतः अपनाएं या अपने स्वयं के संशोधित दिशा-निर्देश जारी करें।

पवन और सौर ऊर्जा विद्युत के अस्थिर और अनिश्चित स्रोत हैं। नवीकरणीय ऊर्जा को राष्ट्रीय ग्रिड में एकीकृत करने में आने वाली चुनौतियों का समाधान करने के लिए सरकार द्वारा किए गए उपायों में निम्नलिखित शामिल हैं -

- (i) नवीकरणीय विद्युत (RE) की निकासी के लिए 'ग्रीन एनर्जी कॉरिडोर योजना' के तहत नई ट्रांसमिशन लाइनें बिछाने और नई सब-स्टेशन क्षमता के निर्माण हेतु वित्तपोषण किया

गया है।

- (ii) तीव्र नवीकरणीय ऊर्जा ट्रेजेक्ट्री के लिए आवश्यक पारेषण अवसंरचना को बढ़ाने के लिए वर्ष 2030 तक पारेषण योजना तैयार की गई है।
- (iii) सरकार ने नवीकरणीय ऊर्जा उत्पादन के बेहतर पूर्वानुमान और रियल-टाइम मॉनिटरिंग के लिए तेरह नवीकरणीय ऊर्जा प्रबंधन केंद्र (REMCs) स्थापित किए हैं।
- (iv) लोड डिस्पैच केन्द्र यह सुनिश्चित करते हैं कि जब हवा नहीं चलती है और सूरज नहीं चमकता है तो जल और तापीय विद्युत जैसे प्रेषण योग्य स्रोतों का उपयोग करके बिजली की मांग पूरी तरह से पूरी की जाती है।
- (v) ग्रिड विश्वसनीयता और वोल्टेज स्थिरता की सीमा में सुधार करने के लिए 'स्टैटिक सिंक्रोनस कम्पेनसेटर' (STATCOMs) की स्थापना की गई। स्टेटकॉम बिजली ग्रिड के लिए वोल्टेज नियंत्रक के रूप में कार्य करता है, जो सिस्टम को सुचारु रूप से चलाने के लिए अतिरिक्त विद्युत को जल्दी से जोड़ता या हटाता है।
- (vi) 'केंद्रीय विद्युत प्राधिकरण (ग्रिड से कनेक्टिविटी के लिए तकनीकी मानक) विनियम' नवीकरणीय ऊर्जा उत्पादन संयंत्रों के लिए न्यूनतम तकनीकी आवश्यकताओं को निर्धारित करते हैं, ताकि ग्रिड का सुरक्षित, संरक्षित और विश्वसनीय प्रचालन सुनिश्चित किया जा सके।

बुनियादी ढांचा और परियोजना निगरानी प्रभाग

5469. श्री उत्कर्ष वर्मा मधुर:

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

- (क) क्या बुनियादी ढांचा और परियोजना निगरानी प्रभाग (आई.पी.एम.डी.) ने खीरी क्षेत्र से संबंधित उन केंद्रीय परियोजनाओं (जैसे राष्ट्रीय राजमार्ग या रेलवे ओवरब्रिज) की पहचान

की है जो अपने निर्धारित समय से पीछे चल रही हैं;

(ख) क्या देरी के कारण उक्त परियोजनाओं की लागत में कोई वृद्धि हुई है; और

(ग) सरकार द्वारा संबंधित विभागों को उक्त परियोजनाओं को निर्धारित समय-सीमा के भीतर पूरा करने के लिए जारी किए गए निर्देशों का ब्यौरा क्या है?

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

(क) और (ख): सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय को, संबंधित मंत्रालयों/विभागों/कार्यान्वयन एजेंसियों द्वारा रिपोर्ट किए गए आंकड़ों के आधार पर, 150 करोड़ रुपये और उससे अधिक लागत वाली चल रही केंद्रीय क्षेत्र की अवसंरचना परियोजनाओं की स्थिति की निगरानी करने का अधिदेश प्राप्त है, और यह कार्य 'पैमाना' (राष्ट्र निर्माण के लिए परियोजना मूल्यांकन अवसंरचना निगरानी और विश्लेषण) नामक ऑनलाइन वेब निगरानी प्रणाली के माध्यम से किया जा रहा है।

तदनुसार, इस मंत्रालय की वेबसाइट <https://ipm.mospi.gov.in/ReportPage> पर प्रकाशित फ्लैश रिपोर्ट में सभी चालू अवसंरचना परियोजनाओं का राज्यवार विवरण उपलब्ध है। हालांकि, डेटा की निगरानी राज्य स्तर पर की जाती है।

(ग): सभी हितधारकों (अवसंरचना संबंधी मंत्रालयों/विभागों) को पैमाना पर उपलब्ध डेटा विश्लेषण के आधार पर उनकी परियोजना निष्पादन और चूक के बारे में नियमित रूप से सूचित किया जा रहा है, ताकि वे अपनी ओर से परियोजना निष्पादन के प्रबंधन में आवश्यक हस्तक्षेप कर सकें। इसके अतिरिक्त, हितधारकों के साथ मासिक समीक्षा बैठकों और अन्य संचार माध्यमों से नियमित समन्वय साक्ष्य-आधारित निगरानी में योगदान प्राप्त होता है। इसके साथ ही, अनुकूलित डैशबोर्ड तक पहुँच प्रदान करने वाले लॉगिन क्रेडेंशियल सभी संबंधित मंत्रालयों/विभागों के साथ साझा किए जा चुके हैं, जिससे उन्हें परियोजना की प्रगति की समीक्षा के लिए पोर्टल तक सीधी पहुँच प्राप्त हो

पाए हैं।

भारत सरकार द्वारा अवसंरचना परियोजनाओं में विलंब को कम करने और उनमें तेजी लाने के लिए उठाए गए अन्य प्रमुख कदमों में माननीय प्रधानमंत्री द्वारा वीडियो कॉन्फ्रेंसिंग के माध्यम से प्रगति बैठकों के तहत परियोजनाओं की आवधिक समीक्षा और कठोर परियोजना मूल्यांकन शामिल हैं।

BENEFICIARIES UNDER PM-VIKAS SCHEME IN ANDHRA PRADESH

5470. SHRI LAVU SRIKRISHNA DEVARAYALU:

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

- (a) the details of the total number of beneficiaries trained under the traditional skills and nontraditional skills components of the PM-VIKAS scheme during the last five years, year, State, district-wise particularly in Andhra Pradesh;
- (b) the details of the number of women beneficiaries who have received support for entrepreneurship development under the PM-VIKAS scheme, State-wise especially in the State of Andhra Pradesh;
- (c) the details of the credit assistance facilitated for beneficiaries under the PM-VIKAS scheme including the total amount of loans sanctioned during the said period, State-wise and district-wise particularly for Andhra Pradesh; and
- (d) the steps taken by the Government to ensure that women and disadvantaged groups among minorities are able to access skill training,

entrepreneurship support and credit facilities effectively?

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

(a): The Ministry of Minority Affairs implements Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) Scheme as a Central Sector scheme which converges five erstwhile schemes viz. 'Seekho Aur Kamao', 'Nai Manzil', 'Nai Roshni', 'USTTAD' and Hamari Dharohar; and focuses on socio-economic empowerment of six notified minorities through skill development; entrepreneurship and leadership development of minority women; and education support for school dropouts. The scheme was launched in January 2025 and the training has commenced only during the ongoing financial year. Under the scheme, a total target of over 1.47 lakh candidates has been allocated to Project Implementation Agencies (PIAs), against which training has been completed for more than 1000 candidates, as on date.

In Andhra Pradesh, PIAs have been allocated a target of 2,850 candidates under the non-traditional skilling sub-component. State-wise bifurcation of target allocation and number of trained candidates, as on date, is placed at **Statement**.

(b): Out of total target allocated to various PIAs across the State of Andhra Pradesh, i.e., 3,150 candidates, a target of 300 candidates has been allocated for Women Leadership and Entrepreneurship Component under PM VIKAS Scheme.

(c): Credit assistance under PM-VIKAS is facilitated by linking trained beneficiaries with NMDFC and other formal financial institutions such as banks and NBFCs for loans to set up individual or group enterprises/self-employment. To ensure effective access especially for minority women, the scheme provides end-to-end support including NSQF-aligned skill training, entrepreneurship handholding, market linkages and structured credit-linkage facilitation.

(d): In order to ensure inclusivity in scheme implementation, as per PM VIKAS guidelines, at least 33 percent of the total target is reserved for women beneficiaries in the Traditional Training and Non-traditional Skilling sub-components. At least 50 percent of the total target is reserved for women beneficiaries in the Education component; and Women Leadership and Entrepreneurship Component is exclusively for women beneficiaries.

STATEMENT

State-wise bifurcation of target allocation and number of trained candidates

S No.	State	Non-Traditional Skilling		Traditional Training	Education Component	Women Leadership & Entrepreneurship	
		Allocated	Trained	Allocated	Allocated	Allocated	Trained
1	Andhra Pradesh	2850	-	-	-	300	-
2	Arunachal Pradesh	410	-	1200	-	250	-
3	Assam	10200	-	1570	-	250	-
4	Bihar	4575	-	-	150	-	-
5	Chattisgarh	260	-	-	-	-	-

6	Delhi	8290	480	-	400	450	-
7	Goa	270	-	-	-	-	-
8	Haryana	870	30	-	2500	-	-
9	J&K	6400	-	3560	5000	-	-
10	Jharkhand	7520	-	-	600	-	-
11	Karnataka	3035	-	-	1850	-	-
12	Kerala	1120	90	-	-	720	90
13	Madhya Pradesh	9625	129	560	-	60	-
14	Maharashtra	4045	-	-	4950	-	-
15	Meghalaya	6015	-	780	-	250	-
16	Mizoram	210	-	-	-	-	-
17	Nagaland	1300	18	-	-	250	-
18	Odisha	1400	-	-	-	-	-
19	Punjab	14080	270	-	2600	-	-
20	Rajasthan	2770	-	560	-	-	-
21	Sikkim	210	-	-	-	-	-
22	Tamil Nadu	2000	-	-	-	-	-
23	Telangana	3300	-	-	-	-	-
24	Tripura	980	-	120	-	250	-
25	Uttar Pradesh	12370	30	1560	3550	600	30-
26	Uttarakhand	5380	-	-	400	-	-
27	West Bengal	2610	-	-	-	-	-
GRAND TOTAL		112095	1047	9910	22000	3380	120

**DEACTIVATION OF INCOMING MOBILE SERVICES IMMEDIATELY AFTER
EXPIRY OF RECHARGE VALIDITY**

5471. SHRI RAJMOHAN UNNITHAN:

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

(a) whether the Government is aware that several telecom operators

deactivate incoming calls and SMS immediately after the expiry of prepaid recharge validity, often from the very next day and if so, the details thereof;

- (b) whether the Government has taken note that millions of poor, rural and migrant users keep mobile connections mainly for receiving incoming calls, bank OTPs and Government scheme alerts linked with platforms such as Unique Identification Authority of India and if so, the details thereof;
- (c) whether the Government proposes, in consultation with the Telecom Regulatory Authority of India, to mandate that incoming calls and essential SMS services remain active for at least six months even without recharge; and
- (d) if so, the details thereof and the steps proposed to safeguard citizens' access to essential communication services?

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

(a) to (d): The Telecom Regulatory Authority of India Act, 1997 empowers the Telecom Regulatory Authority of India (TRAI) to notify the rates of telecommunication services. As per the existing tariff framework, tariff for mobile and data services is under forbearance, except for services such as national roaming, rural fixed line services, mobile number portability and

leased circuits. Subject to compliance with extant regulatory provisions, service providers are free to design and offer tariffs based on their understanding of the market situation and other commercial considerations. Competition exists in the market and the policies of the government and regulatory framework notified by TRAI has resulted in India having one of the lowest tariffs for subscribers of mobile services

धाराशिव में प्रधान डाकघर भवन का निर्माण/नवीनीकरण

5472. श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर :

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या यह सच है कि महाराष्ट्र राज्य के धाराशिव जिले में प्रधान डाकघर भवन और जिले के प्रत्येक तालुका में तालुका डाकघर भवनों के निर्माण/नवीकरण के लिए केंद्रीय निधियां स्वीकृत की गई हैं;
- (ख) यदि हां, तो प्रत्येक कार्यालय के लिए कितनी धनराशि स्वीकृत की गई है और कुल कितनी राशि आवंटित की गई है;
- (ग) निर्माण/नवीकरण कार्य कब शुरू हुआ और इसकी वर्तमान स्थिति क्या है;
- (घ) क्या निर्माण/नवीकरण कार्य में स्थानीय ठेकेदारों और श्रमिकों को वरीयता दी जा रही है; और
- (ङ) क्या इसमें कोई विलंब या समस्या उत्पन्न हुई है, यदि हां, तो इसके क्या कारण हैं और इसे शीघ्र पूरा करने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं?

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

(क) से (ग): वित्तीय वर्ष 2023-24 में धाराशिव प्रधान डाकघर के नवीनीकरण हेतु 12,21,883/- रुपए की धनराशि स्वीकृत की गई थी। यह कार्य पूर्ण हो गया है। इसके अतिरिक्त, वित्तीय वर्ष 2025-26 में भूम में डाकघर भवन निर्माण के लिए 1,01,598/- रुपए की धनराशि स्वीकृत की गई थी। भूम डाकघर के लिए मिट्टी के जांच का कार्य 02.11.2025 को पूर्ण हो गया था।

(घ): डाकघरों के निर्माण या नवीनीकरण का कार्य, केंद्रीय लोक खरीद पोर्टल (सी.पी.पी. पोर्टल) पर ऑनलाइन निविदा के माध्यम से भारत सरकार के नीति संबंधी दिशानिर्देशों के आधार पर, सफल बोलीदाता को प्रदान किया जाता है।

(ङ): भूम डाकघर भवन के निर्माण कार्य में विलंब नहीं हुआ है।

CAREGIVING ACTIVITIES REGARDLESS OF GENDER

5473. SHRI SACHITHANANTHAM R.:

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

- (a) whether the Government stands by the claim made in the Press Information Bureau press release dated 25 February 2025 that there is “greater acknowledgement of caregiving activities regardless of gender in Indian families” and if so, the details thereof; and
- (b) whether the Government justifies the manner in which the participation of only 21 percent of men, averaging just about 16 minutes per day across all men can be interpreted as evidence of gender-neutral caregiving while the Time Use Survey (TUS) 2024 itself shows that 79 percent of men do not engage in unpaid caregiving work at all and if so, the details thereof?

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

(a) and (b): The report of Time Use Survey (TUS) 2024 conducted by the Ministry of Statistics and Programme Implementation (MoSPI) during the period January-December 2024 was released through the Press Information Bureau Press Release dated 25 February 2025. The primary objective of the Survey is to measure the participation of men and women in paid and unpaid activities.

As per TUS 2024, 21.4% of men and 41% of women in the age group 15–59 years participated in unpaid caregiving activities for household members while 16.2% of men and 32.8% of women in the same age group participated in unpaid caregiving activities for household members as per TUS 2019.

Further, as per TUS 2024, the average time spent on unpaid caregiving activities for household members is about 74 minutes per day for men and 140 minutes per day for women while the average time spent on unpaid caregiving activities for household members is about 73 minutes per day for men and 137 minutes per day for women as per TUS 2019.

**ATOMIC POWER PLANT IN ANAKAPALLI DISTRICT OF ANDHRA
PRADESH**

5474. DR. C. M. RAMESH:

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

- (a) whether it is true that the Government has proposed to acquire 2000 acres of land in Anakapalli district of Andhra Pradesh for setting up of 2800 MW of atomic power plant under NTPC;
- (b) if so, the details thereof; and
- (c) the details and the status of implementation of earlier proposed atomic plants in Andhra Pradesh?

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

(a) and (b): NTPC group (excluding THDCIL and NEEPCO), like in other states is in discussion with Government of Andhra Pradesh for potential sites for nuclear power plant.

(c): In the state of Andhra Pradesh, the Government had accorded 'in principle' approval of the site at Kovvada in Srikakulam district for setting up 6 units of

1208 MW in cooperation with the USA. Land measuring 2079.66 acres has been acquired (title transferred to NPCIL). Land for Resettlement & Rehabilitation (R&R) colony for Project Affected Persons (PAP) has been acquired and its construction activities have been initiated. Geotechnical investigations and other pre-project activities are in progress at the site. In parallel, discussions are in progress at multiple levels with US technology partners to resolve issues and arrive at a viable project proposal.

MAPPING OF RENEWABLE ENERGY POTENTIAL

5475. DR. C. N. MANJUNATH:

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

- (a) whether the Government has undertaken or supported any initiative to assess and map the renewable energy potential on Government and public land parcels situated along expressways and National Highway corridors and if so, the details thereof;
- (b) whether any coordination mechanism is in place with the Ministry of Road Transport and Highways (MoRTH) or the National Highways Authority of India (NHAI) for joint utilisation of available Right of Way (RoW) or adjacent land for installation of solar, wind or hybrid renewable energy systems and if so, the details thereof; and
- (c) whether the Government proposes to formulate a national framework or policy guidelines for integrating renewable energy infrastructure into future

highway development projects and if so, the details thereof?

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

(a) to (c): A Memorandum of Understanding (MoU) has been signed between National Highway Authority of India (NHAI) and Solar Energy Corporation of India Limited (SECI) on 10th November, 2025 to take up the development of renewable energy projects on National Highways and Expressways.

As per the information received from Ministry of Road Transport & Highways (MoRTH), in first phase, the development of solar power project on the Delhi Portion of Delhi Dehradun Highway (709B) is under consideration. For the project, coordination with local DISCOM i.e. BSES Yamuna Power Limited and SECI is being done to execute the project.

**DEVELOPMENT PROJECTS/SCHEMES FOR THE NORTH EASTERN
REGION**

5476. DR. THOL THIRUMAVALAVAN:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

(a) whether the Government has announced any development projects/schemes for the North Eastern Region during the last ten years and if so, the details thereof; and

(b) the details of such development projects/ schemes implemented in the North Eastern Region, State and Union Territory-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND
MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH
EASTERN REGION (DR. SUKANTA MAJUMDAR):**

(a) and (b): During the last ten years, Government has announced various projects/schemes for the development of North Eastern Region, the details of which are as follows:

i. In order to increase crop yields in rainfed areas, which account for nearly 55% of the country's arable land the Government in 2015-16 launched 'Parmparagat Krishi VikasYojana' (PKVY) to bring 5 lakh acres under organic farming over a three year period. Under the PKVY, Assam brought 4,400 hectares under organic farming, engaging 9,740 farmers. In Sikkim, the scheme supported organic farming on 63,000 hectares under the Large Area Certification. Collectively, the states of Arunachal Pradesh, Mizoram, Manipur, Nagaland, Tripura, and Meghalaya covered a total of 4,140 hectares through this scheme. In terms of financial support, Assam, Sikkim and remaining NE States received ₹3,013 crore, ₹1,849 crore, ₹2,337 crore respectively.

The Government also launched a value-chain based organic farming scheme called "Mission Organic Value Chain Development in North East Region". The emphasis was on value addition so that organic produce grown in these parts find domestic and export markets. Under MOVCDNER, an

amount of ₹1460.00 crore has been released to all the eight States of North Eastern Region from 2015-16 to 2025-26. The scheme brought substantial area under organic cultivation, formation of 427 Farmer Producer Organizations, and development of their own organic product brands.

ii. During the last 10 years the people of North East have received benefits through infrastructure development. A green field airport was made operational in Arunachal Pradesh in 2018-19. Meghalaya, Tripura and Mizoram have been connected with the National Rail network for the first time. Additionally across the North Eastern States following Infrastructure development has been achieved in last 10 years :

- a. Under the 10% Gross Budgetary Support Mechanism since 2014-15 to 2024-25, a cumulative expenditure of Rs. 6.11 lakh crore has been made against the cumulative allocation of Rs. 6.02 lakh crore (RE) for development in the NER. Year-wise summary of allocation and utilization of funds is at **Statement-I**.
- b. The length of National Highways (NH) in NER has increased from 10,905 km in 2014 to 16,207 km as on 31.03.2025.
- c. The Ministry of Railways has allocated ₹62,477 crore for the Northeast since 2014. As on 01.04.2025, 12 Railway projects (08 New Lines, 04 Doubling), of a total length of 777 Km, costing ₹69,342 crore falling fully/partly in North Eastern Region (NER) have been sanctioned.
- d. The number of airports has increased from 9 in the year 2014 to 17 at

present, and 90 routes have been operationalized under the UDAN scheme.

- e. The number of National Waterways in the NER has increased from 1 to 20 and ₹1,040 cr. have been spent on various Waterways Projects in NER.
- iii. In FY 2022-23, a new scheme, Prime Minister's Development Initiative for North East (PM-DevINE), was launched to boost Infrastructure, in the spirit of PM Gati Shakti, and social development projects based on felt needs of the North-East. This enabled livelihood activities for youth and women, filling the gaps in various sectors. The total outlay of the scheme is Rs. 6600.00 crore. The details of the development projects implemented by Ministry of DoNER under the PM-DevINE scheme in the North Eastern Region is at **Statement-II**.
- iv. In FY 2024-25, in budget it was announced that more than 100 branches of India Post Payment Bank (IPPB) be set up in the North East region to expand the banking services. Accordingly, the Department of Posts identified 108 locations in North East Region for rolling them out as IPPB's access point which includes 50 IPPB's access points in Arunachal Pradesh, 18 in Manipur, 25 in Meghalaya, and 15 in Nagaland. The said locations have been rolled out as IPPB access points.

STATEMENT-I**Year-wise summary of allocation and utilization of funds****(Rs. in Cr)**

Sl.	Year	Revised Estimate (RE)	Actual Expenditure (AE)	% Actual Expenditure
1	2014-15	27,359.00	24,819.00	90.70
2	2015-16	29,669.00	28,674.00	96.60
3	2016-17	32,180.00	29,368.00	91.30
4	2017-18	40,972.00	39,753.00	97.00
5	2018-19	47,088.00	46,055.00	97.80
6	2019-20	53,374.00	48,534.00	90.90
7	2020-21	51,271.00	48,564.00	94.70
8	2021-22	68,440.00	70,874.00	103.60
9	2022-23	72,540.00	82,691.00	113.90
10	2023-24	91,802.00	1,02,749.00	111.90
11	2024-25	87,736.00	89,734.40	102.30
Total upto FY 2024-25		6,02,431.00	6,11,815.40	101.50

STATEMENT-II**List of projects sanctioned under PM-DevINE Scheme as on 20.03.2026**

S.No.	State / Govt. Agency	Name of the Project	AFS Date	Sanctioned Cost (Rs. in Crore)
1	Arunachal Pradesh	Establishment of State Cancer Institute at Itanagar, Arunachal Pradesh	13.06.2024	217.19

S.No.	State / Govt. Agency	Name of the Project	AFS Date	Sanctioned Cost (Rs. in Crore)
2	Arunachal Pradesh	Construction of Integrated State of Art Convention Centre at Tawang, Arunachal Pradesh	10.06.2025	146.83
3	Arunachal Pradesh	Off-grid Electrification of Border Villages and Left-out Villages under RDSS.	14.01.2026	69.52
4	Assam	Transformation of 20 schools as Centre of Excellence in the Kamrup District of Assam	27.03.2023	132.86
5	Assam	Development of MaaKamakhya Access Corridor at Guwahati, Assam	04.01.2024	498.37
6	Assam	Construction of Medical College (100 Admissions) at Sivasagar District, Assam	04.01.2024	499.82
7	Assam	Upgradation/widening of existing 2 lane road to 4 lane road connecting LGB International Airport – From VIP junction to Dharapur Junction, including (i) 4 lane grade separated junction at Dharapur (ii) 2 lane excess road from SOS junction to existing terminal building and (iii) 2 lane temporary exit from existing terminal building. (PWD)	24.01.2024	271.45
8	Manipur	Development of Infrastructure for Manipur Technical University (MTU), Imphal West District	23.01.2024	54.16
9	Manipur	Development of Infrastructure of the Processing Zone of Manipur IT SEZ at Mantripukhri, Imphal	08.02.2024	120
10	Manipur	Construction and equipping of 60 Bedded State Mental Hospital in Manipur	10.02.2024	70.47
11	Manipur	Infrastructure Development for Dhanamanjuri University (DMU)	13.06.2024	70
12	Manipur	Infrastructure development for Manipur University of Culture at Wakha, Imphal East.	24.09.2024	31.19

S.No.	State / Govt. Agency	Name of the Project	AFS Date	Sanctioned Cost (Rs. in Crore)
13	Manipur	Providing super speciality and assured specialty health care in remote and hill districts (Infrastructure & Equipment) in Manipur	20.11.2024	104.66
14	Manipur	Construction of Manipur International convention centre, Imphal Phase - I	08.12.2025	110.52
15	Meghalaya	Construction of IT Park at Tura, West Garo Hills District	10.02.2024	126.94
16	Meghalaya	Construction of new four-lane road and conversion of existing two-lane road into four-lane with cycling tracks, utility ducts, footpaths, etc. at New Shillong Township	01.02.2024	146.79
17	Meghalaya	Development of Skywalk and Tourist hub at Mawkdok, Sohra, Meghalaya	29.10.2024	50.9
18	Meghalaya	Gap funding for Passenger Ropeway for at Shillong Peak Ropeway project, Shillong, Meghalaya	09.01.2025	70.11
19	Meghalaya	Gap Funding for Construction of Unity Mall, New Shillong Township, Umasawli, Meghalaya	10.06.2025	72.93
20	Meghalaya	Construction of 2 x 50 MVA, 132/33kV Substation at Mawkhan, East Khasi District, Meghalaya, along with the construction of 132kV D/C Saiseij-Mawkhan Line and GIS Bay at Saiseij Meghalaya.	25.08.2025	72.48
21	Meghalaya	Development of sohra tourism circuit	31.10.2025	233.75
22	Mizoram	Construction of Aizawl By-pass Road on Western Side	10.02.2024	500

S.No.	State / Govt. Agency	Name of the Project	AFS Date	Sanctioned Cost (Rs. in Crore)
23	Mizoram	Pilot project for the construction of Bamboo Link Roads at different locations in various districts in the State of Mizoram - (i) Tuirial Airfield to North Chaltlang (18 km) at a cost of Rs. 33.58 Crore; and (ii) Lengpui to Saiphai Bamboo Plantation (41 km) at a cost of Rs. 66.42 crore	06.02.2023	95.24
24	Nagaland	Livelihood projects relating to Special Development of Eastern Nagaland - (22 Nos.)	23.03.2023	180
25	Nagaland	Construction of 220/132 kV (2x100 MVA) & 132/33 kV (2x50 MVA) Sub-station at Tsitrongse-Dimapur with associated lines in Nagaland	16.02.2024	132.37
26	Nagaland	Educational Infrastructure/facility Development in Polytechnics	13.06.2024	30
27	Nagaland	Upgradation of the Radiation Oncology Centre at CIHSR	13.06.2024	34.5
28	Nagaland	50 Bedded hospitals in Peren	29.04.2025	44.65
29	Nagaland	Multi-speciality hospital in Chümoukedima	09.06.2025	58.72
30	Nagaland	Construction of Kohima Multi-disciplinary Sports Centre at IG Stadium Complex, Kohima District	27.10.2025	72.59
31	Sikkim	Gap funding for Passenger Ropeway System from Pelling to Sanga-Choeling in West Sikkim - at the cost of Rs. 63.39 Crore (58 percent) of total cost of Rs.108.39 Crore	30.01.2023	63.39
32	Sikkim	Gap funding for Eco-friendly Passenger Ropeway (Cable Car) from Dhapper to Bhaleydungu in South Sikkim - at the cost of Rs. 57.82 Crore (28 percent) of total cost of Rs. 209.57 Crore	30.01.2023	57.82
33	Sikkim	Skywalk Project at Bhaleydhunga, Yangang in South Sikkim	16.02.2024	220

S.No.	State / Govt. Agency	Name of the Project	AFS Date	Sanctioned Cost (Rs. in Crore)
34	Sikkim	Conversion of Singshore bridge as a Glass Skywalk Bridge	16.02.2024	52
35	Sikkim	Gap funding for Construction of Government Medical College at Sichey, East Sikkim for Annual intake of 100 Students	25.11.2024	167.9
36	Tripura	Establishment of Solar Micro Grid for supply of reliable power to Remote Habitations in Tripura by Department of Power	22.11.2023	80.79
37	Tripura	Establishment of 200 Bedded MCH (Maternal & Child Health) wing at AGMC & GBP Hospital in Tripura	23.01.2024	192.1
38	Tripura	Setting up of Integrated Rehabilitation Centre for Drug Addicted in Tripura	23.01.2024	86.12
39	Tripura	Establishment of Dental College at Agartala by Government of Tripura	24.01.2024	202
40	NECTAR	NECTAR Livelihood Improvement Project (Multi-State) - Utilization of Banana Pseudo Stem for Value-Added Products	14.02.2023	67
41	NECTAR	Promoting Scientific Organic Agriculture in North-East India (Multi-State)	17.02.2023	44.99
42	BBCI	Establishment of Dedicated Services for the Management of Paediatric and Adult Haematolymphoid Cancers in North East India, Guwahati	31.05.2023	129
43	AMTRON	Setting up of a Digital Design and 3D Printing Center of Excellence in the Electronic Mfg. Cluster (EMC) in collaboration with other Govt Agencies at Tech City, Guwahati	10.02.2024	54.9
44	BBCI	Establishment of a Skill Development Centre at Dr. B. Borooah Cancer Institute (BBCI), Guwahati, Assam	13.06.2024	35.12

S.No.	State / Govt. Agency	Name of the Project	AFS Date	Sanctioned Cost (Rs. in Crore)
45	NEHHDC	Establishment of an Artist's Village for promotion of world's most unique Pottery Art form Longpi Black Pottery of Manipur - at a cost of Rs. 32.32 Cr.	24.06.2024	35.74
46	IICA	Establishment of a Regional Campus of Indian Institute of Corporate Affairs (IICA) at Shillong	05.03.2025	100.95
47	NECBDC	Engineered Bamboo Products Promotion through Cluster Strengthening and Export Facilitation in NER states	12.08.2025	70.98
48	NERAMAC	Agarwood Cluster Development Project in Kadamtala, Tripura and Golaghat, Assam.	12.01.2026	64.55
		Total		6044.36

Abbreviations:

AMTRON: Assam Electronics Development Corporation Ltd.

BBCI: Dr. Bhubaneswar Borooah Cancer Institute.

NECTAR: North East Centre for Technology Application & Reach.

NEHHDC: North Eastern Handicrafts & Handlooms Development Corporation Limited.

IICA: Indian Institute of Corporate Affairs

NECBDC: North East Cane and Bamboo Development Council

NERAMAC: North Eastern Regional Agricultural Marketing Corporation Ltd.

VACANCIES IN UNION GOVERNMENT MINISTRIES/DEPARTMENTS

5477. SHRI KALIPADA SAREN KHERWAL:

SHRI RAO RAJENDRA SINGH:

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

- (a) whether the Government has conducted any preliminary study regarding estimated positions sanctioned, in position and vacancies across all Union

Government Ministries and Departments and if so, the details thereof, department-wise;

- (b) the details of the total number of vacancies for over two years, three years and five years and the current year, category-wise and year-wise;
- (c) whether the Government has established any committee with regard to assess vacancies across all Union Government administered agencies and departments and if so, the details thereof and if not, reason therefor; and
- (d) whether the Government has taken any steps to fill such vacancies and if so, the details thereof and if not, the reasons therefor?

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

(a) and (b): Information on sanctioned posts, persons-in-position and vacancies etc. in various Ministries / Departments of the Union Government is available in Annual Reports of Pay Research Unit, Department of Expenditure, which are publicly accessible at the URL: <https://doe.gov.in/annual-report-pay-and-allowances>.

Maintenance of detailed information regarding vacancies is the

responsibility of the respective Cadre Controlling Authorities / Ministries / Departments.

(c) and (d): The occurrence and filling-up of vacant posts in various Ministries/ Departments is a continuous process. Instructions have been issued, from time to time, to Ministries / Departments for filling-up of vacant posts in a time-bound manner.

Vacancies in the Union Government have been filled-up in mission-mode and several lakh appointment letters have been distributed to recommended / selected candidates in National Rozgar Mela events being held since October 2022.

उज्जैन-आलोट क्षेत्र में आकाशवाणी और दूरदर्शन सेवाओं का विस्तार

5478. श्री अनिल फिरोजिया:

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

- (क) उज्जैन-आलोट लोक सभा निर्वाचन क्षेत्र में विगत पांच वर्षों के दौरान आकाशवाणी और दूरदर्शन सेवाओं के विस्तार के साथ-साथ स्थानीय सांस्कृतिक कार्यक्रमों के प्रसारण के लिए उठाए गए कदमों का ब्यौरा क्या है;
- (ख) उज्जैन-आलोट क्षेत्र में सामुदायिक रेडियो स्टेशनों (सीआरएस) की स्थापना के लिए कितने प्रस्ताव प्राप्त हुए और स्वीकृत किए गए हैं और वर्तमान में लंबित सामुदायिक रेडियो स्टेशनों का ब्यौरा क्या है;
- (ग) क्या उज्जैन-आलोट लोक सभा निर्वाचन क्षेत्र की स्थानीय भाषा और संस्कृति को बढ़ावा देने के लिए दूरदर्शन/आकाशवाणी के माध्यम से विशेष कार्यक्रम शुरू करने का कोई

प्रस्ताव या योजना है; और

- (घ) उज्जैन-आलोट क्षेत्र में डिजिटल मीडिया के विनियमन, फर्जी खबरों पर अंकुश लगाने और जन जागरूकता पैदा करने के लिए सरकार द्वारा चलाए जा रहे कार्यक्रमों अथवा अभियानों का ब्यौरा क्या है?

सूचना और प्रसारण मंत्रालय में राज्य मंत्री; तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (डॉ. एल. मुरुगन):

(क) से (घ): नागदा में दिनांक 28.04.2023 को स्थापित 100 वाट के एफएम रिले स्टेशन सहित उज्जैन में एक 5 किलोवाट का एफएम स्टेशन संचालित है जिससे क्षेत्रीय प्रसारण कवरेज सुदृढ़ हुआ है। हाल ही में कार्यक्रम निर्माण करने वाला आकाशवाणी स्टेशन उज्जैन में चालू किया गया है, जो प्रतिदिन लगभग 6 घंटे का स्थानीय कार्यक्रम प्रसारित करता है।

सरकार प्रसारण अवसंरचना एवं नेटवर्क विकास (बीआईएनडी) स्कीम के माध्यम से प्रसारण अवसंरचना के आधुनिकीकरण और उन्नयन को सहायता प्रदान करती है। वर्ष 2021-26 की अवधि हेतु इस स्कीम के लिए ₹2539 करोड़ का परिव्यय है।

बीआईएनडी स्कीम के अंतर्गत, स्थानीय कार्यक्रम निर्माण के लिए आकाशवाणी उज्जैन में एक स्थायी स्टूडियो सुविधा स्थापित करने की परियोजना पहले ही मंजूर की जा चुकी है। मध्य प्रदेश के चैनलों सहित 260 से अधिक आकाशवाणी चैनल “न्यूजऑनएयर” मोबाइल ऐप के माध्यम से वैश्विक रूप से उपलब्ध हैं। मंत्रालय द्वारा उज्जैन क्षेत्र में एक सामुदायिक रेडियो स्टेशन (सीआरएस) स्थापित करने का प्रस्ताव मंजूर किया गया है।

दूरदर्शन मध्य प्रदेश, दूरदर्शन केंद्र भोपाल का एक 24x7 चैनल है, जो राज्य की संस्कृति, विरासत, साहित्य, शासन और समसामयिक विषयों पर कार्यक्रमों का प्रसारण करता है, जिसमें उज्जैन-आलोट क्षेत्र भी शामिल है। डीडी फ्री डिश पूरे क्षेत्र में इन सेवाओं का फ्री-टू-एयर एक्सेस प्रदान करता है। प्रसार भारती के ओटीटी प्लेटफॉर्म, वेब्स, जो विविध प्रकार की इन्फोटेनमेंट

सामग्री प्रदान करता है, पर भी दूरदर्शन मध्य प्रदेश का लाइव चैनल उपलब्ध है।

प्रसार भारती राष्ट्रीय या क्षेत्रीय महत्व और जनहित के आधार पर सांस्कृतिक रूप से महत्वपूर्ण कार्यक्रमों का प्रसारण करता है। उज्जैन में महाकाल कॉरिडोर के उद्घाटन जैसे प्रमुख आयोजनों का व्यापक प्रसारण किया गया है, जिससे भारत की समृद्ध सांस्कृतिक विरासत को प्रदर्शित किया गया।

प्रसार भारती नियमित रूप से भ्रामक सूचना, फर्जी खबरों और डिजिटल प्लेटफार्मों के जिम्मेदार उपयोग जैसे विषयों पर कार्यक्रम, चर्चाएं और जन-जागरूकता अभियान प्रसारित करता है। ये पहल, सत्यापित समाचारों और सूचना के निरंतर प्रसार के साथ मिलकर, उज्जैन-आलोट क्षेत्र में फर्जी खबरों पर अंकुश लगाने और जागरूक जन सहभागिता को बढ़ावा देने में योगदान देती हैं।

भ्रामक सूचना और फर्जी खबरों से निपटने के लिए, सरकार ने एक सुदृढ़ तंत्र भी स्थापित किया है। फैक्ट चेक यूनिट (एफसीयू) केंद्रीय सरकार से संबंधित सूचनाओं का सत्यापन करती है, भ्रामक सूचनाओं की पहचान करती है और डिजिटल तथा प्रसारण प्लेटफार्मों के माध्यम से सटीक सामग्री का प्रसार करती है।

चंदौली में मोबाइल टावर

5479. श्री छोटेलाल:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि

(क) क्या चंदौली लोक सभा क्षेत्र के मुसाखंड, भीष्मपुर, चकिया, नौगढ़, होरिला, चिकनी, अवखा और सेयर पथरौली जैसे कई गांवों में मोबाइल टावरों की कमी है; और

(ख) उक्त सभी स्थानों पर मोबाइल टावर कब तक स्थापित किए जाने की संभावना है?

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

(क) और (ख): चंदौली लोक सभा निर्वाचन क्षेत्र में सभी 1601 गांवों में मोबाइल कनेक्टिविटी मौजूद है और 1600 गांवों में 4जी मोबाइल कनेक्टिविटी मौजूद है।

आबादी वाले सेवा से वंचित गांवों को मोबाइल कवरेज उनकी तकनीकी-वाणिज्यिक व्यवहार्यता के आधार पर दूरसंचार सेवा प्रदाताओं (टीएसपी) द्वारा प्रदान की जाती है। सरकार ने डिजिटल भारत निधि (डीबीएन) के वित्तपोषण से देश के सेवा से वंचित ग्रामीण और दूरदराज के क्षेत्रों में मोबाइल टावर स्थापित करके दूरसंचार कनेक्टिविटी के विस्तार के लिए विभिन्न स्कीमों के लिए अनुमोदन प्रदान किया है। दिनांक 28.02.2026 की स्थिति के अनुसार, डीबीएन द्वारा वित्तपोषित विभिन्न स्कीमों के तहत उत्तर प्रदेश के चंदौली जिले के 23 गांवों में 4जी मोबाइल सेवाएं उपलब्ध कराई गई हैं।

4जी संतृप्ति परियोजना

5480. डॉ. शिवाजी बंडाप्पा कालगे:

श्री निलेश ज्ञानदेव लंके:

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

- (क) देश में, विशेषकर महाराष्ट्र में वर्तमान वित्त वर्ष 2026 में 4जी संतृप्ति परियोजना के अंतर्गत अब तक स्थापित किए गए मोबाइल टावरों की कुल संख्या कितनी है;
- (ख) महाराष्ट्र के ग्रामीण क्षेत्र और दूरस्थ क्षेत्र के ग्रामों को हाल ही में उक्त टावरों के माध्यम से जोड़े जाने वाले जिलों का जिलावार ब्यौरा क्या है;
- (ग) डिजिटल इंडिया पहल के अंतर्गत आकांक्षी जिलों में दूरसंचार सेवाओं के विस्तार में हुई प्रगति का ब्यौरा क्या है; और

(घ) इस संबंध में महाराष्ट्र सहित विभिन्न राज्यों का ब्यौरा क्या है?

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

(क) और (ख): देश में 4जी सैचुरेशन परियोजना के तहत दिनांक 28.02.2026 तक 14,301 मोबाइल टावर संस्थापित किए गए हैं जिनमें महाराष्ट्र राज्य में 2,297 टावर शामिल हैं। चालू वित्तीय वर्ष 2025-26 में, देश में 4जी सैचुरेशन परियोजना के तहत 3,623 टावर संस्थापित किए गए हैं जिनमें महाराष्ट्र राज्य में 533 टावर शामिल हैं। ऑन-एयर टावरों की जिला-वार संख्या और इन टावरों के माध्यम से कवर किए गए गांवों की संख्या डिजिटल भारत निधि (डीबीएन) की वेबसाइट (<https://usof.gov.in/en/home>) पर उपलब्ध है।

(ग) और (घ): भारतनेट कार्यक्रम के तहत आकांक्षी जिलों सहित देश की सभी ग्राम पंचायतों (जीपी) में चरणबद्ध तरीके से ब्रॉडबैंड कनेक्टिविटी उपलब्ध कराना अधिदेशित है। इस परियोजना के अंतर्गत सृजित अवसंरचना राष्ट्रीय संपत्ति है, जो सेवा प्रदाताओं के लिए बिना किसी भेदभाव के सुलभ है और इसका उपयोग ग्रामीण क्षेत्रों में फाइबर टू द होम कनेक्शन, लीज्ड लाइन, डार्क फाइबर, मोबाइल टावरों के लिए बैकहॉल इत्यादि जैसी ब्रॉडबैंड सेवाएं उपलब्ध कराने के लिए किया जा सकता है। भारतनेट कार्यक्रम के तहत दिनांक 28.02.2026 तक देश भर में कुल 2,17,805 ग्राम पंचायतों को सेवा उपलब्ध कराने के लिए तैयार किया जा चुका है जिनमें महाराष्ट्र राज्य की 24,575 ग्राम पंचायतें शामिल हैं। दिनांक 28.02.2026 तक सेवा उपलब्ध कराने के लिए तैयार की गई ग्राम पंचायतों की राज्य-वार संख्या डीबीएन की वेबसाइट (<https://usof.gov.in/en/home>) पर उपलब्ध है।

इसके अतिरिक्त, दिनांक 28.02.2026 तक देश के 6,44,131 गांवों में से 6,32,392 गांव (भारत के महापंजीयक के नवंबर, 2019 के आंकड़ों के अनुसार) 4जी मोबाइल सेवाओं से कवर हैं। दिनांक 28.02.2026 तक 4जी कवरेज वाले गांवों की राज्य-वार संख्या डीबीएन की वेबसाइट

(<https://usof.gov.in/en/home>) पर उपलब्ध है।

SAFETY STANDARDS FOR VANDE BHARAT TRAINS

5481. SHRI JAGADISH SHETTAR:

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

- (a) the roadmap for launching Vande Bharat sleeper trains and the manner in which the safety standards for these high-speed trains are being ensured;
- (b) the details of the measures being initiated to address the issues of fraudulent ticket bookings touting and the challenges faced by passengers in getting confirmed tickets; and
- (c) the details of the steps being taken to increase the number of non-AC affordable coaches in long-distance trains in light of complaints regarding overcrowding in General/Non-AC coaches?

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

(a) to (c): Indian Railways (IR) is focussed on providing affordable, good quality services to all sections of society. With a view to improve travel experience of the passengers, Indian Railways have introduced indigenously designed and manufactured Vande Bharat (Sleeper & Chair Car), Amrit Bharat, Namo Bharat Rapid Rail services with modern coaches, advanced safety features and passenger amenities.

Vande Bharat services (Chair Car):

Indian Railways, with a view to improve travel experience of the passengers, have introduced indigenously designed and manufactured Vande Bharat trains with modern coaches, advanced safety features and passenger amenities. These Vande Bharat Chair Car Trains have following features:

- Jerk Free Semi-Permanent couplers.
- Fitted with KAVACH
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- Emergency Alarm Push buttons and Talk Back Units on all Coaches.
- Improved fire safety – Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Driver-Guard communication with voice recording facility & Crash hardened memory.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Better Ride Comfort.
- CCTVs in all Coaches.

- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Coach condition monitoring System (CCMS) display with remote monitoring

As on 18.03.2026, the following 162 Vande Bharat train services (Chair Car) are being operated on the Indian Railways network, as under:-

SN	Train No. and Name
1	22435/22436 New Delhi - Varanasi Vande Bharat Express
2	22439/22440 Sri Mata Vaishno Devi Katra - New Delhi Vande Bharat Express
3	20901/20902 Gandhinagar Capital - Mumbai Central Vande Bharat Express
4	22447/22448 Amb Andura - New Delhi Vande Bharat Express
5	20607/20608 Mysuru - MGR Chennai Central Vande Bharat Express
6	20825/20826 Nagpur - Bilaspur Vande Bharat Express
7	22301/22302 New Jalpaiguri - Howrah Vande Bharat Express
8	20833/20834 Secunderabad - Visakhapatnam Vande Bharat Express
9	22223/22224 Sainagar Shirdi - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
10	22225/22226 Solapur - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
11	20171/20172 Nizamuddin - Rani Kamlapati Vande Bharat Express
12	20701/20702 Tirupati - Secunderabad Vande Bharat Express
13	20643/20644 Coimbatore - Chennai Vande Bharat Express
14	20977/20978 Chandigarh - Ajmer Vande Bharat Express
15	20633/20634 Thiruvananthapuram- Kasargod Vande Bharat Express

16	22895/22896 Puri - Howrah Vande Bharat Express
17	22457/22458 Dehradun - Anand Vihar Vande Bharat Express
18	22227/22228 Guwahati - New Jalpaiguri Vande Bharat Express
19	20911/20912 Nagpur - Indore Vande Bharat Express
20	22229/22230 Madgaon - Chhatrapati Shivaji Maharaj (T) Vande Bharat Express
21	22349/22350 Ranchi - Patna Vande Bharat Express
22	20661/20662 Dharwar - Bengaluru Vande Bharat Express
23	20173/20174 Rewa - Rani Kamlapati Vande Bharat Express
24	22549/22550 Gorakhpur - Prayagraj Vande Bharat Express
25	12461/12462 Sabarmati - Jodhpur Vande Bharat Express
26	22925/22926 Okha - Ahmedabad Vande Bharat Express
27	20665/20666 Tirunelveli - Chennai Egmore Vande Bharat Express
28	20677/20678 Narsapur - Chennai Vande Bharat Express
29	20703/20704 Yesvantpur - Kacheguda Vande Bharat Express
30	20631/20632 Thiruvananthapuram- Mangaluru Vande Bharat Express
31	26963/26964 Udaipur - Asarva Vande Bharat Express
32	22347/22348 Patna - Howrah Vande Bharat Express
33	20835/20836 Puri - Rourkela Vande Bharat Express
34	20897/20898 Ranchi - Howrah Vande Bharat Express
35	22415/22416 New Delhi - Varanasi Vande Bharat Express
36	20641/20642 Coimbatore - Bengaluru Cant Vande Bharat Express
37	20645/20646 Mangaluru - Madgaon Vande Bharat Express

38	20705/20706 Chhatrapati Shivaji Maharaj (T) - Nanded Vande Bharat Express
39	22477/22478 Sri Mata Vaishno Devi Katra - New Delhi Vande Bharat Express
40	22425/22426 Anand Vihar - Ayodhya Cantt. Vande Bharat Express
41	22487/22488 Amritsar - Delhi Vande Bharat Express
42	22962/22961 Mumbai Central - Ahmedabad Vande Bharat Express
43	20707/20708 Visakhapatnam - Secunderabad Vande Bharat Express
44	20663/20664 Chennai - Mysuru Vande Bharat Express
45	22233/22234 Patna - New Jalpaiguri Vande Bharat Express
46	22470/22469 Khajuraho - Nizamuddin Vande Bharat Express
47	22231/22232 Bengaluru - Kalburagi Vande Bharat Express
48	20841/20842 Visakhapatnam - Bhubaneswar Vande Bharat Express
49	22345/22346 Gomti Nagar - Patna Vande Bharat Express
50	20887/20888 Varanasi - Ranchi Vande Bharat Express
51	22545/22546 Dehradun - Lucknow Vande Bharat Express
52	22490/22489 Varanasi - Meerut City Vande Bharat Express
53	20627/20628 Nagercoil - Chennai Egmore Vande Bharat Express
54	20671/20672 Bengaluru Cantt - Madurai Vande Bharat Express
55	22500/22499 Deoghar - Varanasi Vande Bharat Express
56	22309/22310 Jamalpur - Howrah Vande Bharat Express
57	20871/20872 Rourkela - Howrah Vande Bharat Express
58	20893/20894 Patna - Tatanagar Vande Bharat Express
59	20892/20891 Tatanagar - Brahmapur Vande Bharat Express
60	22303/22304 Gaya - Howrah Vande Bharat Express

61	20669/20670 Pune - Hubballi Vande Bharat Express
62	20673/20674 Pune - Chhatrapati Shahu Maharaj (T) Vande Bharat Express
63	20101/20102 Secunderabad - Nagpur Vande Bharat Express
64	20829/20830 Visakhapatnam - Durg Vande Bharat Express
65	21893/21894 Patna - Tatanagar Vande Bharat Express
66	21895/21896 Patna - Tatanagar Vande Bharat Express
67	20176/20175 Banaras - Agra Cantt. Vande Bharat Express
68	26901/26902 Veraval - Sabarmati Vande Bharat Express
69	26401/26402 Srinagar - Shri Mata Vaishno Devi Katra Vande Bharat Express
70	26403/26404 Srinagar -Shri Mata Vaishno Devi Katra Vande Bharat Express
71	26502/26501 Patliputra - Gorakhpur Vande Bharat Express
72	26751/26752 KSR Bengaluru - Belagavi Vande Bharat Express
73	26406/26405 Amritsar - Shri Mata Vaishno Devi Katra Vande Bharat Express
74	26101/26102 Pune - Ajni Vande Bharat Express
75	26302/26301 Jogbani - Danapur Vande Bharat Express
76	26481/26482 Delhi Cantt - Jodhpur Vande Bharat Express
77	26471/26472 Delhi Cantt - Bikaner Vande Bharat Express
78	26462/26461 Delhi - Firozpur Cantt. Vande Bharat Express
79	26651/26652 Ernakulam - KSR Bengaluru Vande Bharat Express
80	26506/26505 Khajuraho - Banaras Vande Bharat Express
81	26504/26503 Saharanpur - Gomtinagar Vande Bharat Express

Vande Bharat Sleeper Train services:

For long distance travel the Sleeper variant of Vande Bharat Express has been indigenously designed and developed. Two such trains have already been manufactured. After extensive trials, these trains have been introduced on Indian Railways. The First Vande Bharat Sleeper service viz. 27575/27576 Howrah- Kamakhya Vande Bharat Sleeper Express has commenced regular operation w.e.f. 22.01.2026.

The process of development of new rolling stocks like Vande Sleeper necessitates a holistic approach, combining technological innovation, strategic planning and manufacturing to ensure a safe, reliable and comfortable travel. This involves development of prototype, extensive testing and trials followed by series production.

To improve travel experience of the passengers and set new benchmarks in terms of safe and comfortable journey, these train sets have been provided with modern coaches having advanced safety features and passenger amenities like:

- Jerk-Free Semi permanent couplers and Anti Climbers.
- Fitted with KAVACH.
- Higher acceleration with design/operating speed of 180/160 KMPH.
- Crashworthy Design of Car body complying with EN standards.
- Fire barrier doors at the end of each coach for compliance of Fire Safety standards.

- Aerosol based fire detection and suppression system in electrical cabinets and lavatories.
- Regenerative braking system for energy efficiency.
- Air conditioning units provided with indigenously developed UV-C lamp based disinfection system for deactivating 99% harmful bacteria from conditioned air to improve the hygiene standards inside the passenger area.
- Centrally controlled Automatic Plug Doors and Fully Sealed wider gangways.
- CCTVs in all coaches.
- Emergency talk-back unit for communication between Passenger and Train Manager/Loco Pilot in case of emergency.
- For Divyangjan passengers special lavatory in the driving coaches on each end.
- Centralized Coach Monitoring System for better condition monitoring of passenger amenities such as Air conditioning, Saloon Lighting etc.
- Ergonomically designed ladder for ease of climbing on to upper berths.

As on 18.03.2026, the following 02 Vande Bharat train services (Sleeper Car) are being operated on the Indian Railways network:

SN	Train No. and Name
1	27575/27576 Howrah - Kamakhya Vande Bharat Sleeper Express

Besides, introduction of new train services, including Vande Bharat sleeper services, replacement/discontinuation of existing services is an on-going process, depends on various factors which include-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

Non-AC Coaches[General and Sleeper]

To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 (Twelve) General class & Sleeper class non- AC coaches and 08 (eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches.

With a view to meet the demand of passengers travelling in unreserved coaches, Railways have significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024 - 25 alone, 1250 general coaches have been utilised in various long-distance trains. In the current financial year (upto February, 2026), 860 Coaches have been utilised for permanent augmentation.

To cater to the travel demand of the low and middle income families, Indian Railways have taken up manufacturing of 17,000 non-AC coaches (general/sleeper). On IR, the percentage of non-AC coaches, is about 70% as indicated below:

Distribution of coaches:

Non-AC coaches (general and sleeper)	~62,000	~70%
AC coaches	~27,000	~30%
Total coaches	~89,000	100%

Due to higher availability of general coaches, the number of passengers traveling in general/ unreserved coaches has shown an increasing trend as shown below:

Passengers in general/unreserved coaches:

Year	No. of Passengers
2020-21	99 Cr (Covid year)
2021-22	275 Cr (Covid year)
2022-23	553 Cr
2023-24	609 Cr
2024-25	651 Cr

The number of seats available for non-AC passengers has also increased. The current composition is as follows:

Distribution of seats:

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%

Amrit Bharat service:

To provide affordable means of transportation to the low and middle income families, Indian Railways have introduced Amrit Bharat services that are fully non-AC modern trains. The present composition of Amrit Bharat consists of 11 General Class coaches, 8 Sleeper Class coaches, 01 Pantry car and 02 Luggage cum Divyangjan coaches.

High Speed and enhanced Safety standards are the hallmarks of these trains with following enhanced features and amenities:

- i. Better aesthetics of seat and berths with enhanced look & feel on the lines of Vande Bharat Sleeper.
- ii. Jerk Free Semi-Automatic Couplers.
- iii. Improved Crashworthiness in coaches by provision of crash tube.
- iv. Provision of CCTV system in all coaches.
- v. Improved designs of toilets.
- vi. Improved design of Ladder for ease of climbing on to the berth.
- vii. Improved LED Light fitting & Charging Sockets.
- viii. Provision of EP assisted braking system.
- ix. Aerosol based fire suppression system in toilets and electrical

cubicles.

- x. USB Type-A and Type-C mobile charging sockets.
- xi. Emergency Talk Back system for two-way communication between Passenger and Guard/Train Manager.
- xii. Non-AC pantry with enhanced heating capacity.
- xiii. Fully sealed gangways with quick release mechanism for easy attachment and detachment.

As on 18.03.2026, the following 60 Amrit Bharat Express services are being operated on the Indian Railways network:

SN	Train No. and Name
1	11015/11016 Lokmanya Tilak (T) - Saharsa Amrit Bharat Express
2	13697/13698 Gaya - Delhi Amrit Bharat Express
3	15293/15294 Muzaffarpur - Charlapalli Amrit Bharat Express
4	15557/15558 Darbhanga - Anand Vihar (T) Amrit Bharat Express
5	15561/15562 Darbhanga - Gomtinagar Amrit Bharat Express
6	15567/15568 Bapudham Motihari - Anand Vihar (T) Amrit Bharat Express
7	22361/22362 Rajendranagar (T) - New Delhi Amrit Bharat Express
8	13433/13434 SMVT Bengaluru - Malda Town Amrit Bharat Express
9	13435/13436 Malda Town - Gomtinagar Amrit Bharat Express
10	15133/15134 Chhapra - Anand Vihar (T) Amrit Bharat Express
11	14047/14048 Sitamarhi - Delhi Amrit Bharat Express
12	14627/14628 Saharsa - Chheharta Amrit Bharat Express
13	19623/19624 Madar - Darbhanga Amrit Bharat Express
14	16601/16602 Erode - Jogbani Amrit Bharat Express
15	19021/19022 Udhna - Brahmapur Amrit Bharat Express

16	15671/15672 Kamakhya - Rohtak Amrit Bharat Express
17	20609/20610 New Jalpaiguri - Tiruchchirappalli Amrit Bharat Express
18	16597/16598 SMVT Bengaluru - Alipurduar Amrit Bharat Express
19	11031/11032 Panvel - Alipurduar Amrit Bharat Express
20	16107/16108 Tambaram - Santragachi Amrit Bharat Express
21	13065/13066 Howrah - Anand Vihar (T) Amrit Bharat Express
22	22587/22588 Sealdah - Banaras Amrit Bharat Express
23	20603/20604 New Jalpaiguri - Nagercoil Amrit Bharat Express
24	15949/15950 Dibrugarh - Gomti Nagar Amrit Bharat Express
25	16121/16122 Tambaram - Thiruvananthapuram Central Amrit Bharat Express
26	16329/16330 Nagercoil - Mangaluru Amrit Bharat Express
27	17041/17042 Charlapalli - Thiruvananthapuram North Amrit Bharat Express
28	16619/16620 Podanur-Dhanbad Amrit Bharat Express
29	16357/16358 Nagercoil-Charlapalli Amrit Bharat Express
30	15673/15674 Charlapalli - Kamakhya Amrit Bharat Express

Special trains

IR also operates Special train services during festivals, holidays, etc. to cater to the extra needs of passengers and supplement the accommodation available by regular services.

Accordingly, the number of Special trains operated across the Indian Railways network, to facilitate the passengers during Summer/winter vacations, festivals etc. are as below:

Year	No. of trips
2023-24	~40,500
2024-25	~85,400
2025-26 (upto Feb, 2026)	~74,800

Ticket Bookings:

The measures taken by Indian Railways to address the issues of fraudulent ticket bookings and touting are as under:

1. Regular checks are conducted in mass contact areas such as Passenger Reservation System (PRS) centres, Booking Offices, Platforms, Trains etc. to prevent unauthorized ticketing activities. Such checks are intensified during peak period like festivals, holidays etc.
2. Public are also educated through Public Address System and media, not to buy tickets from unscrupulous elements and consequences of buying tickets from these unauthorised sources.
3. Regular drives are conducted by RPF against touts over Indian Railway and action is taken against persons found involved in touting as per the provisions contained in the Railways Act. Cases having wider ramifications and involving ingredients of other offences are dealt in coordination with other law enforcement agencies like Police & CBI.
4. Regular Cyber patrolling through cyber cells of RPF is done to prevent activities of touts using illegal softwares for cornering of tickets and action is taken against them as per extant legal provisions.

Besides, Indian Railways have also taken various measures to keep a check on the activities of unscrupulous elements involved in malpractices in reservation, some of which are as under: -

- i. With effect from 01-07-2025, tickets under Tatkal Scheme can be booked through the website of Indian Railway Catering and Tourism Corporation (IRCTC)/its app only by Aadhaar authenticated users. Further, agents are barred from booking opening day Tatkal tickets during the first 30 minutes of opening of Tatkal booking.
- ii. During the opening day of general reservation of ARP, the reserved general tickets can be booked through the website of IRCTC or its app only by Aadhar authenticated users.
- iii. Instructions have been issued to ensure that tickets are not booked on abbreviated names and full name of the passenger and the surname wherever applicable are captured at the time of booking reserved tickets.
- iv. Carrying of prescribed identity proof has been made compulsory for one of the passengers while undertaking journey in reserved class.
- v. With a view to curb the activities of unscrupulous elements involved in unauthorized ticketing activities, regular checks are conducted by Commercial, Vigilance and Security Departments. Such checks are intensified during peak rush periods like festivals, holidays etc.
- vi. Surveillance at reservation offices has also been stepped up by installing Close Circuit Television at important PRS locations.

PERFORMANCE OF NATIONAL BROADBAND MISSION**5482. SHRI BHASKAR MURLIDHAR BHAGARE:**

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

- (a) whether the Government is aware that despite the objectives of the National Broadband Mission (NBM) to ensure high-speed broadband and meaningful digital connectivity for all, large parts of tribal-dominated regions of Maharashtra—including districts such as Gadchiroli, Nandurbar, Palghar, Melghat (Amravati) and parts of Nashik—continue to face poor network coverage, unreliable internet services and limited optical fibre connectivity and if so, the details thereof;
- (b) whether the Government has conducted any district-wise or block-level assessment of broadband penetration, mobile tower density and fibre rollout in tribal areas of Maharashtra and if so, the details thereof;
- (c) the reasons for persistent delays and under-performance of NBM targets in these regions despite repeated policy announcements;
- (d) whether the lack of reliable connectivity has adversely affected education, healthcare delivery, DBT transfers, e-governance and livelihood opportunities for tribal communities; and
- (e) the time-bound corrective measures proposed to ensure equitable digital inclusion of tribal areas in Maharashtra?

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

(DR. CHANDRA SEKHAR PEMMASANI):

(a), (c) and (d): The Government has taken the following key measures to fast-track the rapid expansion of digital communications infrastructure, bridge the digital and socio-economic divide, ensuring high-speed broadband and meaningful connectivity for all across the country, including rural and remote areas of Maharashtra.

- i. Launched the centralized Right of Way (RoW) portal on May 14, 2022, thus facilitating the streamlining of the RoW permissions for the deployment of telecom infrastructure viz. optical fibre cable (OFC) laying and telecom tower installation.
- ii. Process to obtain RoW permissions and applicable charges were further made uniform through Telecommunications (Right of Way) Rules, 2024 (RoW Rules 2024) under 'The Telecommunications Act, 2023'. The rules are effective from January 01, 2025. The rules are further streamlining and expediting the telecom infrastructure deployment in the country. The RoW portal has been further upgraded in the majority of States and UTs in accordance with the central RoW Rules, 2024 including the State of Maharashtra.

The Department of Telecommunications (DoT) is further ensuring stable broadband connectivity in rural & remote areas (including tribal-dominated regions) and bridging the digital divide through the Digital Bharat Nidhi (DBN). Key initiatives include:

- i. The BharatNet project for providing broadband to Gram Panchayats (GPs) and villages (on demand).
- ii. Various schemes for high-speed internet/broadband and mobile services (including 4G) in remote areas, such as the North-East, Islands, LWE (Left-Wing Extremism)-affected regions, Aspirational Districts, and border villages.

On 4.8.2023, the Union Cabinet approved the Amended BharatNet Program (ABP) for up-gradation of existing network of BharatNet Phase-I and Phase-II, creation of network in balance GPs, operation and maintenance for 10 years and utilization. The connectivity to remaining non-GP villages is proposed to be provided on demand basis from their respective GPs.

In Maharashtra, a total of 24,575 GPs out of 27,939 have been made service-ready. In tribal-dominated districts of Maharashtra such as Gadchiroli, Nandurbar, Palghar, Amravati and Nashik, a total of 3,279 GPs out of 3,762 have been made service-ready under BharatNet project. The District-wise details are at **Statement-I**.

The mobile coverage status and mobile internet connectivity (3G/4G/5G) in 12 tribal-dominated districts (as per Registrar General of India) in Maharashtra, as on 28.02.2026, are at **Statement-II**.

(b):No sir. However, in the 12 tribal-dominated districts in Maharashtra, a total of 15,730 villages out of 16,200 villages are covered with mobile connectivity, including 15,628 villages having (3G/4G/5G) mobile internet connectivity.

(e): In 12 tribal-dominated districts in Maharashtra, 96.46% villages have access to internet.

STATEMENT-I

The District-wise details of BharatNet project

S. No	Name of State	District Name	No. of GPs planned	No. of GPs service ready
1	Maharashtra	Gadchiroli	461	341
2		Nandurbar	596	590
3		Palghar	475	460
4		Amravati	840	836
5		Nashik	1,390	1,052
		Total	3,762	3,279

STATEMENT-II

The mobile coverage status and mobile internet connectivity (3G/4G/5G)

S. No	Name of State	Name of tribal-dominated District	Total village	Covered (2G/3G/4G/ 5G)	Uncovered	Internet coverage (3G/4G/5G mobile network connectivity)
1	Maharashtra	Amravati	1,981	1,872	109	1,867
2		Bhandara	885	870	15	866
3		Chandrapur	1,775	1,742	33	1,736
4		Dhule	720	714	6	713
5		Gadchiroli	1,646	1,520	126	1,477
6		Gondiya	934	902	32	899
7		Jalgaon	1,524	1,508	16	1,507
8		Nandurbar	960	905	55	903
9		Nashik	1,928	1,891	37	1,889
10		Palghar	904	899	5	899
11		Thane	816	806	10	806
12		Yavatmal	2,127	2,101	26	2,066

		Total	16,200	15,730	470	15,628

मेरठ-बिजनौर रेल लाइन

5483. श्री अरुण गोविल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या मेरठ से मवाना और हस्तिनापुर होते हुए बिजनौर तक की रेलवे लाइन के लिए अगस्त 2022 में 'फाइनल लोकेशन सर्वे' (एफएलएस) की मंजूरी के बाद विस्तृत परियोजना रिपोर्ट (डी.पी.आर.) तैयार करने का कार्य शुरू हो गया है;
- (ख) यदि हां, तो इसके पूरा होने की समय-सीमा क्या है;
- (ग) क्या इस रेल लाइन के निर्माण से मेरठ-दिल्ली रैपिड रेल (नमो भारत) और मेरठ मेट्रो पर कोई प्रभाव पड़ने की संभावना है;
- (घ) यदि हां, तो इस प्रभाव के संबंध में सरकार के आकलन का ब्यौरा क्या है; और
- (ङ) इस रेल लाइन के निर्माण से ऐतिहासिक शहर हस्तिनापुर में पर्यटन पर होने वाले अनुमानित प्रभाव का ब्यौरा क्या है?

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

(क) से (ङ): हापुड़ और गजरौला के रास्ते मेरठ और बिजनौर मौजूदा भारतीय रेल नेटवर्क से जुड़े हुए हैं। अतिरिक्त संपर्कता प्रदान करने के लिए, दौराला (मेरठ) - हस्तिनापुर - बिजनौर (64 कि.मी.) नई रेल लाइन के लिए सर्वेक्षण स्वीकृत किया गया था। सर्वेक्षण कार्य पूरा किया जा चुका है और विस्तृत परियोजना रिपोर्ट तैयार कर ली गई है।

विस्तृत परियोजना रिपोर्ट तैयार करने के पश्चात्, परियोजना को स्वीकृति देने के लिए राज्य सरकारों सहित विभिन्न हितधारकों के साथ परामर्श और आवश्यक अनुमोदन यथा नीति आयोग, वित्त मंत्रालय, रक्षा मंत्रालय आदि का मूल्यांकन अपेक्षित होता है। चूंकि परियोजनाओं को

स्वीकृत करना एक सतत और गतिशील प्रक्रिया है, इसलिए निश्चित समय-सीमा निर्धारित नहीं की जा सकती है।

दिल्ली - मेरठ नमो भारत आरआरटीएस कॉरिडोर और मेरठ मेट्रो कॉरिडोर का कार्य को पूरा किया जा चुका है और कमीशन किया जा चुका है। दौराला (मेरठ) - हस्तिनापुर - बिजनौर नई रेल लाइन (64 कि.मी.) का संरेखण आरआरटीएस कॉरिडोर से प्रभावित नहीं हुआ है।

उत्तर प्रदेश:

रेल बजट:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,109 करोड़ रुपए प्रतिवर्ष
2025-26	19,858 करोड़ रुपए (लगभग 18 गुना)

रेलपथ निर्माण:

वर्ष 2009-14 और 2014-25 के दौरान उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाले नए रेलपथों के निर्माण का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	996 किलोमीटर	199 किलोमीटर प्रतिवर्ष
2014-25	5,272 किलोमीटर	479 किलोमीटर प्रतिवर्ष (2 गुना से अधिक)

स्वीकृत परियोजनाएं:

01.04.2025 की स्थिति के अनुसार, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली 62,360 करोड़ रुपए लागत से 3,807 किलोमीटर कुल लंबाई की 49 परियोजनाएं (10 नई लाइन, 02 आमान परिवर्तन और 37 दोहरीकरण) स्वीकृत की गई हैं। संक्षेप में स्थिति निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (किलोमीटर में)	कमीशन की गई लंबाई (किलोमीटर में)	मार्च, 2025 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	10	1227	340	10517
आमान परिवर्तन	02	67	-	281
दोहरीकरण/बहुपथन	37	2513	983	19813
कुल	49	3807	1323	30611

हाल ही में पूरी की गई परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली तथा हाल ही में पूरी की गई कुछ परियोजनाओं का विवरण निम्नानुसार है:

क्र.सं.	परियोजना	लागत (करोड़ रुपए में)
1.	मेरठ-मुजफ्फरनगर दोहरीकरण (55 किलोमीटर)	430
2.	बहराइच-नानपारा-नेपाल गंज आमान परिवर्तन (56 किलोमीटर)	342
3.	बलिया-गाजीपुर सिटी दोहरीकरण (65 किलोमीटर)	650
4.	गाजीपुर सिटी-तारीघाट नई लाइन (17 किलोमीटर)	1766
5.	गोंडा-गोरखपुर लूप आमान परिवर्तन (260 किलोमीटर)	863
6.	गोंडा-बहराइच आमान परिवर्तन (60 किलोमीटर)	318
7.	बाराबंकी-अकबरपुर दोहरीकरण (161 किलोमीटर)	1700
8.	कप्तानगंज-थावे-छपरा आमान परिवर्तन (234 किलोमीटर)	819
9.	पीलीभीत-शाहजहांपुर आमान परिवर्तन (83 किलोमीटर)	589
10.	इन्दारा-दोहरीघाट आमान परिवर्तन (34 किलोमीटर)	213
11.	लखनऊ-पीलीभीत आमान परिवर्तन (263 किलोमीटर)	1634
12.	भदोही-जंघई दोहरीकरण (31 किलोमीटर)	168
13.	लहोटा-भदोही दोहरीकरण (39 किलोमीटर)	184
14.	इटवा-मैनपुरी नई लाइन (58 किलोमीटर)	313
15.	फाफामऊ-प्रयागराज दोहरीकरण (14 किलोमीटर)	212
16.	मुजफ्फरनगर-टपरी दोहरीकरण (52 किलोमीटर)	525

17.	उतरेटिया-रायबरेली दोहरीकरण (66 किलोमीटर)	662
18.	रायबरेली-अमेठी दोहरीकरण (60 किलोमीटर)	668
19.	आलमनगर-उतरेटिया दोहरीकरण (20 किलोमीटर)	358
20.	भीमसेन-झांसी दोहरीकरण (206 किलोमीटर)	2620
21.	डोमिनगढ़-गोरखपुर-कुसुम्ही - तीसरी लाइन और गोरखपुर-नकहा जंगल दोहरीकरण (21 किलोमीटर)	508
22.	मल्हौर-डालीगंज दोहरीकरण (13 किलोमीटर)	183
23.	रूमा चकेरी- चंदारी तीसरी लाइन (13 किलोमीटर)	177
24.	बरेली-पीलीभीत-टनकपुर आमान परिवर्तन (102 किलोमीटर)	313
25.	रोसा-सीतापुर कैट-बुढ़वल दोहरीकरण (181 किलोमीटर)	2094
26.	जौनपुर-अकबरपुर (टांडा) दोहरीकरण (77 किलोमीटर)	676
27.	रमना-रेणुकूट-सिंगरौली दोहरीकरण (160 किलोमीटर)	2436
28.	जंघई-फाफामऊ दोहरीकरण (47 किलोमीटर)	414
29.	वाराणसी-माधोसिंह-प्रयागराज दोहरीकरण (120 किलोमीटर)	2018
30.	करैला रोड- शक्तिनगर दोहरीकरण (32 किलोमीटर)	763
31.	देवबंद (मुजफ्फरनगर)-रुड़की (27 किलोमीटर)	1289
32.	आगरा-इटावा नई लाइन (110 किलोमीटर)	427
33.	फेफना-इन्दारा, मऊ-शाहगंज दोहरीकरण (150 किलोमीटर)	1778

चालू परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली कुछ परियोजनाएं जो शुरू की गई हैं, इस प्रकार हैं:

क्र.सं.	परियोजना	लागत (करोड़ रुपए में)
1.	बाराबंकी-बुढ़वल तीसरी लाइन (27 किलोमीटर)	426
2.	बुढ़वल-गोंडा कचहरी चौथी लाइन (56 किलोमीटर)	796
3.	बुढ़वल-गोंडा तीसरी लाइन (62 किलोमीटर)	1118
4.	बहराइच-खलीलाबाद नई लाइन (240 किलोमीटर)	4940
5.	कटरा और अयोध्या धाम दोहरीकरण (10 किलोमीटर)	466
6.	पंडित दीन दयाल उपाध्याय-प्रयागराज तीसरी लाइन (150 किलोमीटर)	2649
7.	बिल्ली-चुनार दोहरीकरण (102 किलोमीटर)	1424

8.	छपरा-बलिया दोहरीकरण (65 किलोमीटर)	1046
9.	ऊंचाहार-अमेठी नई लाइन (66 किलोमीटर)	1229
10.	एटा-कासगंज नई लाइन (29 किलोमीटर)	389
11.	गोरखपुर- वाल्मीकिनगर दोहरीकरण (96 किलोमीटर)	1121
12.	वाराणसी-पंडित दीन दयाल उपाध्याय तीसरी और चौथी लाइन (15 किलोमीटर)	2464
13.	झांसी-खैरार-मानिकपुर और खैरार-भीमसेन दोहरीकरण (431 किलोमीटर)	4330
14.	सहजनवा-दोहरीघाट नई लाइन (81 किलोमीटर)	1320
15.	कुबेरपुर-यमुना पुल तीसरी लाइन (10 किलोमीटर)	170
16.	प्रयागराज (इरादतगंज)-मानिकपुर तीसरी लाइन (84 किलोमीटर)	1508
17.	दिलकुशा-मल्हौर तीसरी लाइन (8 किलोमीटर)	164
18.	अयोध्या कैंट (सालापुर-मसौधा के बीच) बाईपास/कोर्ड लाइन (6 किलोमीटर)	97
19.	दीदारगंज-शाहगंज- बिलवई कोर्ड लाइन (6 किलोमीटर)	137
20.	वाराणसी शिवपुर तीसरी लाइन (6 किलोमीटर)	76
21.	जौनपुर जं.-जाफराबाद दोहरीकरण (6 किलोमीटर)	177
22.	भटनी-औड़िहार दोहरीकरण (117 किलोमीटर)	2529
23.	मथुरा-झांसी तीसरी लाइन (274 किलोमीटर)	5924
24.	आगरा फोर्ट और बांदीकुई दोहरीकरण (150 किलोमीटर)	988
25.	जंघई-प्रतापगढ़-अमेठी दोहरीकरण (87 किलोमीटर)	1197
26.	बाराबंकी-मल्हौर-तीसरी और चौथी लाइन (33 किलोमीटर)	407
27.	फाफामऊ-ऊंचाहार दोहरीकरण (72 किलोमीटर)	971
28.	औड़िहार-वाराणसी सिटी तीसरी लाइन (31 किलोमीटर)	76

किसी भी रेल परियोजना की स्वीकृति अनेक मापदंडों/कारकों पर निर्भर करती है, जिनमें निम्नलिखित शामिल हैं:

- प्रत्याशित यातायात पूर्वानुमान और प्रस्तावित मार्ग की लाभप्रदता
- परियोजना द्वारा उपलब्ध कराई गई प्रथम और अंतिम स्थान रेल-संपर्कता

- अनुपलब्ध कड़ियों को जोड़ना और अतिरिक्त मार्ग उपलब्ध कराना
- संकुलित/संतृप्त लाइनों का संवर्धन
- राज्य सरकारों/केंद्रीय मंत्रालयों/जनप्रतिनिधियों द्वारा उठाई गई मांगें
- रेलवे की अपनी परिचालनिक आवश्यकताएँ
- सामाजिक-आर्थिक महत्व
- निधियों की समग्र उपलब्धता

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

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

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

WOMEN LITERACY RATE IN RURAL INDIA

5484. SHRI T. R. BAALU:

Will the Minister of **STATISTICS AND PROGRAMME IMPLEMENTATION** be

pleased to state:

- (a) whether the Ministry's attention has been brought to the fact that according to the recent report of National Sample Survey organization, women literacy rate in Rural India is lower at 77.5 percent compared to 88.9 percent in urban areas and if so, the details thereof;
- (b) whether it is also a fact that in States like Rajasthan, Madhya Pradesh etc., the women literacy in rural areas is 61.8 and 62.6 percent respectively;
- (c) if so, whether any special initiatives have been taken under Rural Development programmes to boost women literacy levels in rural areas in the country; and
- (d) if so, the details thereof?

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

(a): As per latest Annual Report 2023-24 of Periodic Labour Force Survey (PLFS) conducted by National Sample Survey (NSS) under Ministry of Statistics and Programme Implementation, the literacy rate in the age group of 7 years and above is as follows:

Rural/Urban	Male	Female	Persons
Rural	84.7	70.4	77.5
Urban	92.9	84.9	88.9
Rural+Urban	87.2	74.6	80.9

(b): Yes Sir, as per PLFS Annual Report 2023-24, the rural female literacy rate in Rajasthan and Madhya Pradesh is 61.8 and 62.6 percent respectively.

(c) and (d): In order to improve the literacy rate including rural literacy rate among adults in the country, the Ministry of Education, Government of India has introduced a Centrally Sponsored Scheme called New India Literacy Programme (NILP), popularly known as ULLAS: Understanding of Lifelong Learning for All in Society from 1st April, 2022 upto 2027. The scheme, aligned with the New Education Policy (NEP) 2020, targets adults (aged 15 years and above) who couldn't go to school. The scheme has five components, namely: (i) Foundational Literacy and Numeracy, (ii) Critical Life Skills, (iii) Basic Education, (iv) Vocational Skills, and (v) Continuing Education. The scheme is implemented in a hybrid mode, allowing States/UTs the flexibility to adopt offline or online mode focusing on imparting foundational literacy and numeracy including critical life skills, digital & financial literacy. ULLAS works with the vision of making Bharat 'Jan Jan Saakshar', driven by Kartavyabodh (a sense of duty), utilising school platforms and community engagement through volunteerism to achieve full literacy. The scheme focuses on rural areas, educationally backward areas, women and other vulnerable communities etc. A dedicated ULLAS Mobile App has been developed for registering learners and volunteer teachers and also enables teaching learning process by providing access to primers in 26 languages. With continuous

efforts, under ULLAS, more than 2 Crore learners have been registered and more than 1 Crore learners have already appeared in the Literacy Test named Foundational Literacy and Numeracy Assessment Test (FLNAT) across the country.

NFSA IN MAHARASHTRA

5485. SHRI DHAIRYASHEEL RAJSINH MOHITE-PATIL:

SHRIMATI SUPRIYA SULE:

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

- (a) whether the Government is aware that Maharashtra has identified the maximum permissible number of beneficiaries under the National Food Security Act, 2013, ensuring wide coverage of food security for rural and urban households in the State and if so, the details thereof;
- (b) the details of the steps taken by the Government to strengthen Aadhaar-based and alternative authentication mechanisms including OTP-based verification to ensure smooth distribution of foodgrains and prevent exclusion of genuine beneficiaries due to biometric or connectivity-related issues;
- (c) whether any monitoring or audit mechanisms are in place to assess the functioning of Fair Price Shops in Maharashtra particularly in rural and remote areas to ensure transparency and timely delivery of entitlements;

and

- (d) whether the Government proposes to further enhance Union–State coordination, grievance redressal systems and use of digital technology to improve efficiency, accountability and beneficiary satisfaction under the Targeted Public Distribution System in Maharashtra and if so, the details thereof?

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

(a): The National Food Security Act (NFSA) 2013, provides for coverage of 76.32% of the rural and 45.34% of the urban population in the State of Maharashtra, for receiving free of cost foodgrains, which at Census 2011 comes to 700.17 lakh persons. The State Government of Maharashtra has identified 681.42 lakh beneficiaries for receiving free of cost foodgrains under the Act, which is about 97.32% of the intended coverage.

(b): Under the joint responsibility of the Central and the State Governments, the responsibility for identification of beneficiaries, within the coverage determined for the State/UT and issuance of their ration cards rest with the concerned States/UTs.

DFPD's notification issued vide SO No. 371 [E] dated 08/02/2017 [as amended from time to time] under Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Act, 2016 ("Aadhaar Act"), requires

the individual beneficiaries having Ration Cards under NFSA to undergo Aadhaar authentication to receive subsidies under NFSA.

Further, all States/UTs have been advised vide this Department's letter dated 24/10/2017 that no genuine beneficiary/household shall be denied from receiving entitled quota of subsidized foodgrains due to failure of biometric/Aadhaar authentication due to network/connectivity/linking related issues, other technical reasons or poor biometrics of the beneficiary."

(c): In order to ensure transparency and accountability in Targeted Public Distribution System (TPDS), the Act provides for periodic social audits on the functioning of fair price shops, Targeted Public Distribution System and other welfare schemes, through local authority, or any other authority or body, as may be authorized by the State Government. The Central Government may also conduct or cause to be conducted social audit through independent agencies having experience in conduct of such audits

Further, the Act provides for constitution of Vigilance Committees at the State, District, Block and fair price shop levels for ensuring transparency and proper functioning of the TPDS and accountability of the functionaries in the system.

(d): In order to improve the efficiency, accountability and beneficiary satisfaction, the Government has taken following steps for modernization of Public Distribution System in all States/UTs are as follows –

(i) Ration cards/beneficiary's database have been completely digitized

(100%) in all States/UTs. 99.7% of ration cards have been Aadhar seeded.

- (ii) The transparency portal and online grievance redressal facility/Toll-free number have been implemented in all States/UTs.
- (iii) Online allocation has been implemented in all States/UTs and supply chain has been computerized in 31 States/UTs (except UTs of Chandigarh, Puducherry and Urban area of Dadra & Nagar Haveli which have adopted DBT Cash Transfer scheme).
- (iv) The nationwide portability of ration cards, popularly known as One Nation One Ration Card (ONORC) has been implemented in all 36 States/UTs, covering all Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) beneficiaries. As on date, more than 207 Crore portability transactions have been recorded under ONORC.
- (v) More than 5.50 Lakh (99.8%) out of total 5.51 Lakh Fair Price Shops (FPSs) in the country have been automated by installing ePoS devices for the distribution of foodgrains through Aadhaar biometric authentication of beneficiaries.

वर्ष 2025-26 में बिहार के लिए रेल परियोजनाएं

5486. श्री गिरिधारी यादव:

श्री रामप्रीत मंडल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले वर्ष के बजट 2025-26 में बिहार से संबंधित रेल परियोजनाओं की वर्तमान स्थिति का ब्यौरा क्या है; और

(ख) वर्ष 2025-26 के बजट में घोषित बिहार में रेल परियोजनाओं से संबंधित सभी कार्यों के लिए सरकार द्वारा अब तक जारी की गई धनराशि का परियोजना-वार ब्यौरा क्या है?

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

(क) और (ख): पिछले 11 वर्षों के दौरान भारतीय रेल द्वारा रेल नेटवर्क की क्षमता संवर्धन कार्य बड़े पैमाने पर किए गए हैं।

तदनुसार, बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,132 करोड़ रुपए प्रति वर्ष
2025-26	10,066 करोड़ रुपए (लगभग 9 गुना)

रेलपथ निर्माण:

वर्ष 2009-14 और 2014-25 के दौरान बिहार राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ को कमीशन करने/बिछाने का विवरण निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	318 कि.मी.	63.6 कि.मी./वर्ष
2014-25	1,899 कि.मी.	172.6 कि.मी./वर्ष (2.5 गुना से अधिक)

स्वीकृत की गई परियोजनाएं:

01.04.2025 तक की स्थिति के अनुसार, बिहार में पूर्णतः/अंशतः पड़ने वाली कुल 4,663 किलोमीटर लंबाई की 86,107 करोड़ रुपए लागत वाली 52 परियोजनाएं (31 नई लाइनें 01

आमान परिवर्तन और 20 दोहरीकरण) स्वीकृत की गई हैं, जिनमें से 1,014 किलोमीटर लंबाई को चालू किया गया और मार्च '2025 तक 29,353 करोड़ रुपए का व्यय किया गया है। सारांश निम्नानुसार है:-

कोटि	स्वीकृत की गई परियोजनाओं की संख्या	कुल लंबाई नई लाइन/आमान परिवर्तन/दोहरीकरण (कि.मी. में)	मार्च 2025 तक चालू की गई लंबाई (कि.मी. में)	मार्च 2025 तक कुल व्यय (रु. में)
नई लाइन	31	2,691	516	16,814
आमान परिवर्तन	1	69	52	544
दोहरीकरण/बहुपथन	20	1,904	446	11,995
कुल	52	4,663	1,014	29,353

हाल ही में पूरी हुई परियोजनाएं:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली हाल ही में कुछ पूरी की गई परियोजनाओं का विवरण निम्नानुसार है:-

क्र.सं.	परियोजना	लंबाई (कि.मी. में)	लागत (करोड़ रुपए में)
1	पटना रेल एवं सड़क पुल	28	3,210
2	मुंगेर रेल एवं सड़क पुल	15	3,040
3	कोसी पुल	22	863
4	दनियावाँ-बिहारशरीफ नई लाइन	38	354
5	चाँदन-बांका नई लाइन	40	496
6	रामपुरहाट-मन्दारहिल नई लाइन	130	908
7	महाराजगंज-मशरख नई लाइन	35	412
8	राजगीर-तिलैया और नटेशर-इस्लामपुर नई लाइन	67	726
9	मानसी-सहरसा-पूर्णिया आमान परिवर्तन	140	752
10	जयनगर-नरकटियागंज आमान परिवर्तन	260	967
11	कप्तानगंज-छपरा आमान परिवर्तन	234	819
12	सकरी-निर्मली और सहरसा-फारबिसगंज आमान परिवर्तन	206	2,113

13	मानसी-सहरसा, सहरसा-पूर्णिया और बनमनखी-बिहारीगंज आमान परिवर्तन	169	752
14	साहिबगंज-पीरपैती दोहरीकरण	23	129
15	महेशखुँट-थानाबिहपुर दोहरीकरण	32	115
16	हाजीपुर-रामदयालु नगर दोहरीकरण	48	367
17	पीरपैती-भागलपुर दोहरीकरण	51	493
18	बख्तियारपुर-बाढ़ दोहरीकरण	19	237
19	किऊल-गया दोहरीकरण	124	2,462
20	हाजीपुर-बछवारा दोहरीकरण	72	930
21	दरभंगा बाईपास	9	253
22	अररिया-गलगलिया (ठाकुरगंज) नई लाइन	110	2,132
23	सरायगढ़ बाईपास लाइन	5	79
24	छपरा-छपरा कचहरी तीसरी लाइन	3	33

चल रही परियोजनाएं:

बिहार राज्य में पूर्णतः/अंशतः पड़ने वाली कुछ परियोजनाएं जो शुरू की गई हैं, निम्नानुसार हैं:

क्र.सं.	परियोजना	लंबाई (कि.मी. में)	लागत (करोड़ रु. में)
1	सकरी-हसनपुर नई लाइन	76	735
2	खगड़िया-कुशेश्वरस्थान नई लाइन	42	1,511
3	फतुहा-इस्लामपुर नई लाइन	167	2,882
4	कोडरमा-तिलैया नई लाइन	65	1,980
5	हाजीपुर-सगौली नई लाइन	151	2,702
6	अररिया-सुपौल नई लाइन	96	1,925
7	कुर्सेला-बिहारीगंज नई लाइन	58	194
8	विक्रमशिला-कटरिया नई लाइन	26	2,171
9	झाझा-भाटिया नई लाइन	20	588
10	पीरपैती-जसीडीह नई लाइन	97	2,611
11	छितौनी-तमकुही रोड नई लाइन	59	1,731
12	जलालगढ़-किशनगंज नई लाइन	51	360
13	जोगबनी-बिराटनगर (नेपाल) नई लाइन	19	402

14	दरभंगा-कुशेश्वरस्थान नई लाइन	70	367
15	मोतिहारी-सीतामढ़ी नई लाइन	77	1,007
16	सीतामढ़ी-निर्मली नई लाइन	189	2,833
17	नवादा-लक्ष्मीपुर नई लाइन	137	3,121
18	आरा-भभुआ रोड नई लाइन	150	2,397
19	गया-डालटनगंज नई लाइन	137	2,861
20	मुजफ्फरपुर-दरभंगा नई लाइन	69	282
21	मुजफ्फरपुर-जनकपुर रोड नई लाइन	67	228
22	देहरी ऑनसोन-बंजारी नई लाइन	35	111
23	छपरा-मुजफ्फरपुर नई लाइन	78	1,894
24	बिहटा-औरंगाबाद नई लाइन	120	2,995
25	गया-चात्रा और गया-नटेश्वर नई लाइन	135	4,543
26	बांका-बाराहाट और बांका-भिटिया रोड सहित देवघर-सुल्तानगंज नई लाइन	154	665
27	सुल्तानगंज-कटोरिया नई लाइन	77	291
28	बरियारपुर-मननपुर नई लाइन	68	251
29	हथुआ-भटनी नई लाइन	80	318
30	औरंगाबाद टर्मिनल-अनुग्रह नारायण रोड नई लाइन	13	441
31	नवादा-पावापुरी नई लाइन	25	492
32	जयनगर-बिजलपुरा आमान परिवर्तन	69	790
33	धनबाद-सोननगर तीसरी लाइन	291	7,906
34	समस्तीपुर-दरभंगा दोहरीकरण	38	826
35	रामपुर डुमरा-ताल-राजेंद्र पुल-अतिरिक्त पुल और दोहरीकरण	14	2,535
36	सगौली-वाल्मीकिनगर दोहरीकरण	110	1,456
37	मानपुर के लिए गया बाइपास	2	30
38	मुजफ्फरपुर-सुगौली दोहरीकरण	101	1,586
39	बरौनी-बछवारा तीसरी और चौथी लाइन	32	486
40	सोननगर बाइपास (चिरलापोथु से बाघा बिशुनपुर तक)	10	224
41	नरकटियागंज-दरभंगा और सीतामढ़ी-मुजफ्फरपुर दोहरीकरण	256	4,080
42	छपरा-बलिया पैच दोहरीकरण	65	1,046
43	गोरखपुर-वाल्मीकिनगर दोहरीकरण	96	1,121
44	कटिहार-कुमेदपुर और कटिहार-मुकुरिया दोहरीकरण	65	943

45	भदौरा स्टेशन और कर्मा स्टेशन सतह त्रिभुज लाइन	11	200
46	जीसी को आरा-सासाराम लाइन से जोड़ने वाले सासाराम में आरओआर	9	470
47	जगजीवन हॉल्ट से मौजूदा आरा-सासाराम लाइन को लिंक केबिन (आरा में वाई-कनेक्टिविटी) के माध्यम से जोड़ने के लिए आरा बाईपास लाइन	3	119
48	सोन नगर-अण्डाल बहुपथन	749	12,334
49	नबीनगर (अंकोरा) में बल्ब लाइन	17	612
50	पुनारख-बाढ़-बख्तियारपुर नई चौथी लाइन और शेष तीसरी लाइन	28	422
51	संजयग्राम से धचना बायपास लाइन	2	34
52	आलुआबारी रोड-ठाकुरगंज दोहरीकरण	20	327
53	आलुआबारी रोड-न्यू जलपाईगुड़ी तीसरी और चौथी लाइन	57	1,630
54	भागलपुर-जमालपुर तीसरी लाइन	53	1,156
55	भागलपुर-दुमका-रामपुर का दोहरीकरण	177	3,169
56	बख्तियारपुर-राजगीर-तिलैया दोहरीकरण	104	2,192
57	बख्तियारपुर-फतुहा तीसरी और चौथी लाइन	24	931
58	पुनारख-किऊल तीसरी और चौथी लाइन	50	2,668

रेल परियोजनाओं का क्षेत्रीय रेल-वार ब्यौरा भारतीय रेल की वेबसाइट पर सार्वजनिक रूप से उपलब्ध कराया गया है।

रेल परियोजनाओं का पूरा होना विभिन्न कारकों पर निर्भर करता है, जिसमें निम्नानुसार शामिल हैं:

- राज्य सरकार द्वारा भूमि अधिग्रहण
- वन संबंधी मंजूरी
- अतिलंघी जनोपयोगी सेवाओं का स्थानांतरण
- विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां
- क्षेत्र की भू-वैज्ञानिक और स्थलाकृतिक परिस्थितियां

- परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति
- परियोजना विशेष के स्थल के लिए किसी वर्ष में कार्य के महीनों की संख्या आदि

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

RAILWAY CONNECTIVITY FOR HINGOLI DISTRICT

5487. SHRI NAGESH BAPURAO AASHTIKAR PATIL:

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

- (a) whether the Government is aware that railway connectivity in Hingoli district of Maharashtra is limited and requires further expansion to meet the growing transportation needs of passengers, students, traders and farmers;
- (b) whether the Government has received requests from public representatives and passengers for introduction of new train services connecting Hingoli district of Maharashtra with major cities of the country and if so, the details thereof;
- (c) whether the Government has any proposal for introduction of new train services, extension of existing trains, or increase in frequency of trains passing through railway stations in Hingoli district to major cities such as Mumbai/Pune and if so, the details thereof;
- (d) whether any survey has been conducted for development or modernization of railway stations and improvement of passenger amenities in the district during the last three years; and

- (e) if so, the details of such proposals including present status/feasibility assessment/projects approved/funds allocated and the expected timeline for completion of such railway development works in Hingoli district?

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

(a) to (e): Hingoli Deccan is served by 38 train services providing connectivity *inter alia* to Mumbai, Pune, Amritsar, Hyderabad, Bengaluru, Jaipur. Presently, Hingoli Deccan is connected to Mumbai by the daily service of 12071/12072 Chhatrapati Shivaji Maharaj (T) -Hingoli Deccan Jan Shatabdi Express and to Pune by the bi-weekly service of 11405/06 Pune-Amravati Express. The list of trains serving Hingoli Deccan station is as under:

SN	Train No & Name
1	11403 Nagpur -Kolhapur Express
2	11404 Kolhapur-Nagpur Express
3	11405 Pune-Amravati Express
4	11406 Amravati-Pune Express
5	12071 Chhatrapati Shivaji Maharaj (T) -Hingoli Deccan Express
6	12072 Hingoli Deccan-Chhatrapati Shivaji Maharaj (T) Express
7	12421 Nanded-Amritsar Express
8	12422 Amritsar-Nanded Express
9	12439 Nanded-Shri Ganganagar Express
10	12440 Sri Ganganagar-Nanded Express
11	12485 Nanded-Shri Ganganagar Express
12	12486 Sri Ganganagar-Nanded Express
13	12719 Jaipur -Hyderabad Express
14	12720 Hyderabad-Jaipur Express
15	12751 Nanded-Jammu Tawi Express
16	12752 Jammu Tawi -Nanded Express

17	12765 Tirupati-Amravati Express
18	12766 Amravati-Tirupati Express
19	17605 Kacheguda-Bhagat Ki Kothi Express
20	17606 Bhagat Ki Kothi-Kacheguda Express
21	17639 Kacheguda-Akola Express
22	17640 Akola -Kacheguda Express
23	17641 Kacheguda-Narkher Express
24	17642 Narkher-Kacheguda Express
25	17683 Akola -Purna Express
26	17684 Purna -Akola Express
27	19301 Dr. Ambedkar Nagar -Yesvantpur Express
28	19302 Yesvantpur - Dr. Ambedkar Nagar Express
29	19713 Jaipur -Kurnool City Express
30	19714 Kurnool City-Jaipur Express
31	22709 Nanded-Amb Andaura Express
32	22710 Amb Andaura-Nanded Express
33	22723 Nanded-Shri Ganganagar Express
34	22724 Shri Ganganagar-Nanded Express
35	57655 Parli Vaijnath-Akola Passenger
36	57656 Akola -Purna Passenger
37	77613 Purna -Akola DMU
38	77614 Akola -Parli Vaijnath DMU

Further, proposals/ requests/ suggestions/ representations, both formal and informal inter alia for introduction of trains, extension of existing trains, or increase in frequency of trains are received from Members of Parliament, elected representatives, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Divisional Offices etc. As receipt of such proposals/ requests/ suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to

time.

Besides, introduction of new train services is an on-going process, which depends on various factors including-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section

Amrit Bharat Stations:

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

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp

- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station

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

So far, 1,338 stations have been identified for development under this scheme, out of which 132 stations including Hingoli Deccan station of Hingoli district, are located in Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra are as following:

State	No. of Stations	Name of Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhajanagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli,

		Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road, Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol, Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar, Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar

Development works at railway stations under Amrit Bharat Station Scheme in Maharashtra have been taken up at a good pace. Till now, works of 17 stations have been completed. The name of stations completed in Maharashtra are as following:

State	No. of stations	Name of stations
Maharashtra	17	Amgaon, Baramati, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road

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

- **Hingoli Deccan station:** The works of platform shelter and improvement of platform surface of platform no. 2 have been completed. The works of new station building, improvement of existing station building, platform surface of platform no. 1, lift and 12 m Foot Over Bridge have been taken up.
- **Palghar station:** The works of new platform shelter at platform no. 2/3, platform surfacing, new coping blocks and tactile tile work at platform no. 4 have been completed. The works of utility shifting and 12 m Foot Over Bridge have been taken up.
- **Diva station:** The works of improvement of station building, circulating area and parking on East side, new entry gate, platform raising and flooring of platform no. 5/6 and 7/8, platform shelter at platform no. 7/8, new toilet block, sewage treatment plant on West side, improvement of Foot Over Bridge at Kalyan end and Mumbai end have been completed. The work of new 6 m Foot Over Bridge has been taken up.

- **Mumbra station:** The works for improvement of platform surface, seating arrangement, new toilet block, improvement of booking office, circulating area, sewage treatment plant and flooring of Foot Over Bridge have been completed. The work of escalator has been taken up.
- **Titwala station:** The works for station building, entrance gate, platform surfacing, improvement of ticket booking office, toilet block, sewage treatment plant, improvement of two wheeler parking and approach road on East and West side have been completed. The work of new 6 m Foot Over Bridge has been taken up.

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

Development / Upgradation of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in

close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / Upgradation / Modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South Central Railway, South East Central Railway and Western Railway. For these zones, an allocation of ₹3,834 crore (Revised Estimate) has been made for the financial year 2025-26, out of which an expenditure of ₹ 3,886 crore (up to February, 2026) has been incurred so far.

Projects and Budget:

Hingoli is an existing railway station on Akola-Purna railway line. To improve the connectivity in the region, survey for Akola-Purna doubling (207 Km) has been sanctioned for preparation of Detailed Project Report (DPR).

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

Further, Ministry of Railway has taken up the work of Wardha-Nanded (284 Km) new line project which passes through Hingoli district. Wardha-Deoli-

Kalamb section of 38 Km of this project has been commissioned and work taken up in the balance section. An expenditure of ₹3,264 crore has been incurred upto March, 2025 with an outlay of ₹310 crore for the year 2025-26. The required 567 Ha. land has been acquired and works taken up.

Maharashtra

Railway Budget:

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

Period	Outlay
2009-14	₹1,171 crore/year
2025-26	₹23,778 crore (More than 20 times)

Track Construction:

The details of constructing new track falling fully/partly in the State of Maharashtra during 2009-14 and 2014-25 is as under:

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-25	2,292 Km	208.4 Km/year (More than 3 times)

Projects sanctioned:

As on 01.04.2025, 38 projects (11 New Lines, 02 Gauge Conversion and 25 Doubling), of a total length of 5,098 km, costing ₹89,780 crore, falling

fully/partly in Maharashtra, including remote and tribal areas, are sanctioned.

The summary is as under:-

Category	No. of sanctioned Projects	Total Length (in Km)	Length Commissioned Upto Mar'25 (Km)	Exp. upto Mar'25 (₹ in Cr.)
New Line	11	1,355	234	10,504
Gauge Conversion	02	609	334	4,286
Doubling/ Multitracking	25	3,134	1,792	24,617
Total	38	5,098	2,360	39,407

Recently completed projects:

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

SN	Project	Cost (₹ in crore)
1	Pune-Miraj-Londa Doubling (467 Km)	4,670
2	Jabalpur-Gondia Gauge Conversion (300 Km)	2,005
3	Chhindwara-Nagpur Gauge Conversion (150 Km)	1,512
4	Panvel-Pen Doubling (35 Km)	263
5	Pen-Roha Doubling (40 Km)	330
6	Udhna-Jalgaon Doubling (307 Km)	2,448
7	Mudkhed-Parbhani Doubling (81 Km)	673
8	Bhusawal-Jalgaon 3rd Line (24 Km)	325
9	Jalgaon-Bhusawal 4th Line (24 Km)	261

10	Daund-Gulbarga Doubling (225 Km)	3,182

Ongoing Projects:

To further improve the Railway Infrastructure in the state of Maharashtra, following works have been taken up:-

SN	Name of the project	Cost (₹ In crore)
1	Ahilyanagar (Ahmednagar)-Beed-Parli Vaijnath New Line (261 Km)	4,957
2	Baramati-Lonand New Line (64 Km)	1,844
3	Wardha-Nanded New Line (284 Km)	3,445
4	Indore-Manmad New Line (360 Km)	18,529
5	Wadsa-Gadchiroli New Line (52 Km)	1,886
6	Jalna-Jalgaon New Line (174 Km)	5,804
7	Daund-Manmad Doubling (236 Km)	3,037
8	Kalyan-Kasara 3rd Line (68 Km)	1,433
9	Wardha-Nagpur 3rd Line (76 Km)	698
10	Wardha-Ballarshah 3rd Line (132 Km)	1,385
11	Itarsi-Nagpur 3rd Line (280 Km)	2,450
12	Rajnandgaon-Nagpur 3rd Line (228 Km)	3,545
13	Wardha-Nagpur 4th Line (79 Km)	1,137
14	Jalgaon-Manmad 4th Line (160 Km)	2,574
15	Bhusawal-Khandwa 3rd & 4th Line (131 Km)	3,285
16	Solapur-Tuljapur-Osmanabad New Line (95 Km)	2,933
17	Panvel-Chowk Double Line (17 Km)	491
18	Wardha-Balharshah 4th Line (135 Km)	2,226
19	Itarsi-Nagpur 4th Line (297 Km)	5,010
20	Wardha-Bhusawal 3rd & 4th Line (314 Km)	9,197
21	Asangaon-Kasara 4th Line (35 Km)	794
22	Badlapur-Karjat 3rd & 4th Line (32 Km)	1,324
23	Gondia-Dongargarh 4th Line (84 Km)	2,223
24	Gondia-Balharshah Doubling (240 Km)	4,819

Increasing train handling capacity in Mumbai area:

Presently, about 120 originating Mail/Express trains and about 3200 sub urban trains are handled daily in Mumbai area. To increase train handling capacity at various stations in Mumbai area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Bandra Terminus	3 Pit Lines have been completed
2	Mumbai Central	Platform extension for 24 LHB coaches
3	Jogeshwari	2 additional platforms
4	Dadar	1 additional platform
5	Vasai road	6 platforms, 3 pit lines and 5 stabling lines
6	Panvel-Kalamboli	5 platforms, 4 pit lines and 2 sick lines
7	Kalyan	6 platforms and 4 pit lines
8	LTT	4 platforms and 2 pit lines
9	Parel	6 platforms, 5 pit lines, 6 stabling lines
10	Virar	25 stabling lines
11	Dahanu road	11 stabling lines
12	Mira road	25 stabling lines

Platform length extension:

In addition to above, Platform extension work at 34 stations to accommodate 15 car EMUs have been taken up.

New projects for increasing capacity:

To improve the capacity of rail network in Mumbai suburban area, Mumbai Urban Transport Project (MUTP)-II costing ₹8,087 crore, MUTP-III costing ₹10,947 crore and MUTP-IIIA costing ₹33,690 crore have been sanctioned.

These projects include following works in Mumbai Suburban Area:

SN	Name of Project	Cost (in Cr.)
1	CSMT-Kurla 5 th & 6 th Line (MUTP-II) (17.5 km)	891
2	Mumbai Central-Borivali 6 th Line (MUTP-II) (30 km)	919
3	Extension of Harbour Line from Goregaon-Borivali (MUTP-IIIA) (7 km)	826
4	Borivali-Virar 5 th & 6 th Line (MUTP-IIIA) (26 km)	2,184
5	Virar-Dahanu Road 3 rd & 4 th Line (MUTP-III) (64 km)	3,587
6	Panvel-Karjat Suburban Corridor (MUTP-III) (29.6 km)	2,782
7	Airoli-Kalwa (elevated) Suburban Corridor link (MUTP-III) (3.3 km)	476
8	Kalyan-Asangaon 4 th Line (MUTP-IIIA) (32 km)	1,759
9	Kalyan-Badlapur 3 rd & 4 th line (MUTP-IIIA) (14 km)	1,510
10	Kalyan-Kasara 3 rd Line (67 km)	793
11	Naigaon-Juichandra double chord Line (6 km)	176
12	Nilaje-Kopar double chord Line (5 km)	338
13	Kalyan Yard remodeling work	866

New generation trains:

To enhance passenger carrying capacity, 238 rakes of 12 cars each with doors have been sanctioned under MUTP-III & IIIA at a cost of ₹19,293 crore. The process for procurement of these rakes has been taken up.

Capacity Augmentation works for Pune Area:

Presently, about 33 originating Mail/Express trains are handled daily in Pune area.

To increase train handling capacity at various stations in Pune area, following works have been completed/taken up/planned at various stations:

SN	Location	Details
1	Pune Junction	6 additional Platforms and Extension of 5 Platforms.
2	Hadapsar	Extension of 3 Platforms to handle full length trains.
3	Khadki	Raising and Extension of PF-3/4 and extension of running lines completed in July'2025.
4	Alandi	New Coaching Terminal with 9 additional Platforms, 8 pit lines and 8 stabling lines
5	Phursungi	5 Stabling Lines at Phursungi

In addition to above, following capacity additional works have been undertaken in Pune Area to increase the train handling capacity:

SN	Name of Project
1	3 rd Line between Hadapsar and Ghorpuri Yard
2	New Block station at Manjari Bhadrakin Pune-Daund Section and Ramtekdi in Pune-Sasvad section
3	Bidirectional Signalling in Pune Sasvad Road Section

Bullet Train project:

The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only HSR Project under execution. The Project is passing through the States of Gujarat, Maharashtra and Union Territory of Dadra & Nagar Haveli with 12 stations planned at Mumbai, Thane, Virar, Boisar, Vapi, Billimora, Surat, Bharuch, Vadodara, Anand, Ahmedabad and Sabarmati.

Entire land (1389.5 Ha.) for MAHSR project has been acquired. All Statutory Clearances have been obtained. All 1651 utilities have been shifted. The delay in land acquisition in the State of Maharashtra has impacted the

project till 2021. The land acquisition picked up in 2022 in Maharashtra.

The progress of various major items so far is as under:

Gujarat (352 KM):

Item	Progress
Foundation	352 kms.
Piers	352 kms.
Girder Casting	342 kms.
Girder Launching	331 kms.
Track Bed Construction	152 kms.
OHE Masts Erection	121 kms.

Maharashtra (156 KM):

Item	Progress
Foundation	77 kms.
Piers	67 kms.
Girder Casting	9 kms.
Girder Launching	3 kms.

Out of total 12 stations, foundation works has been completed at 8 stations (Vapi, Bilimora, Surat, Bharuch, Anand, Vadodara, Ahmedabad, and Sabarmati). In Maharashtra section, foundation work is in progress at 3 stations (Thane, Virar, Boisar) and excavation work at BKC station is near completion and Casting of base slab started.

17 river bridges have been completed. Work is in advance stage for 4 major river bridges (Narmada, Mahi, Tapti and Sabarmati) in Gujarat & in progress in 4 river bridges in Maharashtra. Work on Depots (Thane, Surat and Sabarmati) is in full swing.

Civil works at Bandra Kurla Complex (BKC) are progressing satisfactorily. Excavation works have achieved about 91% progress, and concreting works are at various stages, with 100% completion of the basement slab at Level-4. The work of the under-sea tunnel (approximately 21 km) has commenced, out of which 4.8 km of tunnel between Ghansoli and Shilphata in Maharashtra has been completed.

To ensure seamless passenger connectivity, the Government has planned multi-modal integration of Bullet Train stations with the existing Mumbai suburban railway network and upcoming metro lines. The integration includes passenger connectivity with Metro Line-2B and Metro Line-3 through convenient pedestrian access at BKC station.

Bullet train project is a very complex and technology intensive Project. Exact timelines for the completion of the project can be reasonably ascertained after the completion of all associated works of Civil Structures, Track, Electrical, Signaling & Telecommunication and supply of Trainsets.

Dedicated freight corridor:

Western DFC also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra which is about 12% of overall route length of western DFC. 76 Km of this project from New Gholvad to New Vaitarna in Maharashtra has already been commissioned. Balance works have been taken up. Connectivity of WDFC to JNPT will boost the capacity to handle cargo and container traffic from port to Delhi NCR.

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

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

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area
- Law and order situation in the area of project site

- Number of working months in a year for particular project site etc.

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

Various steps taken by the Government for effective and speedy implementation of rail projects include:

- Substantial increase in allocation of funds.
- Delegation of powers at field level.
- Close monitoring of progress of project at various levels.
- Regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.

पीएमजीकेएवाई

5488. श्री रामप्रीत मंडल:

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

- (क) प्रधान मंत्री गरीब जन कल्याण अन्न योजना के प्रारंभिक चरण के अंतर्गत लाभार्थियों की राज्य-वार संख्या कितनी है;
- (ख) क्या उक्त योजना के अंतर्गत प्रतिवर्ष लाभार्थियों की संख्या को जोड़ा/हटा दिया जाता है; और
- (ग) यदि हां, तो उक्त योजना के कार्यान्वयन से लेकर अब तक लाभार्थियों की राज्य-वार संख्या कितनी है?

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

(क) से (ग): राष्ट्रीय खाद्य सुरक्षा अधिनियम, 2013 (एनएफएसए), लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) के तहत सब्सिडी वाले खाद्यान्नों का लाभ प्राप्त करने के लिए अधिकतम 81.35 करोड़ व्यक्तियों को कवरेज प्रदान करता है। इसके अलावा, अधिनियम के दायित्वों और प्रावधानों के अनुसार, राज्यों/संघ राज्य क्षेत्रों की यह जिम्मेदारी है कि वे अधिनियम के तहत लाभार्थियों को शामिल करने और हटाने के लिए उनके द्वारा विकसित मानदंडों के अनुसार अधिकतम पात्र लाभार्थियों/परिवारों की पहचान करें और प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेवाई) के तहत चिन्हित व्यक्तियों/परिवारों को एनएफएसए कवरेज की उनकी संबंधित अधिकतम सीमा तक राशन कार्ड जारी करें। टीपीडीएस (नियंत्रण) संशोधन आदेश, 2025 द्वारा यथासंशोधित लक्षित सार्वजनिक वितरण प्रणाली (नियंत्रण) आदेश, 2015 के खंड 3(13) में यह अपेक्षित है कि राज्य/संघ राज्य क्षेत्र सरकार को पात्र परिवारों की सूची की नियमित रूप से समीक्षा और अद्यतन किया जाना चाहिए और यह सुनिश्चित करने के लिए सभी राशन कार्डधारकों का ई-केवाईसी अनिवार्य रूप से प्रत्येक पांच वर्ष में किया जाता है। यह समीक्षा एक सतत प्रक्रिया है और इसका मुख्य उद्देश्य अपात्र परिवारों को हटाना और पात्र परिवारों को शामिल करना है। पीएमजीकेवाई के तहत लाभार्थियों की संख्या (आज की तिथि के अनुसार) दर्शाने वाला ब्यौरा विवरण में दिया गया है।

विवरण

पीएमजीकेवाई योजना के तहत वर्तमान लाभार्थियों को दर्शाने वाला ब्यौरा (आज की तारीख तक)

क्र. सं.	राज्य/संघ राज्य क्षेत्र का नाम	लाभार्थियों की संख्या
1.	अंडमान व निकोबार द्वीप समूह	61,334
2.	आंध्र प्रदेश	2,68,20,046
3.	अरुणाचल प्रदेश	8,71,000
4.	असम	2,48,94,794
5.	बिहार	8,48,63,631
6.	चंडीगढ़	3,42,954

7.	छत्तीसगढ़	1,99,73,683
8.	दादरा और नगर हवेली तथा दमन एवं दीव	2,63,375
9.	दिल्ली	72,20,350
10.	गोवा	4,76,303
11.	गुजरात	3,36,90,403
12.	हरियाणा	1,26,49,000
13.	हिमाचल प्रदेश	28,54,661
14.	जम्मू एवं कश्मीर	67,47,172
15.	झारखंड	2,62,91,129
16.	कर्नाटक	4,01,93,243
17.	केरल	1,50,65,170
18.	लद्दाख	1,13,803
19.	लक्षद्वीप	20,095
20.	मध्य प्रदेश	5,38,07,137
21.	महाराष्ट्र	6,81,42,337
22.	मणिपुर	21,10,378
23.	मेघालय	21,36,855
24.	मिजोरम	7,06,000
25.	नागालैंड	11,35,570
26.	ओडिशा	3,23,78,964
27.	पुदुचेरी	6,34,000
28.	पंजाब	1,41,51,000
29.	राजस्थान	4,39,80,284
30.	सिक्किम	3,76,580
31.	तमिलनाडु	3,64,70,000
32.	तेलंगाना	1,90,80,021
33.	त्रिपुरा	23,34,864
34.	उत्तराखंड	60,23,384
35.	उत्तर प्रदेश	14,71,47,428
36.	पश्चिम बंगाल	5,99,75,666
कुल		79,40,02,614

ABSS FOR TELANGANA

5489. SHRI GODAM NAGESH:

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

- (a) the details of railway stations selected for redevelopment under the Amrit Bharat Station Scheme across the country particularly in Telangana, State/UT-wise;
- (b) the number of railway stations in Telangana identified under the said scheme and the present status of their redevelopment;
- (c) the funds allocated and utilised for station redevelopment in the said State during the last three years; and
- (d) the facilities proposed to be developed at these stations such as passenger amenities, accessibility features, digital services and multimodal connectivity?

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

(a) to (d): Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas
- Integration of station with both sides of city
- Improvement of station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths

- Provision of wider foot over bridge/air concourse commensurate with passenger traffic
- Provision of lift/escalators/ramp
- Improvement /Provision of platform surface and cover over platforms
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking areas, Multimodal integration
- Amenities for Divyangjans
- Better passenger information systems
- Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

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

So far, 1338 stations have been identified for development under Amrit Bharat Station Scheme, out of which 40 stations are located in Telangana. The names of stations identified for development under Amrit Bharat Station Scheme in Telangana are as following:

State	No. of Stations	Names of Stations
Telangana	40	Adilabad, Basar, Begumpet, Bhadrachalam Road, Gadwal, Hafizpeta, Hi-tech city, Huppuguda, Hyderabad, Jadcherla, Jangaon, Kacheguda, Kamareddi, Karimnagar, Kazipet Jn, Khammam, Lingampalli, Madhira, Mahbubabad, Mahbubnagar, Malakpet, Malkajgiri Jn, Manchiryal, Medak, Medchal, Miryalaguda, Nalgonda, Nizamabad Jn, Peddapalli Jn, Ramagundam, Secunderabad, Shadnagar, Sri Bala Brahmeswara Jogulamba, Tandur, Umdanagar, Vikarabad, Warangal, Yadadri, Yakutpura, Zahirabad

Completed Stations:

Development works at railway stations under Amrit Bharat Station Scheme in Telangana have been taken up at a good pace. The detail of stations completed in Telangana is as given below:

State	No. of Stations	Name of Stations
Telangana	6	Begumpet, Hafizpeta, Karimnagar, Ramagundam, Sri Bala Brahmeswara Jogulamba, Warangal

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

Telangana:

- **Hi-Tech City station:** The works of platform shelter, waiting hall, modular toilet, booking counter, lift, escalator and 12 m Foot Over Bridge have been completed. The works of new station building, new entrance porch, platform surfacing, circulating area and parking have been taken up.
- **Kazipet Junction station:** The works of platform shelter, improvement of

general waiting hall, toilet, lift, escalator and 12 m Foot Over Bridge have been completed. The works of improvement of station building, new porch, improvement of platform surface, AC waiting hall, circulating area and parking have been taken up.

- **Madhira station:** The works of portico, platform shelter, platform surfacing, improvement of waiting hall, improvement of toilet and parking have been completed. The works of circulating area and 12 m Foot Over Bridge have been taken up.
- **Mahbubabad station:** The works of improvement of station building, portico, platform shelter at platform no. 1, improvement of existing general waiting hall, improvement of AC waiting hall and toilet have been completed. The works of platform shelter at platform no. 2/3, platform surfacing, circulating area, parking, lift and 12 m Foot Over Bridge have been taken up.
- **Nalgonda station:** The works of platform shelter, improvement of waiting hall, toilet block, lift of existing Foot Over Bridge, circulating area and parking have been completed. The works of improvement of station building, new entrance porch, entry/exit gate, signages and 12 m Foot Over Bridge have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and

availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Indian Railways is committed to make its railway stations accessible for Persons with Disabilities (Divyangjans) and passengers with reduced mobility as part of “Sugamya Bharat Mission” or ‘Accessible India Campaign’ of Government of India. In compliance of the Rights of Persons with Disabilities Act, 2016, “Guidelines on accessibility of Indian Railway stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility” have been circulated and notified in the Gazette of India. The guidelines include provisions of facilities for Divyangjans and passengers with reduced mobility such as entrance ramps, accessible parking, low height ticket counters/help booths, toilets, drinking water booths, subways/foot over bridges with ramps/lifts, standard signages including Braille signages and tactile pathways for visual impairment, etc. which have been taken up for implementation in a phased manner and on the principles of reasonable accommodation.

Development / Upgradation of stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines,

power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise or state-wise. Telangana is covered under the jurisdiction of South Central Railway. For this zone in last two years and the current year, ₹ 2,935 crore has been allocated (revised estimate) while an expenditure of ₹ 2,940 crore has been incurred during the last two years and current year (up to February, 2026).

REVISIONS IN TIME RELATED CONTINUITY ALLOWANCE

5490. SHRI TANGELLA UDAY SRINIVAS:

SHRI G. LAKSHMINARAYANA:

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

- (a) whether the Government has undertaken any recent review of the service conditions, workload and remuneration structure of India Post Gram Dak Sevaks (GDS);
- (b) if so, the details and outcome of such review, including any proposed or

- implemented revisions in Time Related Continuity Allowance (TRCA), allowances, social security benefits and leave entitlements;
- (c) the total number of Gram Dak Sevaks currently engaged in the country, State-wise, along with the number of vacant posts;
 - (d) whether the Government has received representations regarding regularisation of services, pensionary benefits or parity with departmental employees and if so, the action taken thereon; and
 - (e) whether the Government proposes to introduce further welfare measures, including health insurance, pension coverage or promotional avenues for Gram Dak Sevaks and if so, the details thereof?

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

- (a): The review of service conditions and workload of Gramin Dak Sevaks (GDS) is a continuous process. The workload of the GDS is reviewed on a triennial basis. Their remuneration is revised approximately every ten years based on the recommendations of a committee constituted by the Department, following the Central Pay Commission for regular employees. The last such review was undertaken through a committee constituted in November, 2015.
- (b): The Committee submitted its report in November, 2016. Based on its recommendations, and in consultation with the nodal Ministries and Departments, including Ministry of Finance and the Department of Personnel &

Training, the TRCA structure, allowances and social security benefits were enhanced. Leave entitlements were also revised, including introduction of maternity leave of 180 days for female GDS.

(c): The State-wise number of GDS currently engaged and vacant posts is given at **Statement**.

(d): Representations regarding regularization, pensionary benefits and parity with departmental employees are received from time to time. However, GDS are governed by rules framed under the executive powers of the Central Government that are distinct from the rules applicable on regular Government employees. The Hon'ble Supreme Court has held that GDS are holders of civil posts outside the regular Civil Service and their service is not counted for pension.

(e): GDS are covered under various welfare measures, including financial assistance from the Circle Welfare Fund for contingencies such as funeral expenses of GDS, accidents, serious illnesses, natural calamities, and scholarships for their children, among others. They are not covered under any pension scheme; however, they are entitled to GDS gratuity, Group Insurance, Severance amount or benefits under the Service Discharge Benefit Scheme (for those engaged on or after 01.04.2011), which is akin to the National Pension System applicable to regular employees.

Further, GDS are eligible for absorption to departmental posts such as Multi-Tasking Staff (MTS), Postman, Mail Guard, Postal Assistant and Sorting

Assistants as per Recruitment Rules for such posts. Proposals for providing health facilities under the Employees' State Insurance Scheme and the Central Government Health Scheme were not agreed to by the Ministry of Finance and the Ministry of Health & Family Welfare, respectively.

STATEMENT

The State-wise number of GDS currently engaged and vacant posts

S.No.	Name of the State	Number of GDS currently engaged	No. of Vacant posts
1	Andhra Pradesh	17,607	1,880
2	Arunachal Pradesh	2,014	1,161
3	Assam	7,707	1,494
4	Bihar	15,585	2,509
5	Chhattisgarh	8,125	1,766
6	Goa	292	125
7	Gujarat	14,321	2,463
8	Haryana	4,087	376
9	Himachal Pradesh	5949	751
10	Jharkhand	7,482	2,304
11	Karnataka	15,127	1,694
12	Kerala	9,835	2,541
13	Madhya Pradesh	16,780	3,684
14	Maharashtra	19,377	4,678
15	Manipur	1,680	436
16	Meghalaya	1,647	689
17	Mizoram	1,131	113
18	Nagaland	962	85
19	Odisha	18,347	1,608
20	Punjab	5,586	1,162
21	Rajasthan	14,650	3,097
22	Sikkim	366	143
23	Tamil Nadu	20,456	4,488
24	Telangana	9,592	1,024

25	Tripura	1,446	282
26	Uttar Pradesh	30,437	7,401
27	Uttarakhand	5,663	993
28	West Bengal	16,436	2,336

आईएस/आईपीएस के संस्वीकृत पद

5491. श्री अमरा राम:

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में संस्वीकृत और भरे गए आईएस और आईपीएस के पदों की संख्या का राज्य-वार ब्यौरा क्या है;

(ख) अनुसूचित जातियों, अनुसूचित जनजातियों और अन्य पिछड़ा वर्गों से संबंधित व्यक्तियों के लिए आरक्षित पदों में से भरे गए और रिक्त पड़े पदों की संख्या का ब्यौरा क्या है और उक्त पदों में से आरक्षित पदों का प्रतिशत कितना है;

(ग) आरक्षित पदों के बैकलॉग का ब्यौरा क्या है और उक्त बैकलॉग पदों को भरने के लिए तैयार की गई कार्ययोजना का ब्यौरा क्या है; और

(घ) उक्त पदों के कब तक भरे जाने की संभावना है?

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

(क): संस्वीकृत पदों और वर्तमान में पदस्थ अधिकारियों की संख्या के संबंध में संगत सूचना, **विवरण-I** में दी गई है।

(ख): पिछले पांच वर्षों (सीएसई 2020 से सीएसई 2024) के दौरान आईएस और आईपीएस में सीधी भर्ती के रूप में नियुक्त किए गए अनुसूचित जातियों, अनुसूचित जनजातियों तथा अन्य

पिछड़ा वर्गों से संबंधित व्यक्तियों की कुल संख्या **विवरण-II** में दी गई है।

(ग) और (घ): आईएस से संबंधित पद, सरकार द्वारा जारी आरक्षण संबंधी दिशानिर्देशों के अनुसार भरे जाते हैं। वर्ष 2012 से प्रति सीएसई वर्ष, आईएस के कुल 180 उम्मीदवारों की भर्ती की जाती है। इन 180 रिक्तियों में से, 4 प्रतिशत पद पीडब्ल्यूबीडी उम्मीदवारों के लिए आरक्षित हैं। यह भी प्रस्तुत किया जाता है कि संघ लोक सेवा आयोग द्वारा आयोजित सिविल सेवा परीक्षा (सीएसई) के माध्यम से उम्मीदवारों का आबंटन, एक निरंतर और सतत प्रक्रिया है। रिक्तियों का नियमित रूप से आंकलन किया जाता है, और आईएस की सभी विज्ञापित रिक्तियों को आरक्षण संबंधी मानदंडों को ध्यान में रखते हुए भरा जाता है। वर्तमान तारीख के अनुसार, भारतीय प्रशासनिक सेवा (आईएस) में कोई बैकलॉक रिक्ति नहीं है।

दिनांक 01.01.2025 के अनुसार, भारतीय पुलिस सेवा (आईपीएस) में आरक्षित पदों का कोई बैकलॉग नहीं है।

विवरण-I

01.01.2025 के अनुसार, आईएस और आईपीएस अधिकारियों की कुल संस्वीकृत संख्या,

पदस्थ एवं रिक्त पदों का ब्यौरा

क्रम.सं.	संवर्ग	कुल प्राधिकृत संख्या		पदस्थ अधिकारियों की संख्या	
		आईएस	आईपीएस	आईएस	आईपीएस
1.	एजीएमयूटी	542	457	406	427
2.	आंध्र प्रदेश	239	174	195	140
3.	असम-मेघालय	263	195	214	157
4.	बिहार	359	242	303	241
5.	छत्तीसगढ़	202	142	164	135
6.	गुजरात	313	208	255	203
7.	हरियाणा	215	144	172	127
8.	हिमाचल प्रदेश	153	96	117	84
9.	झारखंड	224	158	177	143
10.	कर्नाटक	314	224	273	203
11.	केरल	231	172	157	150

12.	मध्य प्रदेश	459	319	391	271
13.	महाराष्ट्र	435	329	359	306
14.	मणिपुर	115	91	80	85
15.	नागालैंड	94	80	53	65
16.	ओड़ीशा	248	195	185	132
17.	पंजाब	231	172	198	138
18.	राजस्थान	332	222	268	216
19.	सिक्किम	48	32	36	30
20.	तमिल नाडु	394	276	343	242
21.	तेलंगाना	208	139	174	134
22.	त्रिपुरा	102	69	74	63
23.	उत्तर प्रदेश	652	541	571	510
24.	उत्तराखंड	126	75	109	73
25.	पश्चिम बंगाल	378	347	303	319
	कुल	6877	5099	5577	4594

विवरण-II

पिछले पांच वर्षों (सीएसई 2020 से सीएसई 2024) के दौरान आईएस और आईपीएस में सीधी भर्ती के रूप में नियुक्त किए गए अनुसूचित जातियों, अनुसूचित जनजातियों तथा अन्य पिछड़ा वर्गों से संबंधित व्यक्तियों की कुल संख्या

आईएस			आईपीएस		
अ.पि.व	अ.जा.	अ.ज.जा	अ.पि.व	अ.जा.	अ.ज.जा
245	135	67	255	141	71

पीडीएस के माध्यम से बायोफोर्टिफाइड खाद्यान्न

5492. श्री हरीश चंद्र मीना:

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

(क) क्या सरकार सूक्ष्म पोषक तत्वों की कमी को दूर करने के लिए सार्वजनिक वितरण प्रणाली

(पीडीएस) के माध्यम से बायोफोर्टिफाइड खाद्यान्नों के वितरण को प्रोत्साहित करने के लिए कदम उठा रही है;

(ख) यदि हां, तो वर्तमान में सरकार द्वारा खाद्य योजनाओं के अंतर्गत खरीदी और वितरित की जा रही बायोफोर्टिफाइड फसलों की किस्मों का ब्यौरा क्या है; और

(ग) क्या टोंक-सवाई माधोपुर जैसे उच्च कुपोषण दर वाले जिलों में ऐसे पोषक तत्वों से भरपूर खाद्य पदार्थों को व्यापक रूप से शामिल करने के लिए कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): जी नहीं। वर्तमान में, ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

भारत सरकार सार्वजनिक वितरण प्रणाली के माध्यम से 'श्री अन्न' या मिलेट्स जैसे विकल्प उपलब्ध कराकर खाद्य टोकरी को बढ़ाने पर भी बल दे रही है, क्योंकि श्री अन्न में पोषक तत्वों की मात्रा बहुत अधिक होती है।

रोजगार के नए अवसर सृजित करने में ड्रोन प्रौद्योगिकी की भूमिका

5493. श्रीमती हेमा मालिनी:

क्या इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या ड्रोन प्रौद्योगिकी देश के शहरी और अर्ध-शहरी क्षेत्रों में रोजगार के नए अवसर सृजित करने में महत्वपूर्ण भूमिका निभा रही है;

(ख) यदि हां, तो क्या सरकार ड्रोन के प्रचालन और रख-रखाव का प्रशिक्षण प्रदान करने के लिए विशेष प्रशिक्षण कार्यक्रम चला रही है;

(ग) यदि हां, तो ड्रोन प्रौद्योगिकी के माध्यम से मथुरा जिले में अब तक सृजित रोजगार के अवसरों का ब्यौरा क्या है; और

(घ) ड्रोन प्रचालन और अनुरक्षण प्रशिक्षण कार्यक्रम के अंतर्गत मथुरा जिले में अब तक कितने लोगों को प्रशिक्षित किया गया है?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क) से (घ): माननीय प्रधानमंत्री के नेतृत्व में भारत ने ड्रोन उद्योग को बढ़ावा देने के लिए कई कदम उठाए हैं। इसका उद्देश्य भारत को एक वैश्विक ड्रोन हब बनाना और एक मजबूत स्वदेशी इकोसिस्टम बनाना है।

रक्षा, कानून प्रवर्तन, लॉजिस्टिक्स, कृषि, आपदा प्रबंधन आदि जैसे प्रमुख क्षेत्रों में ड्रोन को अपनाया जा रहा है। यह वृद्धि विभिन्न ड्रोन से संबंधित भूमिकाओं में कुशल जनशक्ति की बढ़ती मांग को बढ़ा रही है।

भारत सरकार ने कुशल ड्रोन कार्यबल बनाने के लिए कई प्रशिक्षण पहल शुरू की हैं। ये कार्यक्रम ड्रोन संचालन, रखरखाव और समग्र क्षमता निर्माण को कवर करने के लिए डिज़ाइन किए गए हैं।

इन पहलों में रिमोट पायलट प्रशिक्षण संगठन (आरपीटीओ), नमो ड्रोन दीदी योजना, प्रधानमंत्री कौशल विकास योजना 4.0 (पीएमकेवीवाई 4.0) और स्वयान- मानव रहित विमान प्रणाली (ड्रोन और संबंधित प्रौद्योगिकी) में मानव संसाधन विकास के लिए क्षमता निर्माण आदि शामिल हैं।

रिमोट पायलट प्रशिक्षण:

नागर विमानन महानिदेशालय ने प्रशिक्षण प्रदान करने और रिमोट पायलट प्रमाण-पत्र (आरपीसी) जारी करने के लिए दूरस्थ पायलट प्रशिक्षण संगठन (आरपीटीओ) को प्राधिकार जारी किया है।

प्राधिकृत दूरस्थ पायलट दूरस्थ पायलट प्रमाण-पत्र प्राप्त करने पर देश में कहीं भी रोजगार प्राप्त करने के लिए स्वतंत्र हैं।

वर्तमान में, भारत में 251 अधिकृत आरपीटीओ हैं और उन्होंने सामूहिक रूप से 42,412 रिमोट पायलटों को प्रशिक्षित किया है। इनमें मथुरा जिले के 53 रिमोट पायलट शामिल हैं।

नमो ड्रोन दीदी:

नमो ड्रोन दीदी योजना के तहत, ड्रोन की पैकेज के रूप में आपूर्ति की जाती है, जिसमें स्वयं सहायता समूह (एसएचजी) के एक सदस्य के लिए 15 दिनों के लिए प्रशिक्षण शामिल है।

प्रशिक्षण में ड्रोन उड़ान, ड्रोन नियमों के प्रावधान, पोषक तत्व और कीटनाशक अनुप्रयोग के लिए मानक संचालन प्रक्रिया (एसओपी), कृषि उद्देश्यों के लिए ड्रोन-उड़ान अभ्यास और ड्रोन की मामूली मरम्मत और रखरखाव शामिल हैं।

नमो ड्रोन दीदी योजना के तहत, 500 एसएचजी सदस्यों को ड्रोन पायलट के रूप में प्रशिक्षित और प्रमाणित किया गया है।

प्रधान मंत्री कौशल विकास योजना 4.0 (पीएमकेवी 4.0):

कौशल विकास और उद्यमिता मंत्रालय (एमएसडीई) की पीएमकेवीवाई 4.0 योजना अल्पकालिक पाठ्यक्रमों के माध्यम से ड्रोन सहित उभरती प्रौद्योगिकियों में उद्योग-संरेखित कौशल प्रशिक्षण प्रदान करने पर केंद्रित है।

31 दिसंबर 2025 तक, पीएमकेवीवाई के तहत ड्रोन प्रौद्योगिकी से संबंधित नौकरी भूमिकाओं के तहत 25,791 उम्मीदवारों को प्रशिक्षित किया गया है; जिसमें से 4,731 अभ्यर्थियों को उत्तर प्रदेश में प्रशिक्षित किया गया है।

स्वयान – मानव रहित विमान प्रणालियों में मानव संसाधन विकास के लिए क्षमता निर्माण (ड्रोन और संबंधित प्रौद्योगिकी):

सरकार मानवरहित विमान प्रणालियों (यूएस) में शिक्षा, प्रशिक्षण और अनुसंधान में क्षमता

निर्माण के माध्यम से मानव संसाधन विकास को बढ़ावा देने के लिए स्वयान परियोजना कार्यान्वित कर रही है।

इसे 30 प्रमुख संस्थानों (आईआईटी, एनआईटी, आईआईआईटी आदि) के नेटवर्क के हब-एंड-स्पोक मॉडल के माध्यम से लागू किया गया है, जिसमें समर्पित ड्रोन प्रयोगशालाएं स्थापित की गई हैं

प्रशिक्षण और अनुसंधान को पांच मुख्य कार्य विषयों के आसपास संरचित किया गया है, अर्थात्: ड्रोन इलेक्ट्रॉनिक्स; जीएनसी (मार्गदर्शन, नेविगेशन और नियंत्रण) एल्गोरिदम; एयरोमैकेनिक्स; ड्रोन अनुप्रयोग; और संबद्ध यूएस टेक्नोलॉजीज

यूएस (आईआईटी कानपुर में) में एक नया एमटेक, मामूली डिग्री, प्रमाणन पाठ्यक्रम, बूटकैम्प और कार्यशालाओं को कवर करने वाले कार्यक्रमों के माध्यम से छात्रों, शिक्षकों, शोधकर्ताओं और पेशेवरों को यूएस में प्रशिक्षित करने पर ध्यान केंद्रित करता है

भारत के ड्रोन इकोसिस्टम को मजबूत करने के लिए ड्रोन फेडरेशन ऑफ इंडिया के माध्यम से आयोजित अनुसंधान और विकास (आर एंड डी), विचारों, नवाचार और ड्रोन एप्लीकेशन एंड रिसर्च के लिए राष्ट्रीय नवाचार चुनौती (एनआईडीएआर) जैसी चुनौतियों को बढ़ावा दे रहा है

अधिक विवरण <https://swayaan.meity.gov.in/> पर उपलब्ध हैं

32,000 से अधिक लाभार्थियों को विभिन्न कार्यक्रम श्रेणियों के अंतर्गत 900 से अधिक गतिविधियों के माध्यम से प्रशिक्षित किया गया है। उत्तर प्रदेश राज्य में कुल 1,457 लाभार्थियों को प्रशिक्षित किया गया है, जिनमें से 75 लाभार्थी मथुरा ज़िले से हैं।

एनआईडीएआर के तहत, 3,448 छात्रों के अखिल भारतीय पंजीकरण ने आपदा प्रतिक्रिया और सटीक कृषि में वास्तविक दुनिया की चुनौतियों के लिए स्वायत्त ड्रोन समाधान विकसित करने में भाग लिया।

पुष्पक- ड्रोन प्रौद्योगिकी पर राष्ट्रीय मिशन- ड्रोन उत्कृष्टता की ओर:

सरकार ने इस पहल की शुरुआत कंसोर्टियम मोड में की है [आईआईटी बॉम्बे, सीडैक-तिरुवनंतपुरम, सीडैक-बेंगलुरु, वीरमाता जीजाबाई टेक्नोलॉजिकल इंस्टीट्यूट (वीजेटीआई), आईआईटी-गांधीनगर और कलासलिंगम एकेडमी ऑफ रिसर्च एंड एजुकेशन (केएआरई), तमिलनाडु के साथ। परियोजना का उद्देश्य स्वायत्त ड्रोन इको-सिस्टम के लिए स्वदेशी प्रौद्योगिकियों को डिजाइन, विकसित और प्रदर्शित करना है।

प्रशिक्षण महानिदेशालय (डीजीटी):

डीजीटी ने ड्रोन तकनीशियन सहित उभरते क्षेत्रों में प्रशिक्षण प्रदान करने के लिए शिल्पकार प्रशिक्षण योजना (सीटीएस) के तहत नए युवा/भविष्य के कौशल पाठ्यक्रम शुरू किए हैं। सीटीएस के तहत, सत्र 2023 से 2025 तक ड्रोन पायलट (जूनियर) और ड्रोन तकनीशियन ट्रेडों के तहत 1423 उम्मीदवारों को नामांकित किया गया है।

ड्रोन और ड्रोन घटकों के लिए पीएलआई योजना:

नागरिक उड्डयन मंत्रालय ने ड्रोन और ड्रोन घटकों (वित्त वर्ष 2021-22 से 2023-24 के दौरान) के लिए एक पीएलआई योजना लागू की है, जिसके परिणामस्वरूप 2650 व्यक्तियों के रोजगार का सृजन हुआ है।

इस्लामपुर-पटना के बीच मेमू रेलगाड़ियां

5494. श्री कौशलेन्द्र कुमार:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि दानापुर मंडल के अंतर्गत इस्लामपुर से पटना के लिए पहली मेमू रेलगाड़ी (संख्या 03271) सुबह 6:30 बजे प्रस्थान करती है और पटना के लिए अगली गाड़ी 10 घंटे के लंबे अंतराल के बाद ही उपलब्ध होती है और यदि हां, तो तत्संबंधी ब्यौरा

क्या है;

- (ख) क्या यह भी सच है कि इसी प्रकार पटना से इस्लामपुर के लिए मेमू रेलगाड़ी (संख्या 03396) प्रातः 10:30 बजे और अगली मेमू रेलगाड़ी 10 घंटे के अंतराल के बाद रात 8:30 बजे उपलब्ध होती है; और
- (ग) यदि हां, तो यात्रियों की सुविधा के लिए इस्लामपुर-पटना और पटना-इस्लामपुर के बीच एक जोड़ी अतिरिक्त मेमू रेलगाड़ियां कब तक शुरू किए जाने की संभावना है?

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

(क) से (ग): इस्लामपुर-पटना खंड 63391/63392 इस्लामपुर-पटना मेमू (01-10-2025 से सेवारत) सहित निम्नलिखित 05 जोड़ी रेल सेवाओं द्वारा सेवित है:

क्र. सं.	रेलगाड़ी सं. और नाम
1	18623/24 इस्लामपुर-हटिया एक्सप्रेस
2	20801/02 इस्लामपुर-नई दिल्ली एक्सप्रेस
3	63325/26 इस्लामपुर-पटना मेमू
4	63327/28 इस्लामपुर-पटना मेमू
5	63391/92 इस्लामपुर-पटना मेमू

वर्तमान में, पूरे दिन में इस्लामपुर से प्रस्थान कर पटना को जाने वाली रेलगाड़ियां निम्नलिखित समयानुसार उपलब्ध है:

क्र.सं.	रेलगाड़ी सं. और नाम	इस्लामपुर से प्रस्थान का समय
1	63325 इस्लामपुर-पटना मेमू	06:30 बजे
2	63391 इस्लामपुर-पटना मेमू	12:00 बजे
3	20801 इस्लामपुर-नई दिल्ली एक्सप्रेस	15:30 बजे
4	63327 इस्लामपुर-पटना मेमू	16:45 बजे
5	18623 इस्लामपुर-हटिया एक्सप्रेस	19:15 बजे

इस प्रकार, वापसी की दिशा में, पटना से इस्लामपुर के लिए चलने वाली रेलगाड़ियां निम्नलिखित समय पर उपलब्ध हैं:

क्र.सं.	रेलगाड़ी सं. और नाम	पटना से प्रस्थान का समय
1	18624 हटिया-इस्लामपुर एक्सप्रेस	06:25 बजे
2	63392 पटना-इस्लामपुर मेमू	08:45 बजे
3	63326 पटना- इस्लामपुर मेमू	10:30 बजे
4	20802 नई दिल्ली-इस्लामपुर एक्सप्रेस	12:45 बजे
5	63328 पटना-इस्लामपुर मेमू	20:30 बजे

इसके अलावा, नई रेल सेवाओं की शुरुआत करना एक सतत प्रक्रिया है, जो विभिन्न कारकों पर निर्भर करती है

- उस खंड की क्षमता
- पथ की उपलब्धता
- अपेक्षित चल स्टॉक की उपलब्धता
- चल स्टॉक के लिए उपयुक्त अवसंरचना की उपलब्धता
- रेलपथ एवं अन्य परिसंपत्तियों की अनुरक्षण आवश्यकताएँ
- खंड की अधिभोगिता और यातायात आवश्यकता

INSPIRE SCHEME IN NASHIK DISTRICT

5495. SHRI RAJABHAU PARAG PRAKASH WAJE:

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

- (a) the details of the implementation status of the INSPIRE scheme in Nashik district, Maharashtra including the number of schools, colleges

- and students covered during the last five years and district-wise;
- (b) whether the Government has assessed the low participation of rural, tribal and Government schools of Nashik in submitting “original ideas” under INSPIRE and if so, the details thereof;
 - (c) the details of number of INSPIRE awards and total funds sanctioned to Nashik-based students; and
 - (d) the specific steps proposed to strengthen mentoring, incubation, laboratory access and industry linkages in Nashik so that INSPIRE awardees can convert their innovations into scalable, socially relevant solutions?

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

(a): The Innovation in Science Pursuit for Inspired Research (INSPIRE) Scheme of the Department of Science and Technology (DST), Government of India is a national initiative aimed at attracting talented youth to study basic and natural sciences and pursue research careers in areas such as engineering, medicine, agriculture, and veterinary sciences, thereby

strengthening the country's research and development base. The scheme operates through multiple components across different educational stages. INSPIRE-MANAK (Million Minds Augmenting National Aspiration and Knowledge) targets students aged 10-17 studying in Classes VI–XII by encouraging innovative ideas and scientific curiosity; schools can nominate up to five students annually through the E-MIAS portal, and selected students receive ₹10,000 through Direct Benefit Transfer to develop and present their projects at district, state, and national exhibitions. INSPIRE Internship provides five-day residential science camps for about 50,000 top 1% students at the Class X board level, allowing them to interact with leading scientists and Nobel Laureates and motivating them to pursue science. Scholarship for Higher Education (SHE) supports talented students aged 17-22 with 12,000 scholarships each year worth ₹80,000 per annum to pursue bachelor's and master's degrees in basic and natural sciences along with mentoring opportunities. The details of the implementation status of the INSPIRE scheme in Nashik district, Maharashtra, including the number of schools, colleges and students covered during the last five years are given below:

Financial Year	INSPIRE-MANAK		INSPIRE-SHE	
	Total number of schools participated	Total number of students participated	Total number of colleges participated	Total number of students participated
2021-22	681	2339	7	16
2022-23	572	1928	3	7
2023-24	572	1981	5	8
2024-25	881	3454	5	7
2025-26	838	3188	5	6

(As on 20.03.2026)				

(b): The Government has reviewed the extent of participation by students and schools from rural, tribal, and Government institutions in Nashik district in submitting “original ideas” under the INSPIRE-MANAK scheme. Details of this participation are as follows:

Financial Year	Total number of schools participated	Total number of students participated	Total number of students participated from rural area	Total number of schools participated from rural area
2021-22	681	2339	1854	537
2022-23	572	1928	1531	463
2023-24	572	1981	1507	442
2024-25	881	3454	2618	669
2025-26 (As on 20.03.2026)	838	3188	2368	630

Details of category-wise number of participated schools from Nashik district is as follow:

School Category/ Financial Year	2021-22	2022-23	2023-24	2024-25	2025-26 (As on 20.03.2026)
Central Govt.	2	4	4	1	3
State Govt	87	71	49	99	98
Local Body	73	70	42	67	51
Private Aided	439	353	395	596	574
Private Unaided	73	69	74	110	105
Others	7	5	8	8	7

(c): The details of number of INSPIRE awards and total funds sanctioned to Nashik-based students are as follows:

Financial Year	Total number of selected INSPIRE awards	Total Funds Sanctioned (Rs. in Lakhs)
2021-22	378	37.80
2022-23	133	13.30
2023-24	179	17.90
2024-25	317	31.70
2025-26 (As on 20.03.2026)	270	27.00

(d): To ensure that INSPIRE-MANAK awardees across the country including Nashik district are able to transform their ideas into scalable and socially relevant innovations, a series of targeted steps are in place. Each selected student receives ₹10,000 to develop a prototype of the submitted idea, Students can access Atal Tinkering Labs (ATL) for mentorship and prototype development support. Further, mentoring workshops are organised for students selected for the National Level Exhibition and Project Competition (NLEPC) in collaboration with premier institutions such as IITs and NITs. Financial support is also provided to State-level winners to further refine their prototypes for presentation at the national level. Students selected at the national level are provided incubation support including patent filing assistance and technical value addition, enabling them to further develop their innovations into scalable and socially relevant solutions.

**INFRASTRUCTURE AND DEVELOPMENT SUPPORT FOR MINORITY-
CONCENTRATED DISTRICTS**

5496. SHRIMATI PRATIMA MONDAL:

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

- (a) the manner in which the Government ensures that minority-concentrated districts receive proportional infrastructure and development support; and
- (b) the outcomes achieved through schemes aimed at minority entrepreneurship particularly among women and youth?

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

(a): The Government ensures that minority-concentrated areas receive adequate infrastructure and development support primarily through the Pradhan Mantri Jan Vikas Karyakram (PMJVK), a Centrally Sponsored Scheme implemented by the Ministry of Minority Affairs. The scheme focuses on the creation of community infrastructure in identified Minority Concentration Areas across the country. Its priority sectors include health, education, skill development, women-centric projects, drinking water supply, sanitation, sports, renewable energy, tourism, and other community infrastructure.

PMJVK operates as a demand-driven scheme, wherein project proposals are formulated and submitted by the respective State Governments and Union Territory Administrations based on local needs and gaps. These proposals are appraised and approved by the Government of India, ensuring

that infrastructure development is aligned with the specific requirements of minority-concentrated districts and that resources are directed accordingly.

(b): The Ministry also implements the Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) Scheme, a Central Sector Scheme aimed at the socio-economic empowerment of the six notified minority communities. The scheme integrates five erstwhile skilling initiatives and focuses on skill development, entrepreneurship promotion, leadership training for minority women, and educational support for school dropouts.

Under the Women Leadership and Entrepreneurship component of the PM VIKAS Scheme, a target has been set to train 3,380 candidates. So far, training has been completed for 90 candidates under this component. The scheme is designed to enhance employability, promote self-employment, and strengthen entrepreneurial capacities among minority women and youth, thereby contributing to their economic empowerment.

वरिष्ठ नागरिकों के लिए सुविधाएँ

5497. श्री रमाशंकर बिद्यार्थी राजभर:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) वरिष्ठ नागरिकों को रेल यात्रा के लिए वर्तमान में प्रदान की जा रही सुविधाओं का ब्यौरा क्या है;
- (ख) किसी रेलगाड़ी में प्रतीक्षा सूची टिकटों की अधिकतम संख्या किस आधार पर निर्धारित की जाती है तथा क्या यह सीट क्षमता, कोच संरचना और यात्री मांग को ध्यान में रखकर तय

किया जाता है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है; और

- (ग) विभिन्न श्रेणियों में प्रतीक्षा सूची की सीमा निर्धारित करने के मानदंड क्या हैं तथा लंबी प्रतीक्षा सूची की स्थिति में अतिरिक्त कोच जोड़ने या विशेष रेलगाड़ियाँ चलाने के लिए क्या व्यवस्थाएँ की जाती हैं?

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

(क) से (ग): भारतीय रेल वरिष्ठ नागरिकों सहित सभी यात्रियों की सुविधा के लिए विभिन्न प्रकार की सुविधाएँ मुहैया कराने हेतु निरंतर प्रयासरत रहती है। वरिष्ठ नागरिकों को मुहैया कराई जाने वाली कुछ सुविधाएँ निम्नानुसार हैं:

- (i) वरिष्ठ नागरिकों, 45 वर्ष और उससे अधिक आयु की महिला यात्रियों को शायिका की उपलब्धता के अध्यधीन निचली शायिका का स्वतः आवंटन, चाहे कोई विकल्प न दिया गया हो।
- (ii) वरिष्ठ नागरिकों, 45 वर्ष और अधिक आयु की महिला यात्रियों और गर्भवती महिलाओं के लिए शयनयान श्रेणी में छह से सात निचली शायिकाएं प्रति सवारी डिब्बा, वातानुकूलित 3 टियर श्रेणी में चार से पांच निचली शायिकाएं प्रति सवारी डिब्बा और वातानुकूलित 2 टियर श्रेणी में तीन से चार निचली शायिकाएं प्रति सवारी डिब्बा (रेलगाड़ी में उस श्रेणी के सवारी डिब्बों की संख्या के आधार पर) का एक संयुक्त आरक्षण कोटा निर्धारित किया गया है।
- (iii) रेलगाड़ी में रिक्त होने वाली निचली शायिकाओं को वरिष्ठ नागरिकों, दिव्यांगजन यात्रियों अथवा गर्भवती महिला यात्रियों (जिन्हें मिडल/ऊपरी शायिका आवंटित की गई है) को प्राथमिकता के आधार पर आवंटन किया जाता है।
- (iv) व्हीलचेयर रेलवे द्वारा उपलब्ध कराई जाती हैं और दिव्यांगजनों, वरिष्ठ नागरिकों आदि

के परिचारकों को उन्हें रेलगाड़ियों तक लाने और ले जाने के लिए निःशुल्क प्रदान की जाती हैं। बहरहाल, जब परिचारक उपलब्ध न हों, तब दिव्यांगजन आदि को लाने-ले जाने के लिए पूर्व निर्धारित मामूली दर पर सहायक (लाइसेंसप्राप्त पोर्टर/कुली) की सहायता ली जा सकती है।

- (v) दिव्यांगजनों, वरिष्ठ नागरिकों, रोगी यात्रियों और गर्भवती महिलाओं को उचित वरीयता के साथ प्रमुख रेलवे स्टेशनों पर यात्रियों को 'पहले आओ, पहले पाओ' के आधार पर बैटरी संचालित वाहन (बीओवी) उपलब्ध कराए जाते हैं। यह सुविधा कॉरपोरेट सामाजिक उत्तरदायित्व/प्रायोजन के माध्यम से 'निःशुल्क' और सेवा प्रदाता के माध्यम से सशुल्क प्रदान की जाती है।

भारतीय रेल में, आरक्षित स्थान की मांग का पैटर्न कम व्यस्त तथा अधिकतम भीड़भाड़ की अवधियों में भिन्न होता है। इसके अलावा, लोकप्रिय मार्गों पर चलने वाली रेलगाड़ियों में आमतौर पर अधिक संख्या में यात्री होते हैं जबकि अन्य रेलगाड़ियों में स्थान आमतौर पर उपलब्ध होता है। भारतीय रेल पर चलने वाली सभी रेलगाड़ियों की प्रतीक्षा सूची की स्थिति की नियमित रूप से निगरानी की जाती है। अतिरिक्त मांग को पूरा करने के लिए, भारतीय रेल त्योहारों, छुट्टियों आदि के दौरान विशेष रेलगाड़ी सेवाएं भी परिचालित करता है और यात्रियों के विभिन्न वर्गों के लिए स्थायी और अस्थायी आधार पर अतिरिक्त स्थान उपलब्ध कराने के लिए रेलगाड़ियों के भार को संवर्धित करता है। तदनुसार, चालू वित्त वर्ष (फरवरी, 2026 तक) में, स्थायी संवर्धन के लिए 860 सवारी डिब्बों का उपयोग किया गया है और अस्थायी आधार पर सवारी डिब्बों के 152415 फेरे जोड़े गए हैं। इसके अलावा, गर्मियों/सर्दियों की छुट्टियों के दौरान यात्रियों को सुविधा प्रदान करने के लिए भारतीय रेल नेटवर्क में निम्नानुसार स्पेशल रेलगाड़ियां परिचालित की गई हैं:

वर्ष	फेरों की संख्या
2023-24	लगभग 40,500
2024-25	लगभग 85,400

2025-26 (फरवरी, 2026 तक)	लगभग 74,800

इसके अलावा, प्रतीक्षा सूची की सीमाओं को रेलगाड़ी में उपलब्ध श्रेणी के आरक्षित स्थान की सीमा से जोड़कर युक्तिसंगत बनाया गया है।

GRID MANAGEMENT FOR INTEGRATION OF RENEWABLE ENERGY

5498. SHRI SUKANATA KUMAR PANIGRAHI:

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

- (a) whether the Government has formulated any specific strategy to strengthen transmission infrastructure and grid management systems for seamless integration of renewable energy generated into the national grid in Odisha;
- (b) if so, the details of renewable energy capacity including solar, wind, small hydro and biomass installed and currently connected to the grid during the last five years in the State;
- (c) the details of budgetary allocation made, funds released and expenditure incurred by the Government during the last five years for grid integration, transmission strengthening and renewable energy evacuation infrastructure in Odisha under various Central schemes, including the Green Energy Corridor Scheme; and
- (d) whether the Government proposes to provide additional financial assistance for energy storage systems, smart grid technologies and inter-state transmission lines to facilitate large-scale renewable energy

expansion in Odisha and if so, the details thereof?

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

(a): As per Central Transmission Utility of India Limited (CTUIL), the Inter State Transmission System (ISTS) network has been adequately augmented in Eastern Grid including in Odisha, for supply of renewable power from Renewable Energy (RE) rich states across India.

Further Intra State Transmission System (InSTS) network for evacuation of 1.7 GW of RE has been proposed by Odisha under Green Energy Corridor Phase III scheme.

(b): Details of renewable energy capacity installed in the State of Odisha during last five years and the current year upto February, 2026 is as follows:

Small Hydro Power	Wind Power	Bio Power	Solar Power	Large Hydro	Total Capacity
(MW)	(MW)	(MW)	(MW)	(MW)	(MW)
76.01	0.00	5.00	359.04	12.30	452.35

(c): No funds have been allocated, released, or expenditure incurred by the Government during the last five years for grid integration, transmission strengthening, and renewable energy evacuation infrastructure in Odisha under various Central schemes, including the Green Energy Corridor Scheme.

(d): For facilitating the integration of Renewable energy in the country, Ministry

of Power, in June, 2025, has launched Viability Gap Funding (VGF) scheme for development of 30 GWh of BESS capacity, with a financial support of Rs 5,400Cr, through Power System Development Fund (PSDF). Under this scheme, State of Odisha has been allocated 500 MWh BESS capacity providing VGF @ Rs 18 lakhs /MWh.

EARTHQUAKE VULNERABILITY AND STEPS TAKEN TO MITIGATE THE RISK

5499. DR. INDRA HANG SUBBA:

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

- (a) whether the Government has conducted any study to understand the frequent earthquakes affecting the country;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether the Government has allocated any budgetary provisions exclusively for such studies;
- (d) if so, the details thereof and if not, the reasons therefor; and
- (e) the details of measures taken by the Government in order to reduce the vulnerability and risk involved in this respect?

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

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

(a) and (b): Yes. The Government has undertaken several scientific studies to understand earthquakes occurring in the country. These studies are primarily carried out by the Ministry of Earth Sciences (MoES) through its attached office, the National Centre for Seismology (NCS), along with other scientific institutions and academic organizations.

The details of such studies include continuous monitoring of seismic activity through a National Seismological Network (NSN) comprising 169 seismological observatories at present, analysis of earthquake source parameters, seismic hazard assessment, and microzonation studies in major cities. The Government has also supported research projects in crustal deformation, fault mapping, paleoseismology, and earthquake precursor studies.

(c) and (d): Yes. The Government has made budgetary provisions for earthquake-related studies. These studies are supported under various central sector schemes of the Ministry of Earth Sciences, including the umbrella schemes such as Seismology and Geosciences component, under PRITHVI scheme of MoES. Funds are allocated for strengthening seismic networks, research projects, microzonation studies, and capacity building.

(e): As part of the Government initiatives regarding reduction of earthquake risk and vulnerability; NCS has taken-up measures to strengthen the NSN

through its expansion and modernization for disseminating the earthquake information to the stakeholders and the Public which improves the response to earthquake disaster and hazard assessment. Also, NCS has taken-up seismic hazard microzonation of targeted cities lying in high seismic zones for earthquake risk assessment and mitigation planning. Capacity building, public awareness programmes, and training initiatives are carried out by National Disaster Management Authority (NDMA), National Institute of Disaster Management (NIDM) and State Governments.

DOUBLING OF VILLUPURAM-PONDICHERRY RAILWAY TRACK

5500. DR. D. RAVI KUMAR:

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

- (a) whether the Government is aware of the demand for a double line on the Villupuram– Pondicherry railway track to improve train capacity, reduce congestion and ensure faster and safer operations and if so, the details thereof;
- (b) whether any survey, Detailed Project Report (DPR) or feasibility study has been undertaken for this project during the last three years and if so, the details and findings thereof;
- (c) whether funds have been allocated or sanctioned for construction, electrification and related works on this route and if so, the details thereof; and

(d) the details of the expected timeframe for approval, commencement and completion of the Villupuram–Pondicherry double line railway project?

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

(a) to (d): Presently, Villupuram–Puducherry section is being served by 9 pairs of trains. At present, the section has adequate line capacity to meet the current traffic. To further improve the connectivity in the region, Final Location Survey (FLS) for New Line between Tindivanam and Cuddalore via Puducherry has been sanctioned for preparation of Detailed Project Report (DPR).

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

Tamil Nadu:-

Railway Budget:-

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

Period	Outlay
2009-14	₹879 crore/year
2025-26	₹ 6,626 crore (more than 7.5 times)

Project sanctioned:-

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in km)	Length Commissioned upto Mar'25 (in km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling /Multitracking	3	140	37	2,783
Total	15	1,700	665	7,591

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Recently Completed Projects:-

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

S.N	Project	Cost (₹in Crores)
1	Dindigul-Palani-Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon-Tirunelveli - Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai - Thiruvavarur - Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83

9	Chennai Central-Basin Bridge doubling (2 km)	31
10	Thanjavur-Ponmalai doubling (48 km)	370
11	Villupuram-Dindigul doubling (273 km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 km)	168
13	Chennai Beach-Attipattu 4th line (22 km)	293
14	Omalur-Metturdam doubling (29 km)	327
15	Chengalpattu - Villupuram and Tambaram-Chengalpattu-3rd line (133 km)	1,122
16	Salem-Magnesite Junction-Omalur doubling (11 km)	115
17	Madurai- Maniyachi-Tuticorin doubling (160 km)	1,891
18	Maniyachi-Nagercoil doubling (102 km)	1,752
19	Chennai Beach-Chennai Egmore doubling (4 km)	272
20	Karaikal-Peralam new line (23 km)	373
21	Northern End Port connectivity to Karaikal Port (1 km)	18

Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under :

S.N	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Nagapattinam - Tiruturaipundi new line (43 km)	742
4	Thiruvananthapuram - Kanyakumari doubling (87 km)	3,785
5	Arakkonam yard 3rd & 4th line (6 km)	98
6	Perambur - Ambattur 5th & 6th lines (6 km)	178
7	Irugur - Podanur doubling (11 km)	277
8	Tambaram - Chengalpattu 4th Line (30 km)	757
9	Attipattu - Gummidipundi 3rd & 4th line (23 km)	375
10	Tirupati-Pakala-Katpadi doubling (105 km)	1,332
11	Tindivanam - Gingee -Tiruvannamalai new line (71 km)	1,400
12	Atipattu – Puttur new line (88 km)	1,700
13	Chennai – Cuddalore via Mahabalipuram new line (179 km)	2,670

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

Total Land required for Projects in Tamil Nadu	4,326 ha
Land Acquired	1,052 ha (24%)
Balance Land to be acquired	3,274 ha (76%)

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

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

SN	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	92	45	47
4.	Mannargudi-Pattukkottai new line (41 km)	196	0	196
5.	Thanjavur-Pattukottai new line (52 km)	152	0	152

Further, Rameswaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not

been undertaken by the State Govt. of Tamil Nadu.

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

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

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

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities

- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

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

Railway Electrification:

Electrification of railway network on Indian Railways has been taken up in mission mode. So far, about 99.4% of Broad Gauge (BG) network has been electrified. The electrification in remaining network has been taken up.

Electrification carried out during 2014-25 and before 2014 is as under:-

Period	Route Kilometer
Before 2014 (about 60 years)	21,801
2014-25	46,900

In Tamil Nadu, 97% of BG network has been electrified including existing single line in section of Villupuram – Pondicherry. Further, all new line / multitracking projects are being sanctioned and constructed with electrification.

HIGH DENSITY NETWORK OF RAILWAYS

5501. SHRI G. KUMAR NAIK:

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

- (a) the details of the High Density Network (HDN) of Indian Railways at present including total route-kilometres covered, corridor-wise length and

- their share in overall passenger and freight traffic;
- (b) the details of the number of High Density Network corridors identified during the last ten years and whether any new corridors have been added or reclassified during this period and if so, the details thereof;
- (c) whether any High Density Network corridor passes through the State of Karnataka and if so, the details thereof and if not, the reasons therefor including the average line capacity utilisation across various railway zones; and
- (d) the details of the decongestion measures undertaken during the last ten years on HDN and non-HDN corridors, year-wise and State-wise?

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

(a) to (d): There are 7 High Density Network (HDN) Routes on Indian Railways.

The details are as under:

HDN	Route	Route km
HDN-1	Delhi – Howrah	1463km
HDN-2	Howrah – Mumbai	1889km
HDN-3	Delhi – Mumbai	1387km
HDN-4	Delhi – Guwahati	1845km
HDN-5	Delhi – Chennai	2048km
HDN-6	Howrah – Chennai (Kharagpur - Vijayawada)	1113km
HDN-7	Mumbai – Chennai	1224km

HDN routes cover about 16% of the total rail network and handle about 41% of total rail traffic. The HDN-7, Mumbai–Chennai route passes through the state of Karnataka.

During last 11 years Indian Railways has undertaken a large number of capacity augmentation, network expansion and infrastructure modernization projects across the country to improve the capacity of the railway network.

The details of commissioning/laying of new track across Indian Railways are given below:

Period	New Track Commissioned	Average Commissioning of New Tracks
2009-14	7,599 km	4.2 km/day
2014-25	34,428 km	8.6 km/day (more than 2 times)

As on 01.04.2025, across Indian Railways, 431 railway infrastructure projects (154 New Line, 33 Gauge Conversion and 244 Doubling projects) of total length 35,966 km, costing approximately ₹6.75 lakh crore are sanctioned.

The summary is as under:

Category	No. of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'25 (km)	Total Exp. upto Mar'25 (₹ in Cr)
New lines	154	16,142	3,036	1,45,318
Gauge Conversion	33	4,180	2,997	22,753
Doubling/ Multitracking	244	15,644	6,736	1,22,858
Total	431	35,966	12,769	2,90,929

In addition to the construction of new lines, gauge conversion, doubling/multitracking, additional measures taken up to decongest railway network and upgrade/modernize railway infrastructure include:

Dedicated Freight Corridors (DFC): Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 km). The work on EDFC has been completed and commissioned. In WDFC, 1404 Rkm out of total 1506 Rkm has been completed and commissioned. The balance work on WDFC from Vaitarna-JNPT section (102Rkm) has been taken up. DFC has contributed to creating additional paths on the conventional network by diverting freight traffic to EDFC and WDFC. Presently, 443 average trains per day are being run on these corridors.

Karnataka:

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

Period	Outlay
2009–14	₹835 crore/year
2025–26	₹7,564 crore (more than 9 times)

As on 01.04.2025, 25 projects (15 new lines, 10 doubling) of 3,264 km

length, costing ₹ 42,517 crore falling fully/partly in Karnataka are sanctioned.

The summary is as under:

Category	No. of sanctioned Projects	Total Length (in km)	Length Commissioned upto Mar'25 (km)	Exp upto Mar'25 (₹ in cr.)
New Line	15	2,034	421	8,794
Doubling/ Multi-tracking	10	1,230	973	12,516
Total	25	3,264	1,394	21,310

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

S. No	Project	Cost (₹ in Crores)
1	Kotturu–Harihar new line (65 km)	468
2	Hassan–Bengaluru new line (167 km)	1,290
3	Bidar–Gulbarga new line (110 km)	1,543
4	Shivani–Hosadurga Road doubling (10 km)	50
5	Shivani–Birur doubling (29 km)	143
6	Hosadurga–Chikjajur doubling (29 km)	260
7	Ramanagaram–Mysuru patch doubling (94 km)	998
8	Yelahanka – Channasandra doubling (13 km)	108
9	Yesvantpur–Yelahanka doubling (12 km)	95
10	Netravathi–Mangaluru Central doubling (2 km)	28
11	Kankanadi–Panamburu doubling (19 km)	350
12	Arsikere–Tumakuru doubling (96 km)	758
13	Yelahanka–Penukonda doubling (123 km)	1,104
14	Daund–Gulbarga doubling (225 km)	3,182
15	Hubballi–Chikjajur doubling (190 km)	1,850

Details of some of the major projects taken up falling fully/partly in the state of

Karnataka are as under:

S. No	Project	Cost (₹ in Crores)
1	Hosapete–Hubballi–Londa–Vasco-de-Gama doubling (312 km)	4,153
2	Hotgi–Gadag doubling (284 km)	2,459
3	Ginigeri–Raichur new line (165 km)	3,401
4	Gadag – Wadi new line (257 km)	2,842
5	Bagalkot – Kudachi new line (142 km)	1,649
6	Tumakuru – Rayadurga new line (207 km)	2,496
7	Tumakuru – Davangere new line (182 km)	2,142
8	Kadur – Chikkamagaluru – Belur new line (68 km)	825
9	Baiyyapanahalli – Hosur doubling (48 km)	336
10	Yesvantpur – Channasandra doubling (22 km)	314
11	Hosapete – Ballari 3rd & 4th line (65 Km)	2,372
12	Ballari-Chikjajur doubling (185 KM)	3,342
13	Bypass line between Bettahalsoor-Rajankunte (6 Km)	248

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

S No.	Project	Total Land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1	Shivamogga – Ranibennur new line (96 km)	559	226	333
2	Belgaum – Dharwad new line (73 km)	581	0	581
3	Shivamogga – Harihar new line (79 km)	488	0	488
4	Whitefield–Kolar new line (53 km)	337	0	337
5	Hassan–Belur new line (32 km)	206	0	206

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

Particulars	Details
Total Land required for Projects in Karnataka	9,064 ha
Land Acquired	5,707 ha (63%)
Balance Land to be acquired	3,357 ha (37%)

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

GOVERNMENT JOBS FOR MINORITIES

5502. SHRI ABU TAHER KHAN:

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

- (a) the details of the number of persons from the minority communities participating in Government jobs;
- (b) whether the persons belonging to the minority communities having these jobs have decreased during the last five years and if so, the details thereof;
- (c) whether the Government has taken any initiative to look into grievances of the minority communities to gain Government jobs; and
- (d) if so, the details thereof and if not, the reasons therefor?

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

(a) and (b): DoP&T, MoSPI, and DoOL are the Cadre Controlling Authorities for various Group 'A', 'B', and 'C' posts in the Ministry of Minority Affairs (Proper) and regulate and monitor recruitment, service conditions, and reservation matters for such cadre posts. The maintenance of service records

including religion or community-wise data of employees, accordingly falls within the domain of these Cadre Controlling Authorities and not within the purview of this Ministry.

With regard to ex-cadre posts in the Ministry of Minority Affairs, there are only 07 ex-cadre posts, of which 03 posts are presently vacant. Considering the very small number of ex-cadre posts and the limited vacancies available, it is not feasible to provide reservation against these vacant posts in accordance with the extant instructions on reservation. Further, no fresh recruitment has been made against these vacant ex-cadre posts during the last five years.

(c) and (d): In order to increase the representation of minority communities in services, all Heads of Departments, Public Sector Enterprises, Public Sector Banks and financial institutions, quasi-government organisations, autonomous bodies etc. and all appointing authorities have been advised to scrupulously observe the guidelines issued by the Department of Personnel & Training vide O.M. No. 39016/7(s)/2006-Estt.(B) dated 08.01.2007 on measures to give special consideration to minorities in recruitment. The Department of Personnel & Training vide their O.M. of even number dated 21.10.2019 has further reiterated the said guidelines to all concerned.

The said OM inter-alia provides that all heads of Departments, Public Sector Enterprises, Public Sector Banks and financial institutions, quasi-Government organizations, autonomous bodies etc. and all appointing authorities were instructed to scrupulously observe the following guidelines:

- (i) The composition of Selection Committee should be representative. It should be mandatory to have one member belonging to SC/ST and one member belonging to minority community in Selection Boards/Committees for making recruitment to 10 or more vacancies.
- (ii) Where the number of vacancies against which selection is to be made is less than 10, efforts should be made to have the Scheduled Caste/Tribes officer and a Minority community officer included in such Committees/Boards.
- (iii) Wide publicity should be given to all appointments in Government, public sector enterprises and public sector banks and financial institutions. Advertisements should be issued in the language(s) spoken by large number of people of the State/ UTs, apart from English and Hindi. Further, for Group C & D level posts, having only basic qualifying requirements, information about vacancies for recruitment should also be disseminated through schools and colleges in that area, in addition to normal channels.
- (iv) Where there is concentration of minority community population in local areas, the vacancy circular in local language may be distributed in those areas by suitable arrangements.

CITIZEN SAFETY & SANCHAR SAATHI 2.0

5503. SHRI BALABHADRA MAJHI:

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

- (a) whether more than 4.7 million lost or stolen mobile handsets have been successfully blocked during 2025-26 through the Sanchar Saathi portal and if so, the details thereof particularly Nabarangpur Lok Sabha Constituency of Odisha;
- (b) the manner in which Chakshu facility has assisted citizens in reporting over 8.5 lakh suspected fraudulent communications received through WhatsApp and whether complaints from Nabarangpur Lok Sabha Constituency have been recorded and if so, the details thereof;
- (c) the specific impact of the Financial Fraud Risk Indicator (FRI) in preventing losses to UPI service users;
- (d) whether the Government has successfully disconnected over three crore fake mobile connections using Artificial Intelligence-based facial recognition tools; and
- (e) the number of international calls masked as local numbers that were identified and blocked during the year 2025–26 based on citizens' reports, particularly with reference to Nabarangpur Lok Sabha Constituency?

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

- (a) : Sanchar Saathi portal (www.sancharsaathi.gov.in) and mobile app of Department of Telecommunications (DoT) facilitates citizens to report lost/

stolen mobile handsets. Reported mobile handsets are blocked in Indian telecom network. State/ Union Territory-wise statistics for mobile handsets blocked have been made available on the Sanchar Saathi portal for citizens. Lok Sabha constituency wise data is not maintained. However, 391 mobile handsets have been blocked in Nabarangpur district till date.

(b) : Chakshu facility of Sanchar Saathi enables citizens to report the suspected fraud communications received through call, SMS or WhatsApp. Till date, citizens have shared 8.82 lakh suspected fraud communications related inputs on Sanchar Saathi. Lok Sabha constituency wise data is not maintained.

(c) : Since launch of Financial Fraud Risk Indicator (FRI) in May 2025, financial institutions including Unified Payments Interface (UPI) service providers have reported that based on transaction decline and alert or notifications given to citizens, potential frauds amounting to over ₹1,900 crore have been prevented utilizing FRI.

(d) : DoT has developed ASTR which is an artificial intelligence and big data analytics tool that identifies suspicious mobile connections. Such numbers are shared with Telecom Service Providers (TSPs) through Digital Intelligence Platform. More than 88 lakh such mobile connections have been disconnected after failing reverification.

(e) : DoT has developed International Incoming Spoofed Calls Prevention System (CIOR) which is a system to identify and block incoming international spoofed calls displaying Indian mobile numbers that appear to be originating

within India. Since its commissioning on 17.10.2024, CIOR has shown significant results, blocking 1.35 crore calls in 24 hours and has resulted in nearly 99% reduction in spoofed calls with Indian calling line identification. Calls that still land on international gateways are blocked there itself. Lok Sabha constituency wise data for blocking of such calls is not maintained.

RAIL CONNECTIVITY FOR NAGARKURNOOL

5504. DR. MALLU RAVI:

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

- (a) whether the Government is aware that large parts of southern Telangana, particularly Nagarkurnool Lok Sabha Constituency still lack direct railway connectivity despite decades of proposals and if so, the details thereof;
- (b) whether the Government has received representations seeking construction of new railway lines such as Dornakal–Nalgonda–Kalwakurthy–Nagarkurnool, Wanaparthy–Gadwal and Jadcherla–Nandyal via Nagarkurnool and Kollapur to improve connectivity in the region and if so, the details thereof;
- (c) whether the Government has conducted any feasibility study or Final Location Survey for new railway corridors connecting unserved districts of southern Telangana including Nagarkurnool and if so, the details thereof;
- (d) whether it is a fact that railway infrastructure projects in Telangana have faced delays due to land acquisition issues and funding gaps and if so,

the details thereof;

- (e) the details of railway projects sanctioned, under survey or pending approval in Telangana during the last five years particularly those affecting backward districts such as Nagarkurnool; and
- (f) the timeline proposed by the Government for improving rail connectivity and initiating new railway line projects in the region?

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

(a) to (f): Dornakal, Nalgonda, Gadwal, Jadcherla, Nandyal are existing railway stations. For improving the connectivity in Southern Part of Telangana, survey for Dornakal-Gadwal new line (296 Km) has been sanctioned for preparation of Detailed Project Report (DPR). The survey has been completed. The line passes through Suryapet, Nalgonda, Kalwakurthy, Nagarkurnool and Wanaparthy.

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

Survey for Jadcherla-Nandyal new line (182 Km) was carried out. The project has low traffic projections.

TELANGANA:**Railway Budget:**

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

Period	Outlay
2009-14	₹886 Cr./Yr.(including Andhra Pradesh)
2025-26	₹5,337 Cr.

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Telangana during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 Km	17.4 Km/per year
2014-25	774 Km	70.4 Km /per year (more than 4 times)

Projects sanctioned:

As on 01.04.2025, 20 Railway projects (6 New Lines and 14 Doubling), of a total length of 2,166 Km, costing ₹35,045 crore falling fully/partly in the State of Telangana have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (₹ in Cr.)
New Line	6	840	245	4,611

Doubling/Multi-tracking	14	1,326	303	6,939
Total	20	2,166	548	11,550

Recently completed projects:

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

S. No.	Project	Cost (₹ in Cr.)
1	Peddapalli - Nizamabad new line (178 Km)	926
2	Jaggayyapeta - Janpahad new line (48 Km)	737
3	Akkanapet - Medak new line (17 Km)	205
4	Bhadrachalam Road - Sattupalli new line (56 Km)	990
5	Raghavapuram - Mandamari Doubling (24 Km)	165
6	Raichur - Guntakal Doubling (81 Km)	388
7	Secunderabad- Mehboobnagar Doubling (85 Km)	1,266
8	Multi- Modal Transport System (MMTS) Phase-II, Hyderabad (103 Km)	1,156
9	Bypass line at Peddapalli (2 Km)	37

Ongoing Projects:

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

S.N	Name of Project	Cost (Cr)
1	Manoharabad - Kothapalli new line (151 Km)	2,781
2	Malkangiri - Pandurangapuram new line (174 Km)	3,592
3	Kazipet – Vijaywada 3rd line (220 Km)	3,315
4	Kazipet -Ballarshah 3rd line (202 Km)	3,183
5	Guntur - Bibinagar Doubling (239 Km)	2,853
6	Mudkhed - Medchal - Dhone Doubling (417 Km)	4,686
7	Bhadrachalam Road – Dornakal Doubling (55 Km)	770

S.N	Name of Project	Cost (Cr)
8	Motumari - Vishnupuram doubling and RoR at Motumari (100 Km)	1,596
9	Nashkal (Pindial) - Hasanparthi Road bypass (25 Km)	465
10	Secunderabad (Sanathnagar) - Wadi 3rd and 4th line (173 Km)	5,012
11	Dornakal Rail over Rail (RoR) Flyover (11 Km)	327

In last 3 years i.e. (2022-23, 2023-24, 2024-25) and current Financial Year i.e.2025-26, 57 surveys (18 New Line and 39 Doubling) covering a total length of 5,665 Km have been sanctioned falling fully/partly in the State of Telangana.

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

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

Execution of important infrastructure projects falling fully/partly in the State of Telangana is held up due to delay in land acquisition. Status of land acquisition

in Telangana is as under:

Total Land required	2,343 Ha
Land Acquired	1,580 Ha (67%)
Balance Land to be acquired	764 Ha (33%)

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

SN	Name of the project	Total land required (Ha)	Land acquired (Ha)	Balance Land to be acquired (Ha)	Amount Paid to State (Cr.)
1.	Guntur - Bibinagar Doubling	31	0	31	40
2.	Mudkhed – Medchal & Mahbubnagar – Dhone Doubling	70	0	70	30
3.	Kazipet - Vijaywada 3rd Line	135	118	17	159
4.	Manoharabad – Kothapalli New Line	1146	1050	96	-

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities

- Geological and topographical conditions of area
- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

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

इटावा जंक्शन रेलवे स्टेशन का विकास

5505. श्री जितेंद्र दोहरे:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- क्या सरकार का इटावा जिले में यात्रियों की बढ़ती संख्या को देखते हुए इटावा जंक्शन रेलवे स्टेशन पर प्रमुख रेलगाड़ियों के ठहराव बढ़ाने का विचार है;
- क्या सरकार का इटावा से दिल्ली, मुंबई, कोलकाता और दक्षिण भारत जैसे प्रमुख शहरों के लिए नई सीधी ट्रेनें चलाने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- क्या सरकार का इटावा जंक्शन रेलवे स्टेशन का विस्तार करने, प्लेटफार्मों की संख्या बढ़ाने तथा प्रतीक्षालय, एस्केलेटर और पार्किंग जैसी यात्री सुविधाओं का आधुनिकीकरण करने का प्रस्ताव है; और
- यदि हाँ, तो तत्संबंधी ब्यौरा क्या है तथा यदि नहीं, तो इसके क्या कारण हैं?

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

- से (घ): वर्तमान में, इटावा स्टेशन को 106 रेलगाड़ी सेवाओं द्वारा सेवित किया जा रहा है (नीचे सूचीबद्ध)। ये दिल्ली, कोलकाता, मुंबई, जोधपुर, लखनऊ, गुवाहाटी, पुरी, पटना, वाराणसी आदि जैसे गंतव्यों के लिए सीधी संपर्कता प्रदान कर रहे हैं।

इटावा स्टेशन को सेवित करने वाली रेलगाड़ियां:

क्र.सं	रेलगाड़ी सं. और नाम
1	20175 बनारस-आगरा कैंट वंदे भारत एक्सप्रेस
2	20176 आगरा कैंट-बनारस वंदे भारत एक्सप्रेस
3	19623 मदार-दरभंगा अमृत भारत एक्सप्रेस
4	19624 दरभंगा - मदार अमृत भारत एक्सप्रेस
5	15133 छपरा-आनंद विहार (टी) अमृत भारत एक्सप्रेस
6	15134 आनंद विहार (टी)-छपरा अमृत भारत एक्सप्रेस
7	15557 दरभंगा - आनंद विहार (टी) अमृत भारत एक्सप्रेस
8	15558 आनंद विहार (टी)-दरभंगा अमृत भारत एक्सप्रेस
9	12003 लखनऊ-नई दिल्ली शताब्दी एक्सप्रेस
10	12004 नई दिल्ली-लखनऊ शताब्दी एक्सप्रेस
11	12033 कानपुर सेंट्रल-नई दिल्ली शताब्दी एक्सप्रेस
12	12034 नई दिल्ली-कानपुर सेंट्रल शताब्दी एक्सप्रेस
13	11903 वीरांगना लक्ष्मीबाई झाँसी-इटवा एक्सप्रेस
14	11904 इटावा - वीरांगना लक्ष्मीबाई झाँसी एक्सप्रेस
15	12179 लखनऊ-आगरा फोर्ट एक्सप्रेस
16	12180 आगरा फोर्ट-लखनऊ एक्सप्रेस
17	12225 आजमगढ़-दिल्ली एक्सप्रेस
18	12226 दिल्ली - आजमगढ़ एक्सप्रेस
19	12303 हावड़ा - नई दिल्ली एक्सप्रेस
20	12304 नई दिल्ली-हावड़ा एक्सप्रेस
21	12307 हावड़ा -जोधपुर एक्सप्रेस
22	12308 जोधपुर -हावड़ा एक्सप्रेस
23	12311 हावड़ा-कालका एक्सप्रेस
24	12312 कालका - हावड़ा एक्सप्रेस
25	12381 हावड़ा - नई दिल्ली एक्सप्रेस
26	12382 नई दिल्ली - हावड़ा एक्सप्रेस
27	12403 प्रयागराज - लालगढ़ एक्सप्रेस
28	12404 लालगढ़ - प्रयागराज एक्सप्रेस
29	12419 लखनऊ - नई दिल्ली एक्सप्रेस
30	12420 नई दिल्ली-लखनऊ एक्सप्रेस
31	12505 कामाख्या-आनंद विहार (टी) एक्सप्रेस
32	12506 आनंद विहार (टी)-कामाख्या एक्सप्रेस
33	12875 पुरी-आनंद विहार (टी) एक्सप्रेस
34	12876 आनंद विहार (टी)-पुरी एक्सप्रेस
35	12945 वेरावल-बनारस एक्सप्रेस

36	12946 बनारस-वेरावल एक्सप्रेस
37	13237 पटना -कोटा एक्सप्रेस
38	13238 कोटा-पटना एक्सप्रेस
39	13239 पटना -कोटा एक्सप्रेस
40	13240 कोटा - पटना एक्सप्रेस
41	14113 सुबेदारगंज-देहरादून एक्सप्रेस
42	14114 देहरादून-सुबेदारगंज एक्सप्रेस
43	14163 सुबेदारगंज-मेरठ सिटी एक्सप्रेस
44	14164 मेरठ सिटी-सुबेदारगंज एक्सप्रेस
45	14217 प्रयागराज संगम-चंडीगढ़ एक्सप्रेस
46	14218 चंडीगढ़-प्रयागराज संगम एक्सप्रेस
47	14853 वाराणसी सिटी-जोधपुर एक्सप्रेस
48	14854 जोधपुर-वाराणसी सिटी एक्सप्रेस
49	14863 वाराणसी सिटी-जोधपुर एक्सप्रेस
50	14864 जोधपुर-वाराणसी सिटी एक्सप्रेस
51	14865 वाराणसी सिटी-जोधपुर एक्सप्रेस
52	14866 जोधपुर -वाराणसी सिटी एक्सप्रेस
53	15045 गोरखपुर - ओखा एक्सप्रेस
54	15046 ओखा-गोरखपुर एक्सप्रेस
55	15483 अलीपुरद्वार -दिल्ली एक्सप्रेस
56	15484 दिल्ली -अलीपुरद्वार एक्सप्रेस
57	15565 ललितग्राम-नई दिल्ली एक्सप्रेस
58	15566 नई दिल्ली-ललितग्राम एक्सप्रेस
59	15707 कटिहार - अमृतसर एक्सप्रेस
60	15708 अमृतसर-कटिहार एक्सप्रेस
61	15733 बालुरघाट- बठिण्डा एक्सप्रेस
62	15734 बठिण्डा-बालुरघाट एक्सप्रेस
63	15743 बालुरघाट-बठिण्डा एक्सप्रेस
64	15744 बठिण्डा -बालुरघाट एक्सप्रेस
65	18101 टाटानगर-जम्मू तवी एक्सप्रेस
66	18102 जम्मू तवी-टाटानगर एक्सप्रेस
67	18309 संबलपुर-जम्मू तवी एक्सप्रेस
68	18310 जम्मू तवी-संबलपुर एक्सप्रेस
69	19037 बांद्रा (टी)-बरौनी एक्सप्रेस
70	19038 बरौनी-बांद्रा (टी) एक्सप्रेस
71	19603 दौराई-गोड्डा एक्सप्रेस

72	19604 गोड्डा-दौराई एक्सप्रेस
73	19811 कोटा-इटावा एक्सप्रेस
74	19812 इटावा-कोटा एक्सप्रेस
75	20403 प्रयागराज - लालगढ़ एक्सप्रेस
76	20404 लालगढ़ - प्रयागराज एक्सप्रेस
77	20801 इस्लामपुर-नई दिल्ली एक्सप्रेस
78	20802 नई दिल्ली-इस्लामपुर एक्सप्रेस
79	20941 बांद्रा (टी)-गाजीपुर सिटी एक्सप्रेस
80	20942 गाजीपुर सिटी-बांद्रा (टी) एक्सप्रेस
81	20961 उधना-बनारस एक्सप्रेस
82	20962 बनारस-उधना एक्सप्रेस
83	22307 हावड़ा - बीकानेर एक्सप्रेस
84	22308 बीकानेर -हावड़ा एक्सप्रेस
85	22431 सुबेदारगंज-एमसीटीएम उधमपुर एक्सप्रेस
86	22432 एमसीटीएम उधमपुर-सुबेदारगंज एक्सप्रेस
87	64169 फफूंद-इटावा मेमू
88	64170 इटावा-फफूंद मेमू
89	64587 कानपुर सेंट्रल-टुंडला मेमू
90	64588 टुंडला-कानपुर सेंट्रल मेमू
91	64603 कानपुर सेंट्रल-इटावा मेमू
92	64604 इटावा -कानपुर सेंट्रल मेमू
93	64605 इटावा - टुंडला मेमू
94	64606 टुंडला -इटावा मेमू
95	64623 आगरा कैंट-मैनपुरी मेमू
96	64624 मैनपुरी-आगरा कैंट मेमू
97	64625 इटावा -आगरा कैंट मेमू
98	64626 आगरा कैंट-इटावा मेमू
99	64627 फफूंद -इटावा मेमू
100	64628 इटावा - फफूंद मेमू
101	64631 फफूंद -शिकोहाबाद मेमू
102	64632 शिकोहाबाद - फफूंद मेमू
103	64633 ग्वालियर - इटावा मेमू
104	64634 इटावा-ग्वालियर मेमू
105	64641 ग्वालियर - इटावा मेमू
106	64642 इटावा-ग्वालियर मेमू

वर्तमान में, इटावा, दिल्ली से 21 जोड़ी रेलगाड़ियों, मुंबई से 02 जोड़ी रेलगाड़ियों और कोलकाता से 05 जोड़ी रेलगाड़ियों द्वारा जुड़ा हुआ है। ये निम्नानुसार सूचीबद्ध हैं:

इटावा-दिल्ली के बीच रेलगाड़ियां:

क्र.सं.	गाड़ी सं. और नाम
1	15133/15134 छपरा-आनंद विहार (टी) अमृत भारत एक्सप्रेस
2	15557/15558 दरभंगा-आनंद विहार (टी) अमृत भारत एक्सप्रेस
3	12003/12004 लखनऊ जं. - नई दिल्ली शताब्दी एक्सप्रेस
4	12033/12034 कानपुर सेंट्रल-नई दिल्ली शताब्दी एक्सप्रेस
5	12225/12223 आजमगढ़-दिल्ली एक्सप्रेस
6	12303/12304 हावड़ा-नई दिल्ली एक्सप्रेस
7	12311/12312 हावड़ा-कलका एक्सप्रेस
8	12381/12382 हावड़ा-नई दिल्ली एक्सप्रेस
9	12419/12420 लखनऊ-नई दिल्ली एक्सप्रेस
10	12505/12506 कामाख्या-आनंद विहार (टी) एक्सप्रेस
11	12875/12876 पुरी-आनंद विहार (टी) एक्सप्रेस
12	14117/14118 प्रयागराज-भिवानी एक्सप्रेस
13	14151/14152 कानपुर सेंट्रल-आनंद विहार (टी) एक्सप्रेस
14	14217/14218 प्रयागराज संगम-चंडीगढ़ एक्सप्रेस
15	15483/15484 अलीपुर द्वार-दिल्ली एक्सप्रेस
16	15565/15566 ललितग्राम-नई दिल्ली एक्सप्रेस
17	15707/15708 कटिहार-अमृतसर एक्सप्रेस
18	15733/15734 बालुरघाट-बठिण्डा एक्सप्रेस
19	18101/18102 टाटानगर-जम्मू तवी एक्सप्रेस
20	18309/18310 संबलपुर-जम्मू तवी एक्सप्रेस
21	20801/20802 इस्लामपुर-नई दिल्ली एक्सप्रेस

इटावा-मुंबई के बीच रेलगाड़ियां:

क्र.सं.	गाड़ी सं. और नाम
1	19037/19038 बांद्रा (टी)-बरौनी एक्सप्रेस
2	20941/20942 बांद्रा (टी)-गाजीपुर सिटी एक्सप्रेस

इटावा-कोलकाता के बीच रेलगाड़ियां:

क्र.सं.	गाड़ी सं. और नाम
1	12307/12308 हावड़ा-जोधपुर एक्सप्रेस
2	22307/22308 हावड़ा-बीकानेर एक्सप्रेस
3	12311/12312 हावड़ा-कालका एक्सप्रेस
4	12303/12304 हावड़ा-नई दिल्ली एक्सप्रेस
5	12381/12382 हावड़ा-नई दिल्ली एक्सप्रेस

इसके अलावा, भारतीय रेल पर किसी भी मार्ग/रेलखंड पर नई रेलगाड़ियां शुरू करना/रेलगाड़ी सेवाओं को ठहराव प्रदान करना परिचालन व्यवहार्यता, यातायात औचित्य, प्रतिस्पर्धी मांगों आदि के अध्यधीन चालू प्रक्रियाएं हैं।

एस्केलेटर

वर्तमान में, इटावा रेलवे स्टेशन पर 03 लिफ्ट उपलब्ध हैं। इसके अलावा, अमृत भारत स्टेशन योजना के तहत इटावा रेलवे स्टेशन पर नए 12 मीटर पैदल पार पुल पर 04 अदद एस्केलेटरों का कार्य शुरू किया गया है।

अमृत भारत स्टेशन:

उत्तर प्रदेश में स्थित इटावा जंक्शन स्टेशन पर उच्च स्तरीय प्लेटफॉर्म, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय, शौचालय, बैठने की व्यवस्था, पैदल पार पुल आदि जैसी सुविधाएं उपलब्ध हैं।

अमृत भारत स्टेशन योजना के तहत विकास के लिए उत्तर प्रदेश में स्थित इटावा जंक्शन स्टेशन को चिह्नित किया गया है। विकास कार्य तीव्र गति से किए जा रहे हैं। स्टेशन भवन का सुधार कार्य, द्वितीय प्रवेश द्वार पर नया भूतल+1 स्टेशन भवन, प्रतीक्षालय का सुधार, पे एंड यूज शौचालय, दिव्यांगजन शौचालय, नई पार्किंग, यात्री आरक्षण प्रणाली कक्ष का सुधार कार्य, मुख्य प्रवेश द्वार और द्वितीय प्रवेश द्वार पर परिचलन क्षेत्र का कार्य पूरा हो गया है।

12 मीटर के पैदल पार पुल का कार्य शुरू किया गया है।

भारतीय रेल पर उच्च स्तरीय प्लेटफार्म, प्रतीक्षालय, एस्केलेटर, पार्किंग आदि जैसी यात्री सुविधाओं की व्यवस्था सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्यों की पारस्परिक प्राथमिकता और निधियों की उपलब्धता के अधीन, आवश्यकतानुसार कार्य शुरू किए जाते हैं। स्टेशन का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण स्टेशन की श्रेणी/स्थिति/संभाले गए यातायात आदि के आधार पर किया जाता है।

रेल मंत्रालय ने दीर्घकालिक दृष्टिकोण के साथ रेलवे स्टेशनों के पुनर्विकास हेतु अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में रेलवे स्टेशनों को बेहतर बनाने के लिए मास्टर प्लान तैयार करना और चरणों में उनका कार्यान्वयन करना शामिल हैं। मास्टर प्लान में निम्नलिखित शामिल हैं:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण
- स्टेशन भवन में सुधार
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पेयजल बूथों में सुधार
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉनकोर्स का प्रावधान
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान
- प्लेटफॉर्म की सतह में सुधार/सतह का निर्माण और प्लेटफॉर्म पर कवर की व्यवस्था
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान
- पार्किंग क्षेत्र, यातायात के विभिन्न साधनों के साथ एकीकरण

- दिव्यांगजनों के लिए सुविधाएं
- बेहतर यात्री सूचना प्रणाली
- प्रत्येक स्टेशन पर आवश्यकता को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, लैंडस्केपिंग आदि का प्रावधान।

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

अब तक, अमृत भारत स्टेशन योजना के तहत विकास के लिए 1338 स्टेशनों को चिह्नित किया गया है, इनमें से इटावा स्टेशन सहित 157 स्टेशन उत्तर प्रदेश में स्थित हैं। उत्तर प्रदेश में अमृत भारत स्टेशन योजना के तहत विकास के लिए चुने गए स्टेशनों के नाम निम्नलिखित हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	157	अछनेरा, आगरा कैंट, आगरा फोर्ट, ऐशबाग जं., अकबरपुर जं., अलीगढ़, अमेठी, अमरोहा, आनंद नगर जं., आंवला, अयोध्या धाम जंक्शन, आजमगढ़, बाबतपुर, बछरावां, बदायूं, बादशाहनगर, बादशाहपुर, बहेड़ी, बहराईच, बालामऊ जं., बलिया, बलरामपुर, बनारस, बांदा, बाराबंकी जं., बरेली, बरेली सिटी, बड़नी, बस्ती, बेलथरा रोड, भदोही, भरतकुंड, भटनी, भूतेश्वर, बिजनौर, बुलन्दशहर, चंदौली मझवार, चंदौसी, चिलबिला, चित्रकूट धाम कर्वी, चोपन, चुनार जं., डालीगंज, दर्शननगर, देवरिया सदर, धामपुर, दिलदारनगर, इटावा जं., फर्रुखाबाद, फतेहाबाद, फतेहपुर, फतहपुर सीकरी, फिरोजाबाद, गजरौला, गढ़मुक्तेश्वर, गौरीगंज, घाटमपुर, गाजियाबाद, गाजीपुर सिटी, गोला गोकर्णनाथ, गोमतीनगर, गोंडा, गोरखपुर, गोवर्धन, गोविंदपुरी, गुरसहायगंज, हैदरगढ़, हापुड, हरदोई, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, जंघई जंक्शन, जौनपुर सिटी, जौनपुर जंक्शन, कन्नौज, कानपुर अनवरगंज, कानपुर ब्रिज लेफ्ट बैंक, कानपुर सेंट्रल, कप्तानगंज जंक्शन, कासगंज जंक्शन, काशी, खलीलाबाद, खोरासों रोड, खुर्जा जंक्शन, कोसी कलां, कुंडा हरनामगंज, लखीमपुर, लालगंज, ललितपुर जंक्शन, लंभुआ, लोहता, लखनऊ (चारबाग)

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
		उत्तर रेलवे, लखनऊ सिटी, लखनऊ जंक्शन (पूर्वोत्तर रेलवे), मां बेल्हा देवी प्रतापगढ़ जंक्शन, मगहर, महाराजा बिजली पासी, महोबा जंक्शन, मैलानी जंक्शन, मैनपुरी जंक्शन, मल्हौर, मानक नगर, मानिकपुर जंक्शन, मारियाहू, मथुरा जंक्शन, मऊ जंक्शन, मेरठ सिटी जंक्शन, मिर्जापुर, मोदीनगर, मोहनलालगंज, मुरादाबाद जंक्शन, मुजफ्फरनगर, नगीना, नजीबाबाद जंक्शन, उरई, पनकी धाम, फाफामऊ जंक्शन, फूलपुर, पीलीभीत जंक्शन, पोखरायां, प्रयाग जंक्शन, प्रयागराज जंक्शन, पं. दीन दयाल उपाध्याय जंक्शन, रायबरेली जंक्शन, राजा की मंडी, रामघाट हॉल्ट, रामपुर जंक्शन, रेनुकूट, सहारनपुर जंक्शन, सलेमपुर, स्योहारा, शाहगंज जंक्शन, शाहजहाँपुर, शामली, शिकोहाबाद जंक्शन, शिवपुर, सिद्धार्थ नगर, सीतापुर जंक्शन, सोनभद्र, श्रीकृष्ण नगर, सुल्तानपुर जंक्शन, सुरेमनपुर, स्वामीनारायण छपिया, तकिया, तुलसीपुर, टूंडला जंक्शन, उझानी, उंचाहार, उन्नाव जंक्शन, उत्तरेतिया जंक्शन, वाराणसी कैंट, वाराणसी सिटी, विंध्याचल, वीरांगना लक्ष्मीबाई झाँसी, व्यासनगर, जाफराबाद

स्टेशन जहां कार्य पूरे किए गए हैं:

उत्तर प्रदेश में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं। अब तक, इस योजना के अंतर्गत उत्तर प्रदेश में 23 स्टेशनों पर कार्य पूरे किए जा चुके हैं। उत्तर प्रदेश में स्टेशनों के नाम जहां कार्य निम्नानुसार पूरे किए गए हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	23	अयोध्या धाम जंक्शन, बलरामपुर, बरेली सिटी, बिजनौर, फतेहाबाद, फतेहपुर, गोला गोकर्णनाथ, गोमती नगर, गोवर्धन, गोविंदपुरी, हाथरस सिटी, ईदगाह आगरा जं., इज्जतनगर, खलीलाबाद, मैलानी जंक्शन, पनकी धाम, पुखरायां, रामघाट हॉल्ट, सहारनपुर जं., सिद्धार्थ नगर, सुरेमनपुर, स्वामीनारायण छपिया, उझानी

अन्य स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं और कुछ स्टेशनों की प्रगति

निम्नानुसार है:

- गाजियाबाद स्टेशन: मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार की ओर स्टेशन भवन का संरचनात्मक कार्य, टुंडला छोर पर नए पैदल पार पुल-बी का नींव संबंधी कार्य, रूफ प्लाजा, मौजूदा पैदल पार पुल-ए का विस्तार कार्य, मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर विद्युत सब-स्टेशन को अंतिम रूप देने का कार्य, मजिस्ट्रेट भवन, राजकीय रेल पुलिस और रेल सुरक्षा बल के भवनों का कार्य शुरू किया गया है।
- रामपुर जंक्शन स्टेशन: नए स्टेशन भवन का निर्माण कार्य, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह, बुकिंग कार्यालय, प्रतीक्षालय और शौचालय का कार्य पूरा हो चुका है। परिचलन क्षेत्र और पैदल पार पुल के कार्य शुरू किए गए हैं।
- शाहजहांपुर स्टेशन: प्लेटफॉर्म संख्या 1 और 2/3 पर प्लेटफॉर्म शेल्टर और सतह के कार्य पूरे हो चुके हैं। स्टेशन भवन का सुधार कार्य, दूसरे प्रवेश द्वार पर नए स्टेशन भवन, परिचलन क्षेत्र और पैदल पार पुल के कार्य शुरू किए गए हैं।
- शिकोहाबाद जंक्शन स्टेशन: नए स्टेशन भवन का निर्माण कार्य, प्लेटफॉर्म संख्या 1/2 की सतह का कार्य, परिचलन क्षेत्र में सुधार, पार्किंग और दिव्यांगजन सुविधाओं का कार्य पूरा हो चुका है। 12 मीटर पैदल पार पुल का कार्य शुरू कर दिया गया है।

स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइपलाइन, विद्युत/सिगनल केबल इत्यादि शामिल हैं) को स्थानांतरित करना, अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के निकट किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये

कारक कार्य के समापन समय को प्रभावित करते हैं।

अमृत भारत स्टेशन योजना सहित स्टेशनों का विकास/उन्नयन/आधुनिकीकरण सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का विवरण क्षेत्रीय रेलवे-वार रखा जाता है, न कि कार्य-वार या स्टेशन-वार या निर्वाचन क्षेत्र-वार या राज्य-वार। उत्तर प्रदेश राज्य पाँच क्षेत्रीय रेलों नामतः पूर्व मध्य रेलवे, उत्तर रेलवे, उत्तर मध्य रेलवे, पूर्वोत्तर रेलवे और पश्चिम मध्य रेलवे के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए वित्त वर्ष 2025-26 के लिए 3,794 करोड़ रुपए (संशोधित अनुमान) का आबंटन किया गया है, जिसमें से अब तक (फरवरी, 2026 तक) 3,694 करोड़ रुपए का व्यय उपगत किया गया है।

COMPLAINTS OF PASSENGERS REGARDING OVERCHARGING AND OTHER ISSUES

5506. SHRI RAJIV PRATAP RUDY:

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

- (a) the details of the incidents reported during the last one year where passengers have been physically assaulted/threatened after complaining about overcharging of food/other services by railway staff vendors;
- (b) the current protocols and processes to address the issues highlighted by passengers;
- (c) whether it is a fact that details such as seat number of the complainant are shared with the vendor and if so, the safeguards implemented to ensure the safety of the passenger;

- (d) the details of the actions taken by the Government in cases reported over the past years including the outcomes of investigations, incident-wise; and
- (e) whether there is any plan to introduce stricter anonymous complaint system to ensure timely redressal of grievances without putting them at risk and if so, the details thereof and if not, the reasons therefor?

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

(a) to (e): 'RailMadad is Indian Railways grievance redressal mechanism that provides passengers an integrated platform for grievances, assistance and inquiry. In RailMadad, passengers can seek redressal through multiple channels such as Helpline number-139, RailMadad Web, App and SMS. RailMadad also allows passengers to share feedback on the resolution of their grievances.

Grievances related to overcharging of food/other catering services in trains are received in RailMadad. However, no separate data regarding passengers physically assaulted/threatened by Railway staff vendors after complaining about overcharging of food/other services is maintained in RailMadad.'

Indian Railways serves nearly 58 crore meals annually across its trains, with complaints averaging only about 0.0008%, which includes complaints related to overcharging. Following inquiries into these complaints, fines

amounting to ₹2.6 crore have been imposed over the past three years. During the year 2025, 3 incidents of assault on railway passengers by Pantry Car staff have been reported. Legal action has been taken against the Pantry Car staff by the respective Government Railway Police.

Indian Railways continuously endeavour to make available food items to the travelling passengers as per the prescribed rates. Necessary steps are accordingly taken by Indian Railways from time to time to ensure the same. Following steps have been taken by Railways to curb overcharging in trains:

- i. SMS is sent to passengers with a link of menu and tariff to make them aware of rates.
- ii. Installation of Point of Sale (POS) machines for billing and cashless payments.
- iii. Conducting awareness campaigns to promote billing and curb overcharging.
- iv. Rates stickers on Packaged Drinking Water (PDW) Buckets and Tea/Coffee urns.
- v. Introduction of e-pantry service in Mail/Express trains to facilitate passengers to book meals through an online module.
- vi. Implementation of QR code enabled Identity Cards to onboard catering staff.
- vii. Distribution of pamphlets to create awareness regarding the rate of catering items and Packaged Drinking Water bottles.

- viii. Special Inspection Drives to check overcharging and billing issues.
- ix. Imposition of suitable penalty in cases of overcharging, if any.
- x. In case any such incident in trains is reported, prompt and appropriate punitive action is taken against the service providers for deficiency in service.

Further the following steps are being taken by the Railways in coordination with GRP/Local Police for safety and security of passengers in trains and at stations:-

- i. On vulnerable and identified routes/sections trains are escorted by Railway Protection Force in addition to trains escorted by Government Railway Police of different States.
- ii. Railway Help Line number 139 (integrated with Emergency Response Support System No. 112) is operational (24x7) over Indian Railways for security related assistance to passengers in distress.
- iii. Surveillance is kept through CCTV cameras provided in number of coaches and railway stations for enhanced security of passengers.
- iv. Frequent announcements are made over the Public Address System to educate passengers on precautionary measures for their safety and security.
- v. Railways are in regular touch with passengers through various social media platforms like. Twitter, Facebook, etc. to enhance security of passengers and to address their security concerns.
- vi. Zonal railways have been instructed for deployment of proper combined

strength of male & female RPF/RPSF personnel in train escort parties, to the extent possible.

- vii. State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.

श्रावस्ती में रेलवे लाइनों का दोहरीकरण/विद्युतीकरण/विस्तार

5507. श्री राम शिरोमणि वर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या उत्तर प्रदेश राज्य में, विशेषकर श्रावस्ती और बलरामपुर जिलों के संदर्भ में, रेल सम्पर्क बढ़ाने हेतु नई रेलवे लाइनों बिछाने, दोहरीकरण, विद्युतीकरण या पटरियों के विस्तार हेतु कोई प्रस्ताव विचाराधीन है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ख) क्या उक्त जिलों के प्रमुख रेलवे स्टेशनों पर प्लेटफार्म विस्तार, प्रतीक्षालय, शौचालय, पेयजल, डिजिटल सूचना बोर्ड, पार्किंग तथा दिव्यांगजन के लिए सुविधाओं सहित यात्री सुविधाओं के उन्नयन के लिए कोई योजना है और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

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

- (क) और (ख): बहराइच-श्रावस्ती-बलरामपुर-उतरौला-डुमरियागंज-खलीलाबाद नई लाइन परियोजना (240 किमी) जो श्रावस्ती और बलरामपुर जिलों से होकर गुजरती है, को 4,940 करोड़ रुपए की लागत पर स्वीकृति प्रदान कर दी गई है।

इस परियोजना को राज्य सरकार के माध्यम से भूमि अधिग्रहण के लिए “विशेष रेल परियोजना” के रूप में अधिसूचित किया गया है। परियोजना में 32 स्टेशन नामतः खलीलाबाद, भागौली, बखिरा, मेढावल, पासाई, खेसराहा, बंसी, रामवानपुर, भागोभार, टिकरिया, डोमरियागंज, ढंखरपुर, बनजर्हा, चिरकुतीहा, उत्रौला, कपौआशेरपुर, श्रीदत्तगंज, महेश भरी, खगइजोत, बलरामपुर, झारखंडी, हसुवाल ढोल, श्रावस्ती, इकौना, लक्ष्मणपुर, बिशुनापुर, भिंगा, हरिहरपुर, बर्देहरा, धुस्वा, अजतापुर और बहराइच शामिल हैं। इन सभी स्टेशनों को आधुनिक सुविधाओं के साथ तैयार किया गया है।

प्रमुख खंड-वार प्रगति निम्नानुसार है:

खंड	स्थिति
खलीलाबाद-बंसी (54 कि.मी.)	90 प्रतिशत से अधिक भूमि अधिग्रहण कार्य पूरा हो गया है। मिट्टी संबंधी, छोटे, बड़े पुलों और स्टेशन निर्माण संबंधी कार्य शुरू कर दिए गए हैं।
बंसी-श्रावस्ती (113 कि.मी.)	भूमि अधिग्रहण शुरू कर दिया गया है।
श्रावस्ती-बहराइच (73 कि.मी.)	भूमि अधिग्रहण शुरू कर दिया गया है और अंतिम चरण में है।

उत्तर प्रदेश:

रेल बजट:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	1,109 करोड़ रुपए प्रतिवर्ष
2025-26	19,858 करोड़ रुपए (लगभग 18 गुना)

रेलपथ निर्माण:

वर्ष 2009-14 और 2014-25 के दौरान उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाले नए रेलपथों

के निर्माण का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	996 किलोमीटर	199 किलोमीटर प्रतिवर्ष
2014-25	5,272 किलोमीटर	479 किलोमीटर प्रतिवर्ष (2 गुना से अधिक)

स्वीकृत परियोजनाएं:

01.04.2025 की स्थिति के अनुसार, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली 62,360 करोड़ रुपए लागत से 3,807 किलोमीटर कुल लंबाई की 49 परियोजनाएं (10 नई लाइन, 02 आमान परिवर्तन और 37 दोहरीकरण) स्वीकृत की गई हैं। कार्य की संक्षेप में स्थिति निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (किलोमीटर में)	कमीशन की गई लंबाई (किलोमीटर में)	मार्च, 2025 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	10	1227	340	10517
आमान परिवर्तन	02	67	-	281
दोहरीकरण/बहुपथन	37	2513	983	19813
कुल	49	3807	1323	30611

हाल ही में पूरी की गई परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली तथा हाल ही में पूरी की गई कुछ परियोजनाओं का विवरण निम्नानुसार है:

क्र.सं.	परियोजना	लागत (करोड़ रुपए में)
1.	इटावा-मैनपुरी नई लाइन (58 किलोमीटर)	313
2.	बहराइच-नानपारा-नेपाल गंज आमान परिवर्तन (56 किलोमीटर)	342
3.	बलिया-गाजीपुर सिटी दोहरीकरण (65 किलोमीटर)	650
4.	गाजीपुर सिटी-तारीघाट नई लाइन (17 किलोमीटर)	1766

5.	गोंडा-गोरखपुर लूप आमान परिवर्तन (260 किलोमीटर)	863
6.	गोंडा-बहराइच आमान परिवर्तन (60 किलोमीटर)	318
7.	बाराबंकी-अकबरपुर दोहरीकरण (161 किलोमीटर)	1700
8.	कप्तानगंज-थावे-छपरा आमान परिवर्तन (234 किलोमीटर)	819
9.	पीलीभीत-शाहजहांपुर आमान परिवर्तन (83 किलोमीटर)	589
10.	इन्दारा-दोहरीघाट आमान परिवर्तन (34 किलोमीटर)	213
11.	लखनऊ-पीलीभीत आमान परिवर्तन (263 किलोमीटर)	1634
12.	भदोही-जंघई दोहरीकरण (31 किलोमीटर)	168
13.	लहोटा-भदोही दोहरीकरण (39 किलोमीटर)	184
14.	मेरठ-मुजफ्फरनगर दोहरीकरण (55 किलोमीटर)	430
15.	फाफामऊ-प्रयागराज दोहरीकरण (14 किलोमीटर)	212
16.	मुजफ्फरनगर-टपरी दोहरीकरण (52 किलोमीटर)	525
17.	उतरेटिया-रायबरेली दोहरीकरण (66 किलोमीटर)	662
18.	रायबरेली-अमेठी दोहरीकरण (60 किलोमीटर)	668
19.	आलमनगर-उतरेटिया दोहरीकरण (20 किलोमीटर)	358
20.	भीमसेन-झांसी दोहरीकरण (206 किलोमीटर)	2620
21.	डोमिनगढ़-गोरखपुर-कुसुम्ही - तीसरी लाइन और गोरखपुर-नकहा जंगल दोहरीकरण (21 किलोमीटर)	508
22.	मल्हौर-डालीगंज दोहरीकरण (13 किलोमीटर)	183
23.	रूमा चकेरी- चंदारी तीसरी लाइन (13 किलोमीटर)	177
24.	बरेली-पीलीभीत-टनकपुर आमान परिवर्तन (102 किलोमीटर)	313
25.	रोसा-सीतापुर कैंट-बुढ़वल दोहरीकरण (181 किलोमीटर)	2094
26.	जौनपुर-अकबरपुर (टांडा) दोहरीकरण (77 किलोमीटर)	676
27.	रमना-रेणुकूट-सिंगरौली दोहरीकरण (160 किलोमीटर)	2436
28.	जंघई-फाफामऊ दोहरीकरण (47 किलोमीटर)	414
29.	वाराणसी-माधोसिंह-प्रयागराज दोहरीकरण (120 किलोमीटर)	2018
30.	करैला रोड- शक्तिनगर दोहरीकरण (32 किलोमीटर)	763
31.	देवबंद (मुजफ्फरनगर)-रुड़की (27 किलोमीटर)	1289
32.	आगरा-इटवा नई लाइन (110 किलोमीटर)	427
33.	फेफना-इन्दारा, मऊ-शाहगंज दोहरीकरण (150 किलोमीटर)	1778

चालू परियोजनाएं:

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः आने वाली कुछ परियोजनाएं जो शुरू की गई हैं, इस प्रकार हैं:

क्र.सं.	परियोजना	लागत (करोड़ रुपए में)
1.	बाराबंकी-बुढ़वल तीसरी लाइन (27 किलोमीटर)	426
2.	बुढ़वल-गोंडा कचहरी चौथी लाइन (56 किलोमीटर)	796
3.	बुढ़वल-गोंडा तीसरी लाइन (62 किलोमीटर)	1118
4.	बहराइच-खलीलाबाद नई लाइन (240 किलोमीटर)	4940
5.	कटरा और अयोध्या धाम दोहरीकरण (10 किलोमीटर)	466
6.	पंडित दीन दयाल उपाध्याय- प्रयागराज तीसरी लाइन (150 किलोमीटर)	2649
7.	बिल्ली-चुनार दोहरीकरण (102 किलोमीटर)	1424
8.	छपरा-बलिया दोहरीकरण (65 किलोमीटर)	1046
9.	ऊंचाहार-अमेठी नई लाइन (66 किलोमीटर)	1229
10.	एटा-कासगंज नई लाइन (29 किलोमीटर)	389
11.	गोरखपुर-वाल्मीकिनगर दोहरीकरण (96 किलोमीटर)	1121
12.	वाराणसी-पंडित दीन दयाल उपाध्याय तीसरी और चौथी लाइन (15 किलोमीटर)	2464
13.	झांसी-खैरार-मानिकपुर और खैरार-भीमसेन दोहरीकरण (431 किलोमीटर)	4330
14.	सहजनवा-दोहरीघाट नई लाइन (81 किलोमीटर)	1320
15.	कुबेरपुर-यमुना पुल तीसरी लाइन (10 किलोमीटर)	170
16.	प्रयागराज (इरादतगंज)- मानिकपुर तीसरी लाइन (84 किलोमीटर)	1508
17.	दिलकुशा-मल्हौर तीसरी लाइन (8 किलोमीटर)	164
18.	अयोध्या कैंट (सालापुर-मसौधा के बीच) बाईपास/कोर्ड लाइन (6 किलोमीटर)	97
19.	दीदारगंज-शाहगंज- बिलवई कोर्ड लाइन (6 किलोमीटर)	137
20.	वाराणसी शिवपुर तीसरी लाइन (6 किलोमीटर)	76
21.	जौनपुर जं.-जाफराबाद दोहरीकरण (6 किलोमीटर)	177
22.	भटनी-औरनिहार दोहरीकरण (117 किलोमीटर)	2529
23.	मथुरा-झांसी तीसरी लाइन (274 किलोमीटर)	5924

24.	आगरा फोर्ट और बांदीकुई दोहरीकरण (150 किलोमीटर)	988
25.	जंघई-प्रतापगढ़-अमेठी दोहरीकरण (87 किलोमीटर)	1197
26.	बाराबंकी-मल्हौर-तीसरी और चौथी लाइन (33 किलोमीटर)	407
27.	फाफामऊ-ऊंचाहार दोहरीकरण (72 किलोमीटर)	971
28.	औरनिहार-वाराणसी सिटी तीसरी लाइन (31 किलोमीटर)	76

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

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

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

रेल विद्युतीकरण:

भारतीय रेल में रेल नेटवर्क का विद्युतीकरण मिशन मोड में शुरू किया गया है। अब तक, बड़ी लाइन नेटवर्क का लगभग 99.4% विद्युतीकृत किया जा चुका है। शेष नेटवर्क में विद्युतीकरण कार्य शुरू हो गया है। वर्ष 2014-25 के दौरान और वर्ष 2014 से पहले किए गए विद्युतीकरण का ब्यौरा निम्नानुसार है:

अवधि	मार्ग किलोमीटर
2014 से पहले (लगभग 60 वर्ष)	21,801

2014-2025	46,900

बलरामपुर जिले सहित उत्तर प्रदेश में संपूर्ण मौजूदा बड़ी लाइन नेटवर्क का विद्युतीकरण किया गया है। इसके अलावा, सभी नई लाइन/बहुपथन परियोजनाओं को विद्युतीकरण के साथ स्वीकृति प्रदान की जा रही है और उनका निर्माण किया जा रहा है।

अमृत भारत स्टेशन:

भारतीय रेल ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में स्टेशनों में सुधार लाने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। इस मास्टर योजना में निम्नानुसार शामिल है:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार,
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण,
- स्टेशन भवन में सुधार,
- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी के बूथ में सुधार,
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉनकोर्स का प्रावधान,
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान,
- प्लेटफॉर्म की सतह में सुधार और प्लेटफॉर्म पर कवर का प्रावधान,
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान,
- पार्किंग क्षेत्र, यातायात के विभिन्न साधनों के साथ एकीकरण,
- दिव्यांगजनों के लिए सुविधाएं,

- बेहतर यात्री सूचना प्रणाली,
- प्रत्येक स्टेशन पर आवश्यकताओं को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, भूसुदर्शनीकरण आदि का प्रावधान।

इस योजना में आवश्यकतानुसार, चरणबद्ध एवं व्यवहार्य रूप से दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित रेलपथ का प्रावधान आदि तथा दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की परिकल्पना भी की गई है।

अभी तक, इस योजना के अंतर्गत विकास हेतु 1338 स्टेशनों को चिह्नित किया गया है, जिनमें से बलरामपुर जिले के बलरामपुर और तुलसीपुर स्टेशनों सहित 157 स्टेशन उत्तर प्रदेश में स्थित हैं। उत्तर प्रदेश में अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए चिह्नित स्टेशनों के नाम इस प्रकार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	157	अछनेरा, आगरा कैंट, आगरा फोर्ट, ऐशबाग जं., अकबरपुर जं., अलीगढ़, अमेठी, अमरोहा, आनंद नगर जं., आवला, अयोध्या धाम जंक्शन, आजमगढ़, बाबतपुर, बछरावां, बदायूं, बादशाहनगर, बादशाहपुर, बहेड़ी, बहराईच, बालामऊ जं., बलिया, बलरामपुर, बनारस, बांदा, बाराबंकी जं., बरेली, बरेली सिटी, बढ़नी, बस्ती, बेल्थरा रोड, भदोही, भरतकुंड, भटनी, भूतेश्वर, बिजनौर, बुलन्दशहर, चंदौली मझवार, चंदौसी, चिलबिला, चित्रकूट धाम कर्वी, चोपन, चुनार जं., डालीगंज, दर्शननगर, देवरिया सदर, धामपुर, दिलदारनगर, इटावा जं., फर्रुखाबाद, फतेहाबाद, फतेहपुर, फतहपुर सीकरी, फिरोजाबाद, गजरौला, गढ़मुक्तेश्वर, गौरीगंज, घाटमपुर, गाजियाबाद, गाज़ीपुर सिटी, गोला गोकर्णनाथ, गोमतीनगर, गोंडा, गोरखपुर, गोवर्धन, गोविंदपुरी, गुरसहायगंज, हैदरगढ़, हापुड, हरदोई, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, जंघई जंक्शन, जौनपुर सिटी, जौनपुर जंक्शन, कन्नौज, कानपुर अनवरगंज, कानपुर ब्रिज लेफ्ट बैंक, कानपुर सेंट्रल, कप्तानगंज जंक्शन, कासगंज जंक्शन, काशी, खलीलाबाद, खोरासों रोड, खुर्जा जंक्शन, कोसी कलां, कुंडा हरनामगंज, लखीमपुर, लालगंज, ललितपुर जंक्शन, लंभुआ, लोहता, लखनऊ (चारबाग) उत्तर रेलवे, लखनऊ सिटी, लखनऊ जंक्शन (पूर्वोत्तर रेलवे), मां बेल्हा देवी प्रतापगढ़ जंक्शन, मगहर, महाराजा बिजली पासी, महोबा जंक्शन, मैलानी जंक्शन, मैनपुरी जंक्शन, मल्हौर, मानक नगर, मानिकपुर जंक्शन, मारियाहू, मथुरा जंक्शन, मऊ जंक्शन, मेरठ

		सिटी जंक्शन, मिर्जापुर, मोदीनगर, मोहनलालगंज, मुरादाबाद जंक्शन, मुजफ्फरनगर, नगीना, नजीबाबाद जंक्शन, उरई, पनकी धाम, फाफामऊ जंक्शन, फूलपुर, पीलीभीत जंक्शन, पोखरायां, प्रयाग जंक्शन, प्रयागराज जंक्शन, पं. दीन दयाल उपाध्याय जंक्शन, रायबरेली जंक्शन, राजा की मंडी, रामघाट हाल्ट, रामपुर जंक्शन, रेनुकूट, सहारनपुर जंक्शन, सलेमपुर, स्योहारा, शाहगंज जंक्शन, शाहजहाँपुर, शामली, शिकोहाबाद जंक्शन, शिवपुर, सिद्धार्थ नगर, सीतापुर जंक्शन, सोनभद्र, श्रीकृष्ण नगर, सुल्तानपुर जंक्शन, सुरेमनपुर, स्वामीनारायण छपिया, तकिया, तुलसीपुर, टूंडला जंक्शन, उझानी, उंचाहार, उन्नाव जंक्शन, उत्तरेतिया जंक्शन, वाराणसी कैंट, वाराणसी सिटी, विंध्याचल, वीरांगना लक्ष्मीबाई झाँसी, व्यासनगर, जाफराबाद

स्टेशन जिनका निर्माण कार्य पूरा किया जा चुका है:

उत्तर प्रदेश में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं। अब तक, उत्तर प्रदेश में 23 स्टेशनों पर कार्य पूरे किए जा चुके हैं। उत्तर प्रदेश में पूर्ण किए गए स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	23	अयोध्या धाम जंक्शन, बलरामपुर, बरेली सिटी, बिजनौर, फतेहाबाद, फतेहपुर, गोला गोकर्णनाथ, गोमतीनगर, गोवर्धन, गोविंदपुरी, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, खलीलाबाद, मैलानी जंक्शन, पनकी धाम, पोखरायां, रामघाट हाल्ट, सहारनपुर जंक्शन, सिद्धार्थ नगर, सुरेमनपुर, स्वामीनारायण छपिया, उझानी

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

- तुलसीपुर स्टेशन: स्टेशन भवन, प्रवेश द्वार, परिचलन क्षेत्र, पार्किंग क्षेत्र, प्रतीक्षालय में सुधार, शौचालय, प्लेटफॉर्म आश्रय और साइनेज के सुधार का कार्य पूरा हो चुका है। फिनिशिंग कार्य शुरू कर दिया गया है।
- गाजियाबाद स्टेशन: मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार की ओर स्टेशन भवन के

संरचनात्मक कार्य, टुंडला छोर पर नए पैदल पार पुल-बी का नींव संबंधी कार्य, रूफ प्लाजा, मौजूदा पैदल पार पुल - ए का विस्तार कार्य, मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर विद्युत उपकेंद्र का अंतिम कार्य, मजिस्ट्रेट भवन, राजकीय रेल पुलिस और रेल सुरक्षा बल के भवनों का कार्य किया गया है।

- रामपुर जंक्शन स्टेशन: नए स्टेशन भवन, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह, बुकिंग कार्यालय, प्रतीक्षालय और शौचालय का कार्य पूरा हो चुका है। परिचलन क्षेत्र और पैदल पार पुल के कार्य शुरू किए गए हैं।
- शाहजहांपुर स्टेशन: प्लेटफॉर्म संख्या 1 और 2/3 पर प्लेटफॉर्म शेल्टर और सतह के कार्य पूरे हो चुके हैं। स्टेशन भवन के सुधार, दूसरे प्रवेश द्वार पर नए स्टेशन भवन, परिचलन क्षेत्र और पैदल पार पुल के कार्य शुरू किए गए हैं।
- शिकोहाबाद जंक्शन स्टेशन: नए स्टेशन भवन का निर्माण कार्य, प्लेटफॉर्म संख्या 1/2 की सतह का कार्य, परिचलन क्षेत्र में सुधार, पार्किंग और दिव्यांगजन सुविधाओं का कार्य पूरा हो चुका है। 12 मीटर पैदल पार पुल का कार्य शुरू कर दिया गया है।

भारतीय रेल पर स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण जिसमें यात्री सुविधाओं जैसे प्लेटफॉर्म उन्नयन, प्रतीक्षालय, शौचालय, पेयजल व्यवस्था, साइनेज, दिव्यांगजन सुविधाएं आदि का प्रावधान शामिल है, एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य सापेक्ष प्राथमिकता और धन की उपलब्धता के अध्यधीन, आवश्यकता के अनुसार शुरू किए जाते हैं। रेलवे स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्य स्टेशन की कोटि/स्थिति/संभाले जाने वाले यातायात आदि के आधार पर किए जाते हैं।

भारतीय रेल भारत सरकार के "सुगम्य भारत मिशन" या 'सुगम्य भारत अभियान' के तहत दिव्यांगजनों और सीमित गतिशीलता वाले यात्रियों के लिए अपने रेलवे स्टेशनों को सुगम्य बनाने के लिए प्रतिबद्ध है। दिव्यांगजन अधिकार अधिनियम, 2016 के अनुपालन में, भारत के राजपत्र में

"दिव्यांगजनों और सीमित गतिशीलता वाले यात्रियों के लिए भारतीय रेल के रेलवे स्टेशनों की सुगम्यता और सुविधाओं संबंधी दिशानिर्देश" परिपत्रित और अधिसूचित किए गए हैं। इन दिशानिर्देशों में दिव्यांगजनों और सीमित गतिशीलता वाले यात्रियों के लिए सुविधाओं जैसे प्रवेश रैम्प, सुगम्य पार्किंग, कम ऊंचाई वाली टिकट खिड़की/सहायता बूथ, शौचालय, पेयजल बूथ, रैम्प/लिफ्टों के साथ भूमिगत पैदल पारपथ/ऊपरी पैदल पुल, ब्रेल संकेतकों सहित मानक प्रदर्श-व्यवस्था और दृष्टि बाधित लोगों के लिए स्पर्शनीय पथ आदि का प्रावधान किया गया है जो चरणबद्ध रूप से और व्यवहार्य सिद्धांतों के आधार पर प्रदान किए जा रहें।

रेलवे स्टेशनों का विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइपलाइन, विद्युत/सिगनल केबल इत्यादि शामिल हैं) को स्थानांतरित करना, अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के निकट किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं।

अमृत भारत स्टेशन योजना सहित स्टेशनों का विकास/उन्नयन/आधुनिकीकरण सामान्यतः योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का विवरण क्षेत्रीय रेलवे-वार रखा जाता है, न कि कार्य-वार या स्टेशन-वार या राज्य-वार। उत्तर प्रदेश राज्य पाँच क्षेत्रीय रेलों नामतः पूर्व मध्य रेलवे, उत्तर मध्य रेलवे, उत्तर रेलवे, पूर्वोत्तर रेलवे और पश्चिम मध्य रेलवे के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए वित्त वर्ष 2025-26 हेतु 3,794 करोड़ रुपए का आबंटन किया गया है, जिसमें से अब तक (फरवरी, 2026 तक) 3,694 करोड़ रुपए का व्यय उपगत किया गया है।

**DENIAL OF WARRANTY CLAIMS AND POOR AFTER-SALES SERVICE
FOR CONSUMER DURABLES**

5508. DR. M. K. VISHNU PRASAD:

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

- (a) whether the Government has received complaints regarding denial of warranty claims and poor after-sales service for consumer durables such as televisions, air conditioners and refrigerators and if so, the details thereof;
- (b) the total number of complaints received during the last three years, company-wise;
- (c) whether manufacturers are mandatorily required to provide doorstep service within a fixed time limit and if so, the details thereof;
- (d) whether penalties are imposed for unjustified rejection of warranty claims and if so, the details thereof; and
- (e) the steps taken by the Government to protect consumers from over charging by service centres and extended warranty providers?

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

- (a) to (e) : The year-wise details of complaints received on the National

Consumer Helpline (NCH) regarding denial of warranty claims and poor after-sales service for consumer durables such as televisions, air conditioners and refrigerators during the last three years are given at **Statement**.

Under the provisions of the Consumer Protection Act, 2019, the Central Consumer Protection Authority (CCPA), an executive agency, came into existence on 24.07.2020. It is designed to intervene, to prevent consumer detriment arising from violation of rights of consumers, misleading advertisements, unfair trade practices etc. and to initiate class action(s), including the enforcement of recalls, refunds and return of products.

CCPA has imposed a penalty of ₹ 1,00,000/- on consumer durable company (Sunflame Enterprises Pvt. Ltd.) for publishing a misleading claim of “Lifetime Warranty” for kitchen chimneys under the garb of ‘T&C Apply’ and deliberately concealing important information for the actual period of warranty which was only 1 years for motor and 5 years for components.

An inverter battery company (Luminous Power Technologies Pvt. Ltd.) claimed warranty of 36 months on the packaging box for their product (inverter battery). However, in the warranty card which is made available to consumer once the product is purchase, the company mentioned free replacement for 0-18 months and replacement at 20% discount on the MRP for the period 19-36 months. CCPA found it misleading and directed to discontinue the advertisement and imposed penalty of ₹1,00,000/-.

CCPA has notified the Guidelines for Prevention of Misleading

Advertisements and Endorsements for Misleading Advertisements, 2022 on 9th June, 2022. These guidelines inter-alia provide for conditions for an advertisement to be non-misleading and valid; duties of manufacturer, service provider, advertiser and advertising agency including on e-commerce platforms.

The Consumer Protection Act, 2019 provides for a three tier quasi-judicial machinery at District, State and National level commonly known as “Consumer Commissions” for protection of the rights of consumers and to provide simple and speedy redressal of consumer disputes including those related with unfair trade practices. The Consumer Commissions are empowered to give relief of a specific nature and award compensation to consumers, wherever appropriate.

The Department has launched “e-Jagriti” portal on 1st January, 2025, which aims to enhance consumer grievance redressal through Artificial Intelligence / Machine Learning integration and modern features like faceless onboarding and role-based dashboards. It unifies existing applications (OCMS, eDaakhil, NCDRC CMS, CONFONET) into a single, scalable platform, allowing users to file complaints seamlessly from anywhere with multilingual support. The portal is designed to provide a convenient, transparent and efficient means for consumers to seek redressal by enabling online complaint filing, digital submission of documents, online payment of fees and also supports virtual courtrooms, enabling the hearing of cases remotely and ensuring faster

disposal while reducing dependency on physical infrastructure. These features address bottlenecks like geographical barriers, scheduling conflicts and manual interventions. Further, VC equipment for conducting hearing through video conferencing mode has already been installed and made functional at 10 benches of the National Consumer Disputes Redressal Commission (NCDRC) and 35 benches of State Consumer Disputes Redressal Commissions (SCDRCs).

The National Consumer Helpline (NCH) administered by the Department of Consumer Affairs has emerged as a single point of access to consumers across the country for their grievance redressal at a pre-litigation stage. Consumers can register their grievances from all over the country in 17 languages including Hindi, English, Kashmiri, Punjabi, Nepali, Gujarati, Marathi, Kannada, Telugu, Tamil, Malayalam, Maithili, Santhali, Bengali, Odia, Assamese and Manipuri through a toll-free number 1915. These grievances can be registered on Integrated Grievance Redressal Mechanism (INGRAM), an omni-channel IT enabled central portal, through various channels- WhatsApp (8800001915), SMS (8800001915), email (nch-ca@gov.in), the NCH app, the web portal (consumerhelpline.gov.in) and the Umang app, as per their convenience. 1,398 companies, who have voluntarily partnered with NCH, as part of the 'Convergence' programme directly respond to these grievances according to their redressal process and revert by providing a feedback to the complainant on the portal. Complaints against those

companies, who have not partnered with National Consumer Helpline, are forwarded to the company for redressal.

NCH has successfully facilitated refund of ₹52 crore to consumers between 25th April 2025 and 31st January 2026. This significant redressal was achieved across 31 sectors including consumer durables and electronics products effectively addressing 79,521 consumer grievances related to refund claims.

The Department has launched, the Right to Repair Portal India (<https://righttorepairindia.gov.in/>) to provide consumers with an easy access to information for repairing their products and enabling them to reuse it.

A total of sixty-six (66) companies have been on-boarded on the Right to Repair Portal, India including major brands across four sectors: Automobile, Consumer Durables, Mobile & Electronics and Farming Equipment.

The Department has been conducting country-wide multimedia awareness campaigns titled “Jago Grahak Jago” under the Consumer Awareness Scheme. The Department is adopting a multi-channel approach combining physical outreach, digital initiatives, and social media campaigns to raise large-scale consumer awareness against misleading advertisements, unfair trade practices, dark patterns, grievance redressal mechanisms and various other consumer related issues.

To ensure physical outreach to the Consumers, the Department participated in Maha Kumbh Mela 2025 at Prayagraj, and Surajkund Mela

2026 in Haryana. To reach citizens without smartphones or internet access, the Department carried out large-scale IVRS voice call campaigns across the country with a focus on Scheduled Caste dominated areas in 2025 in which 23 crore calls were made. Similarly, the Department also conducted large-scale SMS campaigns in eleven languages in which 65 crore SMSs were sent to 15 crore PDS beneficiaries in first phase and 24 crore SMSs were sent to consumers in Scheduled Tribe dominated areas, in 2nd phase in 2025. The Department also generated awareness by playing consumer awareness jingles on All India Radio during ICC Men's T20 World Cup 2026 matches which was broadcasted over 24 Rainbows Stations, 66 Primary Channels & 86 Local Radio Stations of National & Regional channels of AIR.

To strengthen awareness among young and rural consumers, the Department distributed Amar Chitra Katha comic books containing consumer-rights stories through ERMS schools. Digital copies of these comics were also uploaded on the Rashtriya e-Pustakalaya. At the grassroots level, the Department conducted weekly virtual sessions with Panchayats across various States and Union Territories during the year 2024, 2025 and 2026 wherein more than lakh number of Panchyats representatives attended the sessions. The Department also ran a digital banner advertisement campaign in February 2026 on the IRCTC website and mobile app, generating 78.7 crore impressions during the campaign period.

STATEMENT

Year-wise details of complaints received on the National Consumer Helpline (NCH) regarding denial of warranty claims and poor after-sales service for consumer durables such as televisions, air conditioners and refrigerators during the last three years.

Category of Consumer Durable	2023	2024	2025
Television	3789	3453	3348
Air Conditioner	1469	2747	1412
Refrigerator	2265	2759	2120

GOVERNMENT PRESS UNITS IN LAKSHADWEEP

5509. SHRI HAMDULLAH SAYEED:

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

- (a) the number and location of Government Press units functioning in the Union Territory of Lakshadweep;
- (b) the current operational status of these press units including whether they are functioning at full capacity;
- (c) the reasons for any delays, non-functioning or underutilization of Government Press units, if applicable;
- (d) the total staff employed and the annual workload handled by these units;
and
- (e) the steps being taken by the Government to modernize, strengthen and

ensure optimal utilization of Government Press units in Lakshadweep for timely production of Government publications and materials?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN):

(a) to (e): At present, there is one Government Press unit in the Union Territory of Lakshadweep, located in Kavaratti. This press unit is under the control of the Department of Printing & Stationery, UT Administration of Lakshadweep.

The unit is functional, but not operating at full capacity, as a significant portion of official communication and publication work has transitioned to digital platforms and online dissemination systems.

The relatively lower utilization of the Press is attributable to following reasons:

- Increased adoption of digital governance and paperless systems
- Reduced demand for bulk physical printing
- The presence of legacy machinery requiring periodic maintenance
- Logistical constraints associated with island conditions, including procurement of spare parts and technical support,
- The availability of alternative printing arrangements for specialized or time-sensitive requirements.

The Government Press has a sanctioned strength of 49 technical staff. Its current workload primarily includes printing of essential government

documents, forms, examination materials, and IEC/publicity materials, which has seen a decline over time in line with increasing digitization.

The Lakshadweep Administration has been taking measures from time to time to align the functioning of the Press with evolving requirements. These include:

- Promoting digital dissemination to reduce reliance on physical printing
- Rationalizing in-house printing based on demand
- Phased replacement and selective use of machinery depending on operational needs
- Optimal utilization of facilities for essential and urgent printing work
- Re-alignment of manpower including redeployment where necessary
- Availing external printing services, as required, for bulk or specialized jobs.

वैश्विक कोयला मांग में गिरावट का प्रभाव

5510. श्री कंवर सिंह तंवर:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने विस्तार योजनाएं, वाणिज्यिक खनन नीति तथा नए कोयला ब्लॉकों में निवेश सहित वैश्विक स्तर पर कोयले की मांग के स्थिरीकरण तथा संभावित गिरावट के प्रभाव का भारत की दीर्घकालिक घरेलू कोयला उत्पादन रणनीति पर आकलन किया है;
- (ख) यदि हां, तो कोयला उत्पादक राज्यों, सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू), निजी खनन कंपनियों और संबंधित रोजगार पारिस्थितिकी तंत्र पर प्रभाव का आकलन करने के लिए सरकार द्वारा की गई परिदृश्य योजना का ब्यौरा क्या है; और

(ग) संक्रमण काल के दौरान राष्ट्रीय ऊर्जा आवश्यकताओं, वित्तीय विवेक, श्रमिक सुरक्षा तथा पर्यावरणीय विचारों के संतुलन के साथ कोयला उत्पादन के जिम्मेदार प्रबंधन को सुनिश्चित करने के लिए सरकार द्वारा प्रस्तावित नीतिगत दिशा क्या है?

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे):

(क) और (ख): कोयला भारत में ऊर्जा का एक महत्वपूर्ण स्रोत है और वर्तमान में यह देश की कुल प्राथमिक वाणिज्यिक ऊर्जा मांग का लगभग 55% है। भारत की दीर्घकालिक घरेलू कोयला उत्पादन कार्यनीति मुख्य रूप से बढ़ती विद्युत और औद्योगिक आवश्यकताओं के लिए ऊर्जा सुरक्षा सुनिश्चित करने की आवश्यकता द्वारा निर्देशित होना जारी है। सरकार वैश्विक ऊर्जा बाजार के घटनाक्रमों की निरंतर निगरानी करती है, जिसमें कोयले की मांग में स्थिरीकरण अथवा कमी से संबंधित प्रवृत्ति शामिल हैं।

भारत की विकासात्मक जरूरतों को ध्यान में रखते हुए, निकट भविष्य में कोयले की मांग महत्वपूर्ण रहने का अनुमान है। तदनुसार, उत्पादन क्षमता के विस्तार, वाणिज्यिक कोयला खनन और कोयला ब्लॉकों के आवंटन से संबंधित निर्णय मौजूदा मांग-आपूर्ति परिवर्तनशीलता, तकनीकी-आर्थिक विचारों और मौजूदा नीतिगत ढांचे को ध्यान में रखते हुए एक सुविचारित, पारदर्शी और आवश्यकता-आधारित तरीके से लिए जाते हैं।

सरकार कोयला उत्पादक राज्यों, सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू), निजी क्षेत्र के प्रतिभागियों और संबद्ध रोजगार के लिए संभावित निहितार्थ जैसे कई परिदृश्यों के अनुसार आवधिक और व्यापक आधार पर आकलन करती है। मौजूदा नीतियों के अनुसार चल रही स्कीमों और संस्थागत कार्य तंत्रों के माध्यम से क्षेत्रीय विकास, कौशल वृद्धि और आर्थिक विविधीकरण के उपायों का कार्यान्वयन किया जाता है।

(ग) : सरकार का जोर आत्मनिर्भर ऊर्जा परिदृश्य सुनिश्चित करने के साथ-साथ भारत की ऊर्जा सुरक्षा को मजबूत करने पर है। कोयले का आयात वित्त वर्ष 2023-24 में 31,02,154 मिलियन

रूप के मूल्य दर 264 मि.ट. की तुलना में वित्त वर्ष 2024-25 में 24,95,337 मिलियन रूपए के मूल्य पर 244 मि.ट. रहा। इस प्रकार, वित्त वर्ष 2023-24 की तुलना में वित्त वर्ष 2024-25 में मात्रा के संदर्भ में लगभग 8 प्रतिशत और मूल्य के संदर्भ में 20 प्रतिशत की कमी आई है।

शक्ति नीति (2025) ने कोयला लिंकेज ढांचे को सुव्यवस्थित किया है और बिजली क्षेत्र के लिए घरेलू कोयले के लचीलेपन और पहुंच को बढ़ाया है। मौजूदा उपभोक्ताओं को 100% पीएलएफ (प्लांट लोड फैक्टर) आवश्यकता तक कोयले की खरीद करने की अनुमति देने और आयातित कोयला आधारित विद्युत संयंत्रों की भागीदारी को सक्षम करने जैसे प्रावधानों से घरेलू कोयले की मांग बढ़ने की अपेक्षा है।

एनआरएस (गैर-विनियमित क्षेत्र) लिंकेज नीति के तहत कोलसेतु विंडो ने निर्यात और वाशरी के लिए अंतिम उपयोग प्रतिबंधों के बिना गैर-कोकिंग कोल लिंकेज को सक्षम बनाया है। कोयला उत्पादन के जिम्मेदार प्रबंधन, श्रमिकों की सुरक्षा को संतुलित करने को सुनिश्चित करने के लिए निम्नलिखित पहल की गई हैं:

- i. पर्याप्त संसाधन और जनशक्ति और एक व्यापक ओएचएस नीति सुनिश्चित करना।
- ii. आंतरिक सुरक्षा संगठन के कार्य को मजबूत करना, सुरक्षा प्रबंधन योजनाओं और प्रमुख जोखिम प्रबंधन योजनाओं को कार्यान्वित करना, आचार संहिता और मानक संचालन प्रक्रिया को लागू करना और परिवहन नियमों का अनुपालन।
- iii. वार्षिक खान सुरक्षा लेखा-परीक्षण और मूल कारण विश्लेषण (आरसीए) आधारित दुर्घटना जांच करना।
- iv. भूमिगत खानों में कंटीन्यूयस माईनर्स (सीएम), ओपनकास्ट (ओसी) खानों में सर्फेस माईनर्स और हाईवॉल खनन प्रौद्योगिकी (हाइब्रिड सिस्टम) के माध्यम से उच्च स्तर के मशीनीकरण को अपनाना।
- v. जीपीएस-आधारित ट्रैकिंग सिस्टम और जियो-फेंसिंग के माध्यम से परिवहन सुरक्षा में

- वृद्धि। एकीकृत कमान और नियंत्रण केंद्रों के माध्यम से वास्तविक समय पर निगरानी।
- vi. ओसी खदानों में डिजिटल स्ट्रेटा नियंत्रण और निगरानी प्रणाली संस्थापित की गई है।

TRAIN ORIGINATING/TERMINATING IN TELANGANA

5511. SHRI VAMSI KRISHNA GADDAM:

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

- (a) the details of the number of new train services introduced in Telangana and new train services originating from or terminating in Telangana during the last eleven years including Express trains, Vande Bharat services and other passenger services, year-wise;
- (b) the details of the new rail routes/lines commissioned in Telangana during the said period, including major new links that have enhanced connectivity to previously unconnected districts;
- (c) the details of the new premium and high-speed services such as Vande Bharat Express trains linked to Telangana that have been operationalised in the last decade;
- (d) the details of the train services extended or launched from Telangana to other States or key national routes, year-wise; and
- (e) the details of the steps taken by the Government to further expand rail connectivity and passenger services in Telangana including planned projects like the Regional Ring Railway and district-level rail links?

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

(a) to (e) : As the Railway network straddles across State boundaries, trains are operated, as per network requirement, across such boundaries. However, Indian Railways, during 2015-16 to 2025-26 (upto February, 26), have introduced 34 pairs of train services which, on originating/terminating basis, cater to the stations located in the State of Telangana. These train services, which are listed below, also include 05 pairs of Vande Bharat services and 03 pairs of Amrit Bharat services:

SN	Train No. & Name
1	20101/20102 Nagpur-Secunderabad Vande Bharat Express
2	20701/20702 Secunderabad-Tirupati Vande Bharat Express
3	20703/20704 Kacheguda-Yeswantpur Vande Bharat Express
4	20707/20708 Secunderabad -Visakhapatnam Vande Bharat Express
5	20833/20834 Visakhapatnam-Secunderabad Vande Bharat Express
6	15293/15294 Muzaffarpur-Charlapalli Amrit Bharat Express
7	17041/17042 Charlapalli-Thiruvananthapuram North (Kochuveli) Amrit Bharat Express
8	16357/16358 Nagercoil -Charlapalli Amrit Bharat Express
9	19315/19316 Indore-Lingampalli Humsafar Express
10	22127/22128 Lokmanya Tilak (T)-Kazipet Express
11	12795/12796 Secunderabad-Vijayawada Express
12	11083/11084 Lokmanya Tilak (T)-Kazipet Express
13	11307/11308 Hyderabad-Gulbarga Express
14	17021/17022 Hyderabad-Vasco Da Gama Express
15	17039/17040 Secunderabad -Vasco da Gama Express
16	22151/22152 Pune-Kazipet Express
17	17605/17606 Kacheguda-Bhagat Ki Kothi Express
18	18561/18562 Vishakapatnam-Kacheguda Express

19	57301/57302 Kacheguda-Medak Passenger
20	77622/77623 Mahabubnagar-Jaklair DEMU
21	77653/77654 Siddipet-Secunderabad DEMU
22	77655/77656 Siddipet-Secunderabad DEMU
23	67787/67788 Kacheguda-Raichur MEMU
24	47253/47254 Ghatkesar-Lingampalli EMU
25	47223/47224 Secunderabad -Medchal MMTS
26	47225/47226 Secunderabad -Medchal MMTS
27	47227/47228 Secunderabad -Medchal MMTS
28	47229/47230 Secunderabad -Medchal MMTS
29	47221/47222 Secunderabad -Medchal MMTS
30	47231/47232 Secunderabad -Medchal MMTS
31	47233/47234 Secunderabad -Medchal MMTS
32	47235/47236 Secunderabad -Medchal MMTS
33	47237/47238 Secunderabad -Medchal MMTS
34	47239/47240 Secunderabad -Medchal MMTS

Vande Bharat services

The list of 05 pairs of Vande Bharat Chair Car services presently serving the stations located in the State of Telangana, on originating/terminating basis, is as under:

SN	Train no. and name
1	20101/20102 Nagpur-Secunderabad Vande Bharat Express
2	20701/20702 Secunderabad-Tirupati Vande Bharat Express
3	20703/20704 Kacheguda-Yeswantpur Vande Bharat Express
4	20707/20708 Secunderabad -Visakhapatnam Vande Bharat Express
5	20833/20834 Visakhapatnam-Secunderabad Vande Bharat Express

Extension of services:

The details of trains extended from the stations located in the State of Telangana during the period 2020-21 and 2025-26(upto February,2026) are as

under:

SN	Train No. & Name	Extended to
1	17693/17694 Kacheguda-Gadwal DEMU	Raichur
2	17019/17020 Jaipur-Hyderabad Express	Hisar
3	17663/17664 Tandur-Parbhani Express	Raichur
4	17653/17654 Kacheguda-Chengalpattu Express	Puducherry
5	17655/17656 Kakinada-Chengalpattu Express	Puducherry
6	12785/12786 Kacheguda-Mysuru Express	Ashokapuram
7	12789/12790 Kacheguda-Mangaluru Express	Murdeswar
8	17015/17016 Bhubaneswar-Secunderabad Express	Bhubaneswar New

Besides, introduction/extension of new train services is an on-going process, which depends on various factors including-

- Capacity of that section
- Availability of path
- Availability of required rolling stock
- Availability of matching infrastructure for rolling stock
- Maintenance requirement of railway tracks and other assets.
- Occupancy and the traffic requirement of the section.

Telangana - Budget Allocation and Projects:

Railway Budget:

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

Period	Outlay
2009-14	Rs. 886 Cr./Yr. (including Andhra Pradesh)
2025-26	Rs. 5,337 Cr.

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Telangana during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 Km	17.4 km/per year
2014-25	774 Km	70.4 km /per year (more than 4 times)

Projects sanctioned:

As on 01.04.2025, 20 Railway projects (6 New Lines and 14 Doubling), of a total length of 2,166 Km, costing ₹35,045 crore falling fully/partly in the State of Telangana have been sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (Rs. in Cr.)
New Line	6	840	245	4,611
Doubling / Multi-tracking	14	1,326	303	6,939
Total	20	2,166	548	11,550

Recently completed projects:

Details of some of the completed projects falling fully/partly in the State of

Telangana are as under:

SN	Project	Cost (Rs. in Cr.)
1	Peddapalli- Nizamabad new line (178 Km)	926
2	Jaggayyapeta- Janpahad new line (48 Km)	737
3	Akkanapet – Medak new line (17 Km)	205
4	Bhadrachalam Road-Sattupalli new line (56 Km)	990
5	Raghavapuram-Mandamari Doubling (24 Km)	165
6	Raichur-Guntakal Doubling (81 Km)	388
7	Secunderabad- Mehboobnagar Doubling (85 Km)	1,266
8	Multi - Modal Transport System (MMTS) Phase-II, Hyderabad (103 Km)	1,156
9	Bypass line at Peddapalli (2 Km)	37

Ongoing Projects:

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

SN	Name of Project	Cost (Cr)
1	Manoharabad-Kothapalli new line (151 Km)	2,781
2	Malkangiri-Pandurangapuram new line (174 Km)	3,592
3	Kazipet -Vijaywada - 3rd line (220 Km)	3,315
4	Kazipet -Ballarshah - 3rd line (202 Km)	3,183
5	Guntur- Bibinagar Doubling (239 Km)	2,853
6	Mudkhed - Medchal - Dhone Doubling (417 Km)	4,686
7	Bhadrachalam Road – Dornakal Doubling (55 Km)	770
8	Motumari-Vishnupuram doubling and RoR at Motumari (100 Km)	1,596
9	Nashkal (Pindial)-Hasanparthi Road bypass (25 Km)	465
10	Secunderabad (Sanathnagar)- Wadi 3rd and 4th line (173 Km)	5,012
11	Dornakal Rail over Rail (RoR) Flyover (11 Km)	327

Execution of important infrastructure projects falling fully/partly in the State of Telangana is held up due to delay in land acquisition. Status of land acquisition

in Telangana is as under:

Total Land required	2,343 Ha
Land Acquired	1,580 Ha (67%)
Balance Land to be acquired	764 Ha (33%)

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

SN	Name of the project	Total land required (Ha)	Land acquired (Ha)	Balance Land to be acquired (Ha)	Amount Paid to State (Cr.)
1.	Guntur- Bibinagar Doubling	31	0	31	40
2.	Mudkhed – Medchal & Mahbubnagar – Dhone Doubling	70	0	70	30
3.	Kazipet-Vijaywada 3rd Line	135	118	17	159
4.	Manoharabad – Kothapalli New Line	1146	1050	96	-

To provide additional connectivity in the region, Final Location Survey (FLS) for Outer Ring Rail (536 Km) new line on the periphery of Regional Ring Road around Hyderabad has been sanctioned for preparation of Detailed Project Report (DPR). Survey work has been taken up.

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon

appraisals and approvals by various stakeholders.

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

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

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

- Land acquisition by State Government
- Forest clearance
- Shifting of infringing utilities
- Statutory clearances from various authorities
- Geological and topographical conditions of area

- Law and order situation in the area of project site
- Number of working months in a year for particular project site etc.

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

पीएम-कुसुम के तहत विद्युत क्रय समझौते

5512. श्री गजेन्द्र सिंह पटेल:

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

- (क) क्या यह सच है कि मध्य प्रदेश में प्रधानमंत्री-किसान ऊर्जा सुरक्षा एवं उत्थान महाअभियान के अंतर्गत, लेटर ऑफ अवार्ड (एलओए) जारी होने के बाद, 31 दिसम्बर, 2025 तक की निर्धारित समय-सीमा के भीतर परियोजनाओं के पूर्ण होने के पश्चात प्रस्तुत आवेदनों के लिए विद्युत क्रय समझौते (पीपीए) जारी नहीं किए गए हैं;
- (ख) यदि हाँ, तो तत्संबंधी ब्यौरा तथा इसके क्या कारण हैं;
- (ग) क्या पीपीए की कार्यवाही को लंबित रखने के निर्देश जारी किए गए हैं, क्योंकि सरकार पीएम-कुसुम की समय-सीमा नहीं बढ़ा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या वर्तमान में निर्धारित समय-सीमा के भीतर किसानों द्वारा प्रस्तुत आवेदन पत्रों के लिए पीपीए जारी किए जा रहे हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

- (क) से (घ): पीएम कुसुम एक मांग-संचालित योजना है, तथा क्षमताओं का आबंटन राज्यों द्वारा रखी गई मांग तथा उनके द्वारा हासिल की गई उपलब्धियों के आधार पर किया जाता है। इस योजना की अंतिम तिथि 31 मार्च, 2026 है। अतः, योजना के अन्तर्गत देनदारियों को अंतिम रूप

देने के लिए योजना के तहत पीपीए पर हस्ताक्षर करने की अंतिम तिथि 31.12.2025 के विषय में राज्यों/संघ राज्य क्षेत्रों को सूचित कर दिया गया था।

लाभार्थी के चयन तथा निविदा, आबंटन पत्र (LOA) जारी करने, विद्युत खरीद करार (PPA) पर हस्ताक्षर करने, चालू हो जाने का (कमीशनिंग) प्रमाणपत्र जारी करने सहित कार्यान्वयन की जिम्मेदारी राज्य कार्यान्वयन एजेंसी (SIA) की है। मध्य प्रदेश ऊर्जा विकास निगम लिमिटेड (MPVVNL) मध्य प्रदेश राज्य में पीएम कुसुम योजना की राज्य कार्यान्वयन एजेंसी है।

एमपीयूवीएनएल द्वारा दी गई सूचना के अनुसार, दिशा-निर्देशों की अनुपालना न करने, दस्तावेजों के प्रस्तुतीकरण में विलंब तथा दस्तावेजीकरण में मौजूदा कमियों के कारण मध्य प्रदेश राज्य में पीएम कुसुम योजना के घटक क के अन्तर्गत निर्धारित समय-सीमा अर्थात् 31.12.2025 तक कुल 57 परियोजनाओं के लिए पीपीए पर हस्ताक्षर नहीं किए जा सके।

राज्य / संघ राज्य क्षेत्रों को अंतिम तिथि में कोई विस्तार नहीं दिया गया।

CEREALS DISTRIBUTION IN PDS

5513. SHRI SAGAR ESHWAR KHANDRE:

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

- (a) whether the Government has assessed that the existing Public Distribution System largely focuses on distribution of cereals and does not adequately address nutritional requirements such as protein and micronutrient intake;
- (b) if so, whether concerns have been raised regarding rising malnutrition and diet-related diseases despite food security interventions and if so,

the details thereof;

- (c) whether any proposal exists to diversify the PDS basket to include pulses, millets and other nutritious foods; and
- (d) the steps taken by the Government to transition from a calorie-based food security approach to a nutrition-sensitive Public Distribution System?

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

(a) to (d): Public Distribution System (PDS) is now governed as per the provisions of the National Food Security Act, 2013. Under the Act, free of cost foodgrains are distributed to eligible beneficiaries identified by the State Government. The term “foodgrains” is defined as rice, wheat or coarse grains or any combination thereof conforming to such quality norms as may be determined, by order, by the Central Government from time to time. At present, no proposal to include more items of cereals under the Act is under consideration of the Government.

In order to improve level of nutrition among the beneficiaries covered under the National Food Security Act, 2013, all the States/UTs have also been advised to procure millets and distribute for NFSA beneficiaries as per local consumption preference and as per the guidelines of the Government of India.

To address the micronutrient deficiencies, particularly anemia, the

Government of India is supplying fortified rice through the Targeted Public Distribution System (TPDS) and in Other Welfare Schemes (OWS) in all States and UTs. The initiative aims to provide fortified rice enriched with essential micronutrients such as iron, folic acid, and vitamin B12.

Nutrition goes beyond mere eating of food; it requires proper digestion, absorption, and metabolism of nutrients. This process is influenced by factors like sanitation, education and access to safe drinking water. As malnutrition requires a multi-sectoral approach involving dimensions of food, health, water, sanitation and education, it is crucial to effectively address the issue of malnutrition in a convergent manner. It is being addressed under Mission Saksham Anganwadi and Poshan 2.0 by establishing cross cutting convergence amongst 18 Ministries/Departments.

To address the challenges of malnutrition, Anganwadi services, Poshan Abhiyaan and Scheme for Adolescent girls (of 14-18 years in Aspirational Districts and North-Eastern region) have been subsumed under the umbrella Mission Saksham Anganwadi and Poshan 2.0 (Mission Poshan 2.0). It is a Centrally Sponsored mission, where the responsibility for implementation of various activities lies with the States and UTs. The Mission is being implemented in all States and UTs in the country.

Under this Mission, Supplementary Nutrition is provided to Children (6 months to 6 years), Pregnant Women, Lactating Mothers and Adolescent Girls in accordance with the nutrition norms contained in Schedule-II of the National

Food Security Act, 2013. These norms have been revised in January 2023. The old norms were largely calorie-specific; however, the revised norms are more comprehensive and balanced in terms of both quantity and quality of supplementary nutrition based on the principles of diet diversity that provides for quality protein, healthy fats and micronutrients (Calcium, Zinc, Iron, Dietary Folate, Vitamin A, Vitamin-B6 and Vitamin B-12). Extra Supplementary Nutrition is provided to Severely Acutely Malnourished (SAM) children as per National Food Security Act, 2013 (NFSA).

Ministry vide notification dated 12th September 2022 issued Integrated Nutrition Support Programme- Saksham Anganwadi and Poshan (2.0), Rules 2022 to regulate the entitlements specified under the provisions of National Food Security Act, 2013 for every pregnant woman and lactating mother, till six months after childbirth and every child in the age group of six months to six years.

To encourage diet-diversity and consumption of wholesome local produce, Poshan Vatikas have been developed at Anganwadi Centres (AWCs). Poshan Vatikas help to meet the important dietary diversity gap that has been repeatedly revealed in different surveys by providing different fruits, nuts, herbs, medicinal plants and vegetables round the year. The main objective of introducing the concept of Poshan Vatika is to encourage community members to cultivate local food crops in their backyards.

Under this Mission, one of the major activities undertaken is Community

Mobilization and Awareness Advocacy to educate people on nutritional aspects as adoption of good nutrition habit requires sustained efforts for behavioral change. State and UTs are conducting and reporting regular sensitization activities under Jan Andolans during Poshan Maah and Poshan Pakhwada celebrated in the months of September and March-April respectively. Community Based Events (CBEs) have served as a significant strategy in changing nutritional practices and all Anganwadi workers (AWWs) are required to conduct two Community Based Events every month. A total of 9.8 crore CBEs have been conducted from 2018 to February 2026 and more than 150 crore Jan Andolan activities have been conducted since 2018 through 15 Jan Andolans.

The 'Poshan Tracker' application was rolled out as an important governance tool. The Poshan Tracker facilitates monitoring and tracking of all AWCs, AWWs and beneficiaries on defined indicators. Technology under Poshan Tracker is being leveraged for dynamic identification of stunting, wasting, underweight prevalence among children. It has facilitated near real time data collection for Anganwadi Services such as, opening of AWCs, daily attendance of children, ECCE activities, Growth Monitoring of children, Provision of Hot Cooked Meal (HCM)/Take Home Ration (THR-not raw ration), Growth Measurement etc. The Poshan Tracker application is available here : <https://www.poshantracker.in>

For last mile tracking of Service Delivery, Ministry of Women and Child

Development (MWCD) has developed Facial Recognition System (FRS) in Poshan Tracker Application for distribution of Take-Home Ration to ensure that benefit is given only to the intended beneficiary registered in Poshan Tracker.

The Nominee Module has been introduced in Poshan Tracker to ensure uninterrupted delivery of Take-Home Ration (THR) to the beneficiaries; Pregnant Women, Lactating Mothers, and Adolescent Girls. If due to any reason, the registered beneficiary is unable to visit the Anganwadi Centre to receive their THR through FRS, she can nominate a nominee on her behalf to receive her THR.

VILLAGES AND TOWNS COVERED UNDER 5G MOBILE NETWORK

5514. SHRI RAJESH NARANBHAI CHUDASAMA:

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

- (a) the details of number of villages and towns covered under the 5G mobile network in the country, State-wise;
- (b) the details of total number of mobile connections across the country during the last five years; and
- (c) the details of total number of Wi-Fi connection subscribers in the country?

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

(a): 5G services have been rolled out in all States/ UTs across the country and presently it is available in 99.9% of the districts in the country. As on 28.02.2026, 5.23 Lakhs 5G Base Transceiver Stations (BTSs) have been installed across the country .

Further, as on 28.02.2026, 5G Base Transceiver Stations (BTSs) have been installed in 1.13 Lakh villages across the country. State-wise number of villages having 5G BTSs as on 28.02.2026 is attached here as **Statement**.

(b): As per data published by Telecom Regulatory Authority of India (TRAI), number of wireless (mobile) subscribers across the country during the last five years are mentioned below:

Information on total number of Wireless (Mobile) Subscribers for the past five years	
Period Ending	No. of Subscribers
31.03.2021	1,180,956,137
31.03.2022	1,142,093,885
31.03.2023	1,143,927,943
31.03.2024	1,165,490,336
31.03.2025	1,156,986,081
31.01.2026	1,250,893,999

(c): As per data published by TRAI, as on 31st January 2026, 61.78 million fixed broadband subscribers, commonly known as Wi-Fi connections, are working in the country.

STATEMENT**State-wise number of villages having 5G BTSs**

S. No.	State/ UTs	Number of villages where 5G BTSs have been installed as on 28.02.2026
1	Andaman & Nicobar	24
2	Andhra Pradesh	4745
3	Arunachal Pradesh	257
4	Assam	3916
5	Bihar	8233
6	Chandigarh	0
7	Chhattisgarh	2041
8	Delhi	199
9	Goa	165
10	Gujarat	5907
11	Haryana	3343
12	Himachal Pradesh	1766
13	Jammu & Kashmir	2522
14	Jharkhand	2381
15	Karnataka	12671
16	Kerala	1551
17	Ladakh	54
18	Lakshadweep	5
19	Madhya Pradesh	5226
20	Maharashtra	8301
21	Manipur	337
22	Meghalaya	351
23	Mizoram	88
24	Nagaland	174
25	Odisha	4900
26	Puducherry	82
27	Punjab	4174
28	Rajasthan	7743
29	Sikkim	122
30	Tamil Nadu	6079

31	Telangana	2699
32	Tripura	320
33	Dadra & Nagar Haveli and Daman & Diu	69
34	Uttar Pradesh	13758
35	Uttarakhand	1398
36	West Bengal	7439
	Total	1,13,040

IMPLEMENTATION OF PM-WANI SCHEME IN ANDHRA PRADESH:

5515. DR. BYREDDY SHABARI:

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

- (a) the details of number of Public Data Offices (PDOs) providing Wi-Fi connectivity under the PM-WANI scheme, State and year-wise since inception including district-wise particularly for Andhra Pradesh;
- (b) the details of the number of PDO Aggregators (PDOAs) operating under the scheme, State and year-wise including district-wise particularly for Andhra Pradesh;
- (c) the details of the number of beneficiaries accessing Wi-Fi through these access points, State and year-wise including district-wise particularly for Andhra Pradesh;
- (d) whether the Government has assessed the average investment required to become a PDO and the business models adopted with PDOAs;
- (e) the details of number and value of coupons sold by PDOAs under the scheme, State and year-wise including district-wise particularly for

Andhra Pradesh; and

- (f) the revenue generated and shared with PDOs by PDOAs under the scheme, State and year-wise?

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

- (a) : State wise count of Public Data Offices (PDOs) across India, as on 28.02.2026 is as under:

S.No	State	No. of Public Data Offices under PM-WANI
1	Andaman & Nicobar	275
2	Andhra Pradesh	6,076
3	Arunachal Pradesh	1,017
4	Assam	2,612
5	Bihar	4,086
6	Chandigarh	253
7	Chhattisgarh	2,839
8	Delhi	2,08,946
9	Goa	430
10	Gujarat	11,857
11	Himachal Pradesh	936
12	Haryana	18,474
13	Jharkhand	1,042
14	Jammu & Kashmir	2,299
15	Karnataka	21,842
16	Kerala	5,002
17	Ladakh	601
18	Lakshadweep	1
19	Maharashtra	34,240
20	Meghalaya	256
21	Manipur	21

22	Madhya Pradesh	7,597
23	Mizoram	3
24	Nagaland	78
25	Odisha	3,037
26	Punjab	3,713
27	Puducherry	89
28	Rajasthan	2,890
29	Sikkim	13
30	Telangana	4,288
31	Tamil Nadu	7,504
32	Tripura	310
33	Uttarakhand	980
34	Uttar Pradesh	51,590
35	West Bengal	4,206
	Total	4,09,403

District wise details of Public Data Offices (PDOs) working in Andhra Pradesh, as on 28.02.2026, is as under:

S. No	District	No. of Wi-Fi Hotspots
1	ANANTAPUR	380
2	CHITTOOR	603
3	EAST GODAVARI	464
4	GUNTUR	586
5	KADAPA	330
6	KRISHNA	874
7	KURNOOL	404
8	NELLORE	361
9	PRAKASAM	234
10	SRIKAKULAM	220
11	VISAKHAPATNAM	781
12	VIZIANAGARAM	211
13	WEST GODAVARI	628
TOTAL		6,076

(b) : State wise count of PDO Aggregators, as on 28.02.2026, is as under:

S.No	State	No. of Public Data Office Aggregators under PM-WANI
1	Andaman & Nicobar	5
2	Andhra Pradesh	21
3	Arunachal Pradesh	4
4	Assam	15
5	Bihar	40
6	Chandigarh	6
7	Chhattisgarh	20
8	Delhi	47
9	Goa	7
10	Gujarat	25
11	Himachal Pradesh	12
12	Haryana	32
13	Jharkhand	23
14	Jammu & Kashmir	10
15	Karnataka	44
16	Kerala	16
17	Ladakh	1
18	Lakshadweep	1
19	Maharashtra	52
20	Meghalaya	4
21	Manipur	8
22	Madhya Pradesh	34
23	Mizoram	2
24	Nagaland	7
25	Odisha	30
26	Punjab	26
27	Puducherry	5
28	Rajasthan	32
29	Sikkim	2
30	Telangana	21

31	Tamil Nadu	31
32	Tripura	8
33	Uttarakhand	22
34	Uttar Pradesh	55
35	West Bengal	47

PDO Aggregators operating in Andhra Pradesh, as on 28.02.2026 is as under:

S.No	PDO Aggregator Name
1	CSC WI-FI CHOUPAL SERVICES INDIA PRIVATE LIMITED
2	Microsense Networks Private Limited
3	RAILTEL CORPORATION OF INDIA LIMITED
4	Remote Engineers Managed IT Services Private Limited
5	TESS AND TERA TECHNO SOLUTIONS PRIVATE LIMITED
6	MatreComm Technologies Private Limited
7	SPIKTEL TECHNOLOGIES PRIVATE LIMITED
8	VBC ENGINEERS PVT LTD
9	RUBANI PRODUCTIONS PRIVATE LIMITED
10	XB INFOTECH PRIVATE LIMITED
11	BHEEMAVARAM BROADBAND SERVICES PRIVATE LIMITED
12	SIMPLIFON TECHNOLOGIES PRIVATE LIMITED
13	Nanovise Solutions Private Limited
14	BHARAT SANCHAR NIGAM LIMITED
15	Immunity Networks and Technologies Private Limited
16	AMBORSIA INTERNATIONAL EXPORT PRIVATE LIMITED
17	SPH BOHARA TECHNOLOGY PRIVATE LIMITED
18	TRUE WIFI NETWORKS PRIVATE LIMITED
19	AXPECT INFOTECH NETWORK PRIVATE LIMITED
20	Secure E techno World Private Limited
21	INVENTOSYS TECHNOLOGIES PRIVATE LIMITED

(c): As on 28.02.2026, under PMWANI framework 2,44,67,896 users have utilized the PMWANI Wi-Fi network across India. State wise count of

beneficiaries is not maintained.

(d): The average investment required to become a Public Data Office and suggestive business model under PM-WANI has been provided in public domain and can be accessed at https://pmwani.gov.in/assets/landing-page/booklets/Booklet_PDO_English.pdf

(e) and (f): Under the PM-WANI framework, the Government's role is limited to policy enablement, with no separate funding provided to States, Union Territories, Public Data Offices (PDOs), or Public Data Office Aggregators (PDOAs) for participation in the ecosystem. Service provision under PM-WANI is entirely market-driven, relying on local entrepreneurial initiative. Public Wi-Fi hotspots are deployed by entities based solely on techno-commercial viability in specific areas.

मुजफ्फरनगर रेलवे स्टेशन का आधुनिकीकरण

5516. श्री हरेन्द्र सिंह मलिक:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का मुजफ्फरनगर रेलवे स्टेशन पर स्वचालित सीढ़ी, फुट ओवर ब्रिज आदि की व्यवस्था करके इसके आधुनिकीकरण का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) हाल के वर्षों में बंद की गई रेलगाड़ियों/रेल ठहराव को पुनः बहाल किए जाने का ब्यौरा क्या है; और
- (ग) क्या उक्त रेलवे स्टेशन पर सुरक्षा उन्नयन के लिए कोई अतिरिक्त बजट आवंटित किया

गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

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

(क) से (ग): उत्तर प्रदेश में स्थित मुजफ्फरनगर स्टेशन पर उच्च सतह वाले प्लेटफॉर्म, प्लेटफॉर्म शेल्टर, प्रतीक्षालय, पेयजल व्यवस्था, मूत्रालय, शौचालय, बैठने की व्यवस्था, पैदल पार पुल आदि जैसी सुविधाएं उपलब्ध हैं।

अमृत भारत स्टेशन योजना के तहत विकास के लिए मुजफ्फरनगर स्टेशन को चिन्हित किया गया है। मुजफ्फरनगर स्टेशन पर सुधार कार्य तेज गति से किया जा रहा है। स्टेशन भवन, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह, नया दूसरा प्रवेश भवन, परिचलन क्षेत्र और 6 मीटर पैदल पार पुल के सुधार का कार्य किया गया है।

इसके अलावा, भारतीय रेलवे पर एस्केलेटर, पैदल पार पुल आदि प्रावधान सहित स्टेशनों का विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण सतत और जारी प्रक्रिया है और इस संबंध में कार्य सापेक्ष प्राथमिकता और धन की उपलब्धता के अध्यधीन आवश्यकता के अनुसार शुरू किए जाते हैं। रेलवे स्टेशनों के विकास/पुनर्विकास/उन्नयन/आधुनिकीकरण कार्य स्टेशन की कोटि/स्थिति/समहाले जाने वाले यातायात आदि के आधार पर किए जाते हैं।

भारतीय रेल ने दीर्घकालिक दृष्टिकोण के साथ स्टेशनों के पुनर्विकास के लिए अमृत भारत स्टेशन योजना शुरू की है।

इस योजना में स्टेशनों में सुधार लाने के लिए मास्टर योजना तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है। इस मास्टर योजना में निम्नानुसार शामिल है:

- स्टेशन और परिचलन क्षेत्रों तक पहुंच में सुधार,
- स्टेशन का शहर के दोनों भागों के साथ एकीकरण,
- स्टेशन भवन में सुधार,

- प्रतीक्षालय, शौचालय, बैठने की व्यवस्था, पानी के बूथ में सुधार,
- यात्री यातायात के अनुरूप चौड़े पैदल पार पुल/एयर कॉनकोर्स का प्रावधान,
- लिफ्ट/स्वचालित सीढ़ियों/रैंप का प्रावधान,
- प्लेटफॉर्म की सतह में सुधार और प्लेटफॉर्म पर कवर का प्रावधान,
- 'एक स्टेशन एक उत्पाद' जैसी योजनाओं के माध्यम से स्थानीय उत्पादों के लिए कियोस्क का प्रावधान,
- पार्किंग क्षेत्र, यातायात के विभिन्न साधनों के साथ एकीकरण,
- दिव्यांगजनों के लिए सुविधाएं,
- बेहतर यात्री सूचना प्रणाली,
- प्रत्येक स्टेशन पर आवश्यकताओं को ध्यान में रखते हुए एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए नामित स्थान, भूसुदर्शनीकरण आदि का प्रावधान।

इस योजना में आवश्यकतानुसार, चरणबद्ध एवं व्यवहार्य रूप से दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित रेलपथ का प्रावधान आदि तथा दीर्घावधि में स्टेशन पर सिटी सेंटर के निर्माण की परिकल्पना भी की गई है।

अभी तक, इस योजना के अंतर्गत विकास हेतु 1338 स्टेशनों को चिह्नित किया गया है, जिनमें से मैनपुरी जिले के मैनपुरी जंक्शन स्टेशन सहित 157 स्टेशन उत्तर प्रदेश में स्थित हैं। उत्तर प्रदेश में अमृत भारत स्टेशन योजना के अंतर्गत विकास के लिए चिह्नित स्टेशनों के नाम इस प्रकार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	157	अछनेरा, आगरा कैंट, आगरा फोर्ट, ऐशबाग जं., अकबरपुर जं., अलीगढ़, अमेठी, अमरोहा, आनंद नगर जं., आवला, अयोध्या धाम जंक्शन, आजमगढ़, बाबतपुर, बछरावां, बदायूं, बादशाहनगर, बादशाहपुर, बहेड़ी,

		बहराईच, बालामऊ जं., बलिया, बलरामपुर, बनारस, बांदा, बाराबंकी जं., बरेली, बरेली सिटी, बड़नी, बस्ती, बेलथरा रोड, भदोही, भरतकुंड, भटनी, भूतेश्वर, बिजनौर, बुलन्दशहर, चंदौली मझवार, चंदौसी, चिलबिला, चित्रकूट धाम कर्वी, चोपन, चुनार जं., डालीगंज, दर्शननगर, देवरिया सदर, धामपुर, दिलदारनगर, इटावा जं., फर्रुखाबाद, फतेहाबाद, फतेहपुर, फतहपुर सीकरी, फिरोजाबाद, गजरौला, गढ़मुक्तेश्वर, गौरीगंज, घाटमपुर, गाजियाबाद, गाजीपुर सिटी, गोला गोकर्णनाथ, गोमतीनगर, गोंडा, गोरखपुर, गोवर्धन, गोविंदपुरी, गुरसहायगंज, हैदरगढ़, हापुड़, हरदोई, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, जंघई जंक्शन, जौनपुर सिटी, जौनपुर जंक्शन, कन्नौज, कानपुर अनवरगंज, कानपुर ब्रिज लेफ्ट बैंक, कानपुर सेंट्रल, कप्तानगंज जंक्शन, कासगंज जंक्शन, काशी, खलीलाबाद, खोरासों रोड, खुर्जा जंक्शन, कोसी कलां, कुंडा हरनामगंज, लखीमपुर, लालगंज, ललितपुर जंक्शन, लंभुआ, लोहता, लखनऊ (चारबाग) उत्तर रेलवे, लखनऊ सिटी, लखनऊ जंक्शन (पूर्वोत्तर रेलवे), मां बेलहा देवी प्रतापगढ़ जंक्शन, मगहर, महाराजा बिजली पासी, महोबा जंक्शन, मैलानी जंक्शन, मैनपुरी जंक्शन, मल्हौर, मानक नगर, मानिकपुर जंक्शन, मारियाहू, मथुरा जंक्शन, मऊ जंक्शन, मेरठ सिटी जंक्शन, मिर्जापुर, मोदीनगर, मोहनलालगंज, मुरादाबाद जंक्शन, मुजफ्फरनगर, नगीना, नजीबाबाद जंक्शन, उरई, पनकी धाम, फाफामऊ जंक्शन, फूलपुर, पीलीभीत जंक्शन, पोखरायां, प्रयाग जंक्शन, प्रयागराज जंक्शन, पं. दीन दयाल उपाध्याय जंक्शन, रायबरेली जंक्शन, राजा की मंडी, रामघाट हॉल्ट, रामपुर जंक्शन, रेनुकूट, सहारनपुर जंक्शन, सलेमपुर, स्योहारा, शाहगंज जंक्शन, शाहजहाँपुर, शामली, शिकोहाबाद जंक्शन, शिवपुर, सिद्धार्थ नगर, सीतापुर जंक्शन, सोनभद्र, श्रीकृष्ण नगर, सुल्तानपुर जंक्शन, सुरेनपुर, स्वामीनारायण छपिया, तकिया, तुलसीपुर, टूंडला जंक्शन, उझानी, ऊंचाहार, उन्नाव जंक्शन, उतरेतिया जंक्शन, वाराणसी कैंट, वाराणसी सिटी, विंध्याचल, वीरांगना लक्ष्मीबाई झाँसी, व्यासनगर, जाफराबाद

स्टेशन जहां कार्य पूरे कर लिए गए हैं:

उत्तर प्रदेश में अमृत भारत स्टेशन योजना के अंतर्गत रेलवे स्टेशनों पर विकास कार्य तेज गति से शुरू किए गए हैं। उत्तर प्रदेश में पूर्ण किए गए स्टेशनों के नाम निम्नानुसार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
उत्तर प्रदेश	23	अयोध्या धाम जंक्शन, बलरामपुर, बरेली सिटी, बिजनौर, फतेहाबाद, फतेहपुर, गोला गोकर्णनाथ,

		गोमतीनगर, गोवर्धन, गोविंदपुरी, हाथरस सिटी, ईदगाह आगरा जंक्शन, इज्जतनगर, खलीलाबाद, मैलानी जंक्शन, पनकी धाम, पोखरायां, रामघाट हाल्ट, सहारनपुर जंक्शन, सिद्धार्थ नगर, सुरेनपुर, स्वामीनारायण छपिया, उझानी

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

- गाजियाबाद स्टेशन: मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार की ओर स्टेशन भवन के संरचनात्मक कार्य, टुंडला छोर पर नए पैदल पार पुल-बी का नींव संबंधी कार्य, रूफ प्लाजा, मौजूदा पैदल पार पुल - ए का विस्तार कार्य, मुख्य प्रवेश द्वार और दूसरे प्रवेश द्वार पर विद्युत सब स्टेशन के अंतिम कार्य, मजिस्ट्रेट भवन, राजकीय रेल पुलिस और रेल सुरक्षा बल के भवनों का कार्य शुरू किया गया है।
- रामपुर जंक्शन स्टेशन: नए स्टेशन भवन, प्लेटफॉर्म शेल्टर, प्लेटफॉर्म सतह, बुकिंग कार्यालय, प्रतीक्षालय और शौचालय का कार्य पूरा हो चुका है। परिचलन क्षेत्र और पैदल पार पुल के कार्य शुरू किए गए हैं।
- शाहजहांपुर स्टेशन: प्लेटफॉर्म संख्या 1 और 2/3 पर प्लेटफॉर्म शेल्टर और सतह के कार्य पूरे हो चुके हैं। स्टेशन भवन के सुधार, दूसरे प्रवेश द्वार पर नए स्टेशन भवन, परिचलन क्षेत्र और पैदल पार पुल के कार्य शुरू किए गए हैं।
- शिकोहाबाद जंक्शन स्टेशन: नए स्टेशन भवन का निर्माण कार्य, प्लेटफॉर्म संख्या 1/2 की सतह का कार्य, परिचलन क्षेत्र में सुधार, पार्किंग और दिव्यांगजन सुविधाओं का कार्य पूरा हो चुका है। 12 मीटर पैदल पार पुल का कार्य शुरू कर दिया गया है।

अमृत भारत स्टेशन योजना सहित स्टेशनों का विकास/उन्नयन/आधुनिकीकरण सामान्यतः

योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत वित्तपोषित किया जाता है। योजना शीर्ष-53 के अंतर्गत आबंटन और व्यय का विवरण क्षेत्रीय रेलवे-वार रखा जाता है, न कि कार्य-वार या स्टेशन-वार या निर्वाचन क्षेत्र वार या राज्य-वार। उत्तर प्रदेश राज्य पाँच क्षेत्रीय रेलों नामतः पूर्व मध्य रेलवे, उत्तर रेलवे, उत्तर मध्य रेलवे, पूर्वोत्तर रेलवे और पश्चिम मध्य रेलवे के अधिकार क्षेत्र में आता है। इन क्षेत्रीय रेलों के लिए वित्त वर्ष 2025-26 हेतु 3,794 करोड़ रुपए का आबंटन (संशोधित अनुमान) किया गया है, जिसमें से अब तक (फरवरी, 2026 तक) 3,694 करोड़ रुपए का व्यय उपगत किया गया है।

रेलगाड़ी सेवाएं:

मुजफ्फरनगर स्टेशन पर वर्तमान में 55 गाड़ी सेवाएं उपलब्ध हैं।

क्र.सं	गाड़ी सं. और नाम
1	22457 आनंद विहार (टी) - देहरादून वंदे भारत एक्सप्रेस
2	22458 देहरादून - आनंद विहार (टी) वंदे भारत एक्सप्रेस
3	12017 नई दिल्ली - देहरादून शताब्दी एक्सप्रेस
4	12018 देहरादून - नई दिल्ली शताब्दी एक्सप्रेस
5	12055 नई दिल्ली - देहरादून जन शताब्दी एक्सप्रेस
6	12056 देहरादून - नई दिल्ली जन शताब्दी एक्सप्रेस
7	12401 कोटा - देहरादून एक्सप्रेस
8	12402 देहरादून - कोटा एक्सप्रेस
9	12903 बांद्रा (टी) - अमृतसर एक्सप्रेस
10	12904 अमृतसर - बांद्रा (टी) एक्सप्रेस
11	14089 आनंद विहार (टी) - कोटद्वार एक्सप्रेस
12	14090 कोटद्वार - आनंद विहार (टी) एक्सप्रेस
13	14241 प्रयागराज संगम - सहारनपुर एक्सप्रेस
14	14242 सहारनपुर - प्रयागराज संगम एक्सप्रेस
15	14303 दिल्ली - हरिद्वार एक्सप्रेस
16	14304 हरिद्वार - दिल्ली एक्सप्रेस
17	14309 लक्ष्मीबाई नगर - योग नगरी ऋषिकेश एक्सप्रेस
18	14310 योग नगरी ऋषिकेश - लक्ष्मीबाई नगर एक्सप्रेस
19	14317 लक्ष्मीबाई नगर - योग नगरी ऋषिकेश एक्सप्रेस

20	14318 योग नगरी ऋषिकेश - लक्ष्मीबाई नगर एक्सप्रेस
21	14332 कालका - दिल्ली एक्सप्रेस
22	14521 दिल्ली - अंबाला कैंट एक्सप्रेस
23	14522 अंबाला कैंट - दिल्ली एक्सप्रेस
24	14661 बाड़मेर - जम्मू तवी एक्सप्रेस
25	14662 जम्मू तवी - बाड़मेर एक्सप्रेस
26	14681 दिल्ली - जालंधर सिटी एक्सप्रेस
27	14682 जालंधर सिटी - दिल्ली एक्सप्रेस
28	18237 कोरबा - अमृतसर एक्सप्रेस
29	18238 अमृतसर - बिलासपुर एक्सप्रेस
30	18477 पुरी - योग नगरी ऋषिकेश एक्सप्रेस
31	18478 योग नगरी ऋषिकेश - पुरी एक्सप्रेस
32	19019 बांद्रा (टी) - हरिद्वार एक्सप्रेस
33	19020 हरिद्वार - बांद्रा (टी) एक्सप्रेस
34	19031 साबरमती बीजी - योग नगरी ऋषिकेश एक्सप्रेस
35	19032 योग नगरी ऋषिकेश - साबरमती बीजी एक्सप्रेस
36	19325 इंदौर - अमृतसर एक्सप्रेस
37	19326 अमृतसर - इंदौर एक्सप्रेस
38	19565 ओखा - देहरादून एक्सप्रेस
39	19566 देहरादून - ओखा एक्सप्रेस
40	20411 दिल्ली - सहारनपुर एक्सप्रेस
41	20412 सहारनपुर - दिल्ली एक्सप्रेस
42	20493 मदुरै - चंडीगढ़ एक्सप्रेस
43	20494 चंडीगढ़ - मदुरै एक्सप्रेस
44	22431 सुबेदारगंज - शहीद कैप्टन तुषार महाजन उधमपुर एक्सप्रेस
45	22432 शहीद कैप्टन तुषार महाजन उधमपुर - सुबेदारगंज एक्सप्रेस
46	22659 तिरुवनंतपुरम नॉर्थ - योग नगरी ऋषिकेश एक्सप्रेस
47	22660 योग नगरी ऋषिकेश - तिरुवनंतपुरम नॉर्थ एक्सप्रेस
48	22917 बांद्रा (टी) - हरिद्वार एक्सप्रेस
49	22918 हरिद्वार - बांद्रा (टी) एक्सप्रेस
50	54473 दिल्ली - सहारनपुर पैसेंजर
51	54474 सहारनपुर - दिल्ली पैसेंजर
52	64557 दिल्ली - सहारनपुर मेमू

53	64558 सहारनपुर - दिल्ली मेमू
54	64559 दिल्ली - सहारनपुर मेमू
55	64560 सहारनपुर - दिल्ली मेमू

वैश्विक महामारी कोविड-19 के प्रसार को रोकने के उद्देश्य से, भारतीय रेल ने 23 मार्च, 2020 से सभी नियमित यात्री रेलगाड़ियों का परिचालन बंद कर दिया था और केवल स्पेशल रेलगाड़ी सेवाएं ही परिचालित की जा रही थीं। भारतीय रेल ने भारतीय प्रौद्योगिकी संस्थान, मुंबई की सहायता से ठहरावों सहित समय-सारणी का वैज्ञानिक तरीके से यौक्तिकरण किया। यह प्रक्रिया अन्य बातों के साथ-साथ अनुरक्षण कॉरिडोर ब्लॉक्स का निर्माण करके, बेहतर यात्री संरक्षा प्रदान करने, रेलगाड़ी सेवाओं की गति बढ़ाने और समयपालन में सुधार करने के लिए की गई है। नवंबर 2021 से, एक्सप्रेस रेलगाड़ी सेवाएं युक्तिसंगत समय सारणी के अनुसार परिचालित की जा रही हैं।

इसके अतिरिक्त, रेलगाड़ी सेवाओं के ठहराव का प्रावधान यातायात औचित्य, परिचालनक व्यवहार्यता सहित उस खंड में अतिरिक्त समय की उपलब्धता और प्लेटफार्म की लंबाई जैसी समान अवसंरचना की उपलब्धता पर निर्भर करता है।

HIGH-TECH SOIL SCANNING AND BIO-WASTE INNOVATION IN UTTAR PRADESH

5517: ADV. PRIYA SAROJ:

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

- (a) whether there is any proposal to establish an advanced or “Central Soil Scanning Centre” in major potato and sugarcane growing belts of Uttar Pradesh to provide high-resolution soil nutrient mapping and real-time

advisory support to farmers and if so, the details thereof;

- (b) the present status of deployment of portable soil-testing and GIS-based nutrient mapping technologies in the State under Central research programmes, State and district-wise, particularly for Uttar Pradesh;
- (c) whether any pilot projects on bio-waste innovation, including conversion of sugarcane residue and potato waste into bio-fertilizers, bio-energy or value-added products are being supported in Uttar Pradesh and if so, the details thereof; and
- (d) the steps taken to bridge the technology gap between agricultural research institutions and field-level implementation to promote precision farming and sustainable soil health management in the State?

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

(a) and (b): The Government, under the Soil Health & Fertility Scheme of Department of Agriculture, Farmers Welfare (Ministry of Agriculture and Farmers Welfare) has established 256 Static Soil Testing Labs and 06 Village Level Soil Testing Labs in the state of Uttar Pradesh.

Since, 2014-15 till date 4.07 Crore soil health card have been distributed/issued/generated in the state of Uttar Pradesh under the Scheme.

(c): The Government through the Department of Biotechnology(DBT),Ministry of Science & Technology under the Bio-RIDE Scheme has supported laboratory to pilot projects on developing the enabling technologies for waste bio-innovations focused on bioremediation, and recycling across the country including Uttar Pradesh. The Department has also supported research, development and demonstration projects focused on mixed organic biomass as well as the agricultural residues including potato and sugarcane waste in integrated bio-refinery approach.

Supported projects on organic and biowaste to value added products viz. bio-fertilizers, bioenergy and value-added products, spanning across the pilots to bench scale in Uttar Pradesh are:

- Pilot scale biorefinery for value added wealth generation of biogas, lutein and biofertilizer from temple flower wastes with zero discharge;
- Treatment of organics-laden industrial waste water effluent under flow conditions using photobioreactor-integrated microbial fuel cell;
- Single-enzyme bioanode for electricity generation by oxidizing phenolics in enzymatic fuel cell;
- Lab scale biorefinery for concomitant production of biofuel(s) along with other important products using agricultural waste and optimization of post methanated distillery effluent (PMDE) TDS reduction for

development of decolourisation and detoxification technique in two step treatment process using bacteria and constructed wetland plant treatment.

In addition to above, the Department of Biotechnology (DBT) through it's Public Sector Undertaking i.e. Biotechnology Industry Research Assistance Council (BIRAC) has also supported following projects on bio-waste management and sustainable biotechnology solutions in the state of Uttar Pradesh so far:

- Helpusgreen® Bio-leather Animal free leather made from floral-waste/ Temple Waste into Sustainable Products
- Protein-based bioplastics and biocomposites made from upcycled poultry waste from a processing perspective
- Mycelium Based Materials
- Development of process know how for butanol production from lignocellulosic biomass
- Production of Beta Galactosidase using Agriwaste
- Conversion of lactose and glucose based feedstocks to Butanol- feasibility study
- Studies on Bioconversion of glycerol a byproduct of biodiesel industry into a economically important 1, 3 propandiol, its purification and scaling up (Phase-II)
- Removal of Hydrogen Sulphide from Biogas by Recovering Sulphur from

it

- Valorization of Agro waste for converting into bio active compounds/ bio-fuels/bio-chemicals using biotechnology process with microbial / enzymes in dark fermentation technology

Besides, the Indian Council of Agricultural Research (ICAR), Ministry of Agriculture and Farmers Welfare has developed the Pusa Decomposer technology, which facilitates efficient ex-situ decomposition of agricultural residues such as sugarcane trash and press mud into value-added products like enriched compost and Phosphate Rich Organic Manure (PROM), promoting circular agriculture and reducing residue burning.

Further, ICAR has also developed various composting techniques and enriched organic manures, and promotes organic and integrated farming systems, particularly in states such as Uttar Pradesh, to encourage effective waste utilization.

(d): The Government through, Indian Council of Agricultural Research (Ministry of Agriculture and Farmers Welfare) has undertaken multiple steps to bridge the gap between agricultural research and field-level implementation, particularly in precision farming, sustainable soil health management, and biowaste conversion. A key initiative is the development and commercialization of the Pusa STFR meter (PUSA Soil Test and Fertiliser Recommendation Meter), a digital portable soil testing machine capable of analyzing 14 soil parameters, which has been scaled through manufacturing by 21 firms and

widely distributed, including 1000 units to Kendriya and Navodaya Vidyalayas and around 500 units to fertilizer industries, NGOs, and Farmer Producer Organizations, thereby strengthening real-time soil diagnostics at the grassroots level.

Further, ICAR operationalizes technology dissemination through its nationwide network of Krishi Vigyan Kendras, which undertake field demonstrations, technology assessment, and farmer capacity-building programmes, ensuring the adoption of innovations in precision farming and sustainable soil management in various states of the country including Uttar Pradesh. These integrated efforts collectively strengthen the linkage between laboratory research and farm-level application, fostering sustainable and technology-driven agriculture.

In addition to above, the Government through Biotechnology Industry Research Assistance Council (BIRAC), a PSU under Department of Biotechnology (DBT), promotes industry-academia collaboration and supports technology validation and commercialization, enabling adoption of innovative solutions in areas such as sustainable agriculture, bio-based inputs, and resource-efficient technologies. These efforts contribute to promoting precision farming practices and improving soil health management through scalable and field-ready innovations.

LEAKAGE OF NATIONAL POLICIES TO FOREIGN INDIVIDUALS**5518. SHRI ANAND BHADAURIA:**

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

- (a) whether the Government had authorised former/retired bureaucrats to discuss Digital India Mission in 2014 with foreign individuals/companies well before the launch of the said Mission in 2015 and if so, the details thereof;
- (b) if not, whether the Government is aware that few former bureaucrats had discussed the Mission with foreign individuals/companies well before its launch in 2014;
- (c) if so, whether inquiry has been initiated for leakage of national policies to foreign individuals; and
- (d) if not, the reasons for compromise with national interests?

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

(a) to (d): Government of India launched Digital India mission in July 2015 to transform India into a digitally empowered society and knowledge economy.

In the last 11 years, Digital India mission has brought fundamental change in digital governance in the country.

- More than 144 Cr Aadhar have been issued providing digital identity for resident Indians.
- Under PM Jan Dhan Yojana, more than 57.86 Cr bank accounts have been opened.
- India's UPI is now world's largest digital payment system with more than 694 banks and Rs. 28.47 Million Crore in annualised transactions.
- More than 68.11+ crore users are registered with DigiLocker to avail its services and more than 950+ crore documents issued from 2501 issuers onboarded on the platform.
- 5.54 lakh CSCs are functional across the country (in rural and urban areas), out of which 4.32 lakh CSCs are functional at the Gram Panchayat level (rural).
- Unified Mobile Application for New-age Governance (UMANG) is providing over 2,446 government services (872 Central and 1,574 State) to citizens.
- e-Sanjeevani enables easy access to doctors via smartphones, serving over 45.85 crore patients through 138,593 Health & Wellness Centres and 18,600 hubs, supported by 231,929+ telemedicine practitioners.
- Government e-Marketplace (GeM) enables online procurement of common goods and services for government entities, with 1,36,205 primary buyers and 2,09,466 secondary buyers onboard, covering 10,979 product and 356 service categories.

- National Agriculture Market (eNAM) provides market access, real-time prices, and post-harvest infrastructure, with 1.79 crore farmers registered and 1,522 mandis integrated across 23 States and 4 UTs.

Government undertakes extensive consultations before finalising policies. However, this doesn't mean that confidential information is shared with anybody.

**SERVICES ON MESSAGING AND COMMUNICATIONS WHATSAPP,
TELEGRAM AND SIGNAL**

5519. SHRI RAJESH VERMA:

SHRIMATI SHAMBHAVI:

SHRIMATI DAGGUBATI PURANDESWARI:

SHRI ARUN BHARTI:

SHRI VISHALDADA PRAKASHBAPU PATIL:

DR. LATA WANKHEDE:

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

- (a) the details of the directives introduced by the Department of Telecommunications requiring SIM cards to remain continuously linked to services on messaging and communication applications such as WhatsApp, Telegram and Signal;
- (b) the objectives sought to be achieved through such SIM-binding measures including security, traceability and fraud prevention

considerations;

- (c) the concerns raised by technology firms and service providers regarding possible user disruption, interoperability challenges and compliance burdens;
- (d) the consultations undertaken with digital platforms, telecom operators and cybersecurity experts before issuing the directives; and
- (e) whether the Government has conducted any impact assessment regarding user convenience, data privacy implications and operational feasibility and if so, the details thereof and if not, the reasons for the same?

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

(a) and (b): With a view to prevent the misuse of telecommunication identifiers and safeguard the integrity and security of the telecom ecosystem, the Government has issued directions to certain app-based communication service providers to link the SIM card (associated with mobile number used for identification of customers/users or for provisioning or delivery of services) present in the customer's/user's device with the communication service apps.

(c) to (e): The Government held prior consultations with key stakeholders, including major operators in industry who provide communication services, on certain aspects of telecom cyber security, including in respect of SIM binding.

The directions provide a timeframe for compliance by the app-based communication service providers, during which some concerns relating primarily to implementation aspects, including those related to user convenience and operation feasibility, were raised by some of the service providers. After assessing the same in discussions held with the service providers concerned, appropriate clarifications have been issued.

IMPACT OF RENEWABLE ENERGY PENETRATION ON GRID STABILITY

5520. SUSHRI KANGNA RANAUT:

DR. K. SUDHAKAR:

SHRIMATI MAHIMA KUMARI MEWAR:

SHRI ALOK SHARMA:

SHRI P. C. MOHAN:

SHRI P. P. CHAUDHARY:

SHRI SUDHEER GUPTA:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI PRAVEEN PATEL:

SHRI PRADEEP KUMAR SINGH:

SHRI VIJAY BAGHEL:

SHRI KRISHNA PRASAD TENNETI:

SHRIMATI SMITA UDAY WAGH:

SHRI NALIN SOREN:

SHRIMATI SANJNA JATAV:

SHRI JANARDAN MISHRA:

SHRI RODMAL NAGAR:

SHRI BIBHU PRASAD TARAI:

SHRI RAJKUMAR CHAHAR:

SHRI JUGAL KISHORE:

SHRI SHANKAR LALWANI

DR. HEMANT VISHNU SAVARA:

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

- (a) whether the Government has assessed the impact of increasing renewable energy penetration on grid stability particularly in high renewable –energy States such as Karnataka, Chhattisgarh, Jharkhand, Maharashtra, Jammu & Kashmir, Rajasthan particularly in Bharatpur Lok Sabha Constituency and if so, the details thereof;
- (b) the steps taken by the Government to strengthen transmission infrastructure and grid capacity for evacuation of renewable energy in the said States including progress made under the Green Energy Corridor initiative;
- (c) the details of number of renewable energy projects in the aforesaid States that are facing delays due to grid connectivity or transmission constraints;
- (d) whether energy storage systems such as battery storage or pumped hydro are being integrated with renewable energy projects in the said

States and if so, the extent of such integration and the roadmap for expanding storage-backed renewable capacity in the coming years;

- (e) the measures taken by the government to improve grid management, forecasting and renewable energy integration for urban centers such as Bengaluru where demand for clean energy is rapidly increasing; and
- (f) whether the Government is implementing large-scale renewable energy corridors under the Green Energy Corridor initiative and if so, the details thereof, State-wise including Rajasthan and Chhattisgarh?

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

(a) to (f): Government of India has notified National Electricity Plan (Volume-II Transmission) in 2024, which outlines the transmission system requirements for the period 2023 to 2032, including the states Karnataka, Chhattisgarh, Jharkhand, Rajasthan, Maharashtra and Jammu and Kashmir, commensurate with projected generation capacity additions to meet the projected electricity demand

Further following measures have been undertaken by the Government to strengthen transmission infrastructure, grid management and forecasting to facilitate integration of renewable energy into the grid while maintaining grid stability:

- i. Comprehensive Regulations and Standards governing interconnection

- and operations of renewable plants such as CEA (Central Electricity Authority) connectivity standards, flexible thermal plant operations, and the Indian Electricity Grid Code 2023;
- ii. Advanced grid support technologies such as STATCOMs and synchronous condensers for voltage stability and dynamic response have been considered in the transmission planning and are at various stages of implementation.
 - iii. Establishment of Renewable Energy Management Centers (REMCs) for real-time forecasting, scheduling, and monitoring of RE generation across 12 RE-rich regions.
 - iv. Ministry of New and renewable energy is implementing Green Energy Corridor (GEC) scheme in ten states viz., Andhra Pradesh, Gujarat, Himachal Pradesh, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Rajasthan, Tamil Nadu and Uttar Pradesh. A total of 9856 ckm transmission lines and 24, 300 MVA substation have been commissioned under GEC scheme.
 - v. Regulatory framework for Solar Hour and Non-Solar Hour access enabling optimal utilisation of transmission and encouraging hybridisation with storage.
 - vi. Implementing two Viability Gap Funding (VGF) schemes to support development of approximately 43.8 GWh of Battery Energy Storage Systems, launched in March 2024 and June 2025, to accelerate early-

stage deployment.

- vii. As of 28.02.2026, a total of 13 Battery Energy Storage System (BESS) projects with an aggregate capacity of 798.20 MWh have been commissioned across the country. The present installed capacity of pumped storage projects in the country is 7175.6 MW.
- viii. Providing budgetary support for enabling infrastructure (Roads, Transmission lines etc.) for development of Hydro PSP.

Details of projects whose transmission system is delayed is placed at **Statement.**

STATEMENT

Details of projects whose transmission system is delayed

State	No. of Generators	RE Quantum whose transmission is delayed (MW)
Karnataka	6	487.48
Maharashtra	4	109.00
Rajasthan	18	2637.00
Total	28	3233.48

माननीय सभापति : माननीय सदस्यगण, माननीय अध्यक्ष जी को कई माननीय सदस्यों द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। माननीय अध्यक्ष ने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

12.02 hrs

PAPERS LAID ON THE TABLE

माननीय सभापति: अब पत्र सभा पटल पर रखे जाएंगे।

श्री अर्जुन राम मेघवाल जी।

**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 beg to lay on the Table a copy each of the following statements (Hindi and English versions) showing Action Taken by the Government on the assurances, promises and undertakings given by the Ministers during various sessions of Seventeenth and Eighteenth Lok Sabhas:-

SEVENTEENTH LOK SABHA

1. Statement No. 28	First Session, 2019
	[Placed in Library, See No. LT 6699/18/26]
2. Statement No. 23	Sixth Session, 2021
	[Placed in Library, See No. LT 6700/18/26]
3. Statement No. 18	Eighth Session, 2022
	[Placed in Library, See No. LT 6701/18/26]

4. Statement No. 15	Ninth Session, 2022
	[Placed in Library, See No. LT 6702/18/26]
5. Statement No. 13	Tenth Session, 2022
	[Placed in Library, See No. LT 6703/18/26]
6. Statement No. 14	Eleventh Session, 2023
	[Placed in Library, See No. LT 6704/18/26]
7. Statement No. 12	Twelfth Session, 2023
	[Placed in Library, See No. LT 6705/18/26]
8. Statement No. 12	Fourteenth Session, 2023
	[Placed in Library, See No. LT 6706/18/26]
9. Statement No. 9	Fifteenth Session, 2024
	[Placed in Library, See No. LT 6707/18/26]

EIGHTEENTH LOK SABHA

10. Statement No. 9	Second Session, 2024
	[Placed in Library, See No. LT 6708/18/26]
11. Statement No. 8	Third Session, 2024
	[Placed in Library, See No. LT 6709/18/26]
12. Statement No. 6	Fourth Session, 2025
	[Placed in Library, See No. LT 6710/18/26]
13. Statement No. 3	Fifth Session, 2025
	[Placed in Library, See No. LT 6711/18/26]

14. Statement No. 2

Sixth Session, 2025

[Placed in Library, See No. LT 6712/18/26]

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद) : सभापति महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

- (1) डिजिटल वैयक्तिक डाटा संरक्षण अधिनियम, 2023 की धारा 41 के अंतर्गत डिजिटल वैयक्तिक डाटा संरक्षण नियम, 2025 जो दिनांक 13 नवम्बर, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 846(अ) में प्रकाशित हुए थे तथा उसका शुद्धिपत्र जो दिनांक 11 दिसम्बर, 2025 की अधिसूचना संख्या सा.का.नि. 892(अ) (केवल अंग्रेजी संस्करण में) और दिनांक 6 फरवरी, 2026 की अधिसूचना संख्या सा.का.नि. 113(अ) (केवल हिन्दी संस्करण में) में प्रकाशित हुआ था, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6713/18/26]

- 2) डिजिटल वैयक्तिक डाटा संरक्षण अधिनियम, 2023 की धारा 19 की उप-धारा (1) के अंतर्गत जारी अधिसूचना संख्या सा.का.नि. 845(अ) जो दिनांक 13 नवम्बर, 2025 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा यह अधिसूचित किया गया है कि भारतीय डाटा संरक्षण बोर्ड में चार सदस्य होंगे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6714/18/26]

- (3) डिजिटल वैयक्तिक डाटा संरक्षण अधिनियम, 2023 की धारा 18 की उप-धारा (1) और (3) के अंतर्गत जारी अधिसूचना संख्या सा.का.नि.844(अ) जो दिनांक 13 नवम्बर, 2025 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा राजपत्र में

इस अधिसूचना के प्रकाशन की तारीख से डिजिटल वैयक्तिक डाटा संरक्षण अधिनियम, 2023 के अंतर्गत प्रदत्त शक्तियों का प्रयोग करने और इसे सौंपे गए कार्य करने के लिए भारतीय डाटा संरक्षण बोर्ड की स्थापना की गई है, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6715/18/26]

- (4) डिजिटल वैयक्तिक डाटा संरक्षण अधिनियम, 2023 की धारा 1 की उपधारा (2) के अंतर्गत जारी अधिसूचना सं. सा.का.नि. 843(अ) जो दिनांक 13 नवम्बर, 2025 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा यह नियत किया गया है कि (क) इस अधिसूचना के भारत के राजपत्र में प्रकाशन की तारीख से, उक्त अधिनियम की धारा 1 की उपधारा (2), धारा 2, धाराएं 18 से 26, धाराएं 35, 38, 39, 40, 41, 42, 43, और धारा 44 की उपधाराएं (1) और (3) प्रवृत्त होंगी; (ख) इस राजपत्र के प्रकाशन की तारीख से एक वर्ष, जिस तारीख को उक्त अधिनियम की धारा 6 की उपधारा (9) और धारा 27 की उपधारा (1) के खंड (घ) के उपबंध प्रवृत्त होंगे; (ग) इस राजपत्र के प्रकाशन की तारीख से अठारह महीने की तिथि पर धारा 3 से 5, धारा 6 की उपधारा (1) से (8) और (10), धारा 7 से 10, धारा 11 से 17, धारा 27, उपर्युक्त धारा की उपधारा (1) के खंड (घ) को छोड़कर, धारा 28 से 34, धारा 36, 37 और धारा 44 की उपधारा (2) के उपबंध प्रवृत्त होंगे; की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 6716/18/26]

- (5) उपर्युक्त मद संख्या (1) से (4) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा) : सभापति महोदय, विधिक

मापविज्ञान अधिनियम, 2009 की धारा 52 की उप धारा (4) के अन्तर्गत विधिक मापविज्ञान (सामान्य) तीसरा संशोधन नियम, 2026 जो दिनांक 12 मार्च, 2026 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 175(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

[Placed in Library, See No. LT 6717/18/26]

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:-

- (1) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:-
 - (i) Statement regarding Review by the Government of the working of the GAIL (India) Limited, New Delhi, for the years 2022-2023, 2023-2024 and 2024-2025.
 - (ii) Annual Report of the GAIL (India) Limited, New Delhi, for the years 2022-2023, 2023-2024 and 2024-2025, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6718/18/26]

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 Dr.

L. Murugan, I rise to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Prasar Bharati, New Delhi, 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 Prasar Bharati, New Delhi, 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. LT 6719/18/26]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Press Council of India, New Delhi, for the year 2024-2025, alongwith Audited Accounts.
 - (ii) Statement regard Review (Hindi and English versions) by the Government of the working of the Press Council of India, New Delhi, for the year 2024-2025.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 6720/18/26]

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE

MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH): Sir, I rise to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Gati Shakti Vishwavidyalaya, Vadodara, 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 Gati Shakti Vishwavidyalaya, Vadodara, 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. LT 6721/18/26]

12.04 hrs

MESSAGES FROM RAJYA SABHA

SECRETARY GENERAL: Sir, I have to report following messages received from the Secretary General of Rajya Sabha:

(i) 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Thursday, the 12th February, 2026 adopted the following Motion in regard to the Committee on Public Undertakings:-

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Undertakings for the term beginning on the 1 May, 2026 and ending on the 30th April, 2027, and do proceed to elect, in such manner as directed by the Chairman, seven Members from amongst the Members of the House to serve on the said Committee."

2. I am further to inform the Lok Sabha that in pursuance of the above Motion, the following Members of the Rajya Sabha have been duly elected to the said Committee:-

1. Dr. John Brittas
2. Shri Milind Murli Deora
3. Dr. Sayed Naseer Hussain
4. Shri Sanjay Kumar Jha

5. Shri Surendra Singh Nagar

6. Shri Debashish Samantaray

7. Shri Arun Singh '

(ii) 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Thursday, the 12th February, 2026 adopted the following Motion in regard to the Committee on Public Accounts:-

“That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven Members from Rajya Sabha to associate with the Committee on Public Accounts for the term beginning on the 1 May, 2026 and ending on the 30th April, 2027, and do proceed to elect, in such manner as directed by the Chairman, seven Members from amongst the Members of the House to serve on the said Committee.”

2. I am further to inform the Lok Sabha that in pursuance of the above Motion, the following six Members of the Rajya Sabha have been duly elected to the said Committee:-

1. Shri Ashokrao Shankarrao Chavan

2. Dr. K. Laxman

3 Shri Praful Patel

4. Shri Sukhendu Sekhar Ray

5. Shri Akhilesh Prasad Singh

6 Dr. Sudhanshu Trivedi

3. I am also to inform that in order to fill up the remaining one vacancy in the Committee, the election process will be taken up during the next Session of Rajya Sabha.

(iii) 'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Thursday, the 12th February, 2026 adopted the following Motion in regard to the Committee on the Welfare of Scheduled Castes and Scheduled Tribes:-

“That this House resolves that the Rajya Sabha do join the Committee of both the Houses on the Welfare of Scheduled Castes and Scheduled Tribes for the term beginning on the 1 May, 2026 and ending on the 30th April, 2027, and do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, ten Members from amongst the Members of the I House to serve on the said Committee.”

2. I am further to inform the Lok Sabha that in pursuance of the above Motion, the following Members of the Rajya Sabha have been duly elected to the said Committee:-

1. Shrimati Sumitra Balmik
2. Dr. M. Dhanapal
3. Shri Chandrakant Damodar landore

4. Shrimati S. Phangnon Konyak
 5. Shri Mithlesh Kumar
 6. Shri Devendra Pratap Singh
 7. Dr. V. Sivadasan
 8. Shrimati Mamata Thakur
 9. Shri Balyogi Umeshnath
 10. Shri P. Wilson'
-

12.05 hrs

**STANDING COMMITTEE ON EDUCATION, WOMEN, CHILDREN, YOUTH
AND SPORTS**

376th and 377th Reports

SHRI ZIA UR REHMAN (SAMBHAL): Sir, I rise to lay the following Reports (Hindi and English versions) of the Standing Committee on Education, Women, Children, Youth and Sports:-

- (1) 376th Report on 'Demands for Grants (2026-27) pertaining to the Department of School Education and Literacy, Ministry of Education'.
 - (2) 377th Report on 'Demands for Grants (2026-27) pertaining to the Ministry of Women and Child Development'.
-

12.06 hrs

**STANDING COMMITTEE ON SCIENCE AND TECHNOLOGY,
ENVIRONMENT, FORESTS AND CLIMATE CHANGE**

406th to 411th Reports

श्री बलवंत बसवंत वानखडे (अमरावती): सभापति महोदय, मैं विज्ञान और प्रौद्योगिकी, पर्यावरण, वन और जलवायु परिवर्तन संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ:-

- (1) परमाणु ऊर्जा विभाग की अनुदानों की मांगों (2026-27) के बारे में 406वां प्रतिवेदन ।
 - (2) जैव प्रौद्योगिकी विभाग की अनुदानों की मांगों (2026-27) के बारे में 407वां प्रतिवेदन ।
 - (3) वैज्ञानिक और औद्योगिक अनुसंधान विभाग की अनुदानों की मांगों (2026-27) के बारे में 408वां प्रतिवेदन ।
 - (4) विज्ञान और प्रौद्योगिकी विभाग की अनुदानों की मांगों (2026-27) के बारे में 409वां प्रतिवेदन ।
 - (5) अंतरिक्ष विभाग की अनुदानों की मांगों (2026-27) के बारे में 410वां प्रतिवेदन ।
 - (6) पृथ्वी विज्ञान मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में 411वां प्रतिवेदन ।
-

12.07 hrs

STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE

387th to 391st Reports

श्री विश्वेश्वर हेगड़े कागेरी (उत्तर कन्नड़) : महोदय, मैं परिवहन, पर्यटन और संस्कृति संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ:-

- (1) नागर विमानन मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में 387वां प्रतिवेदन ।
 - (2) संस्कृति मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में 388वां प्रतिवेदन ।
 - (3) पत्तन, पोत परिवहन और जलमार्ग मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में 389वां प्रतिवेदन ।
 - (4) सड़क परिवहन और राजमार्ग मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में 390वां प्रतिवेदन ।
 - (5) पर्यटन मंत्रालय की अनुदानों की मांगों (2026-27) के बारे में 391वां प्रतिवेदन ।
-

12.08 hrs

STATEMENTS BY MINISTERS

(i) Status of implementation of observations/ recommendations contained in the 4th Report of the Standing Committee on Coal, Mines and Steel (2024-25) on 'Demands for Grants (2025-26)' pertaining to the Ministry of Coal*

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY): Sir, on behalf of Shri Satish Chandra Dubey, I rise to lay a statement regarding the status of implementation of observations/recommendations contained in the 4th Report of the Standing Committee on Coal, Mines and Steel (2024-25) on 'Demands for Grants (2025-26)' pertaining to the Ministry of Coal.

12.08½ hrs

(ii) Status of implementation of observations/ recommendations contained in the 6th Report of the Standing Committee on Railways (2025-26) on 'Increasing freight related earnings of Indian Railways and Development of Dedicated Freight Corridors' pertaining to the Ministry of Railways*

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH): Sir, I rise to lay a statement regarding the status of implementation of observations/recommendations contained in the 6th Report of the Standing Committee on Railways (2025-26) on 'Increasing freight

* Laid on the Table and also placed in Library, See No. LT 6697/18/26 and 6698/18/26 respectively.

related earnings of Indian Railways and Development of Dedicated Freight Corridors' pertaining to the Ministry of Railways

12.09 hrs

MOTION RE: 16TH REPORT OF THE BUSINESS ADVISORY COMMITTEE

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू) : महोदय, मैं प्रस्ताव करता हूँ:-

“कि यह सभा 24 मार्च, 2026 को सभा को प्रस्तुत कार्य मंत्रणा समिति के सोलहवें प्रतिवेदन से सहमत है।”

माननीय सभापति : प्रश्न यह है:

“कि यह सभा 24 मार्च, 2026 को सभा को प्रस्तुत कार्य मंत्रणा समिति के सोलहवें प्रतिवेदन से सहमत है।”

प्रस्ताव स्वीकृत हुआ

12.10 hrs

FOREIGN CONTRIBUTION (REGULATION) AMENDMENT BILL, 2026*

गृह मंत्रालय में राज्य मंत्री (श्री नित्यानन्द राय) : महोदय, मैं माननीय गृह मंत्री, श्री अमित शाह जी की ओर से यह प्रस्ताव करता हूँ कि विदेशी अभिदाय (विनियमन) अधिनियम, 2010 का और संशोधन करने वाले विधेयक को पुरःस्थापित करने की अनुमति दी जाए।

माननीय सभापति: माननीय सदस्यों, इससे पहले कि मैं माननीय गृह और सहकारिता मंत्री को विदेशी अभिदाय (विनियमन) अधिनियम, 2026 के पुरःस्थापित करने के लिए आग्रह करूँ, मुझे सदन को सूचित करना है कि माननीय गृह और सहकारिता मंत्री ने दिनांक 24, मार्च, 2026 के पत्र द्वारा सूचित किया है कि माननीय राष्ट्रपति महोदय को प्रस्तावित विधेयक की विषय सामग्री से अवगत करा दिए जाने के बाद माननीय राष्ट्रपति महोदय ने संविधान के अनुच्छेद 117, क्लॉज़ 1 के अंतर्गत लोक सभा में विधेयक को पुरःस्थापित करने की सिफारिश की है।

प्रस्ताव प्रस्तुत हुआ:

“विदेशी अभिदाय (विनियमन) अधिनियम, 2010 का और संशोधन करने वाले विधेयक को पुरःस्थापित करने की अनुमति प्रदान की जाए।”

SHRI MANISH TEWARI (CHANDIGARH): Mr. Chairperson, Sir, under Rule 72(1) of the Rules of Procedure and Conduct of Business in Lok Sabha, I rise to oppose the introduction of the Foreign Contribution (Regulation) Amendment Bill, 2026 on multiple grounds enunciated hereunder.

First, the Bill suffers from excessive delegation of essential legislative functions. Core aspects such as the manner of vesting, management disposal of assets, timelines, exemptions, and even appellate structures are left to be

* Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 25.03.2026

prescribed by the Central Governments through rules.

This effectively reduces Parliament to enacting a skeletal framework contrary to the settled constitutional principles that essential legislative policy must be determined by the Legislature itself.

Second, the Bill enables wide and unguided Executive control over property, including provisional and permanent vesting of assets in a designated authority with powers of management, transfer, and disposal. This raises serious concerns under Article 300A of the Constitution of India, as deprivation of property must be fair and accompanied by adequate safeguards, none of which are meaningfully embedded in the statute.

Third, the Bill concentrates adjudicatory, executive, and quasi-judicial powers in the same authority with limited and conditional avenues of appeal. This undermines the principles of natural justice and separation of powers, risking arbitrary decision-making.

Fourth and final, the provisions enabling takeover, management, and disposal of assets, even where partly funded by non-foreign sources, are manifestly disproportionate and may have a chilling effect on legitimate civil society activity, thereby undermining the constitutional guarantee under Article 19(1)(c) of the Constitution of India, which is a fundamental freedom and a fundamental right.

In sum, the Bill perpetuates sweeping, unguided, and disproportionate powers in the Executive, without adequate safeguards or legislative clarity. It

is, therefore, constitutionally suspect and ought not to be introduced in this House in its present form. Therefore, I oppose the introduction of this Bill.

ADV. GOWAAL KAGADA PADAVI (NANDURBAR): Sir, the State takeover of NGO assets amounts to quasi-expropriation and the proposed Bill centralises significant powers in the hands of the Central Government by allowing it to determine timelines for the use of foreign contributions, regulate the management of assets, and control over various NGO functionings. This is in violation of Article 19(1)(a) and 19(1)(c) as well. The experts and policy commentators have observed that the amendment may further shrink the democratic space available to civil society organisations. NGOs engaged in human rights, tribal welfare, public health, and education are likely to face heightened scrutiny, regulatory uncertainty, and fear of punitive action.

While foreign contributions to NGOs are subjected to stringent controls, foreign direct investment in corporate sector continues under relatively liberal frameworks. This is again in violation of Article 14 of the Constitution of India. Also, I would like to say that this adversely impacts the charitable work of the vulnerable communities, and there is an impact on religious and minority institutions. Concerns have been raised by various religious and charitable organisations, including church bodies, regarding the potential impact of amendments on faith-based institutions. This is clearly in violation of Articles 25 and 26 of the Constitution. Therefore, I object the introduction of this Bill.

SHRIMATI PRATIMA MONDAL (JAYNAGAR): I express my objection of the

presentation of the Foreign Contribution Regulation Amendment Bill, 2026, because of two reasons. One, this is a draconian Bill. By giving complete control of the authority to the Union Government, the Bill centralises disproportionate authority in the Executive, weakening institutional checks and federal balance, making it a violation of the basic structure of the Constitution. There is no independent oversight mechanism raising risk of arbitrary action.

Two, the requirement of prior approval of the Union Government before initiating criminal proceedings under the Act introduces an element of Executive filtering, while it may act as a safeguard against arbitrary prosecution. It also centralises authority and unchecked discretion without the Union Government. I, therefore, oppose the introduction of this Bill.

श्री नित्यानन्द राय : महोदय, इस संशोधन विधेयक के संबंध में मैं बहुत संक्षिप्त में कहना चाहूंगा। मुझे ऐसा लगता था कि यह बहुत आवश्यक संशोधन विधेयक है। यह सेवा के लिए, पारदर्शिता के लिए, नियम के अनुपालन के लिए भी और देशहित में थी। इसलिए इसका विरोध नहीं होगा, फिर भी विरोध किया गया है।... (व्यवधान) मैं इनको यह जरूर कहना चाहूंगा कि अधिनियम के क्रियान्वयन के दौरान यह अनुभव किया गया कि प्रावधानों में कुछ अस्पष्टता है, जिसके कारण प्रशासनिक कठिनाइयां और प्रक्रियात्मक असंगतियां भी उत्पन्न होती रहती हैं। यह आवश्यक हो गया था कि एक स्पष्ट, संतुलित एवं क्रियान्वयन-उन्मुख विधिक व्यवस्था स्थापित किया जाए, जो प्रभावी परिवर्तन सुनिश्चित करते हुए संस्थाओं के लिए पारदर्शी एवं उत्तरदायी ढांचा प्रदान कर सके। यह इसका उद्देश्य है। फिर भी जो विरोध किया गया है और माननीय मनीश जी के द्वारा जो बातें कही गयी हैं। उन्होंने चार आपत्तियां दर्ज करायी हैं। मैं माननीय सदन को बहुत स्पष्ट रूप से बताना चाहूंगा कि विधेयक में निहितकरण, परिसंपत्तियों के प्रवर्धन एवं उपयोग

के लिए मूल नीति एवं सिद्धांत अधिनियम में ही निर्धारित किए गए हैं। यह अलग नहीं हैं, जबकि प्रक्रियात्मक एवं क्रियान्वयन संबंधी पहलुओं को नियमों के माध्यम से विनियमित करना एक स्थापित विधायी अभ्यास है।

दूसरा, विधेयक में अस्थायी एवं स्थायी निहितकरण के बीच स्पष्ट भेद किया गया है। जिसमें संस्था को अपनी स्थिति नियमित करने का अवसर प्रदान किया गया है तथा पात्र होने पर परिसंपत्तियों की वापसी का प्रावधान भी सुनिश्चित किया गया है।

तीसरा, नामित प्राधिकरण को दिए गए अधिकार, विधेयक के भीतर निर्धारित शर्तों एवं नियंत्रणों के अधीन है तथा उनके निर्णय न्यायिक समीक्षा के अधीन रहते हैं। जिला न्यायालय में अपील का विशिष्ट प्रावधान भी किया गया है। जांच के लिए पूर्व स्वीकृति का प्रावधान, दुरुपयोग को रोकने हेतु एक संस्थागत सुरक्षा उपाय है न कि प्रवर्तन को बाधित करने हेतु। साथ ही विधेयक का उद्देश्य वैध गतिविधियों को प्रभावित करना नहीं, बल्कि विदेशी अभिदाय के उपयोग को पारदर्शी एवं उत्तरदायी बनाना है।

महोदय, विदेशी अभिदाय अधिनियम का उद्देश्य यह है कि देश की सेवा में या जो माननीय जी.के. साहब ने चिंता व्यक्त की है, कोई भी शैक्षणिक संस्था या कोई भी एनजीओ, जो जन-सेवा करना चाहेगा, जिसका उद्देश्य देश की भावनाओं की संप्रभुता और अखंडता के अनुरूप होगा और जो भारत के संविधान और कानूनों के अनुरूप होगा, उसको बाधित करना नहीं है। लेकिन, मैं यह भी स्पष्ट करना चाहता हूं कि जो भारत के संविधान की भावनाओं, कानूनों और देशहित से अलग होकर काम करना चाहेगा, तो यह मोदी सरकार है। यह उसको बर्दाश्त नहीं करेगी। हम उस पर कानून के तहत कार्रवाई भी करेंगे।

अभी प्रतिमा मैडम ने भी प्रश्न किया और कहा कि यह खतरनाक है। यह खतरनाक उनके लिए है, जिनकी नीयत में खोट होगी। ... (व्यवधान) जो विदेशी अनुदान और सहयोग लेकर यहां अवैध रूप से धन परिवर्तन करना चाहे, जबरदस्ती करना चाहे या छल करना चाहे या उस

अभिदाय के माध्यम से अपने परिवार को या अपनी संस्था को जो निजी लाभ पहुंचाना चाहे, उसके लिए यह जरूर खतरनाक है। ... (व्यवधान) यह संस्थागत नियमों का उल्लंघन नहीं है। इसलिए मेरा इस सदन से अनुरोध है कि यह सदन विधेयक का समर्थन करे।

इन्हीं शब्दों के साथ मैं इस विधेयक को सदन के विचारार्थ प्रस्तुत करता हूं।

माननीय सभापति : प्रश्न यह है :

“कि विदेशी अभिदाय (विनियमन) अधिनियम, 2010 का और संशोधन करने वाले विधेयक को पुरःस्थापित करने की अनुमति प्रदान की जाए ”

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : माननीय मंत्री जी, विधेयक को पुरःस्थापित करें।

श्री नित्यानन्द राय : महोदय, मैं विधेयक को पुरःस्थापित करता हूं।

12.20 hrs**MATTERS UNDER RULE 377***

माननीय सभापति : माननीय सदस्यगण, जिन्हें आज नियम 377 के अधीन मामले उठाने की अनुमति दी गयी है, वे व्यक्तिगत रूप से 20 मिनट के भीतर मामले का अनुमोदित पाठ सभा पटल पर प्रस्तुत कर सकते हैं।

(i) Need to start passenger flight services from Manpur Airstrip in Rajasthan to Hindon Airport, Uttar Pradesh

श्री लुम्बाराम चौधरी (जालौर) : माउंट आबू विश्व स्तरीय प्रसिद्ध पर्यटन स्थल हैं। ब्रह्माकुमारी समाज का अंतराष्ट्रीय मुख्यालय माउंट आबू है। वर्ष में लगभग 20 लाख से ज्यादा अनुयायियों पूरे विश्व से माउंट आबू आते हैं इन अनुयायियों को हवाई सफर के लिए 228 कि०मी० दूर जोधपुर या 231 कि०मी० दूर अहमदाबाद जाना पड़ता है। शक्ति पीठ अम्बा जी माता मंदिर आबू रोड से मात्र 20 कि०मी० दूरी पर स्थित है। अम्बाजी में लगभग पाँच से छः लाख की संख्या में भक्तगण यहां आते हैं। यहां सात औद्योगिक क्षेत्र आबू रोड, अम्बाजी, मंडार, स्वरूपगंज, शिवगंज, सिरौही और पिंडवाडा हैं। बिनानी सीमेंट, लक्ष्मी सीमेंट, तिरुपति फाइबर, गुजरात केबल आदि आठ बड़ी 12 मध्यम एवं 2982 लघु उद्योग स्थापित हैं। जालौर में लगभग 3000 से ज्यादा ग्रेनाइट कटाई और प्रसंस्करण इकाइयां हैं। इस क्षेत्र से वायु सेवा प्रारंभ करने से जिले का त्वरित विकास होगा। अतः उड़ान योजना के अंतर्गत मानपुर हवाई पट्टी से हिंडन हवाई अड्डा तक वायुयान सेवा प्रारंभ किया जाए।

* Treated as laid on the Table.

(ii) Need to expedite operationalisation of National Waterway No. 5 in Odisha

श्री रुद्र नारायण पाणी (धेन्कानल) : राष्ट्रीय राजमार्ग 5 का कार्य अविलंब और ढंग से प्रारम्भ किया जाय। ओड़िशा के दो नंबर के नदी ब्रह्मणी मे तालचर से राष्ट्रीय जलमार्ग संख्या 5 प्रारंभ किया जाने का विचार लगभग इस शताब्दी के शुरू से चर्चा मे हैं। इस बार वित्तमंत्री जी के बजट भाषण मे यह विषय प्रमुखता से उल्लिखित है। समल बैराज से धामरा/पारादीप तक यह जलमार्ग कार्य करने की धारणा लोगों में बनी हुई है। स्वर्गीय श्री अटल बिहारी जी की सरकार के समय से इसके बारे मे चिंतन चालू हुआ है। अब तो वास्तविक कार्य प्रारंभ किये जाने का समय आ गया है। इस मार्ग में ब्राह्मणी नदी में जो भी पुल अब बनाए जाने का विचार है उसको उसी ऊँचाई से बनाने का विचार चालू हो जाना चाहिए। काम तेजी से चालू होना चाहिए। दोनों किनारे के लोगों को इस परियोजना के सम्पूर्णकरण में सम्पर्क किया जाना चाहिए। जलमार्ग की यह परियोजना होने से स्थल मार्ग में ट्रक परिवहन से काम चलाने वाले जो लोग प्रभावित होंगे उनको भी अग्राधिकार दिया जाना चाहिए।

(iii) Need to re-launch 'Deendayal Jan Ajeevika Yojana – Shehari

श्री बिद्युत बरन महतो (जमशेदपुर) : दीनदयाल अन्त्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (DAY-NULM) के समापन के पश्चात शहरी गरीबों के सशक्तिकरण और आजीविका के उद्देश्य से दीनदयाल जन आजीविका योजना शहरी (D-JAY-S) का पायलट प्रोजेक्ट आवास और शहरी कार्य मंत्रालय द्वारा संचालित किया गया था, जो दिसम्बर 2025 में पूर्ण हो चुका है। लेकिन वर्तमान में शहरी क्षेत्रों में रहने वाले BPL परिवारों के आर्थिक सशक्तिकरण और आजीविका के लिए कोई नई योजना प्रभावी रूप से लागू नहीं हो पाई है। इससे लाखों गरीब परिवारों के सामने भी आजीविका का संकट उत्पन्न हो गया है। अतः मैं सरकार से आग्रह करना चाहता हूँ कि

दीनदयाल जन आजीविका योजना शहरी (D-JAY-S) को शीघ्र लागू करने के संबंध में स्पष्ट निर्णय लिया जाए, ताकि शहरी गरीब परिवारों को पुनः रोजगार, स्वरोजगार और आर्थिक सशक्तिकरण के अवसर मिल सकें।

(iv) Need to allocate funds under Jal Jeewan Mission to address the shortage of drinking water in Dadra and Nagar haveli Parliamentary Constituency

श्रीमती कलाबेन मोहनभाई देलकर (दादरा और नागर हवेली) : मेरे संसदीय क्षेत्र दादरा और नागर हवेली में भारी वर्षा होती है, फिर भी गर्मियों के आते ही यहाँ के ग्रामीण और शहरी क्षेत्रों में पीने के पानी की भारी किल्लत हो जाती है। दमनगंगा नदी और मधुबन बांध के निकट होने के बावजूद, बुनियादी ढांचे और वितरण प्रणाली की कमी के कारण स्थानीय निवासियों, विशेषकर जनजातीय क्षेत्रों में माताओं-बहनों को पानी के लिए लंबी दूरी तय करनी पड़ती है। कई गांवों में जलस्तर काफी नीचे चला गया है और जल संचयन की उचित व्यवस्था न होने से जलसुरक्षा का संकट खड़ा हो गया है। अतः मेरा जल शक्ति मंत्री से अनुरोध है कि 'जल जीवन मिशन' के तहत इस क्षेत्र के लिए विशेष बजटीय आवंटन किया जाए। पुरानी पाइपलाइनों को बदला जाए, नए जल शोधन संयंत्र स्थापित किए जाएं और चेक डैम का निर्माण कर भूजलस्तर सुधारने हेतु ठोस कदम उठाए जाएं ताकि मेरे क्षेत्र की जनता को स्वच्छ और पर्याप्त पेयजल सुलभ हो सके।

(v) Need to channelise the Narmada River water to Gangapur and Karjan dams in Bharuch Parliamentary Constituency, Gujarat

श्री मनसुखभाई धनजीभाई वसावा (भरुच) : गुजरात में मेरे संसदीय क्षेत्र भरुच के अंतर्गत ट्राइबल बेल्ट, जिसमें वालिया, झगड़िया तथा नेत्रंग आदि क्षेत्र आते हैं, वहाँ सिंचाई की सुविधा बहुत कम है। इसी ट्राइबल बेल्ट के अंतर्गत नर्मदा जिला है, जिसे भारत सरकार द्वारा (आकांक्षी

जिला) घोषित किया गया है। इस जिले में उन्नत कृषि और पशुपालन ही आजीविका के एकमात्र विकल्प हैं, अतः यहाँ पर्याप्त सहायता उपलब्ध कराई जानी चाहिए। इस क्षेत्र में, खासकर डेडियपाड़ा और सागबारा में सिंचाई की बिल्कुल सुविधा न होने के कारण लोग रोजगार के लिए पलायन करते हैं। सिंचाई की सुविधा हेतु डेडियपाड़ा क्षेत्र में गंगापुर डैम की तत्काल आवश्यकता है। मेरे संसदीय क्षेत्र में कर्जन डैम अभी कार्यरत है, लेकिन वहाँ पानी की उपलब्धता कम है। अतः इन दोनों डैम में नर्मदा डैम का पानी लिफ्ट करके सिंचाई की सुविधा को सुगम बनाया जा सकता है। गुजरात बॉर्डर से लगे हुए ट्राइबल बाहुल्य वाले पड़ोसी राज्यों, जैसे—मध्य प्रदेश, राजस्थान और महाराष्ट्र के लोगों की समस्याएँ भी एक जैसी हैं। इस संबंध में सरकार से मेरा आग्रह है कि गुजरात के साथ-साथ पड़ोसी राज्यों में भी बेहतर कृषि, सिंचाई और पशुपालन हेतु उचित व्यवस्था की जाए, ताकि इनके जीवन को तत्काल बेहतर बनाने के प्रयास शुरू हो सकें।

**(vi) Need to expedite operationalization of approved Nari Adalats
in Karnataka**

CAPTAIN BRIJESH CHOWTA (DAKSHINA KANNADA): I seek to raise an important matter regarding the Nari Adalat initiative under Mission Shakti, a commendable step towards strengthening grassroots dispute resolution and women's empowerment. As per the Government's reply to my Unstarred Question, Nari Adalats have been introduced as a pilot initiative and are being implemented in a limited number of Gram Panchayats. These forums provide alternative dispute resolution, grievance redressal, counselling, and facilitate referrals to institutions such as One Stop Centres, Police Stations, and District Legal Services Authorities. While this is a progressive initiative, its limited geographical coverage restricts its full potential. Notably, although Nari Adalats

have been approved for 10 Gram Panchayats in Karnataka, they are yet to be operationalised. Given the increasing need for accessible, community-based justice mechanisms, such platforms can play a transformative role in resolving disputes in a timely, culturally sensitive, and cost-effective manner. In this context, I urge the Government to expedite operationalisation of approved Nari Adalats in Karnataka, including Dakshina Kannada district, and consider phased expansion across all districts in India. This will deepen access to justice and advance women-led grassroots empowerment in line with the vision of Viksit Bharat.

(vii) Regarding information about runways/airstrips measuring upto 1400 metres in operation and aircraft model compatible for such airstrips in the country

SHRI ANUP SANJAY DHOTRE (AKOLA): I would like to seek information about the runways or airstrips of 1400 metres or below in length currently in operation in India along with the types and categories of aircraft that are permitted to operate from a 1400-metre runway or below, including the specific aircraft models that are technically eligible to operate from such runways in the country. Further, the Ministry may provide the name of airlines presently operating flights from runways of 1400 metres or below, along with details of the destinations served and the frequency of regular air services operated by them. Additionally, the Ministry may clarify the Government's plan to make the UDAN scheme more broad-based, particularly with regard to explicitly ensuring that smaller aircraft and shorter airstrips are not restricted under the scheme.

**(viii) Need to formulate a dedicated National Menopause Policy to
Address related health concern among women in the country**

SHRI P. P. CHAUDHARY (PALI): I wish to draw the attention of the Government to the urgent need for a comprehensive national policy and specialised healthcare framework to address menopause among women in India. As per Census 2011, approximately 96 million Indian women were aged 45 or older. This demographic is projected to rise sharply to 401 million by 2026. With life expectancy of 75 years, Indian women will spend nearly 30 years, or one-third of their lives in the postmenopausal stage. Despite this, menopause remains an under-recognised public health concern. Clinical data indicate that menopause significantly increases the risk of depression, hypertension, and cardiovascular diseases. While the Government's focus on maternal and child health is commendable, the specific needs of perimenopausal and menopausal women remain a critical gap in our health discourse. Currently, Menopausal Hormone Therapy (MHT) is one of the effective treatments; however, it is not covered under the Government's flagship insurance program, AB-PMJAY. I, therefore, urge the Ministry of Health and Family Welfare to formulate a dedicated National Menopause Policy focused on awareness and clinical sensitisation. I further request the Ministry to include menopause-related diagnostics and MHT under the AB-PMJAY cover to ensure that every woman can age with dignity and health.

(ix) Need to expedite land acquisition process for construction and development of various national highways in Karnataka

SHRI KOTA SRINIVASA POOJARY (UDUPI CHIKMAGALUR): The delays in the development of National Highways in Chikkamagaluru, the development of NH-173, a 26 km stretch from Mooguti village to Mudigere, facing significant delays. Although the technical bid has been opened, compensation has not been paid to most of the 262 farmers who have surrendered their land. The Revenue Department and Forest Department are delaying the process, pointing fingers at each other, resulting in a stalemate. As an MP, I have convened at least 10 meetings to resolve this issue, but the land acquisition process remains stalled. The district administration is responsible for allocating land for the national highway, and it is imperative that they expedite this process. Furthermore, the land acquisition process for the 27 km stretches of NH-373 in Chikkamagaluru and Belur has not even commenced. Additionally, the 29 km long NH-169 from Mala SK Border to Kerekate Thanigodu, which was upgraded in 1999, facing delays due to the requirement of replacement land in forest area. The District Administration Forest Department has not allocated the land, causing further delays. I humbly request you to issue an order to the Principal Secretary to the Government of Karnataka to expedite the land acquisition process for these National Highways.

(x) Need to expedite processing for completion of Strategic Petroleum Reserve (SPR) Project at Chandikhol in Jajpur district, Odisha

SHRI BHARTRUHARI MAHTAB (CUTTACK): I wish to draw attention of the Government towards a matter of urgent national importance regarding delays in the Strategic Petroleum Reserve (SPR) project at Chandikhol in Jajpur district of Odisha, especially in the context of escalating tensions in Iran that have heightened concerns over India's energy security. The 4 million tonne SPR project, sanctioned in December 2018 at a cost of ₹8,743 crore, is crucial for strengthening India's emergency crude oil storage capacity. At present, the country has an existing capacity of 5.33 million tonnes at Visakhapatnam, Mangalore and Padur, sufficient to meet the requirement of 10 days. The project at Chandikhol and the capacity expansion at Padur will increase the capacity to 21 days. However, the project has been significantly delayed due to non-execution of the lease deed and incomplete handover of around 400 acres of land. Additionally, illegal stone quarrying in the project area continues unabated, threatening its viability despite repeated representations by Indian Strategic Petroleum Reserves Limited. I urge the Union Government to immediately intervene, coordinate with the Government of Odisha to expedite land transfer, stop illegal quarrying, and fast-track the project in view of its strategic importance.

(xi) Regarding alleged irregularities in functioning of Krishi Vigyan Kendra in Jalgaon district, Maharashtra

श्रीमती स्मिता उदय वाघ (जलगांव) : मैं कृषि एवं किसान कल्याण मंत्री जी का ध्यान महाराष्ट्र के जलगांव जिले में स्थित कृषि विज्ञान केंद्र से जुड़े एक गंभीर विषय की ओर आकर्षित करना चाहती हूँ। यह केंद्र किसानों को आधुनिक कृषि तकनीक, प्रशिक्षण और वैज्ञानिक मार्गदर्शन प्रदान करने के उद्देश्य से स्थापित किया गया है, ताकि किसान नई पद्धतियों को अपनाकर अपनी उत्पादकता और आय बढ़ा सकें। किन्तु खेद के साथ कहना पड़ रहा है कि इस केंद्र के कार्यकलापों को लेकर कई गंभीर अनियमितताओं के आरोप सामने आए हैं। मैंने स्वयं इस केंद्र का दौरा किया, जहाँ यह पाया गया कि किसानों को अपेक्षित सहायता और प्रशिक्षण पर्याप्त रूप से नहीं मिल पा रहा है। इसके अतिरिक्त Indian Council of Agricultural Research (ICAR) से प्राप्त सरकारी निधियों के दुरुपयोग, पुराने पेड़ों की अनधिकृत कटाई तथा केंद्र के ट्रैक्टर और अन्य उपकरणों के निजी उपयोग जैसी शिकायतें भी सामने आई हैं। अतः मैं मंत्री जी से आग्रह करती हूँ कि इस पूरे प्रकरण की निष्पक्ष जाँच कराई जाए और जो भी दोषी पाए जाएँ उनके विरुद्ध कड़ी कार्रवाई की जाए, ताकि किसानों के हित सुरक्षित रह सकें और यह केंद्र अपनी मूल जिम्मेदारी के अनुसार कार्य कर सके।

(xii) Regarding Railway related issues of Jammu Parliamentary Constituency

श्री जुगल किशोर (जम्मू) : मैं माननीय रेल मंत्री जी ध्यान मेरे ससदीय क्षेत्र के जम्मू रियासी में रेलवे विभाग से सम्बंधित निम्नलिखित नए विकास कार्य हेतु एवं जनहित में जुड़े महत्वपूर्ण मांगे आपके समक्ष रख रहा हूँ, कृपया विचार कर आवश्यक कार्यवाही करने की कृपा करें: 1. सांबा के गांव गुरहा सलाथिया में रेल ओवर ब्रिज के निर्माण 2. जम्मू के बजालता में ओवर ब्रिज के निर्माण 3. मनवाल स्टेशन पर फुट ओवर ब्रिज बनाया जाए 4. जम्मू मेल, टाटा मुरी और सियालदाह एक्सप्रेस जैसी ट्रेनें सांबा रेलवे स्टेशन पर इनका ठहराव बहाल किया जाए। 5. मनवाल रेलवे

स्टेशन पर संपर्क क्रांति, जम्मू मेल और हेमकुंड एक्सप्रेस का ठहराव होना चाहिए। 6. सांबा जिले के गांव राया सुचेनी जो रास्ता central यूनिवर्सिटी को भी जाता है, जनसुविधा को देखते हुए रेल ओवर ब्रिज बनाने की मांग को स्वीकृत दी जाए। 7. किशनपुर में रेलवे लाइन के पास बहुत सी ज़मीन खाली पड़ी है उस ज़मीन का सदुपयोग करने हेतु उसपर पार्क एवं गार्डन बनाया जाए। 8. जम्मू स्टेशन और कटरा स्टेशन के प्लेटफार्म पर नए स्टाल्स लगाए जाएंगे। इन स्टालों में स्थानीय लोगों को रोजगार देने का प्रावधान किया जाए।

(xiii) Regarding alleged irregularities in 'Har Ghar Jal' Scheme in Palamu Parliamentary Constituency, Jharkhand

श्री विष्णु दयाल राम (पलामू) : झारखंड सहित पलामू संसदीय क्षेत्र के अंतर्गत दोनों जिलों पलामू एवं गढ़वा में केंद्र सरकार की महत्वाकांक्षी “हर घर जल योजना” के क्रियान्वयन में गंभीर अनियमितताओं, कागजी प्रगति एवं संभावित भ्रष्टाचार की ओर ध्यान आकृष्ट कराना चाहता हूँ। सरकारी अभिलेखों में पलामू जिले को 75-80 प्रतिशत से अधिक जलापूर्ति कवरेज वाला दर्शाया गया है, जबकि वास्तविक स्थिति अत्यंत चिंताजनक है। छतरपुर, चैनपुर, हुसैनाबाद एवं पांडू प्रखंडों के साथ-साथ गढ़वा जिले के कांडी, मझिआंव, भंडरिया, रमना एवं मेराल प्रखंडों के अधिकांश गांवों में या तो नल कनेक्शन निष्क्रिय हैं या फिर जलापूर्ति अत्यंत अनियमित है। कई स्थानों पर बिना स्थायी जलस्रोत के पाइपलाइन बिछा दी गयी है तथा अधूरी ओवरहेड टंकियों के बावजूद कार्य पूर्णता प्रमाण-पत्र जारी कर दिए गए हैं। परिणामस्वरूप हजारों परिवार आज भी हैंडपंप, कुओं एवं तालाबों पर निर्भर हैं, जबकि कागजों में योजनाएं पूर्ण दर्शायी जा रही हैं। ये दोनों जिले सूखा-प्रभावित एवं आकांक्षी होने के कारण पेयजल संकट और भी गंभीर है। अतः आपके माध्यम से जल शक्ति मंत्रालय, भारत सरकार से अनुरोध है कि इस योजना की उच्चस्तरीय जांच कराकर दोषियों पर कड़ी कार्रवाई सुनिश्चित की जाय तथा वास्तविक रूप से योजनाओं को पूर्ण कर आम जनता को शुद्ध पेयजल उपलब्ध कराने की कृपा की जाये।

(xiv) Need for urgent intervention to expedite transfer of outstanding funds from Andhra Pradesh Power Finance Corporation to the Government of Telangana

SHRI CHAMALA KIRAN KUMAR REDDY (BHONGIR): I would like to bring to kind notice of the Government that at the time of Bifurcation of the AP State in 2014 the total outstanding bond amount of AP Power Finance Corporation was Rs. 5,894.60 crore. In this connection, liabilities were apportioned between AP and Telangana in the ratio of 59.54% and 40.46% respectively and as a result, amount shared between AP and Telangana stands out to be Rs. 2,385 crore and Rs. 3,509.60 crore respectively. Contrary to this provision, Government of Andhra Pradesh has allocated an excess liability of Rs. 1,052.70 crore to Telangana Power Finance Corporation Under such circumstances, Telangana Power Finance Corporation has under protest discharged a principal amount of Rs. 481.82 crore and an interest amount of Rs. 788.18 crore, totalling Rs. 1,270 crores up to August 2024. Later, the Government of Telangana requested for kind intervention of the Union Government for an amount receivable from AP Power Finance Corporation for transfer of funds worth Rs. 1270 crore to Telangana State. In this regard, the State Government of Telangana sent concerned project proposals to the Ministry which are pending for necessary action. Hence, keeping in view of the interests and the overall development of the Telangana State, I request Hon'ble Minister of Finance, through the Chair, to kindly intervene in the matter to take necessary steps in coordination with the concerned Ministry to expedite the transfer of funds worth

Rs. 1,270 crores from AP Power Finance Corporation to the Government of Telangana.

(xv) Need to reconsider the proposed divestment of IDBI in view of safeguarding the public interest and financial stability

SUSHRI PRANITI SUSHILKUMAR SHINDE (SOLAPUR): IDBI, established in 1964 under the Industrial Development Bank of India Act, has played a pivotal role in shaping India's financial ecosystem, nurturing key institutions and supporting national development. During the passage of the IDBI (Transfer of Undertaking and Repeal) Act, 2003, the then Finance Minister assured Parliament that Government shareholding would not fall below 51%, a commitment recorded by the Committee on Government Assurances and central to IDBI's transition into a banking entity. The proposed disinvestment of a majority stake by the Government and LIC, along with transfer of management control, raises serious concerns. It risks undermining the public sector character of IDBI Bank, potentially affecting depositors, MSMEs, farmers, and over 20,000 employees. Valuable real estate assets originally allocated for public purposes may pass into private hands. Depositors currently benefit from implicit sovereign assurance, which could diminish significantly post-privatization. Priority sector lending, including support for MSMEs, agriculture, and education, may weaken under private ownership. Additionally, implementation of welfare schemes and reservation policies could be adversely impacted. In light of these concerns, the Government should

reconsider the proposed sale and explore retaining majority ownership or merging IDBI Bank with a Public Sector Bank to safeguard national and public interest.

(xvi) Need to issue pending Soil Health Cards to farmers in Bhandara district, Maharashtra

डॉ. प्रशांत यादवराव पडोले (भंडारा-गोंदिया) : मैं सरकार का ध्यान मृदा स्वास्थ्य कार्ड योजना के क्रियान्वयन में हो रही गंभीर विफलताओं की ओर आकर्षित करना चाहता हूँ। 2015 में शुरू यह योजना मिट्टी परीक्षण के आधार पर किसानों को संतुलित उर्वरक उपयोग की सलाह देती है, पर भंडारा ज़िले में स्थिति चिंताजनक है। जिला स्तरीय 'दिशा' समिति की समीक्षा में सामने आया कि 25,730 किसानों के नमूने लिए गए, लेकिन अब तक केवल 10,253 किसानों को कार्ड जारी हुए हैं। यानी 15,000+ किसान, जिनकी जाँच महीनों पहले पूरी हो चुकी है, आज भी कार्ड से वंचित हैं। गंभीर यह कि एक निजी अधिकृत प्रयोगशाला ने 4,992 नमूनों की जाँच की, फिर भी एक भी कार्ड जारी नहीं हुआ और कोई दंडात्मक कार्रवाई नहीं हुई। दिशा-निर्देशों के अनुसार नमूना लेने के 30 दिनों में कार्ड मिलना चाहिए, जबकि कई मामलों में 6-8 महीने की देरी हो रही है। इससे किसान बिना वैज्ञानिक जानकारी के उर्वरक निर्णय लेते हैं, लागत बढ़ती है, उत्पादन घटता है और मिट्टी की उर्वरता प्रभावित होती है। अतः सरकार सभी लंबित कार्ड तुरंत जारी करे, लापरवाह प्रयोगशालाओं पर कठोर कार्रवाई करे, तथा कार्ड-आधारित कृषि परामर्श सुनिश्चित करे, जवाबदेही तय हो, ताकि योजना कागज़ी नहीं, वास्तविक लाभ देने वाली बने।

(xvii) Regarding issuance of ST certificate to people belonging to Dhanka Community in Sriganganagar district, Rajasthan

श्री कुलदीप इंदौरा (गंगानगर) : मैं सरकार के समक्ष संसदीय क्षेत्र श्री गंगानगर के जिला कलेक्टर

कार्यालय हनुमानगढ़ के सामने ST (अजजा) प्रमाण-पत्र को लेकर धानका समाज द्वारा धरना /आंदोलन कर रहे लोगों की बात रखना चाहता हूँ। भारत सरकार ने काका कालेलकर की अध्यक्षता में समिति का गठन किया था। जिसमें समिति द्वारा रिपोर्ट तैयार कर भारत सरकार को सौंप दी गई। भारत सरकार ने इस रिपोर्ट को वर्ष 1976 (सितम्बर) में संसद में पेश किया और उसी दिन यह रिपोर्ट सर्वसम्मति से पारित हो गई व गजट नोटीफिकेशन जारी हो गया। इस रिपोर्ट के अनुसार धानका, बावरिया एवं नायका जाति को अ.ज.जा. (ST) में शामिल कर लिया गया। परन्तु राज्य सरकार द्वारा धानका व धाणका की रिपोर्ट मांग कर प्रमाण-पत्र पर रोक लगा दी। सरकार को निर्देशित करे कि धानका जाति के लोगों को अपने अधिकार से वंचित ना करें।

(xviii) Need to establish an AIIMS in Mau district, Uttar Pradesh

श्री राजीव राय (घोसी) : मऊ जिले में स्वास्थ्य सुविधाओं की स्थिति काफी कमजोर है और उन्नत चिकित्सा सेवाओं की पहुंच बहुत सीमित है। क्षेत्र के लोगों की लंबे समय से मांग है कि मऊ में एम्स की स्थापना की जाए, ताकि बेहतर इलाज की सुविधा मिल सके। प्रस्तावित एम्स से मऊ के साथ-साथ आसपास के जिलों-बलिया, गाजीपुर और आजमगढ़ को भी लाभ मिलेगा। इसके अलावा बिहार के सीमावर्ती जिले जैसे बक्सर के लोगों को भी सुविधा मिलेगी। वर्तमान में पूर्वांचल का एकमात्र एम्स गोरखपुर में है, जो मऊ से 100 किलोमीटर से अधिक दूर है, जिससे मरीजों को लंबी दूरी तय करनी पड़ती है और वहां अत्यधिक दबाव बना रहता है। मऊ प्रमुख सड़कों के किनारे स्थित है, जहां जनसंख्या और यातायात अधिक होने के कारण सड़क दुर्घटनाएं भी ज्यादा होती हैं। लेकिन यहां गंभीर चोटों के इलाज के लिए ट्रॉमा सेंटर जैसी विशेष सुविधाएं नहीं हैं, जिसके कारण मरीजों को वाराणसी या गोरखपुर ले जाना पड़ता है और इलाज में देरी होती है। मऊ में एम्स बनने से आपातकालीन चिकित्सा सेवाएं मजबूत होंगी, मृत्यु दर कम होगी और क्षेत्र का विकास भी होगा। इसके लिए परधा मिल की जमीन या अन्य उपलब्ध भूमि दी जा सकती है,

या आवश्यकता होने पर हम स्वयं भूमि उपलब्ध कराने के लिए भी तैयार हैं। अतः जनहित में मऊ में एम्स की स्थापना को शीघ्र मंजूरी दी जाए।

**(xix) Need to establish a Medical College in Sant Kabir Nagar
Parliamentary Constituency, Uttar Pradesh**

श्री लक्ष्मीकान्त पप्पू निषाद (संत कबीर नगर) : लोकसभा क्षेत्र संतकबीर नगर, उत्तर प्रदेश में मेडिकल कालेज बनवाया जाय। मेरे लोक सभा क्षेत्र में स्थित जिला चिकित्सालय में गरीबों को दवाइयाँ नहीं मिलती। CHC, PHC पर जिले भर से कहीं दवा उपलब्ध नहीं है। गरीब आम जनमानस परेशान है। मैं आप के माध्यम से संतकबीर नगर में मेडिकल कालेज की स्थापना हो तथा CHC, PHC तथा जिला चिकित्सालय में दवा उपलब्धता सुनिश्चित करने का कष्ट करें।

**(xx) Need to suspend the Holistic Development of Great Nicobar Island
Project in view of grave environmental and social concerns**

SHRIMATI PRATIMA MONDAL (JAYNAGAR): The Government has approved the Holistic Development of Great Nicobar Island Project, with an estimated investment of 92,000 crore, covering a transshipment port at Galathea Bay, in the Andaman and Nicobar Islands. While projected as a strategic and economic initiative, the project raises grave environmental and social concerns. Official documents indicate that the project will require diversion of large tracts of pristine tropical rainforest, involving the felling of nearly 10 lakh trees, with independent experts warning of even higher ecological loss. Great Nicobar forms part of a globally recognised biodiversity hotspot, home to endemic birds, rare wildlife, and fragile marine ecosystems,

including one of the most important nesting sites for endangered leatherback sea turtles. Scientists have cautioned that such ecological loss is irreversible and cannot be offset through compensatory afforestation elsewhere. The project also threatens the habitat and way of life of indigenous communities, particularly the Shompen and Nicobarese, and is located in a seismically active and tsunami-prone zone, raising serious long-term safety concerns. We demand an immediate suspension of on-ground activities and a comprehensive, independent review of environmental clearances, with all assessment reports placed before Parliament for scrutiny, before any further implementation is allowed.

(xxi) Need for pro-active measures to ensure safety, security and timely evacuation of Indian Nationals in West Asian countries

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN (CHENNAI SOUTH): I bring it to the notice of the Government about the precarious condition of Indians living in UAE, Saudi Arabia, Dubai, Qatar and middle-east with constant fear due to the ongoing high-voltage Iran-Israel war. Over 9 million Indian expatriates live in the Gulf Cooperation Council (GCC) countries. Remittances from this workforce have been consequential for the Indian Economy. India received a record \$130 billion in-remittances in 2024. GCC countries contributed around 40% of India's total remittance inflows constituting 4% of GDP. Any large-scale evacuation of the Gulf would-present a massive logistical challenge. Moving such a population quickly would require extensive

coordination of flights, possible sea routes, and diplomatic clearances. Air space over Dubai and Abu Dhabi remained shut in the days following the strikes, and airports in the UAE, Bahrain, Qatar, and Kuwait were either closed or severely disrupted. For workers employed in construction, oil, healthcare, and services, sudden exits would involve legal and contractual complications. Effective communication to prevent panic and misinformation-among workers in the Gulf and their families in India-would be essential at every stage. The conflict has generated serious anxiety among Indian migrant workers. Even without direct exposure to violence, the uncertainty around missile attacks, airspace closures, and emergency restrictions has upended daily life. At home in India, families dependent on regular remittances and daily contact face compounding worry. When the Gulf burns, India bleeds. India faces the human and economic cost of a war it did not start and cannot control. I urge the Union Government to take all necessary steps on war-footing mode to ensure safety and security of one crore Indians living under the gloom of war.

(xxii) Need to approve the proposal to include a number of water bodies in Andhra Pradesh under Phase III of the Pradhan Mantri Krishi Sinchai Yojana (PMKSY)

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): I would like to draw the attention of the Government to the urgent need to approve the proposal for inclusion of 297 water bodies across five districts of Andhra Pradesh, Palnadu, Ananthapur, Sri Satya Sai, Nandyal and Kurnool, under

Phase-III (Lot-3) of the PMKSY-HKRP-RRR scheme for FY 2025–26. The proposal submitted by the Government of Andhra Pradesh and examined by the Central Water Commission covers restoration, renovation and revival of traditional tanks that are crucial for irrigation in drought-prone regions of the State. The project includes 92 water bodies in Palnadu, 28 in Ananthapur, 55 in Sri Satya Sai, 91 in Nandyal and 31 in Kurnool, with an estimated total cost of ₹285.56 crore. Revival of these tanks will help restore the irrigation potential of over 26,500 hectares, improve groundwater recharge, enhance water availability and support thousands of farmers dependent on tank irrigation. These districts fall within water-stressed regions where agriculture remains highly vulnerable to erratic rainfall. Timely approval of this proposal will significantly strengthen rural water security and agricultural productivity. I therefore urge the Government to approve the proposal and include these water bodies under the PMKSY-HKRP-RRR scheme at the earliest.

**(xxiii) Need to grant Central University status to Nava Nalanda
Mahavihara (Deemed to be University), Bihar**

श्री कौशलेन्द्र कुमार (नालंदा) : विश्व प्रसिद्ध नालंदा विश्वविद्यालय जो आज की तारीख में नालंदा खंडहर माना जाता है, उसी के स्थान पर बौद्ध शिक्षा की ज्योति जलाए रखने के लिए बर्मा देश के तत्कालीन प्रधानमंत्री श्री यूं नू ने एक विश्वविद्यालय की घोषणा 1948 में भारत की यात्रा के दौरान नालंदा भ्रमण के समय नालंदा में बौद्ध धर्म का अध्ययन करने के लिए एक अंतरराष्ट्रीय केन्द्र की स्थापना करने की योजना की घोषणा की थी और 1951 में नालंदा में उन्होंने इसका शिलान्यास भी किया था। नव नालंदा महाविहार जो कि संस्कृति मंत्रालय के अंतर्गत आता है मात्र डीम्ड

विश्वविद्यालय बनकर ही रह गया, जबकि यहां बहुत से देशों से विद्यार्थी आकर बौद्ध, पाली आदि की पढ़ाई करते हैं, उनके लिए छात्रावास की भी उत्तम व्यवस्था है। मैं मांग करता हूँ कि नालंदा महाविहार डीम्ड यूनिवर्सिटी को केंद्रीय विश्वविद्यालय का दर्जा देते हुए इसकी ब्रांचेस नालंदा सहित आसपास के जिलों में भी खोला जाए।

(xxiv) Need to undertake the construction of Mawana - Nirawali Mode - Makhdumpur Road in Bijnor Parliamentary Constituency, Uttar Pradesh

श्री चंदन चौहान (बिजनौर) : मेरे संसदीय क्षेत्र में मवाना से नीड़ावाली मोड होते हुए मुखदमपुर तक जाने वाली सड़क लंबे समय से अत्यंत जर्जर अवस्था में है। इस मार्ग से प्रतिदिन हजारों स्थानीय नागरिकों का आवागमन होता है तथा धार्मिक दृष्टि से भी इसका विशेष महत्व है। इस मार्ग से लाखों श्रद्धालुओं का आना जाना रहता है, जिससे इस सड़क का सुचारु एवं सुरक्षित होना अत्यंत आवश्यक है। उक्त सड़क के निर्माण कार्य का लगभग किलोमीटर भाग वन विभाग के अंतर्गत आने के कारण वन विभाग की स्वीकृति आवश्यक है, जिसके अभाव में यह महत्वपूर्ण कार्य लंबे समय से लंबित पड़ा हुआ है। अतः मैं केंद्र सरकार से अनुरोध करता हूँ कि जनहित को ध्यान में रखते हुए वन विभाग द्वारा इस सड़क के संबंध में वर्तमान स्थिति से अवगत कराया जाए तथा आवश्यक स्वीकृति शीघ्र प्रदान कर मवाना नीड़ावाली मोड मुखदमपुर सड़क के निर्माण कार्य को जल्द से जल्द प्रारंभ कराया जाए जिससे क्षेत्र की जनता और श्रद्धालुओं को सुविधा मिल सके।

(xxv) Regarding payment of minimum wages to contractual labourers in central PSUs

श्री चन्द्र प्रकाश चौधरी (गिरिडीह) : मैं अपने संसदीय क्षेत्र गिरिडीह सहित देश के विभिन्न भागों में स्थित केंद्रीय सार्वजनिक उपक्रमों में कार्यरत लाखों ठेका श्रमिकों की गंभीर समस्या की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। SAIL, Coal India, NTPC, DVC, भारतीय रेल

एवं अन्य केंद्रीय संस्थानों में कार्यरत ठेका श्रमिकों को कई स्थानों पर केंद्र सरकार द्वारा अधिसूचित Central Sphere Minimum Wages के अनुरूप मजदूरी नहीं मिल रही है। इसके अतिरिक्त कई मामलों में VDA, PF, ESI एवं अन्य वैधानिक सुविधाओं के भुगतान में भी अनियमितताओं की शिकायतें सामने आई हैं। विशेष रूप से सेल रिफ्रेक्टरी यूनिट (SRU), इफिको में कार्यरत ठेका श्रमिकों ने भी यह मुद्दा उठाया है कि उन्हें निर्धारित केंद्रीय न्यूनतम मजदूरी के अनुरूप भुगतान नहीं किया जा रहा है। केंद्रीय सार्वजनिक उपक्रमों एवं रेलवे से श्रम कानूनों के आदर्श अनुपालन की अपेक्षा की जाती है। अतः मैं सरकार से आग्रह करता हूँ SAIL, Coal India, NTPC, DVC, भारतीय रेल सहित सभी केंद्रीय प्रतिष्ठानों में कार्यरत ठेका श्रमिकों को केंद्रीय न्यूनतम मजदूरी एवं VDA का भुगतान सुनिश्चित किया जाए। इस संबंध में सभी केंद्रीय सार्वजनिक उपक्रमों एवं रेलवे प्रतिष्ठानों में व्यापक जांच/ऑडिट कराया जाए। यदि कहीं श्रम कानूनों का उल्लंघन पाया जाए तो संबंधित ठेकेदारों एवं जिम्मेदार अधिकारियों के विरुद्ध कड़ी कार्रवाई की जाए।

माननीय सभापति : आईटम नंबर 17, ऑनरेबल फाइनेंस मिनिस्टर।

12.20 hrs

FINANCE BILL, 2026*

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): Thank you very much. I take this opportunity to reply on the debate which has been held on the Finance Bill itself.

Sir, nation-building is a continuous process and it does not happen

* Further discussion on the motion for consideration of the Bill, moved by Smt. Nirmala Sitharaman on 23rd March, 2026.

overnight. Every Budget, every Finance Bill that we have come up with is a step towards the ultimate goal of attaining Viksit Bharat by 2047 and fulfilling the aspirations of 140 crore Indian citizens. So, in this quarter of the 21st Century, India is actually moving forward with reform, not out of compulsion, which is what has happened earlier. Reform is not happening out of compulsion, but out of conviction with clarity, confidence, and commitment. India is riding on the 'reform express' under the leadership of hon. Prime Minister Shri Narendra Modi and this Finance Bill of 2026-2027, therefore, rests on five clear principles.

First, there is a trust-based tax administration that is being improved upon. Actually, we are reducing unnecessary hardship for honest taxpayers. You can see various aspects of it in my response to various questions and clarifications sought by Members. I will elaborate on it. Second, Sir, is the ease of living for common citizens. I was worried that some of our hon. Members have started mocking ease of living and ease of doing business. It is important that we continue with that process. Every citizen should feel that this country does not really make it difficult for him by doing compliances, by seeking permits, by seeking quota, by seeking licences for legitimate businesses. I thought it was from 1991 that all of us kept saying India has to become a lot more easy to live in, a lot more easy to govern. So, it was astonishing for me to hear some Members talk about ease of living and ease of doing business as not so significant, not so important. I think it is important that we go on that

route and make India a lot more easy to live in.

Sir, third principle: we are empowering the MSMEs, farmers, and cooperatives because MSMEs, farmers, and cooperatives are at the heart of creation of employment for production and for overall development of India. So, this Finance Bill supports them with very many measures that improve liquidity but also reduce the compliance burden and give them the opportunity to have greater contribution made towards first their cooperatives and then the larger economy.

Fourth one is making India a stronger global business hub. That is why we have brought a clarity in very many provisions, particularly taxation-related provisions, which I will elaborate upon. These measures support key sectors such as digital infrastructure, electronics manufacturing, marine products, leather, critical minerals, nuclear energy, and so on – all of which are critical for India to speed up towards Viksit Bharat.

The fifth and the final one is to enable seamless trade facilitation and bring in customs reforms. A number of provisions have been modified so that we are able to provide greater ease in trade facilitation. With these opening remarks on the Finance Bill itself, I will now, while responding to the hon. Members, elaborate on some of the features contained in the Bill.

To begin with, the hon. Member from the Indian National Congress, Dr. Amar Singh – whom I respect greatly, as he is a trained economist and has served as the head of the Planning Commission in Punjab, and has

contributed to debates in this House – this time, I felt, did not speak as an economist. He spoke more like a politician seeking to take a potshot at the ruling party. I wish he had contributed to the debate with his wisdom and his exposure to the field of economics. What he said, however, astonished me. It could not have come from him, but since he has said it, I must respond. I am only summarising. He mentioned that there is nothing in this for the middle class, and that everything has been done for big businesses. What an irony! I believe this Finance Bill has much more for the middle class. If I were to list a few measures, I hope Dr. Amar Singh will concede that he was on a completely wrong track.

This Finance Bill has slashed the TCS rate for remittances made for education and medical purposes under the Liberalised Remittance Scheme, popularly known as LRS. It was earlier five per cent; we have brought it down to two per cent so that people who send money abroad for their children – middle-class families who often borrow for this purpose – have a lower TCS burden. Similarly, TCS on overseas tour packages, where people travel in groups, families together and so on, was earlier 20 per cent; it has now been reduced to two per cent. Are large corporates undertaking such group tours? No, ordinary middle-class families do. I would like to draw his attention to this.

Second, we have completely exempted basic customs duty on 17 critical life-saving drugs and medicines. Will this not benefit small families and ordinary citizens whose family members are hospitalised and who must

purchase expensive medicines? We have reduced the basic customs duty to zero and fully exempted them. Furthermore, duty-free personal imports of medicines – where children living abroad send medicines for upkeep of their parents, special food items, or medical nutrition for those undergoing severe treatment – have been extended to cover seven additional rare diseases. These too are now eligible for duty-free personal imports. This will certainly benefit the middle class.

Similarly, any interest awarded by the Motor Accident Claims Tribunal – for instance, when there is a delay in payment and the affected families are waiting for compensation – was earlier taxable. That tax has now been completely removed. It is fully exempt. Will this not help families awaiting insurance payouts after such tragic incidents? We are also proposing to allow taxpayers to update their returns even after reassessment proceedings have been initiated. Normally, once such proceedings begin, corrections are not permitted. We have now allowed this, subject to an additional 10 per cent tax over and above the rate applicable for the relevant year.

So, the Assessing Officer will then use this updated Returns for further proceedings. It makes life easier for the taxpayer.

Young professionals, students, and relocated NRIs often make inadvertent mistakes or errors in their assessment when they file it. A one-time six-month foreign assets disclosure for small taxpayer scheme has been brought in whereby this small taxpayer can declare small overseas assets

which are left undeclared till then or even income up to Rs. 1 crore, if it has been left without disclosure and up to Rs. 5 crore of previously taxed but undeclared assets, are now without any prosecutions to be faced. They can just declare and do the due process. There will be no prosecution after that. This will bring in great relief for small taxpayers who by chance or did not know or inadvertently missed out on declaring amounts which are left in accounts abroad.

Senior citizens and small savers will also benefit from a new single-window system allowing depositories to accept Forms 15G and 15H directly and distribute them to relevant companies ending the hassle of submitting multiple personal forms to avoid TDS on dividends. So, instead of the tax assessee paying it to so many different agencies, the depositories can do it on behalf of the tax payers, particularly the senior citizens. Therefore, this will be a relief.

Now I come to a very important thing, which will affect all passengers, all relatives, families, friends, and even hon. Members who go abroad and come back. We are rationalizing the passenger allowances, rationalization in tariffs on gifts and also on personal imports and simplification of personal effects. This reduces disputes at the airports. I normally receive a huge lot of day-to-day complaints of, "I am held back in Delhi airport, the customs official is not letting me go. I am saying this is mine. They are saying, No, this is new". All these disputes will now be over. We are increasing, in fact, we have

rationalised it completely on every item that you can bring. If you want, you take it back or if you want, you leave it. So, passengers now will have far less to worry about when they land in India.

Finally, digitization of temporary imports and exports of valuables including jewellery and professional equipment, bringing in cameras, going out with cameras, simplifies travel for individuals attending overseas events, medical procedures, and also on personal visits. So, if this is the set of relief that we are offering, these are aimed at offering for the middle-class, for the passengers, and ordinary citizens. It is not for those big travellers or high net-worth individuals.

Similarly, for MSMEs, there are two principles which I would want to put upfront. We take this approach for dealing with MSMEs -- penalize first, do not take them to a criminal court or whatever. Actually, we are moving away from penalizing first and giving them the relief. One more thing that I would like to say is that we are facilitating first and enforcing later, if necessary. So, in that way, we are taking an approach which is friendly for MSMEs. Penalties for technical defaults like failing to get accounts audited have been converted into predictable fixed fees. So, there is no uncertainty that the MSMEs will have to face.

Similarly, rule-based automated process for small taxpayers have been brought in to obtain a lower or nil deduction certificate online itself.

So, there are very many more which I can list out, but the fact is that

individuals or MSMEs have been given more facilitated treatment.

For strengthening agriculture, fisheries and the cooperatives, there are several measures in this Finance Bill. Primary cooperative societies enjoy deduction for supplying milk, fruits and vegetables to their federal cooperatives. This Budget or this Finance Bill also expands that deduction to include cooperatives supplying cattle feed and also cotton seed, recognising the integrated nature of rural value addition.

To build stronger cooperatives, and particularly cooperative federations, inter-cooperative society dividend income has been made tax deductible. So, under the new tax regime, provided it is further distributed to members, if the federal cooperative is going to pass the dividend further down to its members, under the new tax regime, this treatment will be offered.

Furthermore, a three-year tax exemption has been granted to dividend income received by notified national cooperative federation. All this is going to help small members in the cooperative societies. And similar treatment is being given to Indian fishing vessels in the Exclusive Economic Zone or on the high seas. They will now be completely free of customs duty. So, we want to facilitate first and enforce the law, if necessary, much later. That will simplify lives for cooperatives, fishermen, individuals and so on.

On the cesses and surcharges, every Session we have this question of why should cesses be collected, why should surcharges be collected, and because it remains outside of the divisible pool, it is not doing justice to the

State. The Constitution makers knew what they were doing, and we all pay respects to them. There is a provision for levying cesses and surcharges which is given to the Central Government. We are using a provision which is legitimately provided to the Central Government. They say, "Add that also into the divisible pool." No, there is a provision for us to use it, we will use it. Just as there are several provisions given to the States to levy tax on certain items which has nothing to do with the divisible pool, do we question that? No. And therefore, repeated allegation that we are collecting cesses and surcharges, it should actually be going, oh sorry! Please read the Constitution again. We are allowed to do it and we are doing a legitimate thing. But having received it, having collected it, are we not spending it only on the States, providing hospitals, schools and laying the roads? In fact, I have said this every time, I am saying it now again. More than what is collected as cesses and surcharges is what we spend on schemes to the States. I will just go on reading the numbers and I hope the Members will understand those collected cesses and surcharges are not lying with us. It is actually going to the States.

The Samagra Shiksha Mid-Day Meal Scheme, implemented through State Governments is financed through the Health and Education Cess. For the National Food Security Act, Centre bears the bulk of the cost and States distribute.

Even in the recent Supplementary Demands for Grants which was passed in this House only a few days ago, Rs. 11,627 crore was transferred to

PM Swasthya Suraksha Nidhi to meet National Health Mission expenditure. So, resources from many cesses are 100 per cent transferred to States. In fact, if it was part of the divisible pool, they would only get 41 per cent of it. So, I want to underline the fact that they are getting. In fact, 105 per cent utilisation has happened. We spend more than what we collect.

For example, in the last six-year period from 2019 to 2024-25, the cumulative utilization of cesses has exceeded the collection, कितना कलेक्ट हुआ और कितना उनको भेजा गया? Rs.15.14 lakh crore were collected. कितना भेजा गया? Rs.15.97 lakh crore have been sent to the States under various schemes. So, more than what is collected under cesses and surcharges is being spent. I think repeatedly raising doubts about putting it in the divisible pool, not realizing that not 100 per cent, but only 41 per cent will reach you, is just making a lot of noise without understanding the details.

Similarly, in Health and Education Cess, Rs.74,000 crore extra has been spent over and above what has been collected under Heal and Education Cess. What was collected? Rs.7.03 lakh crore was collected and that is between 2014-15 to 2026-27. Against this, the total utilization stands at Rs.7.77 lakh crore. From Rs.7.03 lakh, it has gone up to Rs.7.77 lakh crore, which is Rs.74,000 crore extra. I think these replies should dispel the doubt about cesses and surcharges.

A very important point was raised by Dr. Amar Singh that data centres lack requirements for localization, employment and technology transfer. So,

giving them tax holidays is not good at all. This is the observation of Dr. Amar Singh. I would like to highlight that the Budget for 2026-27 has designed tax holidays with structural conditionalities and complementary skilling initiatives to ensure domestic value creation happens. The tax holiday until 2047 is available only when the foreign cloud provider utilizes data centre services located in India, meaning the physical infrastructure must be built and operated domestically. This guarantees that construction, operation, maintenance and also the jobs largely stay local. All sales to Indian users must be routed through an Indian reseller entity, creating an entire ecosystem of Indian system integrators, managing service providers and telecom partners who capture value and employment locally. This is absolutely clear. Therefore, this tax holiday is going to bring in investment, keep them here, create jobs here and utilize data services here and then also export. So, it is not as if this were all for somebody from outside and nothing for us.

Even the safe harbour rule given in the Finance Bill ensures genuine Indian operations. The 15 per cent safe harbour margin on cost for resident Indian entities providing data centre services to related foreign companies ensures that Indian operations are not hollow shell but retain meaningful profit, and build genuine technical capability. So, this guarantees that Indian entities are adequately compensated for real work performed by local professionals. So, Dr. Amar Singh should remove that doubt from his mind. In fact, I would add one more point. USD 70 billion in data centre is already under way for

investment and India's cloud capacity is projected to grow four or five times by 2030. The sheer volume of construction, cooling infrastructure, power management, cybersecurity and network operations demanded will generate lakhs of direct and indirect jobs in India.

I cannot find hon. Member Shri Arun Nehru. Probably, I do not need to respond to him, but I was shocked when he mentioned the point about GST rate.

Sir, it is because, it is an important question on GST. For the benefit of the rest of the hon. Members also, I will say a few things. He says that the GST cut was done in September, 2025, which was intended to create economic buoyancy and increase spending. It did not work as expected. I am shocked at this observation, particularly coming from a Member of Parliament from Tamil Nadu. It is because retail passenger vehicle sales jumped 26.1 per cent, the highest ever sales for any February month since after the GST has come in. The Chennai-Sriperumbudur-Oragadam Automobile Corridor stretching 60 kilometres through Kancheepuram and Tiruvallur districts, is called the Detroit of Asia. By this increase in passenger vehicle sales, this region is going to benefit. Did the hon. Member not realise that rural PV sales surged by 34 per cent, overall PV sales surged by 34 per cent, and urban sales increased by 21 per cent?

Sir, secondly, he also said, I continue my reply, two-wheeler sales rose 25 per cent after GST Council's decision taken in September. Again, Royal

Enfield state-of-the-art manufacturing facility is at Oragadam, which is in Tamil Nadu. The jobs are going to be created there because of the increased demand. The motor companies, which are in Hosur and Sriperumbudur, are all earning and they are doing overtime shifts for their workers. This is not going to be unnoticed. It is a flagship company with 28 assembly lines capable of producing up to 4 million bikes a year. That is located in Tamil Nadu. This has benefited them by the increase and surge in the demand as a result of GST reduction.

Similarly, every Jupiter scooty, every Apache bike, and every classic 350 motorcycle which is sold is being bought across India's villages, and that comes from this hon. Member's own State. Again, Madurai is a production centre for tractors. There is an increase of 36.4 per cent in tractor purchases. I am sure the hon. Member has just uttered something on my face to say, oh no, nothing has happened after GST. I wish he just goes back. In fact, cement purchase has gone up. Cement production itself has gone up by 9.3 per cent. My team was surprised because they said, Madam, Ariyalur is just next door to hon. Member's Perambalur constituency. Just next to his constituency, cement production has gone up by 9.3 per cent, and Shri Arun Nehru ji did not even know anything about it.

Sir, regarding the GST collections, in December 2025, there was a 6.1 per cent year-on-year increase, that is, the post-September reduction. In January 2026, the year-on-year increase was 6.2 per cent. In February 2026,

there was an 8.1 per cent year-on-year growth. And, for the current year, 2025-26, it has gone to 8.3 per cent growth. So, the facts are very different from what he has said. Therefore, I would like the hon. Member to recognise, and I went further to see how much Tamil Nadu has got out of this GST growth.

Sir, in December 2025, there is eight per cent growth in Tamil Nadu's GST revenue. In January 2026, there is five per cent growth after the correction in GST. In February 2026, post-settlement of SGST for Tamil Nadu, the revenues have gone 18 per cent year-on-year. Tamil Nadu's GST has benefitted them post-September reform GST 2.0. So, the collection is going up, and the State has benefitted by getting more because of the cut in the rate.

Sir, again, I am sorry to concentrate on this one point. But it is very important to know that some of the allegations and some of the complaints are just sheer baseless. One of the accusations was that the Government introduced PLI especially in the electronics – the Minister was here a few minutes ago – to promote self-reliance. He says, the intent is good, the outcome needs examination. I am really surprised. He further added saying that we must invest in upstream manufacturing as well. With regards to upstream manufacturing, what has happened in India along with other sides? In semi-conductors and electronics, overnight changes cannot be brought in. China took 25 years; South Korea took 20 years; Taiwan semi-conductor ecosystem was built over three decades and the Member actually said about upstream investment. Rs. 76,000 crore is committed for semi-conductor sector.

I want to put it on record so that when the hon. Member sees it, he will understand it. If indeed, PLI was not productive, it was only assembly, it did not give jobs, it was just manually putting all things together and so on, why did Tamil Nadu not reject the PLI based investments which came there? For instance, there are companies which went and registered and started manufacturing in Tamil Nadu, and equally when they went to other States, when Micron went to Gujarat, they started complaining that it is going away into other States. गुजरात में क्यों जाना है, पीएलआई में तमिलनाडु में इन्वेस्ट करना है। एक तरफ, दूसरे स्टेट्स में कम्पनियों जब पीएलआई के साथ जाती हैं, तो आप शिकायत करते हैं। दूसरी तरफ, आप कहते हैं कि पीएलआई से कुछ नहीं होता है, सिर्फ असेम्बल होता है। इससे जॉब्स क्रिएट नहीं होते हैं।

जब माइक्रॉन गुजरात गया, तो तमिलनाडु को शिकायत थी, जब टाटा धोलेरा में गया, तो तमिलनाडु को शिकायत थी, फॉक्सकॉन एक्सपेंशन के लिए कर्नाटक गया, तो तमिलनाडु को शिकायत थी।

अगर पीएलआई से फायदा नहीं है, तो कम्पनीज जहां भी जा रही हैं, इससे आपको क्या आपत्ति है? लेकिन जब कम्पनीज गुजरात गईं, तो आपने आवाज़ की, कर्नाटक गईं, तो आवाज़ की। शिकायत के रूप में आवाज़ उठाने वाले तमिलनाडु को सोचना चाहिए कि इससे फायदा है या नहीं। इधर आये तो शिकायत, उधर नहीं आये तो शिकायत, ऐसा नहीं चलेगा।

जैसा कि मैंने बताया, शिकायत करना और पीएलआई से कोई फायदा नहीं है, ऐसा वे राजनीतिक दृष्टि से करते हैं। उनको विषय समझ में आती है, लेकिन फिर भी राजनीति करते हैं। सर, इस विषय से जुड़े हुए मेम्बर भी मौजूद नहीं हैं, लेकिन मैं उस विषय में बोलना चाहूंगी कि कल पार्लियामेंट्री अफेयर्स मिनिस्टर के साथ वुमेन रिज़र्वेशन बिल पर चर्चा हो रही थी कि ऑल पार्टि

मीटिंग रखनी है या और कुछ रखना है, इस तरह की चर्चा हो रही थी। तमिलनाडु के चीफ मिनिस्टर ने इसे आपत्तिजनक कहा है। He had even protested against the Women Reservation Bill. ... (*Interruptions*) It is very unfortunate. I am so happy that this House and the new Parliament started with reservation for women and the Women Reservation Bill. Now when the discussions are happening, the Chief Minister of Tamil Nadu has been saying that he is against this. Now, I am linking PLI. In regard to jobs for the PLI, the PLI related units give jobs largely to the women. Young girls from the rural areas are coming, getting themselves trained and manufacturing. You do not want that PLI which is favouring women; you do not want the *Mahila* Reservation Bill which is favouring women. मैं तमिल में एक लाइन कहना चाहूंगी- *Mein ek line Tamizh mein kehna Chahthi hoon. DMK is anti-women. They are against women. DMK government is against women.*

They are against women. The DMK Government in Tamil Nadu is against women.... (*Interruptions*) You do not worry, you may not get up to support. ... (*Interruptions*)

SHRIMATI SUPRIYA SULE: We are not.... (*Interruptions*)

SHRIMATI NIRMALA SITHARAMAN: You cannot do it. The Member said it here that the PLI is against it. ... (*Interruptions*) I will, therefore, reply to it.

SHRIMATI SUPRIYA SULE: Sir, I would like to defend it... (*Interruptions*)

SHRIMATI NIRMALA SITHARAMAN: The INDIA alliance which is fighting in a

..... English translation of this part of Speech was originally delivered in Tamil.

State against one another, is standing up in unison here to defend the DMK. ...

(Interruptions)

What a shame? ... *(Interruptions)* What a shame? *(Interruptions)* I will say it. I will keep saying it. If he wanted a reply, he should have been here. ...

(Interruptions) No way. ... *(Interruptions)*

Sir, with your permission, I will sit down. But I would like to reply to each one of these Members who are now standing to defend, and I will say why. Each time when I reply, the DMK Members do not sit here. ... *(Interruptions)* This is not the first time. ऐसा पहली बार नहीं हो रहा है।

This is not the first time it is happening. When I speak about matters relating Tamil Nadu or reply on matters relating to people of Tamil Nadu, MPs of DMK do not remain in this House. They run away from this House. .

And so it is with TMC. ... *(Interruptions)* So it is with TMC. ... *(Interruptions)* Trinamool Congress' Members never sit here for my reply. ... *(Interruptions)* In fact, yesterday, a senior Member, Sougata Ray said, 'She will snap at me'. Replying is snapping! ... *(Interruptions)* I take objection to the word he used. Is replying considered a snapping at a Member? He is a senior Member, and so, I keep quiet. No way. ... *(Interruptions)* When people raise issues in this House, they will have to be here for reply, and, if they are not here, do not give me lessons on etiquette saying, 'He is not here. Do not give a reply?' Why will I not? You give false allegations against us. ... *(Interruptions)*

..... English translation of this part of Speech originally delivered in Tamil.

आप इतना हल्ला क्यों कर रहे हैं? कांग्रेस पार्टी के सदस्य भी यहां नहीं बैठते हैं। मैं आज देख रही हूं कि अचानक से 10-15 सदस्य यहां बैठे हुए हैं। जब मैं जवाब देती हूं, तब वे यहां नहीं होते हैं।

माननीय सभापति : धर्मेन्द्र यादव जी, कृपया आप बैठ जाइए। आपके बारे में चर्चा नहीं हो रही है।

... (व्यवधान)

HON. CHAIRPERSON: Please sit down.

... (*Interruptions*)

श्रीमती निर्मला सीतारमण : सुप्रिया सुले जी, सबकी ओर से खड़ी हो रही हैं। ... (व्यवधान)

SHRIMATI SUPRIYA SULE: Please do not mislead the nation. I am requesting you. ... (*Interruptions*)

HON. CHAIRPERSON: Hon. Minister, you may continue.

... (*Interruptions*)

HON. CHAIRPERSON: Please sit down. We heard you.

... (*Interruptions*)

SHRIMATI NIRMALA SITHARAMAN: Sir, I fully appreciate hon. Member Supriya Sule who is a defence for all her comrades and alliance partners. But here, she comes ... (*Interruptions*) लेकिन मुंबई में कुश्ती हो रही है। वे यहां आकर नूराकुश्ती कर रही हैं और उनको सपोर्ट कर रही हैं। यहां कुछ और है और वहां कुश्ती हो रही है। ... (व्यवधान)

SHRIMATI SUPRIYA SULE: Two BJP Cabinet Ministers were pushed around ... (*Interruptions*) This is other NCP, not this NCP. ... (*Interruptions*)

SHRIMATI NIRMALA SITHARAMAN: Oh really ! ... (*Interruptions*)

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF NEW AND RENEWABLE ENERGY

(SHRI PRALHAD JOSHI): You fought against the Congress Party. ... (*Interruptions*)

SHRIMATI NIRMALA SITHARAMAN: No. You fought against the Congress. ... (*Interruptions*) Have you not fought against the Congress? ... (*Interruptions*)

Sir, I will now go on. ... (*Interruptions*)

माननीय सभापति : वित्त मंत्री जी ने उनका नाम लिया है, इसलिए उन्होंने खड़े होकर बोला है।

... (व्यवधान)

SHRIMATI NIRMALA SITHARAMAN: I will come to the specific points which ... (*Interruptions*) Sir, I am coming to the point. ... (*Interruptions*)

The scale of action matches the scale of the problem. The amount locked in litigation is enormous. Additionally, 27 per cent of all Central Government litigations is from the Finance Department. It is one of the observations made by the hon. Members. I just want to highlight the facts that the new Income Tax Act, 2025 will prove to be helpful in this regard. This Act will come into effect from 1st April, 2026. The Act simplifies languages, reduces forms, and is designed so that the average taxpayers can understand their obligations, and without professional help, they can themselves do it.

So, the monetary threshold for filing appeals has also seen some enhancement. The monetary limit for filing appeal to the ITAT, High Court, and

Supreme Court has been increased. The Income Tax Appellate Tribunal, earlier, had a monetary limit of Rs. 50 lakh. The present monetary limit is Rs. 60 lakh. Earlier, as regards High Court, it was Rs. 1 crore, and now, it is Rs. 2 crore.

13.00 hrs

So, we have enhanced the limit. The hon. Supreme Court of India had earlier fixed Rs.2 crore limit, and now it is Rs.5 crore.

Sir, expansion of updated return framework will also help the assesseees. The time limit for filing updated return has been increased to 48 months. Updated return via the Finance Bill, 2026 has been allowed even after initiation of reassessment proceedings. The Finance Bill also has set that the updated return has been allowed for reducing the loss in the updated return which was found earlier; they can correct it. Increase in the limit of disputed demand of cases which can be disposed of by the JCIT appeals has also been increased from Rs.10 lakh to Rs.25 lakh.

So, with these kinds of changes which are brought through this Finance Act, we are making ease of doing business for businesses and also for taxpayers.

Now, the senior hon. Member Shri Sougata Ray is talking. He said increasing capital expenditure without distributive justice is unfair. If distributive justice is really the concern of the senior Member, I would like to ask him as to why the TMC is acting in vengeance and making poorest of the poor suffer.

The Pradhan Mantri Cha Shramik Protsahan Yojana was introduced in 2021-22 for better schools among tea garden workers – better school, better healthcare, better housing for the poorest and the most vulnerable sections. Assam Government which also has *Chai Bagans* introduced it and Rs.293 crore have been spent on those *chai bagan* workers. More than seven lakhs *chai shramiks* from 800 tea gardens across 18 districts of Assam have benefitted. But in West Bengal, they have not introduced it.

But in West Bengal, the TMC Government has done injustice to 3.7 lakh tea garden workers.

They have not only not introduced it, but the State-level Committee, which was supposed to have been formed five years ago, has also not been formed; there is zero implementation. 3.79 lakh tea garden workers have been denied the benefit. Distributive justice is concerning them. एकदम गरीबी में रहने वाले चाय बागान के श्रमिकों को आपने जस्टिस नहीं दिलाया। जब पैसा तैयार था, तो आपने ऐसा क्यों नहीं किया? मैं इस लाइन को रिपीट करती हूँ।

Take it; you did not introduce it. Sir, they did not even form a Committee which has to select the *chai bagan* workers.

Further, PM-Kisan Samman Nidhi, which is given for all the small farmers, was blocked for two years in Bengal. Distributive justice - Ayushman Bharat was blocked for 1.5 crore Bengali families. They may be even working somewhere else; they could not get the benefit of Ayushman Bharat because

..... English translation of this part of Speech originally delivered in Bengali.

you denied healthcare for them. Is that distributive justice?

Another, I told you about Pradhan Mantri Cha Shramik Protsahan Yojana. With all this, you are political because you want to do vengeance. You are hitting the poorest of the poor. गरीबों को एकदम डिनाई करके यहां आकर आप हमें डिस्ट्रिब्यूटिव जस्टिस के ऊपर पाठ पढ़ा रहे हैं। यह क्या है?

Sir, coming to INDI alliance, since today, there is a great camaraderie in this House. INDI alliance parties, Communists, which is an alliance party, broke the spine of Bengal. It was an industrial hub. Right now, Communists, in Kerala, have this *Nokku kooli* business. In Bengal also, they did all kind of strangling of businesses and entrepreneurs and broke its spine.

Now, TMC came to power and the spine which was broken stayed broken. They did not help industry to come to Bengal. On the other hand, syndicates were operating in Bengal and syndicates were the ones which made it difficult for people even to buy cement from somebody to build a room or to repair their houses. Now, they are giving lectures to us on distributive justice. Their distributive justice had one filter: 'Are they my party cardholders? Are they my party Members? Then, I will give everything to them'. *Chai Bagan* workers are nobody's party workers. So, they do not get it. They are talking about distributive justice. I am sorry. I am ashamed to hear it. ... (*Interruptions*)

Sir, hon. Member Manish Tewari ji raised some issues about the total debt and liabilities situation. Sir, to speak of debt in nominal terms without a correlation with the GDP will make no sense. So, India's nominal GDP rose

from 113 lakh crore rupees to 345 lakh crore rupees. And about debt, which Manish Tewari Ji was saying that debt has risen from 56.51 lakh crore rupees in 2013-14 to 214.8 lakh crore rupees in 2025-26. But he should take into cognisance that the nominal GDP has also seen such growth, that is, 113 lakh crore rupees has gone upto 345 lakh crore rupees. This is the GDP. So, debt will have to be spoken after you take into cognisance the GDP growth also. Standalone debate on debt does not make any difference. Sir, then, the Government has actually laid a clear glide path to bring down debt to GDP to 50 (+ or -) 1 per cent by 2030-31. That was stated in the last Budget. We openly stated and given a number as well. So, hon. Manish Tewari Ji should take that into cognisance.

Again when you are talking of debt, the Central Government alone cannot be responsible for debt. Actually speaking, the Centre-State debt of 84.2 per cent of GDP is also because the States are also coming into the picture of debt. We have an oversight on them and tell them not to go on borrowing beyond their FRBM. But the Centre alone cannot completely control State borrowings. So, I would think Manish Tewari Ji should also spend some time with his Chief Minister in Himachal Pradesh, with his State Chief Minister in Punjab and also Congress Government in Karnataka. If concerns on debt to GDP are there - he did not say GDP, but I am saying concerns of debt to GDP is an issue and I agree that all of us will have to work on it - then Manish Tewari Ji should spend some more time time on Karnataka and on Himachal

Pradesh and help them to bring their debt down also. ... (*Interruptions*)

The Chair will tell any Member to wind up whenever he chooses. I do not think he needs a prompt. You are a senior Member. You do not worry about it. You have seen better things in the House.

So, the fiscal deficit has also come down. In 2020-21, even with COVID-19, 9.3 per cent was the fiscal deficit. It had gone up to 9.3 per cent. From there, we brought it down to 4.3 per cent. There is one stretch: 2020-21, 2022-23, 2024-25, and 2026, when it is steady. We did not violate the gliding path that we have promised to follow in this House even one year. We have completely abided by it, and that is why we reached to 4.3 per cent.... (*Interruptions*)

Sir, the global comparison is also important. I would say that because it is necessary for all of us to understand. Since 2008, the world's overall debt burden has increased 41 per cent. China's debt exploded 139 per cent. India has actually reduced its total debt burden by 4 per cent of the GDP.... (*Interruptions*) दुनिया भर के देश डैट की सिचुएशन में जा रहे हैं, सिर्फ हमारा एक देश है, जहां हम डैट को रिड्यूस करके दिखा रहे हैं। The US debt to GDP stands at 124 per cent; China at 88 per cent; Japan at over 250 per cent; and India's combined figure, the debt to GDP combined figure is 83 per cent approximately. It is lower than the most major economies. It is on a declining path, and that too after Covid.... (*Interruptions*)

SHRI DEEPENDER SINGH HOODA (ROHTAK): These are all developed

economies. ... (*Interruptions*)

माननीय सभापति : आपको परमिशन नहीं दी है।

श्रीमती निर्मला सीतारमण : दीपेन्द्र हुड्डा जी, आप बैठिए। मैं आपको बताती हूँ। छोटे से ग्लोबल फाइनेंशियल क्राइसिस के समय यूपीए सरकार हिल गई थी। The then Government was shaken up. ... (*Interruptions*) During COVID-19 global crisis, we had retained a sense of calm and given free vaccine to all the citizens, but still that fiscal deficit of 9.3 has been brought down. They could not withstand a global financial crisis which had limited impact on the Indian economy. We managed even during COVID. ... (*Interruptions*)

हुड्डा जी, अपने समय की इकोनॉमी को समझकर ... (व्यवधान) आप फ्रेजाइल फाइव की सिचुएशन लाकर छोड़कर गए, आप डबल बैंलेस शीट प्रॉब्लम छोड़कर गए, आप बैंकों को गम्भीर हालत में छोड़कर गए। आज जब हमारी बैंकों की हालत ठीक है, तब आप खड़े होकर बात कर रहे हैं। उस समय की इकोनॉमी ... (व्यवधान) भैया, आप सुनिए। Sir, there was a double digit inflation for 22 months continuously without disruption. That is their record. ... (*Interruptions*) आज आप इधर बात कर रहे हैं। मैं यह भी बताना चाहती हूँ। उनको लगता है कि उन्होंने इकोनॉमी बहुत अच्छी कर दी थी और उनकी रेट ऑफ ग्रोथ बहुत बढ़िया थी। एक्चुअली, उनकी रेट ऑफ ग्रोथ जो भी थी, लेकिन मैं उनको यह बात रिकॉर्ड पर स्पष्ट बोलना चाहती हूँ। The actual fiscal deficit for 2008-09 would have been 7.9 per cent. किताब को वाइट वॉश करके उनके पूरे ऋण को ऑयल मार्केटिंग कंपनियों की बुक्स के ऊपर डालकर 6.1 परसेंट दिखाया, जो गलत दिखाया था। Actually, it was 7.9 per cent fiscal deficit. पूरा पैसा मार्केट से उठाया और फिस्कल डेफिसिट को ठीक-ठाक रखने के लिए उसको ऑयल मार्केटिंग कंपनीज की बुक्स में डाल दिया। यह गलत काम हम नहीं करते हैं। आज तक

माननीय मोदी जी के नेतृत्व में हमारी सरकार उस ऑयल मार्केटिंग बॉन्ड्स को ब्याज सहित फुलफिल कर रही है।

They enjoy putting the burden intergenerationally and we are bearing the cost of the loans. मैं उसकी बात करना चाहती हूँ। टोटल आउटस्टैंडिंग 1.34 लाख करोड़ रुपये को हमने उनके ऑयल मार्केटिंग बांड्स के साथ इनहेरिड किया है। वर्ष 2014 से लेकर 2024 तक हमारी सरकार ने 1.43 लाख करोड़ रुपये रिटर्न किए हैं। An amount of Rs. 44,650 crore in principal was paid. The total principal and interest was paid by us. इसलिए हमारे रेकॉर्ड में डेवलपमेंटल एक्टिविटीज़, हॉस्पिटल्स और स्कूल्स के लिए उतना पैसा कम पड़ रहा है। पैसा कहां गया? इनके लोन को री-पे करने में गया और उनके समय में फिजिकल डेफिसिट इतना खराब रखने के बाद ये फिजिकल डेफिसिट के ऊपर हमको लैक्चर दे रहे हैं।

सर, मैं और ज्यादा टाइम न लेते हुए, I am grateful that you have given me time to reply and respond on the Finance Bill. I would request the House to kindly pass it.

माननीय सभापति : प्रश्न यह है:

“कि वित्तीय वर्ष 2026-27 के लिए केन्द्रीय सरकार की वित्तीय प्रस्थापनाओं को प्रभावी करने वाले विधेयक पर विचार किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : अब सभा विधेयक पर खंडवार विचार करेगी।

Clause 2

Income-tax under Act 43 of 1961

माननीय सभापति : श्री एन.के. प्रेमचन्द्रन जी - उपस्थित नहीं।

श्री सौगत राय जी, क्या आप संशोधन संख्या 18, 19 और 20 प्रस्तुत करना चाहते हैं?

प्रो. सौगत राय (दम दम) : सर, मैं मूव करता हूँ

“पृष्ठ 2, पंक्ति 19, स्तंभ ग में,-

"2,50,000 रुपये"	के स्थान पर	
"4,00,000 रुपये"	प्रतिस्थापित करें।	(18)

“पृष्ठ 2, पंक्ति 29, स्तंभ ग में,-

"3,00,000 रुपये"	के स्थान पर	
"5,00,000 रुपये"	प्रतिस्थापित करें।	(19)

“पृष्ठ 2, पंक्ति 13-14, स्तंभ घ में,-

"15 प्रतिशत"	के स्थान पर	
"5 प्रतिशत"	प्रतिस्थापित करें।	(20)

माननीय सभापति: मैं श्री सौगत राय जी द्वारा खंड 2 में प्रस्तुत संशोधन संख्या 18, 19 और 20 को सभा के समक्ष मतदान के लिए रखता हूँ।

संशोधन मतदान के लिए रखे गये तथा अस्वीकृत हुए।

माननीय सभापति: प्रश्न यह है :

“कि खंड 2 विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 2 विधेयक में जोड़ दिया गया।

Clause 3

**Income-tax under
Act 30 of 2025**

माननीय सभापति : माननीय मंत्री जी संशोधन संख्या-22 प्रस्तुत कीजिए।

Amendment made :—

Page 21, line 5, for “section 170(5)”, substitute “section 69 or section 170(5)”. (22)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है :

“कि खंड 3, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 3, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 4 से 6 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 23** to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति : प्रश्न यह है

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (i) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन

* Vide Amendments List No. 3 circulated on 24.03.2026.

संख्या 23* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।”

प्रस्ताव स्वीकृत हुआ।

New Clause 6A

Amendment of section 144B.

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 23 प्रस्तुत कीजिए।

Amendment made:

Page 43, *after* line 29, *insert—*

‘6A. In section 144B of the Income Tax Act, in sub-section (6), in clause (i), in sub-clause (b), for the words “by affixing digital signature”, the words “by way of an electronic communication” shall be substituted and shall be deemed to have been substituted with effect from the 1st day of April, 2022.’.

(23)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 6क विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 6क विधेयक में जोड़ दिया गया।

खंड 7 और 8 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 24* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (1) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 24* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाये।”

प्रस्ताव स्वीकृत हुआ।

New Clause 8A and 8B

Amendment of section 148 and Substitution of New section for section 150.

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 24 प्रस्तुत कीजिए।

* Vide Amendments List No. 3 circulated on 24.3.2026.

Amendment made:

Page 45, *after* line 19, *insert*—

‘8A. In section 148 of the Income-tax Act, in sub-section (1), after the words “specified in the notice,”, the words “not being less than thirty days from the date of such notice but” shall be inserted and shall be deemed to have been inserted with effect from the 30th day of March, 2026.

8B. For section 150 of the Income-tax Act, the following section shall be substituted and shall be deemed to have been substituted with effect from the 1st day of February, 2026, namely:—

“150. (1) Notwithstanding anything contained in section 149, the notice under section 148 may be issued at any time for the purpose of making an assessment or reassessment or recomputation, in consequence of, or to give effect to, any finding or direction contained in an order passed by —

- (a) any authority in any proceeding under this Act by way of appeal, reference or revision; or
- (b) a court in any proceeding under this Act or any other law.

(2) The provisions of sub-section (1) shall not apply in any case where the assessment or reassessment or recomputation

Provision for cases where assessment is in pursuance of an order on appeal, etc.

as is referred to in that sub-section relates to an assessment year in respect of which an assessment or reassessment or recomputation could not have been made, by reason of any other provision limiting the time within which any action for assessment or reassessment or recomputation may be taken, at the time when,—

(a) the order which was the subject matter of the appeal, reference or revision, as the case may be, was made; or

(b) the proceedings relating to assessment or reassessment or recomputation under this Act (other than those proceedings which have culminated in an order), which was the subject-matter before the Court, was initiated.

(3) For the purposes of sub-section (1), notice under section 148 shall be issued within a period of three months from the end of the quarter in which the certified copy of the order of the authority or the Court, as the case may be, is received by the jurisdictional Principal Commissioner or Commissioner.”.’. (24)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 8क और 8ख विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नए खंड 8क और 8ख विधेयक में जोड़ दिए गए।

खंड 9 और 10 विधेयक में जोड़ दिए गए।

Clause 11

**Amendment of
section 220**

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 25 और 26 प्रस्तुत कीजिए।

Amendments made:

Page 46, line 3, *omit* “1961,”. (25)

Page 46, *for* lines 6 to 8, *substitute—*

“Provided also that in respect of any assessment made under section 143 or reassessment made under section 147 on or after the 1st day of April, 2027, no interest shall be charged under this sub-section in respect of any demand raised on account of penalty levied under section 270A—”.

(26)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 11, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 11, यथा संशोधित, विधेयक में जोड़ दिया गया।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as

it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 27* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (1) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 27* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाये।”

प्रस्ताव स्वीकृत हुआ।

New Clause 11 A

**Amendment of
section 222.**

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 27 प्रस्तुत कीजिए।

Amendment made:

Page 46, *after* line 12, *insert*—

“**11A.** In section 222 of the Income-tax Act, in sub-section (1), clause (c) shall be omitted and shall be deemed to have been omitted with effect from the 30th day of March, 2026.”. (27)

* Vide Amendments List No. 3 circulated on 24.3.2026.

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 11क विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 11क विधेयक में जोड़ दिया गया।

खंड 12 विधेयक में जोड़ दिया गया।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 28* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (1) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 28* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश

* Vide Amendments List No. 3 circulated on 24.3.2026.

करने की अनुमति दी जाये।”

प्रस्ताव स्वीकृत हुआ।

New Clause 12 A

**Amendment of
section 245.
30 of 2025.**

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 28 प्रस्तुत कीजिए।

Amendment made:

Page 46, *after* line 22, *insert—*

‘**12A.** In section 245 of the Income-tax Act, in sub-section (1), after the words “under this Act”, the words and figures “or the Income-tax Act, 2025” shall be inserted and shall be deemed to have been inserted with effect from the 30th day of March, 2026.’. (28)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 12क विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 12क विधेयक में जोड़ दिया गया।

खंड 13 विधेयक में जोड़ दिया गया।

Motion Re: Suspension of Rule 80(i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as

it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 29* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (i) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से संगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 29* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाये।”

प्रस्ताव स्वीकृत हुआ।

New Clause 13 A

**Amendment of
section 254.**

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 29 प्रस्तुत कीजिए।

Amendment made:

Page 46, after line 26, insert—

‘**13A.** In section 254 of the Income-tax Act, after sub-section (3), the following sub-section shall be inserted and shall be deemed to have been inserted with effect from the 30th day of March, 2026, namely:—

* Vide Amendments List No. 3 circulated on 24.3.2026.

“(3A) For the purposes of sub-section (3), where any order is passed under this section on or after the 1st day of October, 2026, the Appellate Tribunal shall send a copy of the order to the jurisdictional Principal Commissioner or Commissioner electronically on the designated portal designed by the Director General or Principal Director General and the provisions relating to time limits under this Act for any appeal, reference or revision shall apply accordingly.”. (29)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 13क विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 13क विधेयक में जोड़ दिया गया।

खंड 14 से 25 विधेयक में जोड़ दिए गए।

Clause 26

Insertion of new section 292BA

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 30 प्रस्तुत कीजिए।

Amendment made:

Page 54, for line 13, *substitute* “be inserted and shall be deemed to have been inserted with effect from the 1st day of October, 2019, namely:—”. (30)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 26, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 26, यथा संशोधित, विधेयक में जोड़ दिया गया।

Motion Re: Suspension of Rule 80(i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 31* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (1) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 31* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाये।”

प्रस्ताव स्वीकृत हुआ।

* Vide Amendments List No. 3 circulated on 24.3.2026.

New Clause 26A and 26B

**Insertion of new
section 292BC
and
Circumstances in
Which approvals
by income-tax
authority not to
be invalid.
and
Amendment of
Second Schedule.**

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 31 प्रस्तुत कीजिए।

Amendment made:

Page 54, *after* line 20, *insert*–

‘26A. After section 292BB of the Income-tax Act, the following section shall be inserted and shall be deemed to have been inserted with effect from the 1st day of April, 2021, namely:–

"292BC. Notwithstanding anything contained in this Act or in any judgment, order or decree of any Court, for the removal of doubts, it is hereby clarified that any approval given by an income-tax authority in relation to any assessment, reassessment or recomputation proceedings under this Act shall be deemed to be administrative and supervisory in nature and shall not be invalid or shall not be deemed to be invalid by reason of any insufficiency of the reasons recorded or by

reason of any defect in the form or manner of its authentication or communication including whether digital signature have been appended to such approval or not, where such approval is granted electronically."

26B. In the Second Schedule to the Income-tax Act, with effect from the 30th day of March, 2026,—

(i) in rule 4, clause (c) shall be omitted and shall be deemed to have been omitted;

(ii) in rule 19, for the words "or to arrest", the word "of" shall be substituted and shall be deemed to have been substituted;

(iii) Part V shall be omitted and shall be deemed to have been omitted;

(iv) in rule 85, the brackets and words "(except arrest and detention)" shall be omitted and shall be deemed to have been omitted;

(v) rule 90 shall be omitted and shall be deemed to have been omitted.'.'

(31)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 26क और 26ख विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नए खंड 26क और 26ख विधेयक में जोड़ दिए गए।

खंड 27 से 33 विधेयक में जोड़ दिए गए।

Clause 34

Amendment of section 69

माननीय सभापति : माननीय मंत्री जी, आप संशोधन संख्या 32 प्रस्तुत कीजिए।

Amendment made:

Page 56, line 20, *for* “where the”, *substitute* “where a company purchases its own shares or other specified securities in accordance with the provisions of section 68 of the Companies Act, 2013 and the”. (32)

18 of 2013.

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 34, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 34, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 35 से 37 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80(i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No.

33* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति : प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (1) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 33* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाये।”

प्रस्ताव स्वीकृत हुआ।

New Clause 37A

Amendment of section 140.

माननीय सभापति : माननीय मंत्री जी, आप संशोधन संख्या 33 प्रस्तुत कीजिए।

Amendment made:

Page 58, after line 11, insert—

‘**37A.** In section 140 of the Income-tax Act, in sub-section (16), in clause (b), in sub-clause (ii), for the word “one”, the word “three” shall be substituted.’.(33)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है:

“कि नया खंड 37क विधेयक में जोड़ दिया जाए।”

* Vide Amendments List No. 3 circulated on 24.3.2026.

प्रस्ताव स्वीकृत हुआ।

नया खंड 37क विधेयक में जोड़ दिया गया।

Clause 38

Amendment of section 147

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 34 प्रस्तुत कीजिए।

Amendment made:

Page 58, for lines 15 to 21, substitute—

43 of 1961.

“(2) Irrespective of anything contained in section 80LA of the Income-tax Act, 1961, the deduction shall be allowed,—

(a) for an entity mentioned in sub-section (1)(a),—

(i) for twenty consecutive tax years beginning from the relevant tax year; and

(ii) in a case, where the tenth year, out of the period of ten consecutive years of deduction allowed under section 80LA(1) of the said Act has ended on the 31st March, 2025, for further ten consecutive years from the tax year beginning on the 1st April, 2026; and

(b) in the case of an entity mentioned in sub-section (1)(b), for twenty consecutive tax years out of twenty-five years beginning from the relevant tax year, at the option of an assessee.”.

(34)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है:

“कि खंड 38, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 38, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 39 से 62 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80(i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 35* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति : प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (1) को, जहां तक उसमें यह अपेक्षा की गयी है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो उसके विषय के सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 35* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाये।”

* Vide Amendments List No. 3 circulated on 24.3.2026.

प्रस्ताव स्वीकृत हुआ।

New Clause 62A and 62B

**Amendment of
section 280 and 283**

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 35 प्रस्तुत कीजिए।

Amendment made:

Page 71, after line 19, insert—

‘62A. In section 280 of the Income-tax Act, in sub-section (1), for clause (c), the following clause shall be substituted, namely:—

“(c) the period specified in the notice referred to in clause (a) shall not be less than thirty days from the date of such notice but shall not exceed three months from the end of the month in which such notice is issued.”.

62B. For section 283 of Income-tax Act, the following section shall be substituted, namely:—

“283. (1) Irrespective of anything contained in section 282, the notice under section 280 may be issued at any time for the purpose of making an assessment or reassessment or recomputation in consequence of, or to give effect to,—

(a) any finding or direction contained in an order passed by any authority, Tribunal or Court in any proceeding under this Act or any other law; or

(b) the directions issued by the Approving Panel under section 274(6).

(2) The provisions of sub-section (1) shall not apply in any case, where the assessment or reassessment or recomputation as is referred to in that sub-section relates to a tax year in respect of which an assessment or reassessment or recomputation could not have been made under this Act due to it being time-barred, at the time when,—

(a) the order, which was the subject matter before any authority, Tribunal or Court, was made; or

(b) the proceedings relating to assessment or reassessment or recomputation under this Act (other than those proceedings which have culminated in an order), which was the subject matter before the Court, was initiated; or

(c) the reference from the jurisdictional Principal Commissioner or Commissioner is made to the Approving Panel under section 274(4).

(3) For the purposes of sub-section (1), notice under section 280 shall be issued within three months from the end of the quarter in which the certified copy of the order of the authority or the Court, as the case may

be, is received by the jurisdictional Principal
Commissioner or Commissioner.”.’. (35)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है:

“कि नया खंड 62क और 62ख विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नए खंड 62क और 62ख विधेयक में जोड़ दिए गए।

Clause 63

Amendment of Section 280

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 36 और 37 प्रस्तुत कीजिए।

Amendments made:

Page 71, line 23, for "4", substitute "5". (36)

Page 71, line 27, for "4", substitute "5". (37)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 63, यथा संशोधित, विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

खंड 63, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 64 से 70 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN : I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of
Procedure and Conduct of Business in Lok Sabha in so far as

it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 38* to the Finance Bill, 2026 and that this amendment may be allowed to be moved."

माननीय सभापति: प्रश्न यह है:

"कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (i) को, जहाँ तक उसमें यह अपेक्षा की गई है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से संगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 38* को लागू करने के संबंध में निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।"

प्रस्ताव स्वीकृत हुआ।

New Clause 70A

**Amendment of
Section 363**

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 38 प्रस्तुत कीजिए।

Amendment made:

Page 73, after line 27, insert-

70A. In section 363 of Income-tax Act, for sub-section (10), the following sub-section shall be substituted, namely:-

"(10) The Appellate Tribunal shall-

* Vide Amendments List No. 3 circulated on 24.3.2026.

- (a) send a copy of any order passed under this section to the assessee; and
- (b) a copy of such order shall also be sent to the jurisdictional Principal Commissioner or Commissioner, electronically on the designated portal designed by the Director General or Principal Director General and the provisions relating to time limits under this Act for any appeal, reference, revision, or otherwise, shall apply accordingly.".'. (38)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 70क, विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 70क, विधेयक में जोड़ दिया गया।

खंड 71 से 79 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN : I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No.

39* to the Finance Bill, 2026 and that this amendment may be allowed to be moved."

माननीय सभापति: प्रश्न यह है:

"कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (i) को, जहाँ तक उसमें यह अपेक्षा की गई है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से संगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 39* को लागू करने के संबंध में निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।"

प्रस्ताव स्वीकृत हुआ।

New Clause 79A

Amendment of Section 413

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 39 प्रस्तुत कीजिए।

Amendment made:

Page 77, after line 24, insert-

'79A. In section 413 of the Income-tax Act, in sub-section (1), for clauses (c) and (d), the following clause shall be substituted, namely:-

"(c) appointing a receiver for the management of movable and immovable properties of the assessee.".'. (39)

* Vide Amendments List No. 3 circulated on 24.3.2026.

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 79क, विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 79क, विधेयक में जोड़ दिया गया।

खंड 80 से 83 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 40* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (i) को, जहाँ तक उसमें यह अपेक्षा की गई है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से संगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 40* को लागू करने के संबंध

* Vide Amendments List No. 3 circulated on 24.3.2026.

में निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।"

प्रस्ताव स्वीकृत हुआ।

New Clause 83A

**Amendment of
section 438
43 of 1961.**

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 40 प्रस्तुत कीजिए।

Amendment made:

Page 79, after line 18, insert-

'83A. In section 438 of the Income-tax Act, in sub-section (1), after the words "remaining payable under", the words and figures "the Income-tax Act, 1961, or shall be inserted.'. (40)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि नया खंड 83क, विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 83क, विधेयक में जोड़ दिया गया।

खंड 84 से 90 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: Sir, I beg to move:

“That this House do suspend clause (i) of rule 80 of Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the

scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to the Government amendment No. 41* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति: प्रश्न यह है:

“कि यह सभा, लोक सभा के प्रक्रिया तथा कार्य संचालन नियमों के नियम 80 के खंड (i) को, जहाँ तक उसमें यह अपेक्षा की गई है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से संगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 41* को लागू करने के संबंध में, निलंबित करती है और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।”

प्रस्ताव स्वीकृत हुआ।

New Clause 90A

Amendment of section 467

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 41 प्रस्तुत कीजिए।

Amendment made:

Page 82, *after* line 2, *insert*—

‘90A. In section 467 of the Income-tax Act, in the marginal heading, for the word and figures “section 262”, the words and figures “sections 262 and 397” shall be substituted.’.

(Shrimati Nirmala Sitharaman)

* Vide Amendments List No. 3 circulated on 24.3.2026.

माननीय सभापति: प्रश्न यह है:

“कि नये खंड 90क विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नये खंड 90क विधेयक में जोड़ दिया गया।

खंड 91 से 105 विधेयक में जोड़ दिए गए।

Clause 106

**Substitution of new
section for section 522.**

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 42 प्रस्तुत कीजिए।

Amendment made:

Page 87, for lines 10 to 16, substitute—

‘**106.** For section 522 of the Income-tax Act, the following section shall be substituted, namely:—

“**522.** (1) No return of income, assessment, notice, summons or other proceedings relating thereto, furnished or made or issued or taken, or purported to have been furnished or made or issued or taken, in pursuance of any of the provisions of this Act, shall be invalid or shall be deemed to be invalid merely by reason of any mistake, defect or omission in such return of income, assessment, notice, summons or other proceeding, if such return of income, assessment, notice, summons or other proceeding is in substance and effect in conformity with or according to the intent and purposes of this Act.

(2) No assessment under any of the provisions of this Act shall be invalid on the ground of any mistake, defect or omission in respect of quoting of a computer generated Document Identification Number, if the assessment order is referenced by such number in any manner.

(3) Irrespective of anything contained in this Act, any approval given by an income-tax authority in relation to any assessment, reassessment or recomputation proceedings shall be deemed to be administrative and supervisory in nature and, shall not be invalid by reason of any insufficiency of the reasons recorded or by reason of any defect in the form or manner of its authentication or communication including whether digital signature have been appended to such approval or not, where such approval has been granted electronically.”’.

(42)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 106, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 106, यथा संशोधित, विधेयक में जोड़ दिया गया।

Clause 107

**Amendment of
Section 538**

माननीय सभापति: माननीय मंत्री जी, संशोधन संख्या 43 प्रस्तुत कीजिए।

Amendment made:

Page 87, *after* line 19, *insert*—

‘(ia) for clause (g), the following clause shall be substituted, namely:—

“(g) where in respect of any proceeding relating to any tax year beginning before the 1st April, 2026,—

(i) a refund falls due on or after such date; or

(ii) default is made on or after such date, in the payment of any sum due under such proceeding, the provisions of the repealed Income-tax Act, relating to the interest payable by the Central Government on refunds or the interest payable by the assessee for default, shall apply for the period on or after such date, subject to the effect that—

(A) the rate of interest on refund or on the default, as the case may be, as provided in the repealed Income-tax Act has been substituted with the rate as provided in the corresponding provisions of this Act; and

(B) such substitution shall apply from the date on which such rate has been modified under this Act;”.’

(43)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 107, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 107, यथा संशोधित, विधेयक में जोड़ दिया गया।

Clause 108

Amendment of Schedule III

माननीय सभापति: श्री एन.के. प्रेमचन्द्रन जी - उपस्थित नहीं।

माननीय मंत्री जी, संशोधन संख्या 44 एवं 45 प्रस्तुत कीजिए।

Amendments made:

Page 88, line 11, for “Act, in the Table, after serial”, *substitute*—

“Act, in the Table,—

(a) after serial”. (44)

Page 89, after line 20, *insert*—

‘38D.	Any income chargeable under the head “Capital gains” arising from the transfer of specified capital asset.	An individual or a Hindu undivided family.	(a) Such eligible person was the owner of such specified capital asset as on the 2 nd June, 2014; (b) such specified capital asset is transferred under the Land Pooling Scheme covered under the Andhra Pradesh Capital City Land Pooling Scheme (Formulation and

			Implementation) Rules, 2015 made under the provisions of the Andhra Pradesh Capital Region Development Authority Act, 2014 (Andhra Pradesh Act 11 of 2014) and the rules, regulations and Schemes made under the said Act; and (c) such eligible person was handed over possession of reconstituted plot or land on or before the 31st March, 2031.”;

(b) after Note 11, the following Notes shall be inserted, namely:—

‘Note 12: For the purposes of Sl. No. 38A,—

(a) the provisions as mentioned against the said serial number shall apply on or after such date as may be notified by the Central Government in this behalf; and

(b) pending such notification, the entire disability pension, that is, disability element and service element of a disabled officer of the Indian armed forces shall be exempt from income-tax.

Note 13: For the purposes of Sl. No. 38D, “specified capital asset”

means —

(a) the land or building or both owned by the assessee as on the 2nd June, 2014 and which has been transferred under the Scheme; or

(b) the land pooling ownership certificate issued under the Scheme to the assessee in respect of land or building or both referred to in clause (a); or

(c) the reconstituted plot or land, as the case may be, received by the assessee in lieu of land or building or both referred to in clause (a) in accordance with the Scheme, if such plot or land, as the case may be, so received is transferred within two years from the end of the financial year in which the possession of such plot or land was handed over to him.''. (45)

(Shrimati Nirmala Sitharaman)

माननीय सभापति: प्रश्न यह है:

“कि खंड 108, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 108, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 109 और 110 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: I beg to move:

“That this House do suspend clause (i) of rule 80 of the Rules of Procedure and Conduct of Business in Lok Sabha in so far

as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to Government amendment No. 46* to the Finance Bill, 2026 and that this amendment may be allowed to be moved. ”

माननीय सभापति : प्रश्न यह है:

“कि यह सभा लोक सभा के प्रक्रिया तथा कार्य-संचालन नियम के नियम 80 के खंड (i) को, जहां तक उसमें यह अपेक्षा की गई है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 46* को लागू करने के संबंध में निलंबित करे और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।”

प्रस्ताव स्वीकृत हुआ।

New Clause 110A

**Amendment of
Schedule VII**

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 46 प्रस्तुत कीजिए।

Amendment made:

Page 92, after line 14, insert—

‘**110A.** In Schedule VII to the Income-tax Act, in the Table, after Sl.No.48 and the entries relating thereto, the following shall be inserted, namely—

* Vide Amendments List No. 3 circulated on 24.03.2026.

“49. New Development Bank. Such exemption shall be subject to furnishing of information in such form and manner, as may be prescribed.”.

(46)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है:

“कि नया खंड 110क विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 110क विधेयक में जोड़ दिया गया।

खंड 111 से 135 विधेयक में जोड़ दिए गए।

Clause 136

Amendment of first Schedule

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 47 और 48 प्रस्तुत कीजिए।

Amendments made:

Page 102, line 22, *for* “1975”, *substitute* “1975 (hereinafter referred to as the Customs Tariff Act)”. (47)

Page 102, line 24, *omit* “with effect from the 1st day of April, 2026.”. (48)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है:

“कि खंड 136, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 136, यथा संशोधित, विधेयक में जोड़ दिया गया।

खंड 137 से 144 विधेयक में जोड़ दिए गए।

Motion Re: Suspension of Rule 80 (i)

SHRIMATI NIRMALA SITHARAMAN: I beg to move:

“That this House do suspend clause (i) of rule 80 of the Rules of Procedure and Conduct of Business in Lok Sabha in so far as it requires that an amendment shall be within the scope of the Bill and relevant to the subject matter of the clause to which it relates, in its application to Government amendment No. 49* to the Finance Bill, 2026 and that this amendment may be allowed to be moved.”

माननीय सभापति : प्रश्न यह है:

“कि यह सभा लोक सभा के प्रक्रिया तथा कार्य-संचालन नियम के नियम 80 के खंड (i) को, जहां तक उसमें यह अपेक्षा की गई है कि संशोधन विधेयक की व्याप्ति के भीतर होगा और जिस खंड से उसका संबंध हो, उसके विषय से सुसंगत होगा, वित्त विधेयक, 2026 की सरकारी संशोधन संख्या 49* को लागू करने के संबंध में निलंबित करे और यह कि इस संशोधन को पेश करने की अनुमति दी जाए।”

प्रस्ताव स्वीकृत हुआ।

New Clause 145

**Amendment of
Act 7 of 2025**

* Vide Amendments List No. 3 circulated on 24.3.2026.

माननीय सभापति : माननीय मंत्री जी, संशोधन संख्या 49 प्रस्तुत कीजिए।

Amendment made:

Page 105, *after* line 14, *insert*—

‘145. In the Financt Act, 2025, in section 20, in clause (a), in sub-clause (ii), for the word “both”, the word “all” shall be substituted and shall be deemed to have been substituted with effect from the 1st day of April, 2025.’.

(49)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है:

“कि नया खंड 145 विधेयक में जोड़ दिया जाए।”

प्रस्ताव स्वीकृत हुआ।

नया खंड 145 विधेयक में जोड़ दिया गया।

First Schedule

**Amendment of
Schedule I**

माननीय सभापति : माननीय मंत्री जी, आप संशोधन संख्या 50 प्रस्तुत कीजिए।

Amendment made:

Page 125, lines 38 and 39, *for* “the income by way of dividend or income”, *substitute* “dividend income or capital gains”. (50)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है :

“कि पहली अनुसूची, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

पहली अनुसूची, यथा संशोधित, विधेयक में जोड़ दी गई।

दूसरी और तीसरी अनुसूची विधेयक में जोड़ दी गई।

Fourth Schedule

Amendment of Schedule IV

माननीय सभापति : माननीय मंत्री जी, आप संशोधन संख्या 51 से 53 प्रस्तुत कीजिए।

Amendments made:

Page 153, line 1, for “4104 21 90”, substitute “4106 21 90”. (51)

Page 153, line 6, for “4104 31 90”, substitute “4106 31 90”. (52)

Page 153, line 11, for “4104 91 90”, substitute “4106 91 90”. (53)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है :

“कि चौथी अनुसूची, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

चौथी अनुसूची, यथा संशोधित, विधेयक में जोड़ दी गई।

पांचवीं और छठी अनुसूची विधेयक में जोड़ दी गई।

Clause 1

Short title and commencement

माननीय सभापति : माननीय मंत्री जी, आप संशोधन संख्या 21 प्रस्तुत कीजिए।

Amendment made:

Page 1, omit lines 9 and 10. (21)

(Shrimati Nirmala Sitharaman)

माननीय सभापति : प्रश्न यह है :

“कि खंड 1, यथा संशोधित, विधेयक का अंग बने।”

प्रस्ताव स्वीकृत हुआ।

खंड 1, यथा संशोधित, विधेयक में जोड़ दिया गया।

अधिनियमन सूत्र और विधेयक का पूरा नाम विधेयक में जोड़ दिए गए।

माननीय सभापति : माननीय मंत्री जी, अब आप प्रस्ताव करें कि विधेयक को, यथा संशोधित, पारित किया जाए।

SHRIMATI NIRMALA SITHARAMAN: Sir, I rise to move:

“That the Bill, as amended, be passed.”

माननीय सभापति : प्रश्न यह है :

“कि विधेयक, यथा संशोधित, पारित किया जाए।”

प्रस्ताव स्वीकृत हुआ।

माननीय सभापति : वित्त विधेयक 2026, जिसे सदन ने अभी-अभी पारित किया है, उसमें 17 नए खंड जोड़े गए हैं, अतः माननीय अध्यक्ष जी ने निर्देश दिया है कि परवर्ती खंडों तथा उप खंडों का तदनुसार पुनः क्रमांकन कर लिया जाए और जहां-जहां अपेक्षित हो, विधेयक में परिणामी परिवर्तन कर लिए जाएं।

13.55 hrs

INSOLVENCY AND BANKRUPTCY CODE (AMENDMENT) BILL, 2025
As Reported by Select Committee

माननीय सभापति : आइटम नम्बर 18 - दिवाला और शोधन अक्षमता संहिता (संशोधन) विधेयक।

माननीय वित्त मंत्री जी।

THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS

(SHRIMATI NIRMALA SITHARAMAN): Sir, I rise to move:

“That the Bill further to amend the Insolvency and Bankruptcy Code, 2016, as reported by the Select Committee, be taken into consideration.”

HON. CHAIRPERSON: Motion moved:

“That the Bill further to amend the Insolvency and Bankruptcy Code, 2016, as reported by the Select Committee, be taken into consideration.”

***SHRIMATI PRATIBHA SURESH DHANORKAR (CHANDRAPUR):** Hon. Chairperson, today, I rise in this House to speak on the Insolvency and Bankruptcy Code (Amendment) Bill, 2026. When this legislation was enacted in 2016, its primary objective was the timely revival of industries. However, in light of the experiences of the past decade, serious structural flaws have become apparent within this process.

13.56 hrs

(Shrimati Sandhya Ray *in the Chair*)

Specifically addressing the issues of insolvency and the cooperative sector, I would like to cite the example from 2002 involving the districts of Buldhana, Wardha, and Osmanabad. Banks with a financial capacity of merely ₹100 crore extended loans amounting to as much as Rs.1,000 crore. Taking the Buldhana Central Bank as a case in point, its eventual insolvency was

* English translation of the speech originally delivered in Marathi.

primarily the fault of its Board of Directors. They defrauded the bank by sanctioning loans to their own relatives and acquaintances. This crisis occurred because loans were disbursed far beyond the bank's actual capacity; while the funds involved represented the hard-earned savings—the very "sweat and toil"—of farmers, it was the farmers who ultimately bore the brunt of the loss. Yet, neither those who sanctioned the loans nor those who received them suffered even the slightest financial detriment. Approximately Rs.300 to Rs.700 crore of farmers' money was lost in this scandal—a bank scam orchestrated through a nexus involving the Board of Directors, bank officials, and political pressure. Consequently, farmers, small traders, and women belonging to self-help groups suffered massive financial losses. We deposit our savings in banks, often covered by deposit insurance schemes; under these provisions, for deposits up to Rs.5 lakh, the government is mandated to provide a refund to the depositors.

As we are all aware, the hon. Amit Shah currently holds the portfolio for the Ministry of Cooperation. Cooperation is not merely a subject for rhetoric; it represents an institution—a bond of trust and a relationship. Anyone who trifles with this sacred bond must be held accountable and punished. The money deposited in these banks belonged to farmers—individuals who had saved those funds by making immense personal sacrifices and enduring severe hardships. The funds belonging to women who sold their jewelry to save money—as well as the savings set aside for their daughters' weddings—

remain frozen. My question to the government is this: For how much longer do you intend to conduct inquiries? For how much longer will you make the people suffer while the accused continue to roam free? The public's patience has run out. Consequently, this current calm is poised to transform into a storm. Even today, the people possess the power to overthrow this regime.

14.00 hrs

Punjab National Bank has faced a default of Rs.13,000 crore, a scandal in which the names of individuals like Nirav Modi and Mehul Choksi feature prominently. The PMC Bank accepted deposits amounting to Rs. 6,500 crore and subsequently concealed these funds. Loans issued by HDIL Bank have also been hidden from public scrutiny. We have observed that these frozen assets included the life savings of pensioners and street vendors—amounting to thousands of crores of rupees. Similarly, YES Bank incurred liabilities amounting to thousands of crores, while ICICI Bank also accumulated debts worth thousands of crores before its key figures fled the country. The list of affected institutions also includes Lakshmi Vilas Bank, Global Trust Bank, Sahara Bank, and the Mumbai Cooperative Bank.

While the PMC Bank was embroiled in a scam worth thousands of crores, financial irregularities were also committed under the guise of the Maharashtra State Cooperative Sugar Industry. The fact that hundreds of crores remain trapped in the Buldhana State Cooperative Bank appears not to be a mere coincidence, but rather indicative of a systematic pattern being

executed. It is imperative that we also investigate under whose patronage this organized racket of looting the public has been allowed to flourish. You claim that you will take action and, to that end, you constitute a committee; however, you must ask yourselves: Do you truly possess the courage to return the public's money? You owe the public an answer to this question.

Funds were looted through the banking system, leaving thousands of people unemployed, while the perpetrators fled with the stolen assets—amounting to crores of rupees belonging to millions of people. These stolen funds were subsequently channeled into the real estate sector, a practice that exacerbated the financial crisis and led to a surge in bankruptcies. I ask you to reflect upon this matter and state clearly: Do you intend to take concrete action? Regarding the Mumbai Cooperative Bank, allegations of large-scale corruption have surfaced, even leading to an uproar within the Legislative Assembly; yet, the individuals accused of these crimes have still not been arrested.

When small traders and farmers are unable to repay loans taken for their homes or businesses, we file criminal charges against them and initiate asset seizures. However, in the case of large-scale industries, we refrain from taking such action and instead allow the defaulters the liberty to travel abroad. I earnestly request that you view this matter with the utmost seriousness. Maharashtra serves as the engine of the nation's economy; however, this engine has stalled due to administrative delays. The Baijayant Panda

Committee submitted a report in 2025, which outlined numerous recommendations for reform.

Under the IBC, it was expected that verdicts would be delivered within 180 days; yet, to date, no such verdicts have been pronounced. NCLT benches in cities like Mumbai and Nagpur are burdened with thousands of cases that have remained pending for years. This situation is causing significant distress for budding entrepreneurs across Maharashtra. The government should focus on devising strategies to ensure that the judicial process works to the advantage of these entrepreneurs—without necessarily altering existing laws. This government—which proclaimed that it would provide loan waivers for farmers—must answer for the multi-crore loan waivers it has actually granted to large industrialists. Furthermore, it must explain what steps it intends to take to recover these funds and when it plans to repatriate the individuals responsible back to India.

Why does the Central Government not demonstrate the same alacrity regarding the 2019 situation as it does in the corporate sector? The government enacted legislation specifically to combat fraudulent schemes; yet today, companies like the Sahara have gone bust. For the past ten years, ordinary citizens—who invested their hard-earned money in schemes like Maitreya and Sahara with the hope of enriching their lives—have received no returns. This crisis has disproportionately affected daily wage earners, rural families, and retired employees; despite facing severe hardships—even to the

point of starvation—they have received no assistance. Tragically, some have been driven by desperation to end their lives; it is a cruel irony that they are unable to access the very investments they made to secure their future. This calamity has plunged thousands of families into financial peril and severely deteriorated their mental well-being. I earnestly request that you pay immediate attention to this matter and extend necessary assistance to these affected families.

Lakhs of hardworking citizens across Maharashtra have been financially ruined. Why are the funds seized by central agencies—such as the ED, CBI, and SEBI—not being handed over to the competent authorities designated to handle such matters? Just as you are currently implementing reforms within the IBC framework to facilitate the corporate sector, will this government provide an assurance that it will utilize the Banning of Unregulated Deposit Schemes Act (BUDS Act) to ensure that ordinary victims and investors recover their money?

When a company goes bankrupt, the families of its employees are often left destitute. Regrettably, these workers frequently fail to receive their outstanding wages and Provident Fund (PF) dues. It is imperative to establish accountability for the agencies and officials responsible for this situation, particularly those who are deliberately causing delays in resolving these matters. I demand that this Bill should not merely serve the interests of suit-wearing industrialists, but must also safeguard the interests of banks, ordinary

investors, small entrepreneurs, and workers. I urge you to ensure that these laws do not remain mere paper formalities, but are effectively utilized to deliver justice to the victims.

As I have stated previously, the Buldhana Urban Bank—along with other similar institutions—constitutes the very backbone of our rural economy. Therefore, while declaring insolvency, it is absolutely essential to prioritize and uphold the laws designed to ensure the security of ordinary depositors.

Today, the Central Government has written off the debts of 52 major industrialists. In the recently presented Union Budget, a staggering sum of Rs. 8 lakh crore was waved off. The government appears to have the funds to waive the loans of a select few industrialists, yet it claims to lack the resources to waive the loans of the farming community. Therefore, through this platform, I earnestly request that you give due consideration to the plight of our farmers; the agricultural sector in our state is currently facing a grave crisis. Farmers are driven to despair due to rising production costs, volatile market prices, natural calamities, and crop damage. Under these circumstances, a complete waiver of agricultural loans has become an absolute necessity.

As was highlighted earlier in the context of Mumbai, members of Self-Help Groups—particularly women—are working diligently and effectively through the medium of District Cooperative Banks. It is important to recognize that intelligence and capability are not confined solely to women in urban areas; women in rural areas are equally astute. They are performing their roles

with great competence, empowered by the support extended to them through the District Banks. I further demand that we also give due consideration to the needs and concerns of small traders and street vendors.

“यह जो खामोशी है, यह तूफान बन जाएगा।”

Thank you for granting me this opportunity to speak.

श्री अनुराग सिंह ठाकुर (हमीरपुर) : सभापति महोदया, आपने मुझे इंसॉल्वेंसी बैंकरप्सी कोड (संशोधन) विधेयक, 2025 पर अपनी बात रखने की अनुमति दी है इसलिए मैं अपने सदन के नेता और देश के यशस्वी प्रधान मंत्री नरेन्द्र मोदी जी का आभार प्रकट करता हूँ। मैं इसलिए भी आभार प्रकट करता हूँ कि यह संशोधन विधेयक बहुत महत्वपूर्ण है और रिफॉर्म एक्सप्रेस, जो वर्ष 2014 से लेकर वर्ष 2026 तक लगातार मोदी जी के नेतृत्व में चली है, इस विधेयक के बाद रिफॉर्म एक्सप्रेस को और तेजी मिलेगी तथा भारत की अर्थव्यवस्था और ज्यादा मजबूत होगी। इससे भारत के उद्योग जगत को भी बल मिलेगा।

सभापति महोदया, आसन पर आप हैं, महिला हैं। पहले वाली स्पीकर भी महिला थीं। फाइनेंस बिल के पास होने के बाद अभी सदन में कम सदस्य हैं और उसके बावजूद भी यहां पर सभी महिला सांसद उपस्थित हैं। यह परिदृश्य दिखाता है कि महिलाएं सदन के प्रति कितनी गंभीर हैं, जो कि हमारी साथी सांसद हैं। इसलिए प्रधान मंत्री नरेन्द्र मोदी जी ने 33 प्रतिशत आरक्षण नारी शक्ति वंदन अधिनियम बिल के माध्यम से देने का प्रयास किया है।

आज जब मैं इंसॉल्वेंसी बैंकरप्सी कोड अमेंडमेंट बिल, 2025 पर बोल रहा हूँ तो सरकार के काम को समझने के लिए एक बहुत सुंदर और याद रखने वाली बात, जो प्रधान मंत्री नरेन्द्र मोदी जी ने कही थी, उसे मैं यहां पर कहना चाहता हूँ। मैं उसे कोट कर रहा हूँ :- “भारत की रिफॉर्म एक्सप्रेस लगातार गति पकड़ रही है। यह एनडीए सरकार के समग्र, निवेश और मांग आधारित नीतियों से चल रही है। चाहे इंफ्रास्ट्रक्चर हो, मैनुफैक्चरिंग इंसेंटिव हो, डिजिटल पब्लिक गुड्स

हो या ईज ऑफ डुइंग बिजनेस हो, हम समृद्ध भारत का सपना पूरा करेंगे।”

सभापति महोदया, इंसॉल्वेंसी बैंकरप्सी कोड ने पिछले 11 वर्षों में बहुत कुछ हासिल किया है। उस पर आने से पहले मैं आपके माध्यम से बताना चाहता हूँ कि 11 साल पहले की तस्वीर क्या थी।

आज से 11 वर्ष पहले भारत दुनिया में एक ऐसा देश था, जहां डिफॉल्टर्स के पास सारी शक्ति थी, लेकिन ऋणदाताओं के पास केवल आशा ही थी। आईबीसी आने के बाद आज भारत एक ऐसा देश है, जहां ऋणदाताओं के पास कानून है, रेगुलेटर है, न्यायपालिका है और एक सशक्त बैंकिंग व्यवस्था है। यह परिवर्तन टूटे हुए शक्ति समीकरण का पूरा उलटफेर करके मोदी सरकार के द्वारा सबसे बड़ी आर्थिक शासन उपलब्धि है। आज हमारे सामने जो संशोधन है, मैं आपके माध्यम से कह सकता हूँ कि यह इस परिवर्तन को एक लॉजिकल कंप्लीशन की ओर ले जाने का काम करेगा। कुछ नजर आंकड़ों के ऊपर भी दिया जाए। नियमानुसार अपना भाषण देने के बाद अगले स्पीकर के भाषण तक बैठना चाहिए। कांग्रेस की स्पीकर बोल कर गयीं। अब दुर्भाग्य ये है कि कांग्रेस में जो इनके खुद के नेता हैं, वे भी भाषण देकर नहीं बैठते हैं, वे भी चले जाते हैं।

... (व्यवधान)

डॉ. मोहम्मद जावेद (किशनगंज) : प्रधानमंत्री जी को देखे जमाना हो गया है। हम तरस गए हैं।... (व्यवधान)

श्री अनुराग सिंह ठाकुर : मैं जावेद जी की पीड़ा समझता हूँ। ये अविश्वास प्रस्ताव तो लेकर आए थे, लेकिन इनकी पार्टी ने इनको ही बोलने का मौका नहीं दिया। ... (व्यवधान) आपके साथ आपकी पार्टी ने बड़ा अन्याय किया। ... (व्यवधान) लेकिन यह नियम है। जो सदन के नियम हैं, मैं आपको सिर्फ वही याद दिला रहा हूँ, क्योंकि कुछ बातें वे माननीय सांसद कह कर गयीं, मैं उस पर चर्चा जरूर करूंगा।

माननीय सभापति महोदया, मैं आईबीसी पर आता हूँ। ये आंकड़ें देख कर पता चलेगा कि

इन्सॉल्वेंसी और बैंकरप्सी कोड कितना प्रभावशाली है। लगभग 8 हजार 654 कॉरपोरेट डायरेक्टर्स को सीआईआरपी के माध्यम से इसका निपटारा किया गया। 6 हजार 761 मामलों का इससे सीधा निपटारा हुआ। इसके अलावा एक हजार तीन सौ, रेजोल्यूशन प्लान के थ्रू रिजॉल्वड हुए। आईबीसी एक्ट आने के बाद 4 लाख करोड़ रुपए की रिकवरी हुई है। लिक्विडेशन वैल्यू का 170 प्रतिशत और फेयर वैल्यू का 94 परसेंट मिला है। 2 हजार 430 अपील, समीक्षा, समझौते वापस लेने के माध्यम से बंद हुए और जो रेजोल्यूशन टू लिक्विडेशन रेशियो है, इसमें भारी सुधार हुआ है। वर्ष 2018 तक यह मात्र 20 प्रतिशत था। अब यह बढ़कर 91 प्रतिशत हो गया है। यह बहुत बड़ी छलांग है। यहां कंपनियों को खत्म करने के बजाय बचाने और आगे बढ़ाने का काम हुआ है। अगर मैं पुराने मामलों की बात करूं, तो जो 40 प्रतिशत रिजॉल्वड सीआईआरपी कंपनीज हैं, जो पहले बीआईएफआर में चली गयी थी और डिफंक्ट हो चुकी थी। ऐसी हो गयी थी कि जैसे उनकी संपत्ति पूरी तरह से खत्म हो गयी थी। क्राइटर्स ने उसमें भी 18.91 प्रतिशत तक रिकवरी की, जिसकी लिक्विडेशन वैल्यू 152 प्रतिशत तक वसूल की गयी, यह भी एक बहुत बड़ी बात है।

मैं कहना चाहता हूं कि आईबीसी केवल पैसे की वसूली नहीं है, कंपनी का पुनरुद्धार करने का भी कार्य हुआ है। ऐसे व्यवसाय को फिर से जीवंत करने का काम हुआ है, अन्यथा यह गायब हो जाते या बंद हो जाते। IBC is not just recovering money, It is restructuring the companies. हमने विरासत में क्या पाया, यह भी विपक्ष को बताना जरूरी है। आईबीसी से पहले भारत के दिवालीयापन का परिदृश्य क्या है?

सभापति महोदया, हमें भारत के आर्थिक इतिहास के उस अध्याय को फिर से देखना होगा, जो इससे पहले था। यह कोई गर्व करने वाला अध्याय नहीं था। यह एक सिस्टेमेटिक फेलियर आप हमें दे कर गए थे। इंस्टीट्यूशनल पैरालिसिस था। पॉलिसी पैरालिसिस तो था ही और इनजस्टिस एट इंडस्ट्रियल स्केल था। वर्ष 2016 से पहले भारत का दिवालीयापन ढांचा, एक ढांचा नहीं था, एक विरोधाभासी कानूनों, दोहराये जाने वाले तंत्रों और प्रतिस्पर्धा अधिकार क्षेत्रों का

संग्रह था। इसमें से निकलता कुछ नहीं था। कुल मिला कर एक ही आवाज हर कानून से आती थी और वह आवाज थी डिले यानी देरी ही होती थी। क्या-क्या कानून थे? 'सिका' का कानून था, जिसमें की यूनिट को सिक घोषित करने का प्रावधान था। इसके बाद बीएफआईआर था, डीआरटी था, सरफेसी (SARFAESI) एक्ट था, इस तरह से अलग-अलग लोक अदालत से लेकर कई तरह के कानून थे।

लेकिन रिकवरी कितनी होती थी, उसके लिए आप एक बार आंकड़े देखिए। सीका में जब एक बार सिक घोषित कर दिया जाता था तो बीआईएफआर में भेज दिया जाता था। बीआईएफआर को पुनर्वास प्रस्तावों की जांच करनी होती थी। कम्पनी को या तो पुनर्जीवित करना होता था या उसको बंद करने की सिफारिश करनी होती थी। इसमें सात-सात साल लगा देते थे। कंपनियों ने एक आश्रय ढूँढ लिया था कि मालिक बनकर रहना, बैंक और क्रेडिटर्स का पैसा नहीं देना है। केवल बीआईएफआर तक ले जाओ और उसके बाद बैठे रहो। सैलरी और इंसेंटिव्स लेकर मजे करो और ऋणदाताओं के पैसे वापस मत करो। यह यूपीए और कांग्रेस सरकार की देन थी। कई सालों तक कार्यवाही चलती थी। सात-सात साल तक बीआईएफआर में कुछ नहीं निकलता था। सम्पत्तियां खराब हो जाती थीं, कर्मचारियों को नुकसान होता था। बैंकों को कुछ नहीं मिलता था और ऋण को बढ़े खाते डालकर ऋण का बोझ ऋणदाताओं पर डाल दिया जाता था। बीआईएफआर जब कह देती थी कि इस कंपनी को बंद करना है तो कोर्ट में जाना पड़ता था। भारत के कोर्ट को तो आप देख सकते हैं कि हमारे न्यायाधीश कितना काम करते हैं, उनके ऊपर कितना बोझ है और उनके यहां कितने मामले पेंडिंग हैं। यहां से और मामले उनके पास जाते थे। वहां पर 10-15 साल और लगते थे। बैंकों को पैसा नहीं मिलता था और कंपनी वाले मौज करते थे। जब लिक्विडेटर संपत्ति को बेचने के लिए कहता था तो उसे मूल मूल्य का एक अंश मिलता था, सड़ी-गली मशीनरी, समाप्त अनुबंध, छोड़कर चले गए कर्मचारी और बची-खुची गुडविल मिलती थी। डीआरटी के माध्यम से क्या हुआ? डीआरटी में अगर देते थे तो सौ रुपये में से 25

रुपये मुश्किल से मिलते थे। 'सरफेसी' एक्ट आया तो उससे थोड़ी-बहुत बेहतर रिकवरी होनी शुरू हुई लेकिन कुछ नहीं मिल पाता था। वर्ष 2016 से पहले जितना भी काम हुआ, अगर अर्थशास्त्रियों की भाषा में कहें तो उसको कहते थे एवरग्रीनिंग, यानी बैंकों द्वारा खराब ऋणों को बार-बार रोल करते रहना, एवरग्रीन करते रहना। मानक सम्पत्ति के रूप में प्रस्तुत करने का यह आरबीआई ने कह दिया था- नुकसान की पहचान को स्थगित कर देना, प्रमोटर्स को अपनी कम्पनी में पैसे लेते रहने देना। बैंको की असेट क्वालिटी कभी रिव्यू नहीं करते थे। अगर असेट क्वालिटी रिव्यू करने का निर्देश किसी ने दिया तो प्रधानमंत्री नरेन्द्र मोदी जी की सरकार आने के बाद दिया और बही खाते सही करने का काम किया। ये तो पीएसयूज से पैसा लेकर अपना फिस्कल डेफिसिट ठीक करने की बात करते थे। यूपीए और कांग्रेस की सरकारें फर्जीवाड़ा करती थी।

माननीय सभापति महोदया, मैं बड़ी गम्भीरता के साथ यहां कहना चाहता हूं कि जब बैंकों का असेट क्वालिटी रिव्यू हुआ तो वर्ष 2018 में ग्राँस एनपीए 11.25 प्रतिशत तक पहुंच गया। 10 लाख 35 हजार करोड़ रुपये से ज्यादा के बैंड लोन थे। लेकिन मोदी सरकार ने ईमानदारी के साथ काम किया। हम फोर आर रिफॉर्म्स लेकर के आए। हमने फोर आर- रिकोनिशन, रेज्योलूशन, रीकेपेटलाइजेशन और रिफॉर्म के माध्यम से सुधार किया। आज मैं कहना चाहता हूं कि उस समय 12 में से 11 पब्लिक सेक्टर बैंक पीसीए फ्रेमवर्क में थे, आज सभी 12 पब्लिक सेक्टर बैंक मुनाफे में हैं। लगभग सालाना पौने दो लाख करोड़ रुपये का मुनाफा आज भारत के सरकारी बैंक कमा रहे हैं तो नरेन्द्र मोदी जी की सरकार की नीतियों की वजह से कमा रहे हैं।

महोदया, वर्ष 2004 में जब अटल जी सरकार बनी तो उससे पहले 16 परसेंट के लगभग ग्राँस एनपीए था। उसको कम करके अटल जी सरकार 7.8 फीसदी लेकर आयी। यह कांग्रेस की सरकार जाते समय 12.3 फीसदी पर छोड़कर गयी। मुझे यह कहते हुए प्रसन्नता है कि आज नरेन्द्र मोदी जी की सरकार ने उसको कम करके 2.3 प्रतिशत कर दिया गया है। यह हमारी बहुत बड़ी उपलब्धि है। एक के बाद दूसरा काम हमने ऐसा किया है। आईबीसी के माध्यम से क्या

रिकवरी हुई और डीआरटी से क्या मिला? डीआरटी में मुश्किल से दस परसेंट रिकवरी थी, सरफेसी एक्ट में 20 परसेंट थी और जब हम आईबीसी का कानून लेकर आए तो 50 प्रतिशत से ज्यादा की रिकवरी हमने करके दिखायी। हमने बैंकों को उनका पैसा वापस दिलाया है।

महोदया, यही नहीं मैं ऐसी अनेक उदाहरण देना चाहूंगा। हम जो आईबीसी कोड के संशोधन पर बहस कर रहे हैं, यह रिफॉर्म एक्सप्रेस को बढ़ाने वाला एक शक्तिशाली इंजन है। यह क्रेडिट अनुशासन का इंजन है, मूल्य अधिकतम करने का इंजन है, निवेशकों के विश्वास को बढ़ाने का इंजन है और आर्थिक न्याय का इंजन है। इस महान विधेयक की बात करने से पहले मैं दिल से एक कर्तव्य निभाना चाहता हूं। जो लोक सभा की चयन समिति है, उसके चेयरमैन बैजयंत पांडा जी और उनके सभी सदस्यों का मैं आभार प्रकट करता हूं कि इन्होंने विधेयक की हर धारा, हर लाइन और हर शब्द को ध्यान से देखा और ऐसी रिपोर्ट दी है, जिस पर पूरे सदन को गर्व होगा। मैं कमेटी के सभी सदस्यों को, जो अलग-अलग राजनीतिक दलों के हैं, उनका बहुत-बहुत आभार प्रकट करता हूं। रिफॉर्म एक्सप्रेस-दस साल की यात्रा क्या है? इनसॉल्वेंसी बैंकरप्टसी कोड-एक शक्तिशाली नई इंजन को ऐसी जरूरत क्यों पड़ी? मोदी जी की सरकार आने के बाद हम बहुत सारे रिफॉर्म्स लेकर आए। 1600 से ज्यादा पुराने कानून, जो अंग्रेजों के समय के थे, हमने उनको खत्म किया। वे इर्रेलिवेंट थे, वे अर्काइव क्लॉज थे। हमने नये कानून भी बनाए। जैसे 'वन नेशन, वन टैक्स', जीएसटी और हमने धारा - 370 तथा 35 ए को खत्म किया। आज कश्मीर में 24 घंटे तिरंगा झंडा लहराता है और लाल चौक पर भी लहराता है। यह हमारी सरकार ने करके दिया है। यही नहीं आज जीएसटी जैसा कानून हो या नया इन्कम टैक्स का कानून हो, ये सारे काम मोदी सरकार ने किए हैं।

महोदया, हमारा डिजिटलीकरण, डिजिटल इंडिया का है। यूपीआई, जन-धन और आधार, दुनिया का सबसे उन्नत डिजिटल पब्लिक इंफ्रास्ट्रक्चर हमारी सरकार ने बनाकर तैयार किया है। सड़कें हों, रेलवे हो या बंदरगाह हों, इन सब पर हमने काम किया है। मैन्युफैक्चरिंग में हम लोग

पीएलआई स्कीम लेकर आए हैं। उससे हमारी मैनुफैक्चरिंग को बल मिला है और हमारा एक्सपोर्ट बढ़ा है। हम रिफॉर्म्स लेकर आए हैं। ये तो हमें सड़ी-गली अर्थव्यवस्था देकर गए थे। फ्रैजाइल-फाइव इकोनॉमीज में छोड़कर गए थे। आज नरेंद्र मोदी जी की सरकार ने अच्छे काम के कारण भारत को दुनिया की चौथी बड़ी अर्थव्यवस्था बनाकर रखा है। हमने भारतीय न्याय संहिता जैसे अन्य कानून भी लेकर आए। हम एक ऐसा बिल लेकर आए, एक ऐसी रिफॉर्म्स लेकर आए, जिससे कामकाज में, ईज ऑफ डूइंग बिजनेस में और ईज ऑफ लिविंग में बहुत बढ़ोतरी हुई है। हमारी रैंकिंग तो बढ़ी ही, साथ में व्यापार भी बढ़ा है। हमारी फॉरेन डायरेक्ट इन्वेस्टमेंट भी बढ़ी है। हमारे पास जो विदेशी पूंजी निवेश है, वह भी बढ़ा है। हमारे देश में जो सोने का भंडार है, वह भी बढ़ा है। आप किसी भी तरह से तुलना करेंगे तो सब चीज बढ़ा है। कांग्रेस के माननीय सांसद यहां कह रही थीं कि किसानों के लिए क्या किया? मैं यही कहूंगा कि आप तो झूठे वायदे करते रहे। हमने किसानों को सम्मान देने का काम किया और चार लाख करोड़ रुपये से ज्यादा सम्मान निधि किसी ने दी है तो नरेंद्र मोदी जी की सरकार ने छह-छह हजार रुपये प्रतिवर्ष दी है। महाराष्ट्र में तो हमारी अभी की सरकार ने, देवेंद्र फड़णवीस जी ने किसानों का कर्जा माफ करने का काम किया। उनको मैं बहुत-बहुत धन्यवाद देता हूं। ... (व्यवधान) यही नहीं, अभी ये थोड़ी देर पहले कह रही थीं कि इकोनॉमिक ऑफेंडर्स बिल में क्या हुआ? फ्यूजीटिव इकोनॉमिक ऑफेंडर्स बिल लाने की जरूरत क्यों पड़ी? कौन हैं भगोड़े? किसने आर्थिक अपराध किए थे? इनकी सरकार के समय 'बैंकिंग फॉर फ्रेंड्स' होता था। आज 'बैंकिंग फॉर पूअर पीपल एंड बैंकिंग फॉर ऑल' होता है। इनके समय बैंक के खाते स्विस बैंकों में इनके मित्र खोला करते थे, आज गरीब से गरीब व्यक्ति का बैंक खाता खोलने का काम नरेंद्र मोदी जी की सरकार ने किया है। ये भगोड़े कौन हैं? आप अपने पुराने वित्त मंत्री जी पूछिए? ... (व्यवधान) आप लोग कौन-सी योजना लेकर आए थे? आपने हजारों करोड़ रुपये दे दिए थे। क्या किया आप लोगों ने? हमने कानून भी बनाए और जो 53,000 करोड़ रुपये लेना है, उसमें से 33 प्रतिशत, लगभग 19,000 करोड़ रुपये से ज्यादा की रिकवरी नरेंद्र

मोदी जी की सरकार ने नये कानून बनाकर की है।

आपने भारत के लोगों के पैसे उड़ा दिए थे, उसको वापस लाने का काम हमारी सरकार ने किया है। कम से कम आप बोलने से पहले जानकारी लीजिए। आप कहते हैं कि 100 करोड़ रुपये लेने वाले को हजार करोड़ रुपये कैसे देते हो? आप यह अपने नेताओं से पूछिए कि कैसे देते थे? ये लोग एनपीए की बात करते हैं, नॉन परफार्मिंग एसेट की बात करते हैं, जिनके पास डेमोक्रेटिक हिस्ट्री का सबसे बड़ा एनपीए है। मुझे नेता का नाम लेने की जरूरत नहीं है, सबसे बड़ा एनपीए आपके पास कौन है, जो परफार्म नहीं कर पा रहा है। वर्षा जी और प्रतिभा जी थोड़ा सोचने पर मजबूर हो गई हैं। राहुल जी इधर से उधर गए हैं, ये वाले अपने, दूसरे नहीं।... (व्यवधान)

माननीय सभापति महोदया, जब आईबीसी लाए, तो क्या सोचकर लाए? मैं इस पर आना चाहता हूं, मैं अब आईबीसी पर अपनी बात शुरू करता हूं। यह बड़े सुधार का एक कार्यक्रम था और मोदी सरकार के लिए सिद्धांत सरल और शक्तिशाली था। हमने ऐसे नियम बनाए, जहां वायदों का पालन हो, पूंजी सुरक्षित हो, बिजनेस पूर्वानुमान और विश्वास के साथ चल सके। हम जो बिल लाए, उस आईबीसी कोड के अंतर्गत एक एकीकृत, लेनदार अनुकूल, समयबद्ध कानून, जो पुरानी उलझन, देरी और अन्याय को खत्म कर देता था, वह लेकर आए थे और आज 10 साल बाद ज्यादा अनुभव के साथ हम उसी सिद्धांत के साथ इसमें कुछ और संशोधन करने वाले हैं, ताकि इसमें और सुधार हों। वे संशोधन क्या हैं? मैं इस पर आने वाला हूं।

सभापति महोदया, इस पर आने से पहले मुझे एक व्यक्ति का नाम जरूर लेना पड़ेगा। मैं आपसे अनुमति इसलिए ले रहा हूं, क्योंकि वे सदस्य न अब इस सदन के मेंबर हैं, न अब इस दुनिया में हैं।

सभापति जी, मैं स्वर्गीय अरुण जेटली जी का नाम लेना चाहता हूं। मुझे राजनीति में लाने वाले भी वही हैं और आईबीसी का कानून लाने वाले भी वही हैं। वे जटिल नहीं सरल कानून लेकर आए। वे सरल स्वभाव के थे और उन्होंने इतना शानदार काम किया है, प्रधान मंत्री मोदी जी ने

उनसे कहा था, वे जीएसटी भी लाए, आईबीसी भी लाए। अरुण जेटली जी की सोच ऐसी थी कि जब उन्होंने दिवालिये ढांचे और खस्ताहालत को देखा, तो उन्होंने कहा कि एसआईसीए और बीआईएफआर ये जितने कानून हैं, इनसे बेहतर कानून हमें देना है। उन्होंने रिफॉर्म्स के लिए कोई पुराना ताना-बाना नहीं बुना, वे बिल्कुल नया बिल लेकर आए, एक नया ट्रैक बिछाया और देश को एक नया उपहार मोदी जी ने और जेटली जी ने दिया, जिसमें भारत अपने नए अनुबंधों को गम्भीरता से लेता है, लेनदारों का सम्मान करता है और भरोसेमंद पूंजीदारों को भरोसेमंद जगह देता है। जेटली जी ने संसद में इस विधेयक को पेश करते हुए कहा था कि भारत को दिवालिया सेलेक्शन की संस्कृति से लेनदार सशक्तिकरण की संस्कृति की ओर ले जाना चाहिए। उन्होंने कहा था कि बिजनेस के पुनरुत्थान का लक्ष्य होना चाहिए, न कि उसके विनाश का। उन्होंने कहा था कि हितधारकों, लेनदार, कर्मचारी, विक्रेताओं और समाज के लिए मूल्य अधिकतम करना नैतिक और आर्थिक जरूरत है और सबसे महत्वपूर्ण बात उन्होंने समयसीमा पर कही थी, टाइम बहुत महत्वपूर्ण है। उन्होंने कहा था कि हर दिन जो अनिश्चितता पैदा करेगा, वह उस एसेट को उतना खत्म करता चला जाएगा और अराजकता और क्रेडिट बाजार में लाएगा, इसलिए उन्होंने प्रवेश के लिए 14 दिन तय किए थे, 180 दिन में समाधान की बात कही थी और 330 दिन की कुल सीमा रखी थी, जो इस कानून में लिखा गया था, लेकिन आज 330 दिन नहीं औसत 650 दिन लग रहे हैं।

माननीय सभापति महोदया, इस बिल में संशोधन करना क्यों जरूरी है, मैं उस पर आ रहा हूं, क्योंकि वे बिल पर पहले नहीं बोलीं। इसमें ऐसा होता था कि कहीं पर कोर्ट से देरी होती थी, कहीं पर नौकरशाही से देरी होती थी, कहीं और देरी होती थी। ये लोग अवरोध पैदा करते थे, लेकिन बाजार की गति से काम नहीं करते थे।

सभापति महोदया, वर्ष 2016 से अब तक आईबीसी के अंतर्गत लेनदारों को 4,00,000 करोड़ रुपये से ज्यादा क्रेडिटर्स को मिल चुके हैं, 27,000 से ज्यादा मामले औपचारिक प्रवेश से

सुलझाए जा चुके हैं, 10,00,000 करोड़ रुपये जो बैड लोन्स में थे, उनको प्रभावशाली ढंग से ले लिया गया, यानी कि नोटिस मिलने पर स्वेच्छा से ही लोगों ने पैसे दे दिए। यह डर पैदा हुआ या जागरुकता पैदा हुई, तो नरेन्द्र मोदी जी की सरकार आने के कारण पैदा हुई, तब जाकर 10,00,000 करोड़ रुपये की रिकवरी हुई।

ग्रॉस एनपीए मात्र 2.3 फीसदी पर आ गया और नेट एनपीए 0.6 प्रतिशत रह गया। समाधान योजनाओं से लेनदारों की लिक्विडेशन वैल्यू का औसतन 171 प्रतिशत हमें मिला है। रिफॉर्म एक्सप्रेस का ड्राइवर कौन बना? ड्राइवर कोई और नहीं बना, निर्मला सीतारमण जी बनी। जब हम बिल लाए, उसके दो वर्षों के बाद जेटली जी हम सबको छोड़कर चले गए। निर्मला जी को नई जिम्मेदारी प्रधान मंत्री मोदी जी ने दी। निर्मला जी ने बहुत गम्भीरता से इस जिम्मेदारी को वित्त मंत्री के रूप में संभाला।

एक समस्या और आई। हम सबने कोविड का समय देखा। दुनिया के सामने आर्थिक और जीवन पर संकट आ गया था। दुनिया में सबसे बड़ा संकट हमारी संस्थाओं के ऊपर था, चाहे बैंक संकट हो या औद्योगिक संकट हो। उस समय आईबीसी को आए हुए कुछ समय ही हुआ था। आईबीबीआई हो, एनसीएलटी हो या हमारे रेगुलेशन प्रोफेशनल्स हों, उनको उतना पैर जमाने का मौका नहीं मिला था। उससे पहले बड़ा संकट आ गया तो क्या करते? क्या उद्योग को बंद होने देते, नहीं। कोविड के समय प्रधान मंत्री मोदी जी लाखों करोड़ रुपये का पैकेज लेकर आए। पैकेज में गरीब को खाना भी मिला, तो उद्योगपति को मोनोटोरियम पीरियड भी मिला और लाखों करोड़ रुपये का उनको बीस पर्सेंट एडीशनल वर्किंग कैपिटल मिला और एनसीएलटी में एमएसएमई को न लेकर जाएं, तो उसे एक लाख रुपये से बढ़ाकर एक करोड़ रुपये कर दिया। ये सारे बदलाव हमारी सरकार ने किए। हमारे माननीय मंत्री हर्ष मल्होत्रा जी बैठे हैं। कोविड के समय यह सब किया। अगर यह कदम निर्मला जी उस समय नहीं उठातीं, मैं भी उस समय वित्त राज्य मंत्री था, अगर हम मोदी जी के कहने पर उस समय कदम नहीं उठाते तो आज बहुत सारे उद्योग बंद हो जाते। लाखों

एमएसएमईज बंद होने से बचे, लगभग 2 करोड़ लोगों का रोजगार बचा और 1 लाख 40 हजार करोड़ रुपये की देनदारी जो समाप्त हो जाती, ऋण समाप्त हो जाते, वह भी पैसा बचा तो नरेन्द्र मोदी जी की समझदारी और उनके निर्णयों के कारण बचा। हमने एनसीएलटी, बैंक की क्षमता को बढ़ाया, आईबीबीआई को विश्व दर पर नियामक बनाया, इनसॉल्वेंसी प्रोफेशनल के इकोसिस्टम को विकसित किया, सूचना और उपयोगिताओं को हमने बेहतर बनाया, आईबीबीआई के लक्षित नियमों को हर चरण से हमने परिष्कृत किया। यही नहीं, पिछले तीन सालों में सब स्टेकहोल्डर्स से बातचीत करने के बाद हमारी सिलेक्ट कमेटी ने बहुत शानदार काम किए। इस ट्रेन में नए कोच कौन-कौन से जुड़े हैं? हम रिफॉर्म एक्सप्रेस ट्रेन की बात कर रहे हैं, ड्राइवर सीट पर निर्मला जी हैं तो कोच कौन-कौन से जोड़े गए? नए रिफार्म्स के माध्यम से मैं अमेंडमेंट्स पर आ रहा हूँ। इस विधेयक में जो नया रिफॉर्म एक्सप्रेस से जोड़ा गया, वह है क्रेडिटर इनीशिएटेड इनसॉल्वेंसी रिजोल्यूशन प्रोसेस, सीआईआईआरपी, इंडियाज आउट ऑफ कोर्ट रिजोल्यूशन, यानी कि हम न्यायालय जाने से पहले उसका समाधान बाहर कैसे कर सकें? दुनिया भर के जो बड़े-बड़े देश हैं, जैसे यूके हो गया, यूएसए हो गया, ईयू हो गया, जहां पर दिवालियापन को लेकर बहुत अच्छे कानून बने हैं, वहां पर इस तरह का प्रावधान है। आज भारत को उन प्रावधानों के बराबर लाकर खड़ा कर दिया है और एक बहुत बड़ा बदलाव यहां पर लेकर आए हैं। दिवालियापन जब होता है, तो उसके समाधान के लिए क्या करना पड़ता है? अगर एक मध्यम वर्ग का कारपोरेट होगा या छोटा होगा, कितना भी छोटा हो, उसको कहां जाना पड़ता है? सरल सहमति वाला भी हो, तब भी उनको एनसीएलटी के थ्रू जाना पड़ता है। एनसीएलटी की बेंचेज़ बहुत मेहनत करती हैं, फिर भी 20 हजार केसेज़ पेंडिंग हैं। 330 दिन के बजाय 650 दिन लग रहे हैं। आउट ऑफ कोर्ट सैटलमेंट होगा, तो क्या होगा? जो नया अध्याय 4ए जोड़ा गया है, इससे पूरी व्यवस्था बदल जाएगी। जहां मुख्य कर्ज नियंत्रित वित्तीय संस्थानों के पास है, अब समाधान प्रक्रिया बिना एनसीएलटी के फाइलिंग के शुरू, चलाई और पूरी की जा सकती है। जब तक समाधान योजना तैयार न हो,

रिजोल्यूशन प्रोफेशनल्स, आरपी जिनको हम कहते हैं, वह पब्लिक नोटिस जारी कर सकता है, कंपनी का मैनेजमेंट बिजनेस चला सकता है, लेनदार और मैनेजमेंट 150 दिनों में योजना बना सकते हैं। अगर योजना बन गई और एनसीएलटी मंजूरी देता है तो बहुत अच्छा है, अगर मंजूरी नहीं बनी तो सामान्य सीआईआरपी में बदल जाती है। यह तेज है, सस्ता है, गोपनीय है, बेहतर है और एनसीएलटी की पब्लिक सुनवाई में होने वाली परेशानी को कम करता है। यह तरीका आज दुनिया की बेस्ट प्रैक्टिसेज़ के बराबर है।

इसे लेकर आने के लिए मैं वित्त मंत्री जी को बहुत-बहुत बधाई देता हूँ और धन्यवाद करता हूँ। इससे जो एक नई एक्सप्रेस लाइन जुड़ी है, उससे भीड़-भाड़ वाले इलाकों में यानी कोर्ट-कोर्ट में जाना छूट जाएगा और यह बाईपास करके मुख्य लाइन से जुड़ जाएगी।

इसमें एक और जो महत्वपूर्ण बात है, वह यह है कि इसमें सुरक्षा के साथ-साथ कर्जदार को जवाब देने के लिए 30 दिन का समय भी मिलता है। प्रक्रिया शुरू होने के 30 दिनों में वह एनसीएलटी में चुनौती दे सकता है। वैकल्पिक मोरेटोरियम संपत्ति की रक्षा करता है। अगर मैनेजमेंट सहयोग नहीं करता और रुकावट डालता है, तो वह एनसीएलटी में इसे पूर्ण सीआईआरपी में बदल सकता है। अब जवाबदेही से कोई नहीं बच सकता है, यानी कि न्यायालय, रेजोल्यूशन प्रोफेशनल, सीओसी या कोई भी अब जवाबदेही से नहीं बच सकता है।

इसमें जो कोच-2 डिब्बा जुड़ा है, वह है, पूरे ग्रुप के लिए एक ट्रेन, ग्रुप इन्सॉल्वेंसी, One train for the entire group. भारत में जो बड़ी-बड़ी कंपनियाँ हैं, उनकी ग्रुप होल्डिंग होती है। जैसे- होल्डिंग कंपनी, सब्सिडियरी, एसोशिएट कंपनी, सिस्टर कंसर्न्स आदि।

सभापति महोदया, आईबीसी हर कंपनी को अलग-अलग मानता था। अलग-अलग एनसीएलटीज़ में उसे ले जाना पड़ता था। अलग-अलग क्रेडिटर्स कमेटीज़ होती थीं। अलग-अलग रेजोल्यूशन प्रोफेशनल्स होते थे। इससे उलझन भी होती थी, समय भी नष्ट होता था, मूल्य भी नष्ट होता था और फोरम शॉपिंग होती थी। नया Section 59 is a game-changer. यह बिल्कुल

परिवर्तन लेकर आएगा। केंद्र सरकार को, ग्रुप कंपनियों को ग्रुप इन्सॉल्वेंसी बनाने का अधिकार देता है। एक ही एनसीएलटी बेंच होगी, ग्रुप सीओसी होगा, ग्रुप कोऑर्डिनेटर होगा और अलग-अलग सीओसीज़ के बीच बाध्यकारी समन्वय समझौते होंगे।

सभापति महोदया, मैं वीडियोकॉन इंडस्ट्री का एक उदाहरण देता हूँ। मैं आपकी अनुमति से नाम ले रहा हूँ। उनकी भी 15 कंपनियों का दिवालिया हुआ। बहुत मुश्किल आई। यह सबसे जटिल और मूल्यनाशक हुआ। इनकी कंपनी की भद्दा पिट गई, मूल्य खत्म हो गए और बैंकों का नुकसान हो गया। कानून था, लेकिन थोड़ी-थोड़ी त्रुटियाँ रह गई थीं, उनके कारण भी नुकसान हुआ। फिर एक जेट एयरवेज़, जो एयर लाइन चलती थी, उसके विदेशों में एसेट्स थे। हमारे पुराने कानून में न के बराबर प्रावधान थे, बहुत जटिलता थी और मुश्किल भी आई।

महोदया, अब नया ढाँचा इन समस्याओं का समाधान दे रहा है। जो कोच-3 जोड़ा गया है, अब भारत अंतर्राष्ट्रीय स्तर पर क्रॉस बॉर्डर इन्सॉल्वेंसी पर काम करेगा। इसमें यह है कि भारतीय कंपनियाँ, जो दुनिया भर में काम करती हैं, उनकी संपत्ति, कारोबार और कर्मचारी दुनिया भर में हैं। लेनदार भी दुनिया भर में हैं। विदेशी कंपनियाँ भारत में हैं। जब क्रॉस बॉर्डर दिवालिया होता है, तो पुराने आईबीसी में उतना दम नहीं था। कौन सा देश नियंत्रण में होगा, कौन सा कोर्ट फैसला लेगा, ये सब प्रश्नचिह्न थे। विदेश से संपत्तियाँ कैसे लाई जाएँगी, आज तक मुश्किल आ रही है।

इसमें जो नया सेक्शन 24-सी जोड़ा गया है, वह सरकार को इसमें अधिकार देता है। इसमें संसद की पूरी निगरानी होगी, नियम अधिसूचना से पहले संसद के दोनों सदनों में रखे जाएँगे। यह भारत को UNCITRAL मॉडल लॉ से जोड़ता है। This is India's ticket to the global 'insolvency express'.

सभापति महोदया, यह विदेशी लेनदारों से कहता है कि आपके हित भारत के कोर्ट में सुरक्षित हैं और विदेशी कोर्ट से कहता है कि भारत भरोसेमंद साझेदार है। विदेशी निवेशकों से कहता है कि भारत का कानूनी ढाँचा विश्वस्तर का है। इसमें जो चौथा कोच जुड़ने जा रहा है, a

clean slate principle, a guaranteed first start.

सभापति महोदया, रेजोल्यूशन अप्लाई करने वाली सबसे बड़ी बाधा पुरानी कानूनी दावों की अनिश्चितता थी। समाधान योजना मंजूर हो जाती थी, नया मालिक आता था, फिर टैक्स विभाग आता था, फिर नए-नए नोटिस आते थे, यानी कि आपको सब कुछ मिल जाने के बावजूद, नए मालिक का कोई कसूर नहीं होने के बावजूद भी सारी एजेंसियाँ उसके पीछे पड़ जाती थीं। सुप्रीम कोर्ट से क्लीन स्लेट मिल जाने के बाद भी कानून में अस्पष्टता थी, अब उसमें स्पष्टता लेकर आए हैं। अब जो नया मालिक होगा, उसे क्लीन स्लेट, पिछली सब देनदारियों से मुक्ति मिलेगी। नए खरीददार को तो मुक्ति मिलेगी ही, लेकिन जो व्यक्ति है, वह अभी भी जवाबदेह रहेगा। पुराने प्रमोटर, गारंटर संयुक्त दायित्व वाले लोग अपने कृत्य के प्रति जवाबदेह रहेंगे। क्लीन स्लेट कंपनी को मिलेगी, व्यक्ति को नहीं। यानी कि अब अगर चोरी-चकारी करके भागेंगे, तो उन्हें जवाब तो देना पड़ेगा, लेकिन नया लेने वाले को आसानी से काम करने के लिए ईज ऑफ डूइंग बिजनेस का लाभ मिलेगा।

पांचवां कोच जोड़ा गया जिसमें सीओसी अब ड्राइविंग सीट पर है। रिजॉल्यूशन प्रोफेशनल्स के बारे में बहुत सारे प्रश्न चिह्न खड़े किए गए हैं। मैं माननीय मंत्री जी से कहना चाहता हूं कि इसकी भी जांच करनी चाहिए कि कितने रिजॉल्यूशन प्रोफेशनल्स की आय किताबों और गैर-किताबों में पिछले कुछ सालों में कितने गुना बढ़ी है। अनैतिक कृत्यों में अगर कोई लिप्त थे तो उनके ऊपर जरूर ध्यान देना चाहिए था। संपत्ति सस्ते में बिक जाए, मजदूर नौकरी खोते रहें, विक्रेता अपना पैसा खोते रहें, ऐसे नहीं होना चाहिए। पहले लिक्विडेशन में जवाबदेही कम, संपत्ति बिक्री धीमी और लेनदारों की भागीदारी न्यूनतम थी। यह विधेयक लिक्विडेशन पूरी तरह बदल देता है। इसमें कमेटी ऑफ क्रेडिटर्स को सीआईआरपी के दौरान कंपनी की अच्छी जानकारी हो जाती है, वह अब देखरेख कर सकती है क्योंकि सीओसी को बहुत ताकत दी गई है। वह लिक्विडेटर नियुक्त कर सकती है, बदल सकती है, कमर्शियल डिसीजन ले सकती है और 180

दिन की समय सीमा में 90 दिन बढ़ा सकती है। वह इस प्रक्रिया में सालों साल के बजाय सीमित समय में अपना काम पूरा कर सकती है।

इसमें आर पी, ऑटोमेटिक लिक्विडेटर नियम खत्म कर दिया गया है। सीओसी लिक्विडेटर का प्रस्ताव देगी, चाहे आरपी हो या कोई और योग्य प्रोफेशनल हो, आरपी को योजना अनुपालन न करने के कारण या खारिज होने पर लिक्विडेटर नहीं बन सकता। जवाबदेही साफ है कि अब सीओसी को पूरे अधिकार दे दिए गए हैं। छठा कोच जोड़ा गया है और इसमें भागने के रास्ते बंद कर दिए गए हैं।

दिवालियापन से पहले संपत्ति हड़पना पुराने प्रमोटर्स का पुराना खेल था। संपत्ति संबंधित पार्टियों को ट्रांसफर करना, कम मूल्य पर बेच देना, जुड़े लेनदार से महंगा कर्ज ले लेना, जब लेनदार आता था तो मूल्यवान संपत्ति गायब हो जाती थी। सैक्शन 43 से 50 अवाइडेंस प्रावधान थे जो कि लुकबैक पीरियड की कमजोरी थे। इन्सॉल्वेंसी शुरू होने की तारीख एनसीएलटी प्रवेश से चलती थी। प्रमोटर्स प्रवेश में देरी या खारिज होने का अंदेशा होने पर लुकबैक पीरियड को छोटा कर देते थे, अब इस विधेयक में ऐसे सारे रास्ते बंद कर दिए हैं। अब लुकबैक पीरियड आवेदन दाखिल होने की तारीख से ही चलेगा और समयसीमा में छेड़छाड़ बंद हो जाएगी। अगर आरपी या लिक्विडेटर अवाइडेंस क्लेम नहीं लेता तो लेनदार, सदस्य और पार्टनर सीधे एनसीएलटी जा सकते हैं और जवाबदेही सब तक पहुंच गई है क्योंकि सबको इसके अंतर्गत लाया गया है।

सातवां कोच है - अब न देरी, न विवेकाधीन यानी नो मोर डिलेज़, नो मोर डिस्क्रिशन। आपको याद होगा, पहले हम केंद्रीय विद्यालय में बच्चों के दाखिले में ऐसा करते थे, वह भी बंद कर दिया गया ताकि पारदर्शिता आए और जो काबिल है, उसे उसका हक मिले। यहां भी डिस्क्रिशन खत्म कर दी गई है। माननीय नरेन्द्र मोदी जी की सरकार ट्रांसपेरेंसी में विश्वास करती है और डिस्क्रिशन खत्म करने का काम करती है।

एनसीएलटी में एंटी 14 दिन की कानूनी सीमा नियमित रूप से टूट जाती थी और सालों-

साल पेंडिंग रहती थी। अब डिस्क्रिशन लॉ को खत्म कर दिया गया है और नए सैक्शन 75 की व्याख्या-1 में लिखा गया है कि अब कोई और आधार नहीं देखा जाएगा, आपको स्वीकार करना ही पड़ेगा। व्याख्या-2 कहती है कि सूचना उपयोगिता द्वारा प्रमाणित डिफॉल्ट रिकॉर्ड पर्याप्त है, इससे संस्थागत वित्तीय लेन-देन के प्रवेश तेज हो जाएंगे और अब जवाबदेही न्यायपालिका तक पहुंच गई है।

अब मैं आखिरी आठवां डिब्बा जोड़ने वाला हूं। सरकारी बकाया और वैधानिक शुल्क में सभी के लिए स्पष्टता कर दी गई है। अनपेड टैक्स का वैधानिक चार्ज आईबीसी में सिक्योरिटी इंटरेस्ट माना जाएगा। क्या इससे ऊंची प्राथमिकता मिलेगी? रेनबो पेपर्स के केस में सुप्रीम कोर्ट के फैसले ने अनिश्चितता पैदा कर दी थी और आईबीसी की बाजार निर्धारित प्राथमिकता के उद्देश्य से टकराती थी और अब आईबीसी में कहा गया है कि सिक्योरिटी इंटरस्ट केवल पार्टि के आपसी समझौतों से ही बनता है, कानून की स्वायत्तता कार्रवाई से नहीं। सरकारी बकाया सैक्शन 53 वाटरफॉल के अनुसार बंटेगा। पिछले दो सालों के बकायों को निर्धारित प्राथमिकता और बाकी को कम प्राथमिकता यानी कोई वैधानिक चार्ज आईबीसी से ऊंचा दावा नहीं बन सकता। हमने ये सारे काम इस दिशा में किए हैं।

मैं आखिरी आंकड़ा देकर अपनी बात समाप्त करूंगा। हमने एनपीएस को कम किया, फिसकल डेफिसिट को कम किया, भारत में निवेश बढ़ाया, एसेट क्वालिटी रिव्यू में सारे बैंकों को मुनाफे में पहुंचाया।

अगर आप क्रेडिटर्स रिकवरी रेट देखें, तो वर्ष 2016 से पहले यह सिंगल डिजिट से भी कम था, आज यह 32.76 प्रतिशत है। एवरेज रिजोलूशन टाइम लगभग 10 से 15 साल लगते थे, आज यह 650 दिन हैं। प्रीएडमिशन सेटलमेंट का कोई मैकेनिज्म ही नहीं था, आज हमने 10 लाख करोड़ रुपये की सेटलमेंट की है। पहले क्रेडिटर रियलाइजेशन लगभग ज़ीरो था, आज यह 4 लाख करोड़ रुपये से भी ज्यादा है। पहले इंसॉल्वेंसी प्रोफेशनल थे ही नहीं, आज ये लगभग 4,576 हैं।

हमने 63 जजेज नियुक्त किये हैं।

हमने जो हासिल किया है, अगर आप इसमें देखेंगे कि बैंकों में क्या सुधार किये गये हैं, तो इसमें तीन गुना से ज्यादा निवेश भी हुआ है। क्रेडिट डिपॉजिट हुआ और तीन गुना ज्यादा क्रेडिट भी दिया गया। यही नहीं, हम विदेशों से पैसे भी वापस लेकर आए। इन्होंने जो मोराटोरियम की बात कही, हमने वह भी कर दिया है।

यहां पर बहनों की भी बात कही गई थी कि आपने सेल्फ हेल्प ग्रुप के बारे में क्या किया। वे महिला सांसद थीं। शायद वे भूल गईं कि यह माननीय नरेन्द्र मोदी जी की सरकार है, माननीय गिरिराज सिंह जी यहां पर बैठे हैं। इनका जो पिछला विभाग था, उसमें लखपति दीदी के मामले में जो काम किये गये, उनके बारे में आज तक किसी भी सरकार ने नहीं सोचा। लगभग 10 करोड़ से ज्यादा बहनें सेल्फ हेल्प ग्रुप में जुड़ी हैं। अब देश में लगभग 2 करोड़ बहनें लखपति दीदी बन गई हैं। यह केवल नरेन्द्र मोदी की सरकार के कारण हुआ है। हमारी सरकार ने सेल्फ हेल्प ग्रुप को 20 लाख रुपये तक बिना किसी गारंटी के देना शुरू कर दिया है। देश में स्टैंडअप इंडिया और मुद्रा योजना के तहत सबसे ज्यादा लाभ महिलाओं को मिला है। सबसे बड़ी बात यह है कि महिलाओं को 33 प्रतिशत आरक्षण, संसद और विधान सभाओं में भी माननीय नरेन्द्र मोदी की सरकार ने ही दिया है।

अंत में, मैं यह कहना चाहूंगा कि यह रिफॉर्म एक्सप्रेस और तेजी के साथ चलेगी। आईबीसी, 2025 बिल, जो आज लाया गया है, इससे बहुत बड़ी समस्याओं का समाधान होगा।

मैं कांग्रेस पार्टी से इतना ही कहना चाहता हूँ कि आपके समय में बैड लोन्स की कितनी रिकवरी थी, आप थोड़ा अन्दर झाँककर देखिए। आप क्रोनी कैपिटलिज्म को बल देते थे, आप उसका खेल खेलते थे और भारतीय अर्थव्यवस्था की जड़ में मट्टा डालने और इसे 'पुर्नमुषको भवः' करने का काम करते थे। आपके समय में सारे सिस्टम फेल हो गये थे। आपने बैंकों को फेल करने के लिए खड़ा कर दिया था। हमारी सरकार के द्वारा आईबीसी लाने के बाद बैंकों को मुनाफे में

लाकर खड़ा कर दिया है और इनको रिकॉर्ड मुनाफे में पहुंचाया है।

मैं इसके लिए माननीय वित्त मंत्री जी और माननीय प्रधानमंत्री जी का आभार प्रकट करता हूँ कि देशहित में, निवेशकों के हित में, क्रेडिटर्स के हित में, ऋणदाताओं के हित में और उद्योगपतियों के हित में भी इस बिल को लाया गया है, इस ऐतिहासिक बिल को लाने के लिए मैं बहुत-बहुत बधाई देता हूँ।

धन्यवाद।

श्री वीरेन्द्र सिंह (चन्दौली): माननीय सभापति महोदया, आपका बहुत-बहुत धन्यवाद। मैं अपनी पार्टी के राष्ट्रीय अध्यक्ष श्री अखिलेश यादव जी को धन्यवाद दूंगा कि उन्होंने मुझे इस महत्वपूर्ण विधेयक पर बोलने का अवसर दिया।

माननीय वित्त मंत्री जी के द्वारा दिवाला और शोधन अक्षमता संहिता (संशोधन) विधेयक लाया गया है, इस पर अपनी तथा अपनी पार्टी की तरफ से मैं अपने विचार रखने के लिए खड़ा हुआ हूँ।

मेरा इस बिल का विरोध इसलिए है कि यह विधेयक छोटे व्यापारियों, किसानों और बड़ी कम्पनियों के बीच में विभेद पैदा कर रही है। वर्ष 2016 में, यह विधेयक इंसॉल्वेंसी एंड बैंकरप्सी कोड (आईबीसी) के द्वारा लागू किया गया था, तब सरकार ने बहुत बड़े-बड़े दावे किये थे। सरकार ने कहा था कि बैंकों के एक-एक पैसे वापस करेंगे, न खाऊंगा न खाने दूंगा। लेकिन अब इसके उलट, खाओ भी और छूट पाओ भी, के सिद्धांत पर यह सरकार आगे चल रही है।... (व्यवधान) उनकी हिस्सेदारी तो हो ही जाती है।... (व्यवधान)

सरकार ने कहा था कि दिवाला और शोधन अक्षमता संहिता विधेयक के माध्यम से इस देश में 10 वर्षों में करीब 17,00,000 करोड़ रुपये एनपीए हुआ था, हमने उसको राइट ऑफ कर दिया था। हिन्दी में राइट ऑफ का सीधा-सीधा मतलब है कि माफ कर दिया जाना। अगर हिन्दी भाषा में इसका कोई और अर्थ होता है, तो सरकार को बताना चाहिए कि राइट ऑफ का क्या

मतलब होगा? सरकार कहती है कि आईबीसी रिकवरी हो रही है, लेकिन सच्चाई यह है कि बड़ी-बड़ी कंपनियों को हेयरकट के नाम पर 95 प्रतिशत तक हेयरकट दिया गया है।

मैं उदाहरण के तौर पर यह बताना चाहूंगा कि वीडियोकॉन ग्रुप के द्वारा 60,000 करोड़ रुपये का लोन लिया गया था, लेकिन उससे मात्र 3,000 करोड़ रुपये की वसूली हुई है। अब इसे 95 प्रतिशत हेयरकट माना जाए या कुछ और माना जाए, सरकार यह खुद तय कर ले। ऐसी तमाम कंपनियां हैं, भूषण स्टील ने 56,000 करोड़ रुपये का लोन लिया था, लेकिन मात्र 35,000 करोड़ रुपये का निपटारा हुआ है। एसआर स्टील ने 54,000 करोड़ रुपये का लोन लिया था, लेकिन मात्र 42,000 करोड़ रुपये का निपटारा हुआ है। आलोक इंडस्ट्री के द्वारा 30,000 करोड़ रुपये का लोन लिया गया, लेकिन मात्र 5,000 करोड़ रुपये की वसूली हुई है। यदि आप प्रतिशत में देखेंगे, तो हम कहां खड़े हैं? मुझसे पूर्व के वक्ता ने बहुत बड़े-बड़े दावे किए हैं।

माननीय सभापति महोदया, अभी तक मुझे यह चालबाजी समझ में नहीं आई है कि बैंक्रेफ्ट कंपनी होती या फिर एक व्यक्ति होता है। बड़े-बड़े लोग इसे हथियार की तरह इस्तेमाल करते हैं। यदि एक कंपनी दिवालिया होती है, तो वे दूसरी कंपनी खोलकर फिर से कारोबार करने लगते हैं और बैंक उन्हें लोन के रूप में पैसा दे देती है। जबकि इसके विपरीत यदि एक सामान्य व्यक्ति का सिबिल स्कोर खराब हो जाता है, तो उसे किसी भी बैंक से लोन प्राप्त करने में बहुत कठिनाई होती है। सवाल यह उठता है कि यह जनता का पैसा है, वह जनता के काम नहीं आ रहा है, लेकिन बड़ी-बड़ी कंपनियां इसका लाभ उठा रही हैं।

महोदया, मैं इस सदन का ध्यान मेरे जनपद चंदौली और उत्तर प्रदेश की तरफ आकर्षित कराना चाहता हूं। 50,000 व 60,000 रुपये का लोन चुकता न करने के कारण किसानों के घरों की कुर्की कर दी गई है और उनको बंधक बनाया गया है। उनको सामाजिक अपमान का भी सामना करना पड़ा है। मुझे तो लगता है कि लगभग पूरे पूर्वांचल में ऐसी तमाम छोटी-छोटी इन्वेस्टमेंट कंपनियां हैं, जैसे सहारा इंडिया लिमिटेड, एपीसीएल, स्पीक इंडिया, साई प्रसाद ग्रुप ऑफ

कंपनीज, एबीसी इंडिया और ऐसी एक दर्जन से अधिक कंपनियां हैं, जोकि गरीब किसानों को बहला व फुसलाकर तथा उन्हें उंचे ब्याज का लाभ दिखाकर उनका पैसा ऐंठती हैं। आज तक यह सरकार उन लोगों का पैसा वापस कराने की जिम्मेदारी नहीं ले पाई है।

सहारा इंडिया से जुड़े हुए जो उपभोक्ता थे, जिन्होंने अपनी गाढ़ी कमाई का पैसा बैंकों में जमा कर दिया था, लेकिन आज तक सरकार केवल वादा करती रही है। हमारे देहात में एक कहावत है कि “गोप पिलाई तो मुशहरे के घर में चली गई”। वह पैसा वसूला तो गया है, लेकिन कोऑपरेटिव सेक्टर को दे दिया गया है। किसानों के हाथों में कुछ भी नहीं दिया गया है। कोऑपरेटिव बैंक्स तरह-तरह के कागजात और नियमावलियों से उनको उलझा देते हैं। बहुत से लोगों ने आत्महत्या कर ली है। बहुत से लोगों की लड़कियों की शादियां रुक गई हैं। वे तबाह और परेशान हैं, लेकिन सरकार उनकी तरफ ध्यान नहीं दे रही है। जबकि इन बड़े-बड़े व्यापारियों के हजारों-लाखों करोड़ रुपये माफ कर दिए गए हैं और उनको फायदा पहुंचाया जा रहा है।

15.00 hrs

मैं इस नए संशोधन के विरोध में बोलने के लिए इसलिए खड़ा हुआ हूं, क्योंकि पूर्व पैकेज दिवालियापन के माध्यम से पहले से तय सौदों को बाध्यता दी जाएगी, जिससे पारदर्शिता पर प्रश्न जरूर उठेंगे। इससे बैंकों में छोटे कर्जदारों की भूमिका सीमित हो सकती है और बंद कमरों में चयनित निवेशकों को लाभ मिलने के बजाय बिचौलियों को फायदा पहुंचाने की शंका जाहिर होती है।

सभापति महोदया, इसलिए यह विधेयक आर्थिक असमानता को बढ़ा सकता है, बैंकों की वित्तीय स्थिति को कमजोर कर सकता है और आम जनता के विश्वास को आघात पहुंचा सकता है। इसलिए मैं इस सदन में अपनी और अपने दल के माध्यम से इस विधेयक का विरोध करता हूं। आपने मुझे बोलने का अवसर दिया, इसके लिए आपको धन्यवाद।

प्रो. सौगत राय (दम दम) : सभापति महोदया, मैं इस आईबीसी (अमेंडमेंट) बिल, 2025 पर बोलने के लिए खड़ा हुआ हूँ। यहां मंत्री जी उपस्थित नहीं हैं, लेकिन कॉर्पोरेट अफेयर्स मंत्रालय में मिनिस्टर ऑफ स्टेट उपस्थित हैं। यहां गिरिराज सिंह जी भी उपस्थित हैं, लेकिन वे टेक्सटाइल्स मंत्री हैं। ... (व्यवधान)

श्री अनुराग सिंह ठाकुर : हर्ष मल्होत्रा जी इसी विभाग में मंत्री हैं।

प्रो. सौगत राय : हां, मैं जानता हूँ कि हर्ष मल्होत्रा जी कॉर्पोरेट अफेयर्स मंत्रालय में मिनिस्टर ऑफ स्टेट हैं। ... (व्यवधान)

मैडम, यह बिल पहले वर्ष 2016 में आया था। उस वक्त आप यहां नहीं थीं। उस समय अरुण जेटली जी फाइनेंस मिनिस्टर थे। उन्हें सभी लोग मानते थे। वे बिल लाए, क्योंकि कॉर्पोरेट इन्सॉल्वेंसी के रिजॉल्यूशन का कोई रास्ता नहीं मिल रहा था। इसीलिए इसे लाया गया।

Madam, in the initial stage, the Bill was doing well in the sense that initially it gave remarkable outcomes in resolutions, behavioural shifts among debtors and improved credit discipline. India's global ranking in resolving insolvency improved from 136th to 52nd in the first three years of the IBC's implementation. However, the momentum appears to have waned. पुराना इन्सॉल्वेंसी एंड बैंकरप्सी कोड अब काम नहीं कर रहा है। While the shortcomings are visible across the insolvency ecosystem, there are two sources of growing concerns – the Judiciary and the Executive, whose recent actions seem to undermine the IBC's core objective of insolvency resolution. चूंकि काम ठीक से नहीं हो रहा है, इसलिए यह अमेंडमेंट बिल लाया गया। उसके बाद यह एक सेलेक्ट कमेटी में गया। उसके चेयरमैन बैजयंत पांडा जी थे। उन्होंने इस पर वॉल्यूमिनस रिपोर्ट दी। This Report or this new form of the Bill is causing concern. The new timeliness is what makes

IBC valuable. The stressed company must be admitted to the process swiftly before it turns unviable. A resolution plan must be approved and implemented expeditiously before it runs out of money.

Unfortunately, the NCLT, the National Company Law Tribunal, often takes years to admit applications, approve resolution plans or rule on avoidance matters.

The resolution applicants remain bound to plans even when prolonged delays in approval render them unviable. Worse still, resolution plans may be unravelled years after implementation. These delays and uncertainties have eroded confidence in the IBC and dampened the market for distressed assets. आईबीसी के लिए अब वह उत्साह नहीं है।

The root cause lies in the NCLT's limited capacity, whether in terms of Bench strength, expertise, infrastructure, technology, institutional culture, or case management relative to its workload. Originally constituted with 63 members to administer Company Law, the NCLT now carries the burden of adjudicating complex IBC matters, without any addition to its capacity. The Supreme Court observed: "The Members of NCLT often lack the domain knowledge required to appreciate the nuanced complexities involved. Filling such vacancies with experts having adequate domain knowledge must be prioritised." आईबीसी के रेजोल्यूशन के लिए जो 'नेशनल कंपनी लॉ ट्राइब्यूनल' संस्था है, उसमें सफिशिएंट लोग नहीं हैं और जो लोग हैं, उनको उसकी नॉलेज नहीं है। ये जो नया लॉ लाए हैं, इसमें क्या प्रावधान किया है? दो करोड़ रुपए का फाइन है, nixing licence for errant

resolution professionals. The Resolution Professionals could be in for far stricter action under the new Bill, which will empower the Disciplinary Committee to impose penalties of up to Rs. 2 crore, suspend, or even cancel their registrations for unlawful gains. The draft law lands at a time when lenders have been moving to replace Resolution Professionals in high-profile insolvency cases.

Even now, the Insolvency and Bankruptcy Board of India can take action against a Resolution Professional. This action includes suspension or cancellation of registration or the imposition of penalties, with the present maximum monetary penalty capped at Rs. 1 crore. This has been raised to Rs. 2 crore. And you may know that the lenders are seeking to replace Resolution Professionals in high profile cases like BYJU'S and Hindustan National Glass, reflecting growing unease over their conduct. By tightening oversight of individuals, who manage bankrupt firms, the amendment seeks to restore confidence in the nine-year old insolvency law. जो इन्सॉल्वेंसी लॉ बनाया था, वह काम नहीं कर रहा है। मुझे इस बारे में थोड़ा बोल लेने दीजिए।

मैं यह कहना चाहता हूँ कि अभी अनुराग जी बोल रहे थे, लेकिन मैं बताता हूँ कि हमारे मुल्क में क्या होता है। लोग बैंक्स से पैसा लेकर भाग जाते हैं। पहले 'डेब्ट रिकवरी ट्राइब्यूनल' था, उसने काम नहीं किया। उसके बाद नीरव मोदी, मेहुल चोकसी और विजय माल्या रुपये लेकर भाग गए। वे सब ... * के दोस्त थे। इनको 'फ्यूजिटिव ऑफेंडर्स' बोलते हैं। ... (व्यवधान) इन 'फ्यूजिटिव ऑफेंडर्स' के लिए कानून लाया गया, लेकिन विजय माल्या आराम से लंदन में घूम रहा

* Expunged as ordered by the Chair.

है । ... (व्यवधान) यह नहीं होना चाहिए । ... (व्यवधान) एक और व्यक्ति है, जिसका नाम ललित मोदी है, वह भी घूम रहा है । ... (व्यवधान) आप लोगों से अच्छा परिचय है । ... (व्यवधान) The IBC was supposed to be a preferred route for debt recovery. ... (Interruptions) The IBC ... (Interruptions) गिरिराज जी, ये सब बिहार जाकर पहुंचेंगे । ... (व्यवधान) आप सावधानी से रहिए, नई सरकार बनी है । ... (व्यवधान) ये सारे फ्यूजिटिव ऑफेंडर्स' भागकर बिहार चले जाएंगे । ... (व्यवधान)

IBC has emerged as the dominant recovery route, accounting for 48 per cent of all recoveries made by banks in 2023-24. Realisation under IBC is more than 170 per cent. आप जानती हैं कि ये लोग एनसीएलटी में जाते हैं और वहां इनको हेयरकट मिलता है । अब यह हेयरकट कहां से आया? मान लीजिए किसी का एक हजार करोड़ रुपये बाकी हैं । उससे बोला जाता है कि आप कितना पैसा दे सकते हैं । वह बोलता है कि मैं 200 करोड़ रुपये दे दूंगा । जो 800 करोड़ रुपये शॉर्ट थे, उसमें वह हेयरकट लेकर चला जाता है । NCLT route is a haircut. ... (व्यवधान)

मैडम, मैं कहना चाहता हूं कि जो नया कानून लाया गया है, यह सफिशिएंटली स्ट्रॉन्ग नहीं है । जो आईबीसी लॉ लाया गया है, इससे प्रॉब्लम का सॉल्यूशन नहीं होगा । मध्य प्रदेश में तो ऐसी कंपनियां नहीं हैं । भूषण स्टील, बाइजूज, हिन्दुस्तान नेशनल ग्लास बैंकों का पैसा लेकर भाग गए हैं, लेकिन एनसीएलटी कोई कदम नहीं उठा है । मैं चाहता हूं कि कानून को और टाइट किया जाए । इससे काम नहीं हो रहा है । जेटली जी जिस इच्छा को लेकर इस कानून को लाए थे, वह पूरी नहीं हो रही है, इसलिए मैं इस कानून का समर्थन नहीं करता हूं ।

SHRI DAGGUMALLA PRASADA RAO (CHITTOOR): Respected Madam, I rise today to speak in strong support of the Insolvency and Bankruptcy Code (Amendment) Bill, 2025. This Bill reflects a responsive and forward looking

Government under the leadership of our hon. Prime Minister Shri Narendra Modi ji and the hon. Finance Minister Smt. Nirmala Sitharaman ji.

The Government has carefully studied the challenges in the existing Code and acted decisively to correct them. IBC was a landmark reform aimed at time-bound resolution and value maximisation. However, its implementation revealed gaps, with delays stretching beyond the 330-day limit and average timelines reaching nearly 688 days. In addition, over 71 per cent of cases breach the prescribed limits, leading to excessive liquidation and value erosion.

Recognising these issues, the Government has not only strengthened the existing framework but has also introduced new mechanisms that were previously absent, making the Code responsive to industrial needs.

Madam, this Bill introduces three important new frameworks that significantly strengthen the insolvency ecosystem. First, the Creditor-Initiated Insolvency Resolution Process (CIIRP) shifts the system towards a more creditor-driven approach. Earlier, insolvency proceedings depended heavily on formal admission through tribunals, often leading to delays. Under CIIRP, creditors holding at least 51 per cent of the debt can initiate the resolution process, even enabling out-of-court settlements. This time-bound process, expected to be completed in almost 150 days, will reduce delays, cut costs, and improve recovery rates.

Second, the Group Insolvency Framework addresses a major gap in the

earlier system. Previously, companies within the same corporate group were resolved separately, often resulting in fragmented outcomes and loss of value.

The new framework enables such interconnected entities to be resolved together through coordinated proceedings.

Third, the cross-border insolvency framework aligns India with global best practices. Earlier, there was no clear mechanism to deal with insolvency cases involving foreign assets or creditors.

The new framework allows coordination between Indian and foreign courts and recognition of overseas proceedings. This will enable faster recovery of assets abroad, enhance investor confidence, and strengthen India's position as a credible global investment destination.

Madam, I would now like to highlight some of the key amendments brought through this Bill. First, under Clauses 20-25, the moratorium has been extended in the liquidation phase. Earlier, once liquidation begins, the moratorium ends, leading to multiple legal proceedings and severe value erosion. The new provision ensures continuity, prevents fragmentation, and provides a one-time opportunity for revival during liquidation, thereby improving recoveries and preserving asset value.

Secondly, under Clauses 9 and 17, the ambiguity surrounding guarantors has been addressed. Earlier, guarantors could assert claims during the process and their assets often remained outside the resolution framework. The amendment prevents such disruptions and allows their assets to be

included in the resolution pool with creditor approval, thereby strengthening recoveries and closing loopholes.

Thirdly, under Clause 18, the issue of dissenting creditors has been clarified. Previously, the absence of a clearly defined minimum payout led to litigation and delays. By prescribing a minimum payout, the amendment ensures fairness while reducing disputes and improving the efficiency of the process.

Fourthly, under Clauses 35-38, the pre-pack insolvency process has been aligned with the main insolvency framework. Earlier, the existence of a separate structure created confusion and limited its effectiveness. In fact, data shows that only about 13 cases have been admitted under the pre-pack framework since its introduction, with just five successful resolutions, reflecting its underutilisation. By aligning it with the main process, this amendment brings uniformity in rules, timelines, and procedures, making it more predictable, accessible, and effective, especially for quicker resolutions.

Madam, these reforms are commendable. I am certain under the leadership of Prime Minister Narendra Modi ji the Code will reduce delays, strengthen institutional capacity, and ensure smoother implementation on the ground.

With these words, I wholeheartedly support the Bill and commend the hon. Finance Minister for bringing a thoughtful, timely, and impactful set of reforms to strengthen India's insolvency ecosystem. Thank you, Madam.

DR. KALANIDHI VEERASWAMY (CHENNAI NORTH): Thank you very much Madam for allowing me to speak on the Insolvency and Bankruptcy Code (Amendment) Bill, 2026.

Madam, the Insolvency and Bankruptcy Code was brought in 2016 by this Government. Like all the lofty Bills which they bring here, they said this is going to be a gamechanger where the insolvency process will become much more transparent and become clearer but if you see the way the Insolvency and Bankruptcy Code and the NCLT worked in the last ten years, it will be seen that there are a select few companies which are benefiting. In fact there is a company which has bought other companies for values as low as 20 per cent of the market value. So, this is something where you are taking a national resource and helping a select few. The insolvency and bankruptcy framework instead of being a tool for resolution has increasingly become a mechanism for deep haircuts, asset stripping, and concentration of wealth in a select few people where the Government is deciding on where it will go.

Banks which are the backbone of any financial infrastructure for the common man are the institutions which everybody in this country relies on that. But if you see, the number of NPAs has been rising and this amount is never being recovered and this eventually ends up where it is the taxpayer who is paying for this.

Is this a resolution or is this an institutional write-off? This is a question which everybody keeps pondering.

Madam, what is even more troubling is that while banks take these losses, a handful of large corporate groups are acquiring distressed assets at throwaway prices, like I told you, about 20 per cent of the market value. This raises a fundamental question: "Is the IBC resolving insolvency or redistributing national assets to a select few?"

Madam, there is delay in resolution. When this Bill was brought, it was mentioned that the resolution will happen within 180 days and it should at no cost be extended beyond 330 days. But, even today, we are finding that the resolution process goes on for years where the tribunals are taking years to resolve where even at the end of it, they are not able to come to a conclusion. This affects not only the banks, Madam. The banks, at least, can surmount their losses as they are huge corporates. The small vendors, the MSMEs, have to make supplies and they need to get their payment done. Those companies are being forced to close down because of these processes. So, I hope that the Government will devise a system where when MSMEs are making some kind of supply to a corporate, the Government can insist that the corporate make the payment through the Government because we say that within 45 days they have to pay. But invariably, this never happens that way, Madam. The Government can come out with a system where the payment can be done through the government, and then that can be paid to the MSMEs. This will help the MSMEs so that they will not be forced to shut down.

The MSMEs are the largest backbone of our country for employment.

They give the largest amount of employment opportunity across the country, especially, in States like Tamil Nadu. We have the largest number of MSMEs. When these MSMEs are forced to shut down, the unemployment rate also goes up. So, if we are able to support these MSMEs by some kind of legislation or some kind of scheme, I am sure that it will help in reducing the unemployment also.

Madam, as far as accountability is concerned, I would like to know how many wilful defaulters have truly been penalised. Is there any statistics for that? We never find anybody, who is either running out of the country or even within the country, against whom any action is being taken. What kind of message is that going to give to the other business people? How many promoters have been criminally held responsible? Today, the insolvency and bankruptcy system suffers from three core failures – value destruction instead of value maximisation, delays instead of time-bound resolution, and inequity instead of balanced justice.

So, I would like to give a few suggestions to strengthen the NCLT infrastructure and to reduce delays. You probably need to have more people employed in the NCLT offices to ensure that the delay does not happen; to ensure fair treatment of operational creditors and workers; to bring transparency in asset valuation and bidding processes; to fix accountability for large defaulters; and to prevent excessive haircuts that undermine public banking.

Madam, I would like to take this opportunity to also mention that the hon. Finance Minister has passed some unsavoury remark about our hon. CM, where she has mentioned that we are against reservation to women. Madam, I would like to bring it through you to her notice that in the local body elections in Tamil Nadu, we have allocated 50 per cent seats for women. Tamil Nadu has always been a staunch believer in women's empowerment, and women's rights. Right from our Thanthai Periyar, Perarignar Anna, our former Chief Minister, Muthamizh Arignar Kalaignar, and our present Chief Minister, all of them believe in women's liberation, women's rights, and women empowerment. I would like to make sure that this stand corrected in this House, Madam.

Thank you very much.

श्री दिलेश्वर कामैत (सुपौल) : सभापति महोदया, आपने मुझे दिवाला और शोधन अक्षमता संहिता संशोधन विधेयक, 2025 पर चर्चा में भाग लेने की अनुमति दी, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ। महोदया, यह कानून वर्ष 2016 में बना था और इसमें वर्ष 2021 में संशोधन किया गया। फिर पिछले वर्ष 12 अगस्त, 2025 को पुनः संशोधन के लिए लोक सभा में पेश किया गया, जिस पर सेलेक्ट कमेटी द्वारा विस्तृत विचार-विमर्श के बाद अब सदन में चर्चा हो रही है। इससे पता चलता है कि यह बिल और कानून की काफी महत्ता है।

देश में कंपनियों के दिवालिया होने की स्थिति में काफी जटिल प्रक्रियाओं से गुजरना पड़ता है और सरकार ईज आफ डूइंग बिजनेस के तहत इस कानून को सरल, स्पष्ट एवं पारदर्शी बनाने के लिए यह बिल प्रस्तुत किया है। यह सरकार का काफी सराहनीय कदम है। इस बिल का मैं समर्थन करता हूँ।

सभापति महोदया, वर्ष 2016 में आईबीसी कानून के लागू होने के बाद से 30 जून, 2025 तक 1191 मामले, यानी 18 प्रतिशत वापसी हो गए। 1314 मामले, यानी 20 प्रतिशत अपील का निपटारा हुआ। 1258 मामले, यानी 19 प्रतिशत में रिजोल्यूशन प्लान स्वीकार किया गया और 2824 मामले, यानी 43 प्रतिशत में लिक्वीडेशन का आदेश पारित किया गया। यह कुल 8492 दाखिल किए गए मामलों की वर्तमान स्थिति है। अभी भी जून, 2025 तक के दाखिल मामलों में से 1905 मामलों में प्रक्रिया चल रही है। इन्हीं सब परिस्थितियों के मद्देनजर माननीय मंत्री जी ने 12 अगस्त, 2025 को लोक सभा में संशोधन विधेयक पेश किया था। इसका मुख्य उद्देश्य प्रक्रियागत विलंब, रिकवरी में देरी को दूर करना, न्यायिक फैसलों की अस्पष्टता को दूर करना है। अब कंपनियों के लिए वैकल्पिक रिजोल्यूशन प्रक्रिया एवं ग्रुप इंसोल्वेंसी प्रक्रिया को प्रदान करने की भी व्यवस्था कानून में होगी। समाधान योजना को स्पष्ट कर इसमें विस्तार किया जा रहा है। कुछ शब्दों की परिभाषा को स्पष्ट किया जा रहा है। धारा 74 और धारा 76 को अपराध की श्रेणी से बाहर रखने का प्रस्ताव है। तीन महीनों की निर्धारित समय सीमा के पालन के लिए धारा 61 को संशोधित करने का प्रस्ताव है। इसी प्रकार धारा 53(1) को भी स्पष्ट किया जा रहा है। हितधारकों के टकराव की स्थिति को समाप्त करने के लिए धारा 34 में संशोधन का प्रस्ताव है। धारा 240(ग) में कारपोरेट देनदार शब्द का स्पष्टीकरण किया जा रहा है। धारा 29(ए) में संशोधन का प्रस्ताव है। यह बहुत ही महत्वपूर्ण है, जो दिवालिया कंपनियों की नीलामी में ब्लड रिलेशन से जुड़ी पार्टों को भी भाग लेने की अनुमति देने का प्रस्ताव है। इससे निवेशकों की संख्या में बढ़ोत्तरी होने की संभावना है और प्रक्रिया में भी तेजी लाने में सुविधा होगी। दंड के सरलीकरण के लिए धारा 689 के प्रावधानों में भी संशोधन का प्रस्ताव है। एमएसएमई कंपनियों की सुविधा के लिए भी प्रक्रिया के सरलीकरण करने का प्रस्ताव है। अतः व्यापक संशोधन का प्रस्ताव आईबीसी कानून में किया जा रहा है, जो सराहनीय काम माननीय मंत्री जी करने जा रहे हैं। इस कानून का पूरी तरह डिजिटलीकरण हो रहा है। आशा है कि अब अनुपालन के सरल होने से मुकदमेबाजी को कम करने

एवं एनसीएलएटी में तेजी से निपटारा होगा।

सभापति महोदया, अब लिक्विडेशन प्रक्रिया के दौरान सीओसी की अहम भूमिका होगी। मैं पुनः दिवाला और शोधन अक्षमता संहिता संशोधन बिल, 2025 का समर्थन करते हुए अपनी बात समाप्त करता हूँ। बहुत-बहुत धन्यवाद।

श्री संजय उत्तमराव देशमुख (यवतमाल-वाशिम) : माननीय सभापति महोदया, मैं आज इस सदन में दिवाला और शोधन अक्षमता संहिता संशोधन विधेयक, 2025 पर बोलने का अवसर देने के लिए आपका हृदय से आभार व्यक्त करता हूँ।

सभापति महोदया, सरकार ने यह विधेयक, 2016 इस उद्देश्य से बनाया था कि देश में आर्थिक अनुशासन आए, बैंकों का पैसा सुरक्षित रहे और जो कर्ज नहीं चुकाते, उनसे समयबद्ध तरीके से वसूली हो। इस संशोधन के माध्यम से पारदर्शिता बढ़ाने का प्रयास किया गया है, और यह कहा गया है कि अब अब रिजोल्यूशन प्लान को मंजूरी देते समय कारण दर्ज करना अनिवार्य होगा। यह निश्चित रूप से एक सकारात्मक कदम है, लेकिन आज मैं पूछना चाहता हूँ क्या यह पारदर्शिता केवल बड़े उद्योगों तक ही सीमित रहेगी?

सभापति महोदया, पिछले पांच वर्षों में, वर्ष 2020 से 2025 तक पीएसयू बैंकों का 18-19 लाख करोड़ रुपये का एनपीए राइट-ऑफ किया गया। यह पैसा बैंकों में प्रोविजन किया गया था, जिसका उपयोग करके पूरा एनपीए निकाल दिया और बैंकों से बैलेंस शीट ठीक दिखाने का प्रयास है, जो कि गलत है, क्योंकि नुकसान को छिपाया गया है। देश के आम आदमी के पैसे का दुरुपयोग, कुछ बड़े व्यापारी और कॉर्पोरेट्स को बचाने का काम सरकार द्वारा किया गया है। गरीब किसानों के छोटे कर्जे के लिए उनके घरों पर कब्जा किया जाता है और अमीरों को बचाया जाता है।

सभापति महोदया, मैं आपके माध्यम से यवतमाल जिले की एक बहुत ही दर्दनाक और गंभीर स्थिति को इस सदन के सामने रखना चाहता हूँ। बाबाजी दाते महिला सहकारी बैंक ने 242

करोड़ रुपये का घोटाला सामने आया है। यह कोई आंकड़ा नहीं है। यह हजारों परिवारों की जिंदगी है। यह उन लोगों की मेहनत की कमाई है, जिन्होंने सालों तक एक-एक रुपया जोड़ कर अपने भविष्य के लिए बचत की थी।

सभापति महोदया, आज यह स्थिति है कि सैंकड़ों जमाकर्ताओं के पैसे का केवल एक छोटा-सा हिस्सा मिला है। लगभग 602 लोगों को लिक्विडेशन प्रक्रिया के तहत सिर्फ 20 प्रतिशत राशि दी गई है और आज भी उन्हें बाकी 80 प्रतिशत रकम नहीं मिली है। यह केवल देरी नहीं है, बल्कि यह अन्याय है।

सभापति महोदया, मैं उन लोगों से मिला हूँ, जिनकी आंखों में निराशा है, उनके शब्दों में पीड़ा है। कोई अपनी बेटी की शादी के लिए पैसे जमा कर रहा था, कोई अपने बच्चों की पढ़ाई के लिए पैसे जमा कर रहा था, कोई अपने बुढ़ापे के सहारे के लिए पैसे जमा कर रहा था, लेकिन आज वे ही लोग अपने ही पैसे के लिए दर-दर भटक रहे हैं और पूछ रहे हैं कि हमारा दोष क्या है? हमने तो सिर्फ बैंकों पर भरोसा किया था।

सभापति महोदया, यह स्थिति जनसंघर्ष अर्बन निधि लिमिटेड, दिग्रस में भी देखने को मिली है। जहां 44 करोड़ रुपये का घोटाला हुआ है। ज्यादा ब्याज की लालच देकर लोगों से पैसे जमा करवाए गए और आज वे लोग पूरी तरह से असहाय हो चुके हैं। निवृत्त शिक्षा कर्मचारी, मध्यम वर्गीय परिवार, जिन्होंने अपने जीवन की कमाई इस उम्मीद में जमा की थी कि उनका भविष्य सुरक्षित रहेगा, लेकिन आज वे ही सबसे ज्यादा असुरक्षित हैं।

सभापति महोदया, आज इस देश में एक बहुत बड़ा विरोधाभास दिखाई देता है। जब बड़े उद्योगपतियों का हजारों करोड़ रुपये का कर्ज फंसता है, तब पूरी व्यवस्था सक्रिय हो जाती है। कानून तेजी से काम करता है, समाधान निकलता है, लेकिन जब आम नागरिक का पैसा फंस जाता है, तब यही व्यवस्था धीमी पड़ जाती है। यह असमानता क्यों है?

सभापति महोदया, मैं सरकार से यह जानना चाहता हूँ कि इन मामलों में लिक्विडेशन

प्रक्रिया इतनी धीमी क्यों है? जिन लोगों ने ये घोटाले किए हैं उनकी संपत्तियों पर तुरंत कार्रवाई क्यों नहीं की जाती है? जमाकर्ताओं को उनका हक दिलाने के लिए ठोस कदम कब उठाए जाएंगे?

सभापति महोदया, यह केवल आर्थिक घोटाला नहीं है, बल्कि यह विश्वासघात है। उन लोगों के सपनों का टूटना है, जिन्होंने इस व्यवस्था पर भरोसा किया था। अगर आज भी हम उनकी आवाज नहीं सुनेंगे तो आने वाले समय में कोई भी व्यक्ति बैंकिंग प्रणाली पर विश्वास नहीं करेगा।

सभापति महोदया, इसलिए मैं सदन के माध्यम से सरकार से आग्रह करता हूँ कि इन सभी मामलों में सखोल जांच की जाए। सबसे महत्वपूर्ण यह है कि जिन लोगों के पैसे फंसे हुए हैं, उन्हें जल्द से जल्द पूरे पैसे वापस दिलाए जाएं। इसके साथ ही विधेयक में ऐसा प्रावधान भी जोड़ा जाए जिससे भविष्य में कोई सहकारी बैंक, बैंक या कोई संस्था लोगों के साथ इस प्रकार का अन्याय न कर सके।

सभापति महोदया, आज देश में ऐसी स्थिति बन गई है कि आम आदमी के मन में एक सवाल उठा रहा है कि क्या कानून सबके लिए बराबर है। जब बड़े लोग घोटाले करते हैं, उनके पास संसाधन होते हैं, बड़े वकील होते हैं, तो कई बार उन्हें कानूनी प्रक्रियाओं में राहत भी मिल जाती है, लेकिन जब एक गरीब आदमी, मध्यम वर्गीय नागरिक आर्थिक संकट में फंसा है तब उसके पास न समय होता है, न साधन होता है और न ही कोई सहारा होता है। यह असमानता केवल आर्थिक नहीं है, बल्कि यह न्याय व्यवस्था पर भी सवाल खड़े करता है। एक तरफ बड़े कर्जदार वर्षों तक प्रक्रिया को लंबा खींच सकते हैं और दूसरी तरफ एक सामान्य नागरिक छोटी-सी देरी से भी भारी दबाव में आ जाता है। हमें यह स्थिति बदलनी होगी।

सभापति महोदया, मैं अपने यवतमाल-वाशिम क्षेत्र का एक उदाहरण सदन के सामने रखना चाहता हूँ कि इस मतदारसंघ में दौलत नाम का एक गांव है, जिसकी आबादी लगभग दो हजार है। यह बहुत ही सामान्य और मेहनतकश लोगों का गांव है, लेकिन आश्चर्य की बात है कि पिछले 15-

20 वर्षों में इस गांव में एक भी नेशनलाइज बैंक की शाखा नहीं है। जब हम डिजिटल इंडिया, फाइनेंशियल इंकलूजन और आधुनिक बैंकिंग की बात करते हैं, तब इस गांव के लोगों को अपने छोटे-छोटे कामों के लिए भी कई किलोमीटर दूर जाना पड़ता है। वृद्ध, महिलाएं, किसान, सभी को कठिनाइयों का सामना करना पड़ता है। किसी को पैसा जमा करना हो, निकालना हो या किसी सरकारी योजना का लाभ लेना हो, तो हर चीज के लिए उनको गांव से बाहर जाना पड़ता है।

सभापति महोदया, यह स्थिति केवल एक गांव की नहीं है, बल्कि देश के कई हिस्सों की सच्चाई है। जब तक हम इन गांवों में बैंकिंग सुविधान नहीं पहुंचाएंगे, तब तक हमारी आर्थिक नीतियां अधूरी रहेंगी। हम एक तरफ बड़ी आर्थिक सुधारों की बात करते हैं और दूसरी तरफ देश का एक हिस्सा आज भी बुनियादी सुविधाओं से वंचित है। मैं इतना ही कह कर अपनी बात समाप्त करता हूं।

***SHRI BHASKAR MURLIDHAR BHAGARE (DINDORI):** Honourable Chairperson Madam, I rise here on behalf of the Nationalist Congress Party - Sharadchandra Pawar, to express my views on 'The Insolvency and Bankruptcy Code (Amendment) Bill, 2025'. While this bill provides some relief to entrepreneurs burdened by debt, I have doubts in my mind regarding how much it will actually benefit the common public. While this bill is being presented, the tragedy of Jet Airways stands before my eyes. Countless families were brought to the streets overnight. The careers of many promising young men and women were ruined. Thousands of pilots, crew members, and employees became unemployed. If there were provisions in this law to save the workers, today thousands of families would not have been on the streets.

* English translation of the speech originally delivered in Marathi.

My main question is: while we talk about 'Ease of Doing Business,' why do we not talk about 'Ease of Living'?

Honourable Chairperson Madam, I represent Maharashtra. You have witnessed the struggle of the mill workers in Mumbai. The lands of the mills were sold, but the workers did not get their rights. A question arises in my mind: why is priority not given to the pending wages of workers before bank loans by amending the 'Waterfall Mechanism' in Section 53 of this bill?

What about the suppliers in the MSME sector? When a large company goes bankrupt, these small entrepreneurs are devastated. Big banks can afford a 'haircut' (loss in recovery), but for a small entrepreneur, not receiving their payment is equivalent to suicide. Will we consider this or not? This bill has come from the Select Committee. Even if the government calls this a 'reform,' we must introspect whether some of its provisions are in the interest of the common man.

Honourable Chairperson Madam, The original objective of this bill was 'Revival' (Resuscitation). But what is the situation today? Nearly more than 50% of cases are going into 'Liquidation.' The example of Videocon is before us, where banks took a 95% 'haircut.' Is recovering only 5 crores for a loan of 100 crores not a waste of national wealth?

Honourable Chairperson Madam, Section 29-A is the backbone of this law. It prevents the promoters who caused the company to fail from buying it back for a pittance. However, looking at the relaxation given to the definition of

'Related Party' in this amendment bill, how can we be sure that the original owners won't regain control of the company through the back door? If the person who sank the public's money becomes the owner of the same company again, it is a mockery of honest taxpayers.

The concept of 'Creditor-Initiated Insolvency Resolution Process' in the bill is highly suspicious. Only 51% of financial creditors can come together to start the process while the management remains with the original promoters. If the management stays with the promoters, won't there be tampering with evidence? Doesn't this seem like a direct blow to the original intent of the bill?

The government has mandated the acceptance of applications within 14 days. Honourable Chairperson Madam, 50% of judge positions in the National Company Law Tribunal (NCLT) are vacant. Without improving infrastructure, merely imposing legal mandates will not speed up the process; it will only increase the mountain of pending cases. Until you make this tribunal 100% capable, the process will not gain speed, and cases will not be disposed off in a timely and efficient manner.

Honourable Chairperson Madam, The government has introduced the 'Pre-pack' process, which is welcome, but it should not remain 'complex' only on paper. Medium and small entrepreneurs in Maharashtra, especially from Pune, Nashik, Ahilyanagar, and Chhatrapati Sambhajnagar, should benefit from this. Why is the same promptness that the government shows in saving big companies not shown for MSMEs and Start-ups, which are the backbone

of this country?

When a corporate industry fails, banks give 'haircuts' worth thousands of crores. But when the 'Baliraja' (farmer) of my country is on the brink of bankruptcy, when his crops are lost due to the whims of nature, or when a common middle-class man is under such debt that he contemplates suicide, why do they not get such a 'haircut'? A farmer receives a notice of attachment on his land, and a middle-class man gets trapped like Abhimanyu in the labyrinth of CIBIL and the cycle of debt. They are left with no way out. The stories of increasing suicides among farmers and the middle class scream this truth. However, big entrepreneurs can exit honourably under the name of a 'Resolution Plan.' What about the farmers and the middle class? The government must end this paradox.

I agree with the point raised by my colleague, Pratibha Tai Dhanorkar, a short while ago. Industries with a capacity of ₹100 crores are often granted loans of ₹1,000 crores, only to eventually shut down. Why is their actual capacity not verified beforehand?

In my district, the Nashik District Central Co-operative Bank is currently facing a severe financial crisis. Loans were distributed to farmers for agriculture, but due to natural calamities and policy-driven hardships (Asmani and Sultani crisis), they have been unable to repay them. Today, the bank is conducting forced recoveries and auctioning off farmlands. The situation has escalated to a point where the bank is at risk of losing its license. It is crucial to

support such banks and provide debt waivers to farmers; only then can both the farmers and the banks be saved.

On the other hand, several co-operative sugar factories in Nashik district are in distress due to various financial reasons. These factories are the lifeline for farmers, sugarcane cutters, transporters, and small traders. Today, these families are left hopeless. Assets worth crores are being sold at throwaway prices for debt recovery. Instead, the government should adopt a policy to provide financial assistance to these co-operative factories and keep them operational. There must be a specific provision made in this regard."

Through this bill, I want to tell the government: give the highest priority to the wages of workers in the liquidation process. Do not make any compromises in Section 29-A; do not let criminal promoters become owners again. Fill the vacant positions of judges immediately to truly 'Fast-Track' the process. Stop recovering the 'haircuts' given to big corporates from the pockets of middle-class depositors.

Honourable Chairperson Madam, this bill should not just be in the interest of 'Corporates' but should be in the interest of labourers and the common public. Until 'Man' is placed at the centre of this law, these reforms will have no meaning.

Thank you. Jai Hind. Jai Maharashtra. Ramkrishna Hari.

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : माननीय सभापति महोदया, मैं अपनी पार्टी की तरफ से दिवाला और शोधन अक्षमता संहिता विधेयक, 2025 पर अपनी बात रख रहा हूँ।

माननीय प्रधानमंत्री जी और वित्त मंत्री जी के नेतृत्व में भारत की अर्थव्यवस्था को मजबूत करने के लिए लगातार बड़े ऐतिहासिक कदम उठाए जा रहे हैं। यह विधेयक उसी दिशा में एक मील का पत्थर है। मैं अपनी बात को सदन के सामने पांच प्रमुख भागों में रखना चाहता हूँ ताकि जटिल लेकिन बेहद जरूरी कानूनी उपयोगिता देश की जनता और सदन के सभी माननीय सदस्य आसानी से समझ सकें।

माननीय सभापति महोदया, वर्ष 2016 में जब सरकार ने पहली बार दिवाला और शोधन अक्षमता संहिता, आईबीसी लागू की थी तो भारत के कारपोरेट इतिहास में एक बहुत बड़ा क्रांतिकारी बदलाव था। उससे पहले कोई कंपनी जब कर्ज नहीं चुका पाती तो बैंकों का पैसा सालों साल अदालतों में फंसा रहता था। आईबीसी ने इस व्यवस्था को बदल दिया है।

माननीय सभापति महोदया, आईबीसी का मुख्य उद्देश्य कर्जदारों, लेनदारों और निवेशकों के हितों के साथ संतुलन बनाने और कंपनी की सम्पत्ति को बचाना था। यह कानून हमारे देश की जीडीपी बढ़ाने के लक्ष्य से भी जुड़ा है। आईबीसी ने पहली बार एक तय समय सीमा के भीतर दिवालियापन के समाधान की व्यवस्था दी है।

माननीय सभापति महोदया, भारत में इज ऑफ ड्रूइंग बिजनेस यानी भारत में व्यापार करने को आसान बनाने के लिए बढ़ावा दिया है। कारपोरेट सेक्टर में एक ऐसा अनुशासन पैदा किया है जिससे बैंकों के एनपीए में भारी कमी आई है। आंकड़े खुद इस कानून की सफलता की गवाही देते हैं। 31 अक्टूबर, 2025 तक इस कानून के तहत 1322 कंपनियों को पूरी तरह से बचा लिया है। सबसे बड़ी बात यह है कि इस कानून के डर और प्रभाव के कारण 13.94 लाख करोड़ रुपये का कर्ज अदालती प्रक्रिया के बाहर ही चुका दिया गया है। कंपनियों के मालिकों को अब डर लगता है कि अगर कर्ज नहीं चुकाया तो कंपनी हाथ से चली जाएगी। सेक्शन 12(ए) के तहत 1,154

कंपनियों के मामले वापस ले लिए गए, क्योंकि उन्होंने बाहर ही अपना कर्ज चुका दिया। यह हमारी सरकारी की नीतियों की बहुत बड़ी जीत है।

महोदया, कोई भी कानून जब लागू होता है तो समय और परिस्थितियों के साथ उसमें सुधार की जरूरत पड़ती है। वर्ष 2016 से लेकर अब तक इस कानून में 6 बार संशोधन किए जा चुके हैं और आखिरी संशोधन वर्ष 2021 में हुआ है। पिछले कुछ वर्षों में, जब इस कानून को जमीन पर लागू किया गया तो हमारे सामने कुछ बड़ी व्यावहारिक चुनौतियां आईं। यह कानून कहता है कि 14 दिन के भीतर केस मंजूर होना चाहिए, लेकिन एनसीएलटी में कई-कई महीनों तक मामले अटके रहते हैं।

महोदया, जब फैसला आने में बहुत ज्यादा समय लगता है तो कंपनी की मशीनें, जमीन और बिजनेस का मूल्य लगातार गिरता जाता है। इससे बैंकों और निवेशकों को भारी नुकसान होता है। आज के समय में बड़ी बहुराष्ट्रीय कंपनियों का ढांचा बहुत जटिल होता है। अगर एक ही ग्रुप की कई कंपनियां दिवालिया हो जाएं, या कोई कंपनी विदेश में भी व्यापार करती हो तो उनके लिए हमारे पास कोई साफ और स्पष्ट ढांचा नहीं था। समाधान योजना मंजूर होने के बाद भी कई तरह की आपत्तियां और विवाद खड़े कर दिए जाते थे, जिससे प्रक्रिया का कोई अंत नजर नहीं आता था।

इन कमियों के कारण जिस तेजी से हम कंपनियों को बचाना और बैंकों का पैसा वापस लाना चाहते थे, उसमें रुकावट आ रही थी।

महोदया, इन्हीं रुकावटों को दूर करने के लिए हमारी सरकार यह दिवाला और दिवालियापन संहिता (संशोधन) विधेयक, 2025 लेकर आई है। यह एक बहुत ही व्यापक आर्थिक कानून है। इस नए बिल का सीधा सा मंत्र है कि प्रक्रिया की देरी को कम करो, संपत्ति की कीमत को बढ़ाओ और गवर्नेंस में सुधार करो।

महोदया, यह विधेयक आगे चलकर कंपनियों को मजबूत करेगा और इससे उनको

सहायता मिलेगी। देश की अर्थव्यवस्था तभी तेज गति से दौड़ सकती है, जब हमारे बैंक मजबूत हों, उद्योगपतियों को बिना डरे व्यापार करने की आजादी हो और अगर कोई व्यापार किन्हीं कारणों से विफल हो जाए तो उसे बंद करने या नया खोजने की प्रक्रिया तेज और पारदर्शी हो।

दिवाला और दिवालियापन संहिता (आईबीसी) ने पिछले 8 सालों में देश के लाखों करोड़ रुपये डूबने से बचाए हैं, लेकिन एक प्रगतिशील और जिम्मेदार सरकार वही होती है, जो समय के साथ अपने कानूनों को और भी धारदार और आधुनिक बनाती है। यह बिल सही मायनों में ईज ऑफ डूइंग बिजनेस को जमीन पर उतारने वाला है। यह हमारे एमएसएमई, हमारे बैंकों और हमारे कामगारों के अधिकारों की रक्षा करने वाला बिल है। यह इस बात की गारंटी है कि जो पैसा हमारे देश में आम जनता ने बैंकों में जमा किया है, वह पैसा बड़े डिफॉल्टर हजम नहीं कर पाएंगे और अगर व्यापार में कोई ईमानदार विफलता होती है, तो उसे अपराधी नहीं माना जाएगा।

सिलेक्ट कमेटी ने जिस गहराई और गंभीरता से इसके एक-एक क्लॉज का विश्लेषण किया है, वह काबिले तारीफ है।

महोदया, एक विकसित भारत के निर्माण के लिए हमारी अर्थव्यवस्था का मजबूत होना सबसे पहली शर्त है और हमारी अर्थव्यवस्था तभी मजबूत होगी, जब हमारे व्यापारिक कानून दुनिया के सबसे बेहतरीन कानूनों के बराबर खड़े हों। यह बिल भारत को उसी दिशा में ले जा रहा है। मैं इस बिल का समर्थन करता हूँ। धन्यवाद।

श्री राहुल कस्वां (चुरू) : माननीय सभापति महोदया, मैं आज इस सदन में इन्सॉल्वेंसी एंड बैंकरप्सी कोड संशोधन विधेयक, 2025 पर अपने विचार रखने के लिए खड़ा हुआ हूँ। मैं सबसे पहले स्पष्ट करना चाहता हूँ कि हम किसी भी ऐसे सुधार के विरोध में नहीं हैं, जो देश की अर्थव्यवस्था को मजबूत करे, लेकिन हम ऐसे अधूरे और विरोधाभासी संशोधनों के खिलाफ जरूर हैं, जो समस्या को हल करने के बजाय उसे और जटिल बना देते हैं। यह बिल सुधार नहीं है।

महोदया, जब वर्ष 2016 में जब आईबीसी लाया गया था, तो इसे भारतीय अर्थव्यवस्था का

गेम चेंजर बताया गया था। Insolvency is a situation where an entity is unable to pay its outstanding. लेकिन उस समय वर्ष 2016 में जो बातें कही गई थीं कि यह कोड टाइम बाउंड रिजाल्यूशन होगा, एनपीएस कम होंगे और सिस्टम एफिशिएंट बनेगा, लेकिन वर्ष 2025 में सरकार खुद उसी कानून में बार-बार संशोधन ला रही है। मैं पूछना चाह रहा हूँ कि यदि कानून इतना सफल था, तो आज उसे बार-बार बदलने की जरूरत क्यों पड़ रही है? यह बिल सुधार नहीं, बल्कि उस विफलता को स्वीकारित करता है। ... (व्यवधान) सरकार की नीति, मैडम, निशिकांत दुबे जी हमेशा मुझे डिस्टर्ब करते हैं और अभी भी कर रहे हैं। अनुराग जी ने बोला, तब किसी ने डिस्टर्ब नहीं किया, इसलिए आप भी हमें डिस्टर्ब न करें। ... (व्यवधान) जब वहां पर थे, तो वहां नहीं बोलने दिया और जब वहां आए, तो वहां नहीं बोलने देना चाहते हो। ... (व्यवधान)

The Bill fundamentally alters the balance of power in liquidation by extending the role of the Committee of Creditors (CoC) into what is an independent, quasi-judicial process. Under the current framework, once a company moves from resolution to liquidation, control shifts from the CoC to a liquidator appointed by the adjudicating authority. Let me ask the Government: why is it appropriate to give such sweeping powers to a body that is itself a stakeholder in the outcome? Creditors are not neutral arbiters. They have direct financial interests. How can they be expected to oversee liquidation in a manner that is fair to all stakeholders, including operational creditors, employees, and minority claimants?

The Bill dismantles this balance. It allows the CoC not only to appoint the liquidator but also to replace the liquidator with a 66 per cent majority and supervise the liquidation process. In doing so, it effectively converts liquidation

from an independent adjudicatory process into a creditor-driven exercise. This raises serious concerns. Creditors, by definition, are interested parties. Their objective is recovery, not necessarily fairness across all classes of stakeholders. When such parties are given supervisory control over liquidation, the risk of biased decision-making increases. The Bill, therefore, compromises the neutrality that is essential in a process involving competing claims.

By removing these powers without clearly specifying an alternative mechanism, the Bill creates a vacuum. Who will determine disputed claims? Will parties be forced to approach courts repeatedly? If so, this will increase delays, not reduce them. The stated objective of avoiding duplication between CIRP and liquidation ignores the fact that the roles of the Resolution Professional and the liquidator are fundamentally different. The Resolution Professional merely verifies claims for the purpose of enabling resolution plans, whereas the liquidator adjudicates them for final distribution. This distinction has been recognised even by the Supreme Court.

The Bill introduces the Creditor-Initiated Insolvency Resolution Process (CIIRP), which is presented as a faster, out-of-court alternative to the existing Corporate Insolvency Resolution Process (CIRP). While the idea of reducing judicial burden and enabling quicker resolutions is welcome in principle, the design of CIIRP raises serious concerns.

To begin with, the right to initiate CIIRP is restricted to a select class of financial creditors, as may be notified by the Central Government. This creates

an unequal playing field among creditors. Why should only certain financial institutions have access to this mechanism, while others including operational creditors and even non-notified financial creditors be excluded? The Bill provides no clear rationale for this selective empowerment. Furthermore, there is a clear risk that CIIRP will remain underutilized because of the possibility of other creditors initiating CIIRP earlier. The Bill explicitly states that CIIRP cannot be initiated. Once CIIRP has commenced in practice, companies often default on operational dues such as salaries, rents, supply or payments before defaulting on large financial debt. The operational creditors who have full access to CIIRP may initiate proceedings before financial creditors can coordinate and trigger CIIRP. As a result, the supposed advantage of CIIRP or pre-emptive or alternative mechanism may be lost.

A lot has been said about the NCLT also. मैडम, इस बिल में एनसीएलटी के बारे में कहा गया है कि एनसीएलटी यह तय करेगा कि कोई केस 'मैलाफाइड' है या नहीं है। 'मैलाफाइड' की डेफिनिशन क्या है? The moment you give this power to NCLT to decide the *mala fide* intention or *mala fide* practice, who is going to decide that? क्या यह क्लियर गाइडलाइन है? यह बिल्कुल भी नहीं है। क्या यूनिफॉर्म क्राइटेरिया होगा? यह बिल्कुल भी नहीं होगा। इसका मतलब है कि हर ट्रिब्यूनल अपनी इंटरप्रेटेशन देगा और उससे आर्बिट्ररीनेस बढ़ेगी। पहले सिस्टम फास्ट था, लेकिन अब अनिश्चित हो गया है। सरकार एक इकोनॉमिक प्रॉसेस को 'लीगल एम्बिग्यूइटी' में ढकेल रही है।... (व्यवधान)

The Bill focuses on process, design, IBC rules and NCLT. But it requires NCLT reforms in judicial institution. It is suffering from problems such as

shortage of benches, vacancy of members, and limited technical members.

मैडम, आज की तारीख में एनसीएलटी की सबसे बड़ी प्रॉब्लम है। Why does the Bill not address any of this? आज बजट एलोकेशन नहीं है, एडमिनिस्ट्रेटिव एप्रूवल्स नहीं है, रिक्रूटमेंट में रिफॉर्म्स नाम की कोई चीज़ नहीं है।

अभी वहां से हमारे एक साथी ने एनपीएस के बारे में कहा था। एनपीसी की तो दास्तां इतनी बड़ी है कि आपने अच्छा स्टेटमेंट दे दिया। मैं एनपीएस के बारे में तो जानता नहीं हूं, पर एलपीजी के बारे में जरूर जानता हूं कि आपकी गवर्नमेंट नॉन परफॉर्मिंग गवर्नमेंट बन चुकी है। उसकी परफॉर्मेंस कहीं नजर नहीं आती।... (व्यवधान) आपने 12 से 16 लाख करोड़ रुपये के कर्ज को 'राइट-ऑफ' किया। मैं समझता हूं कि वह 'राइट ऑफ' है, वह माफी नहीं है। पर, कितना परसेंट पैसा आया, हमारे साथी ने अलग-अलग कंपनियों के संबंध में काफी उदाहरण दिए हैं।

आज पीएम किसान सम्मान निधि के बारे में बात चली है। यह अच्छा है कि आप किसानों का सम्मान बढ़ाने के लिए उन्हें 17 रुपये प्रतिदिन देते हैं, एक साल में 6 हजार रुपये देते हैं, पर उन 17 रुपये की चिंता हमें इस बात के लिए है कि जिस दिन उन पांच राज्यों में चुनाव खत्म होंगे, उस दिन आप डीज़ल की कीमत 17 रुपये बढ़ाने वाले हैं और वे 17 रुपये वहीं खत्म हो जाएंगे। एक तरफ आपने 12 से 16 लाख करोड़ रुपये का लोन 'राइट ऑफ' कर दिया, वहीं आज की तारीख में इस देश में किसानों का लोन 30 लाख करोड़ रुपये के आस-पास है। उसमें 60-65 प्रतिशत शॉर्ट टर्म लोन है, जो हम क्रेडिट लोन लेते हैं। राजस्थान में कुल डेढ़ से दो लाख करोड़ रुपये का लोन है, जो एक से दो लाख रुपये प्रति व्यक्ति का किसानों का लोन है। क्या उनके बारे में सरकार कभी सोचेगी कि जब 'राइट ऑफ' किया जाता है, तो इन किसानों के ऋण भी माफ कर दिए जाएं? क्या सरकार कभी ऐसा सोचती है?

महोदया, इस बिल में एमएसएमई के लिए बहुत 'टाइट' प्रावधान कर दिए गए हैं। Since the introduction of the pre-packaged insolvency, barely 13 MSME cases have

been admitted with only five seeing resolution. On vulnerability of MSP operational creditors, the current framework does not adequately protect MSME operational creditors in the liquidation waterfall. As a result, small enterprises often receive negligible recoveries despite being critical to the supply chain. This creates an imbalance where those with the least capacity bear the highest losses. There is a need to ensure a minimum level of protection or assured recovery for MSMEs to maintain fairness in the system.

16.00 hrs

सभापति महोदया, वैसे तो बहुत-सी बातें हैं, पर समय के अभाव में मैं बस इतना कहना चाहूंगा कि the Bill allows creditors to transfer assets of guarantors into CIRP of the corporate debtors, subject to approvals. If the guarantor is already undergoing a separate insolvency or bankruptcy process, how will conflicts of jurisdiction, overlapping claims and competing creditors interest be resolved? Nobody understands that.

लास्ट में, मैं दो और बातें भी कहना चाहूंगा। पॉलिसी में बार-बार बदलाव आते हैं। वर्ष 2016 से लेकर आज तक 17 से ज्यादा बदलाव बिल के माध्यम से आ चुके हैं। इसका मतलब है कि सरकार के पास कोई क्लीयर लॉन्ग टर्म विजन नहीं है। आप पॉलिसी में लगातार बदलाव लाते जा रहे हैं। इन्वेस्टर्स क्या चाहते थे? वे चाहते थे कि स्टेबिलिटी हो, प्रेडिक्टिबिलिटी हो, लेकिन यह बिल अनसर्टेनिटी को बढ़ाने का काम कर रहा है। सिस्टम का मूल मतलब होता है कि बिल सिर्फ अमेंडमेंट नहीं है, बल्कि यह सिस्टम की फिलॉस्फी को ही बदल रहा है। पहले मार्केट ड्रिवन की बात की जाती थी, अब कोर्ट ड्रिवन हो जाएगा। पहले स्पीड की बात थी, अब डिले रिस्क होंगी। पहले सर्टेनिटी की बात थी, अब एम्बिगुइटी होगी।

इसके साथ ही मैं सरकार से कुछ सवाल भी करना चाहूंगा। मैं सरकार से पूछना चाहता हूं कि क्या एनसीएलटी की कैपेसिटी और रिफॉर्म्स बढ़ाने की कोई योजना आपके पास है? मलाफाइड की क्लीयर डेफिनेशन क्यों नहीं दी गई है और क्या होनी चाहिए? डिले कम करने के लिए कंक्रिट मैकेनिज्म क्या होगा? सीओसी को पावर के लिए आपके पास क्या जूरिडिक्शन है? जब तक इन सवालों का जवाब नहीं मिलता है, यह बिल अधूरा ही रहेगा।

सभापति महोदया, यह बिल कुछ समस्याओं को छूता जरूर है, लेकिन पूरा समाधान नहीं है। यह सुधार नहीं, बल्कि पैचवर्क है। यह क्लीयरिटी नहीं, बल्कि कंप्यूजन को बढ़ाता है। यह स्पीड नहीं, बल्कि कम्प्लेक्सिटी को बढ़ाता है।

अंत में, मैं चार लाइन्स जरूर कहना चाहूंगा - देश को मजबूत और स्थिर आर्थिक कानून चाहिए, न कि बार-बार बदलते हुए प्रयोग। जब तक सरकार सिस्टम को मजबूत नहीं करती, तब तक ऐसे संशोधन केवल समस्याओं को टालने का काम करेगी, हल करने का नहीं, इसलिए मैं इस बिल का विरोध करता हूं।

माननीय सभापति : माननीय सदस्य, निशिकान्त जी, आप बोलिए।

... (व्यवधान)

डॉ. निशिकान्त दुबे (गोड्डा) : सभापति महोदया, इन्होंने मेरा नाम लिया है। मैंने एक छोटी-सी बात कही कि जब हमारी सरकार आईबीसी लेकर आई थी तो इस तरफ से इन्हीं राहुल कास्वां जी ने उस बिल के समर्थन में लंबा-चौड़ा भाषण दिया था। वे जॉर्ज फर्नांडीस के दूसरे रूप हैं। यही मैं कहना चाहता था कि अब आप उधर जाकर विरोध कर रहे हैं।

श्री पी. पी. चौधरी (पाली) : सभापति महोदया, जब तक आप घंटी बजाएंगी, उससे पहले मैं बैठ जाऊंगा। मैं 20 मिनट के अंदर अपनी बात पूरी कर लूंगा।

सभापति महोदया, मैं आपको धन्यवाद देता हूं कि आपने मुझे बहुत ही महत्वपूर्ण बिल पर बोलने का मौका दिया। मैं इस बिल के सपोर्ट में खड़ा हुआ हूं। मेरे से पूर्व INDI अलाएंस के

वक्ताओं ने कहा कि कानून बार-बार बदले जाते हैं। यह बहुत अच्छी बात है। आपके नेताओं ने भी राज्य सभा और लोक सभा में स्टेटमेंट दिया है कि जब भी कोई परेशानी आए, उसके अनुसार कानून को बदलते रहना चाहिए। कानून स्टैटिक नहीं होने चाहिए। इसी क्रम में मैं धन्यवाद देता हूँ कि प्रधानमंत्री मोदी जी के नेतृत्व में यह अमेंडमेंट बिल लाया गया है। यह बहुत ही महत्वपूर्ण अमेंडमेंट बिल है।

महोदया, हम कई बार देखते हैं कि सर्वोच्च न्यायालय के जो जजमेंट्स आए हैं, वे अलग-अलग तरह के हैं। इसमें इंटरप्रेटेशन का मामला है। उस इंटरप्रेटेशन को लेकर जजमेंट्स आए हैं। उनको देखते हुए यह बहुत जरूरी है कि इस बिल के माध्यम से अमेंडमेंट लाया जाए। यह देश और हमारी इकोनॉमी के लिए जरूरी है। हम देखते हैं कि जब से आईबीसी आया, आज देश के लिए क्रेडिट फ्लो बहुत जरूरी है। It acts as a fuel for the growth by enabling consumption, investment and production. हम देखते हैं कि वर्ष 2025 में तीन क्रेडिबल क्रेडिट रेटिंग एजेंसी हैं, namely, S&P, R&I and Morningstar DBRS, which have upgraded India's credit rating. Due to this reason, IBC has strengthened the commercial credit sector in India manifold. The commercial credit sector grew from roughly Rs. 4 lakh crore in 2011 to Rs. 300 lakh crore in 2026.

इसलिए आप यह देख लीजिए कि यूपीए के समय में क्रेडिट फ्लो चार लाख करोड़ रुपये था। अब मोदी जी के नेतृत्व में वर्ष 2026 तक वही क्रेडिट फ्लो करीब तीन सौ लाख करोड़ रुपये है। यह फर्क देखिए। यही कारण है कि इकोनॉमी लगातार ग्रो हो रही है। इसके लिए, स्ट्रॉन्ग लीगल बैकिंग के लिए, इंसेटिवाइज़ के लिए, क्रेडिट टू इनवेस्ट इन इंडियन कंपनीज़ के लिए उनको पता होना चाहिए कि यहां का लॉ मज़बूत है। अगर मैं क्रेडिट के बारे में बात करूँ तो यूपीए की सरकार के वक्त, the credit environment was volatile. Shri Raghuram Rajan had said that a large number of bad loans were originated in 2006 and 2008. यह

यूपीए के समय में जो बैड लोन्स हुए थे और बैंकों की हालत क्या थी? आप आज और उस समय के बैंकों की हालात की तुलना कर लीजिए। वह किसी से छुपी नहीं है। A great number of stalled projects and cost overruns added to the debt burden. Due to the fear of scams, cost overruns and retrospective tax burdens, investors were not confident of investing in Indian companies.

सभापति महोदया, अगर हम फ्रेमवर्क देखें इन्सॉल्वेंसी एंड बैंक्रप्सी कोड का, तो यह बहुत ही क्लीयर है। इसका फ्रेमवर्क है। एक रेग्युलेटरी एंड सुपरवाइज़री बॉडी है। आईबीबीआई इसकी सुपरवाइज़री बॉडी है। पहले फ्रेग्मेंटिड ज्यूरिस्डिक्शन था। यूपीए के समय में आईबीसी आने के पहले कितने लॉ थे, इन्वॉल्वेंसी के लिए कहां-कहां जाना पड़ता था। Sick Industrial Companies Act, 1985, the Securitisation and Reconstruction of Financial Assets and Enforcement of Security Interest (SARFAESI) Act etc. – करीब पांच लॉज थे। पांचों लॉज के लिए कभी कोई कहीं जाता था, तो कोई कहीं जाता था और करीब पांच से छह साल resolution में समय लग जाता था।

अब अगर आप देखें कि इन्सॉल्वेंसी रेज्योल्यूशन में पहले जो चार से पांच साल लगते थे, अब एक साल और सात महीने एवरेज लगता है।

हम एनपीए की बात करें, gross NPA as percentage of gross loans and advances of the Scheduled Commercial Banks has reduced. अटल बिहारी वाजपेयी के समय, उस समय यूपीए सरकार ने 16 प्रतिशत पर छोड़ा था, वह 7.8 हुआ, और जब वापस मोदी जी ने लिया, तब वापस इन्होंने 12 कर दिया, जो रिड्यूज़ कर के आज एनपीए है, यह पूरे देश के लिए खुशी की बात है, यह बहुत बड़ी बात है कि आईबीसी आने के बाद में एनपीए सिर्फ 2 पॉइंट समथिंग पर्सेंट है, जो कि अपने आप में पहली बार, इतिहास में इतना एनपीए कम आया है, जो कि पहले कभी नहीं आया।

अब मैं बिल पर ब्रीफली बताना चाहूंगा, क्योंकि समय की सीमा है, तो मैं बताना चाहूंगा कि सबसे पहले एडमिशन को एक्सपिडाइट करने का प्रोसेस, समय रिड्यूज करना, जिससे डिले नहीं हो, कंपनी की हेल्थ है, अगर इनसॉल्वेंसी में जा रही है, समय पर अगर आगे रिज्योल्यूशन एप्लिकेंट को मिल जाए तो उसका मंटेदरी 14 डेज़ का एडमिशन जो है, सैक्शन 7 मंटेदरी करता है, admit an insolvency application once the default is proved. पहले सिर्फ यह था कि डिफॉल्ट का प्रावधान था। अब डिफॉल्ट प्रूवन का है। उसमें ऑपरेशनल क्रेडिटर्स भी आ जाते थे। It will allow a uniform objective criterion for admission and through this amendment, we have removed any judicial discretion at the admission stage, enabling easy access to CIRP proceeding. पहले क्या था कि जहां पर ज्यूडिशल इंटरप्रिटेशन जो हैं, कई ज्यूडिशल इंटरप्रिटेशन एडमिशन के मामले में आए हैं तो कई प्रॉब्लम आ रही थी। इसलिए वर्किंग देखने के बाद में यह सोल्यूटरी अमेंडमेंट ले कर आए हैं, जो यह बहुत जरूरी हैं।

अगर मैं बात करता हूँ रिपोर्ट की, in a report analysing the data of 947 resolved insolvency cases, it was noted that there was a direct correlation between the length of CIRP and the recovery rate. As per the data, the recovery rate for creditors stand at 49.2 per cent, if the CIRP is concluded within 330 days. इसका मतलब है कि अगर रिज्योल्यूशन इमिडिएटली हो जाता है तो रिकवरी ज्यादा होती है और ज्यों ही समय लगता है, जैसे अगर 330 से ज्यादा, अगर 599 दिन तक लगते हैं तो वह रिड्यूस हो कर 36 पर्सेंट पर आ जाती है।

अगर 600 दिन हो जाते हैं तो 26 परसेंट पर रिकवरी आ जाती है। इस बिल का इंटेंट, ऑब्जेक्ट और स्पिरिट रिजॉल्यूशन के टाइम को कम करने का है। टाइम कम करने से हमारी रिकवरी अच्छी होगी। इसमें रिलायंस ऑन इंफोर्मेशन यूटिलिटी का क्लॉज भी डाला गया है। वह

भी सैल्यूटरी है। उसमें पूरा एविडेंस आ जाएगा।

अब हम सेक्शन 53 पर आते हैं, जो कि बहुत महत्वपूर्ण सेक्शन है, जिस पर सुप्रीम कोर्ट के कई जजमेंट्स आए हैं और कई बार इंटरप्रेटेशन की वजह से प्रॉब्लम आई है। वह प्रॉब्लम वाटरफॉल मैकेनिज्म की है। अगर हमारे क्रेडिट फ्लो सही चलें, सिन्क्रोर्ड क्रेडिटर के ऊपर किसी तरह की प्रॉब्लम नहीं आए और वाटरफॉल मैकेनिज्म में किसी तरह की इंटरप्रेटेशन की बात हो तो इस बिल के द्वारा उसको क्लियर किया गया है।

The Ministry has now, through Clause 32 of the Bill, added an explanation to Section 53. Any amount due to the Government for a period of two years preceding the liquidation commencement date – 5th level of priority, whether or not a security interest is created. Any remaining Government dues beyond that two-year period – 6th level of priority. This provision will disable any Government, be it Centre or State, from claiming the priority as a secured creditor.

रेनबो पेपर्स का केस हुआ। सुप्रीम कोर्ट ने उसमें सेक्शन 53 के होने के बाद में भी सिन्क्रोर्ड क्रेडिटर के रूप में सेन्ट्रल और स्टेट को ले लिया। उस समय से inconsistency हुई और एंबिग्यूटी क्रिएट हुई। इसलिए उसे क्लियर करने के लिए यह बिल आया है। यह सैल्यूटरी प्रोविजन है। इससे कम से कम इनवेस्टर को यह पता होगा कि लॉ बहुत क्लियर है और मैं किसी तरह से इनसिन्क्रोर्ड नहीं रहूंगा। जिस हिसाब से वाटरफॉल मैकेनिज्म सेक्शन 53 है, उसमें सुप्रीम कोर्ट के जजमेंट से, diversion from this waterfall mechanism was seen in the Rainbow Papers case. The Supreme Court of India recognized the Government as a secured creditor जबकि उसमें नहीं था। But now, this Bill makes it clear that the Government is not a secured creditor. It will stand at numbers

5th and 6th. It is because of the VAT dues. This was not the legislative intent of the IBC. This judgment opened litigation floodgates. The waterfall was becoming a whirlpool. इसीलिए यह प्रोविजन लाया गया है, जिससे यह पता लग जाएगा। इससे इनवेस्टर को बिल्कुल क्लियर पता लगेगा और उसके दिमाग में यह रहेगा कि IBC की वजह से उसका investment secured है।

Now, it is for the Global Investor. We are telling the Global Investor, "Your credit is safe. The Waterfall is sacred. The rules of the game will not change midway." That is why, we can build a 5 trillion economy, not with slogans, but with statutory certainty. So, this Bill creates certainty.

और उसके बाद में एक बहुत महत्वपूर्ण बात है। सुप्रीम कोर्ट के कई जजमेंट्स आए हैं, चाहे एसआर स्टील का मामला हो, चाहे घनश्याम मिश्रा का हो, उन जजमेंट्स में जो क्लीन स्लेट थ्योरी थीं कि चाहे स्टेट के ड्यूज हैं, चाहे इनकम टैक्स के हैं, चाहे जीएसटी के हैं, तो क्या उनके जो ड्यूज हैं, एक बार रिजॉल्यूशन अप्रूव होने के बाद में वे उन ड्यूज को क्लियर कर सकते हैं? यह बड़ी प्रॉब्लम आई है। उसके बाद एनसीएलटी के द्वारा रिजॉल्यूशन अप्रूव होने के बाद, NCLAT के द्वारा रिजॉल्यूशन अप्रूव होने के बाद, सुप्रीम कोर्ट तक में जजमेंट होने के बाद भी इनकम टैक्स और जीएसटी ऑफिसर उसको क्लेम करते थे जबकि वो extinguish हो चुके हैं।

माननीय सभापति : माननीय सदस्य, थोड़ी देर रुकिए।

माननीय सदस्यगण, इस समय सभापति तालिका से कोई भी माननीय सभापति उपस्थित नहीं है और मुझे भी कुछ जरूरी काम से थोड़ी देर के लिए जाना है। अगर सभा की सहमति हो तो माननीय सदस्य श्री एम श्रीनिवासुलू जी को आसन पर बैठा दिया जाए?

कई माननीय सदस्य : जी हाँ।

माननीय सभापति : माननीय सदस्य, अब आप अपने स्पीच को कंटीन्यू कीजिए।

16.14 hrs (Shri Magunta Sreenivasulu Reddy *in the Chair*)

श्री पी. पी. चौधरी : सर, आपका स्वागत है।

HON. CHAIRPERSON: Chaudhary ji, please continue.

श्री पी. पी. चौधरी : इनवेस्टर को हमेशा सबसे बड़ा फियर क्लीन स्लेट थ्योरी का रहता था।

हम जब बात करते हैं कि आईबीसी का ऑब्जेक्ट और स्पिरिट जब से लागू हुआ, तब तक क्लीन स्लेट थ्योरी था, लेकिन जब कोर्ट के इंटरप्रेटेशन आए, चाहे एसआर स्टील का आया हो, चाहे रेनबो पेपर केस का आया हो, ये कनफ्लिक्टिंग इंटरप्रेटेशन्स थे। इस इंटरप्रेटेशन को देखते हुए यह प्रोविजन लाया गया है। अब इनवेस्टर के दिमाग में यह बात नहीं आएगी कि कोर्ट के द्वारा कौन-सी जजमेंट मेरे लिए लागू होगी। अब यह क्लीयर कर दिया गया है कि एसेट प्रोटेक्शन के लिए क्लीन स्लेट प्रिंसिपल इस बिल में लाया गया है, क्योंकि पहले होता यह था कि when any successful resolution applicant aimed to rescue a fading company, it was previously burdened with undisclosed ghosts of the past. The Clean Slate Principle has been recognised in the Essar Steel and Ghanshyam Mishra case judgments by the hon. Supreme Court.

The Clean Slate Principle is designed to ensure that a buyer, that is a Successful Resolution Applicant (SRA), receives the company free from the burden of unexpected or undisclosed past liabilities. Once a resolution is approved, and if it is not mentioned in the resolution application, then nothing can be raised against that. This includes income tax and GST.

Now, through Clause 19, Section 31 of the IBC is amended to ensure this. This is very important and is a game changer for our country because more investors will come into the country and the haircut will be less in the

case of resolution. In view of this, there is extinguishment of past claims. Once the resolution plan is approved, all prior claims against the Corporate Debtor and its claims are permanently extinguished. Second, the bar on legal proceedings - no new or ongoing legal proceedings, including tax assessments or recovery actions can be instituted, तो अब किसी तरह से केस नहीं कर पायेंगे। The third protection is - protection of essential license and grants. कई बार यह होता है कि उन्होंने लाइसेंस अप्लाई किया और वह अब नहीं हो सकता है, तो अब प्रावधान यह है कि Government grants, licenses, permits, registrations, quotas, or clearances issued cannot be suspended or terminated due to past statutory dues. इस बिल में सारे बेनिफिट दिए गए हैं। मैं यह भी बताना चाहूंगा कि the Creditor-Initiated Insolvency Resolution Process (CIIRP) is another important reform in the Bill; it is a landmark amendment. The Bill adds Chapter IV-A for the Creditor-Initiated Insolvency Resolution Process. It is a hybrid restructuring framework that combines the benefits of formal, court-supervised restructuring with the timeliness of informal, out of court restructuring.

Pre-litigation mediation is also very essential. यह प्रधानमंत्री मोदी जी की सोच है, क्योंकि हमारे कोर्ट में बहुत केसेस pending जाते हैं। हमें प्री-लिटिगेशन मीडिएशन को बढ़ावा देना चाहिए। इस बिल में सरकार प्री-लिटिगेशन मीडिएशन का प्रिंसिपल भी लेकर आए हैं। इसके लिए CIIRP is instituted through a collective decision. Creditors who represent at least 51 per cent of the financial debt will be required to vote at two stages to authorize the process. This provision will be a game changer.

HON. CHAIRPERSON: Please conclude, Sir.

SHRI P. P. CHAUDHARY: I am concluding. This provision will be a game changer because it ensures speed. That is very essential for resolution. By excluding any involvement of the NCLT at the stage of initiation, we are bypassing a judicial bottleneck.

Second is transparency. Despite being out of court, the Bill provides for a public announcement, which means that the initiation of CIIRP itself will not be a secret. Third is certainty. Once CIIRP proceedings have commenced, no other application for CIIRP or any other resolution process will be allowed during the process, which means no application can be initiated. This process is analogous to that in other developing nations like the UK and America because, under the UNCITRAL Model Law, the model law is adopted and we have adopted it.

Now, cross-border insolvency was not well-equipped hence it was not there. Now, we have strengthened this by incorporating cross-border insolvency and finally, Sir, I will say this.

In conclusion, this Bill through mandatory admissions, sacred waterfalls, clean slates, swift CIIRP, cross-border harmony and group synergy, ensures faster resolution, ironclad protections and a dollar five trillion economy that beckons investor worldwide.

Thank you very much Sir.

Thank you.

श्री अभय कुमार सिन्हा (औरंगाबाद) : धन्यवाद सभापति महोदय । दिवाला और शोधन अक्षमता संहिता (संशोधन) विधेयक, 2025 पर राष्ट्रीय जनता दल की तरु से मैं अपनी बात रखने के लिए खड़ा हुआ हूँ । सरकार इसे एक ऐतिहासिक आर्थिक सुधार बता रही है, लेकिन मेरा सीधा प्रश्न है कि क्या यह सुधार बिहार जैसे राज्यों को मजबूत करेगा या केवल बड़े पूंजीपतियों को फायदा पहुंचाने का माध्यम बनेगा? IBC का उद्देश्य समयबद्ध समाधान और कंपनियों का पुनर्जीवन था, लेकिन आज वास्तविकता यह है कि मामले 300-400 दिनों तक लंबित रहते हैं और कई कंपनियाँ पुनर्जीवित होने के बजाय बंद हो जाती हैं । ऐसे में समय सीमा को और सख्त करना समाधान नहीं है, बल्कि यह एक कमजोर व्यवस्था पर अतिरिक्त दबाव डालने जैसा है ।

सभापति महोदय, इस विधेयक में दिवाला प्रक्रिया को वापस लेने के लिए CoC की 90 प्रतिशत मंजूरी अनिवार्य कर दी गई है । यह शर्त इतनी कठोर है कि आपसी सहमति से समाधान के रास्ते लगभग बंद हो जाएंगे । कई बार छोटे उद्यमी आपसी बातचीत से उद्योग को बचा लिया करते थे, लेकिन यह कानून कंपनियों को मजबूरी में बंद होने की ओर धकेल सकता है । बिहार जैसे राज्य, जहां औद्योगिक आधार कमजोर है और अधिकांश व्यवसाय MSME हैं, इस विधेयक से सबसे ज्यादा प्रभावित होंगे । बड़े कॉरपोरेट को तो लाभ मिलेगा, लेकिन बिहार के छोटे उद्यमियों के लिए यह कानून जोखिम बढ़ाने वाला साबित होगा ।

सभापति महोदय, बिहार के छोटे उद्योगों के पास न तो कानूनी संसाधन होते हैं और न ही वित्तीय क्षमता । तेज insolvency प्रक्रिया का मतलब होगा कि उनका पुनर्जीवन का अवसर खत्म कर देना । वे जल्दी अपनी कंपनी को बंद कर देंगे । इससे रोजगार पर सीधा असर पड़ेगा और स्थानीय अर्थव्यवस्था कमजोर होगी । पहले ही बिहार में बैंक ऋण देने में हिचकते हैं, सख्त IBC के बाद यह स्थिति और खराब हो सकती है । छोटे उद्यमियों के लिए कर्ज मिलना मुश्किल होगा । साथ ही, जब छोटे उद्योग बंद होंगे, तो रोजगार घटेगा और पलायन की समस्या और गंभीर हो जाएगी ।

सभापति महोदय,, यह विधेयक बड़े शहरों और विकसित राज्यों को ध्यान में रखकर बनाया गया है। बिहार जैसे राज्यों में संस्थागत ढांचा कमजोर है और NCLT की पहुंच बहुत ही कम है। मैं सरकार से आग्रह करता हूँ कि MSME के लिए अलग insolvency ढांचा बनाया जाए, बिहार जैसे राज्यों के लिए विशेष प्रावधान लाए जाएं, NCLT की क्षमता बढ़ाई जाए और ऑपरेशनल क्रेडिटर्स को अधिक सुरक्षा दी जाए। मैं जानता हूँ और सदन में यह जरूर कहना चाहूंगा कि बड़े-बड़े उद्योगपतियों का तो कर्ज माफ कर दिया जाता है। मैंने सुना है कि उद्योगपतियों को एक रुपये में कई हजार एकड़ जमीन उपलब्ध करा दी जाती है, लेकिन आज तक छोटे व्यवसायीयों को कभी भी कर्ज माफी नहीं मिली। हमारे देश के किसान कर्ज से त्राहिमाम हैं, लेकिन आज तक हमारे किसानों की कर्ज माफी नहीं की गयी है। इसलिए हम यह आग्रह करना चाहेंगे कि यह विधेयक अच्छे इरादों के साथ लाया गया है, लेकिन यह जमीनी सच्चाई से अलग है। यदि इसे बिना सुधार के लागू किया गया, तो बड़े कॉर्पोरेट को फायदा होगा, लेकिन बिहार जैसे राज्यों में आर्थिक संकट बढ़ेगा। इसलिए इसे समावेशी और संतुलित बनाना आवश्यक है। धन्यवाद।

श्रीमती वीणा देवी (वैशाली) : माननीय सभापति महोदय, मैं अपनी लोक जनशक्ति पार्टी के राष्ट्रीय अध्यक्ष आदरणीय चिराग पासवान जी और वैशाली की जनता की ओर से इस बिल का समर्थन करती हूँ।

महोदय, मैं आईबीसी (संशोधन) विधेयक, 2025 के समर्थन में अपना विचार रख रही हूँ। माननीय प्रधानमंत्री जी और माननीय वित्त मंत्री जी के नेतृत्व में यह सरकार आर्थिक सुधार की दिशा में लगातार महत्वपूर्ण कदम उठा रही है जो कि देश की प्रगति में अग्रणी कदम है।

यह विधेयक उसका एक सशक्त उदाहरण है। वर्ष 2016 में लागू आईबीसी कानून में बैंकों ने फंसे हुए कर्ज को सुलझाने और कंपनियों को पुनर्जीवित करने में ऐतिहासिक भूमिका निभाई है।

इससे हजारों कंपनियों को राहत मिली है और लाखों-करोड़ों रुपये की वसूली संभव हुई है। हालांकि, समय के साथ इसमें कुछ कमियां सामने आई हैं। खास तौर पर लंबी कानूनी प्रक्रिया,

देरी और झूठे मामले के कारण आर्थिक नुकसान, यह संशोधन इन्हीं समस्याओं का समाधान प्रस्तुत करता है।

यह नया विधेयक दीवालिया और कंपनियों की समस्या के समाधान को तेजी, पारदर्शी और कम खर्चीले बनाएंगे। इससे उद्योग बचेगा और रोजगार सुरक्षित रहेगा।

महोदय, इससे किसानों को भी उचित मूल्य मिलेगा। विशेषकर, बिहार जैसे राज्य में इथेनॉल उद्योग से हजारों लोगों की आजीविका जुड़ी हुई है।

इससे नये प्रावधान, जैसे तेज निर्माण प्रक्रिया, ईमानदार कारोबारियों को राहत, बेईमानों पर कड़ी कार्रवाई और ऑनलाइन प्रणाली से पूरे तंत्र को अधिक संभावनापूर्ण और भरोसेमंद बनाएंगे।

महोदय, आपने मुझे इस अत्यंत महत्वपूर्ण बिल पर अपने विचार रखने का मौका दिया, इसके लिए मैं आपकी आभारी हूँ।

श्री अमरा राम (सीकर) : सभापति महोदय, आपने मुझे इनसॉल्वेंसी एंड बैंकरप्टसी कोड (अमेंडमेंट) बिल, 2025 पर बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

महोदय, तय रूप से यह आईबीसी बिल वर्ष 2016 में आया था और इस सरकार के रहते हुए, चाहे वह विजय माल्या हो या नीरव मोदी हो, एक दर्जन से ज्यादा लोग बैंकों का पैसा लेकर देश छोड़कर चले गए। आज तक वह पैसा वापस नहीं आया है।

महोदय, निश्चित रूप से आज देश में बड़ी-बड़ी कंपनियां हैं। इस कानून के होने के बावजूद भी आम जनता का 93 प्रतिशत पैसा देश के बैंकों में है। इसमें से सात प्रतिशत पैसा बड़ी-बड़ी कंपनियों का है। जबकि, वे 75 परसेंट देश के बैंकों से लोन लेते हैं और जब भी उनकी इच्छा होती है, वह और ड्यू हो जाता है। आप देखेंगे कि वर्ष 2014 से वर्ष 2024 तक 15 लाख करोड़ रुपये बट्टे खाते करने का काम इस सरकार ने किया है।

महोदय, निश्चित रूप से मेरे ही सवाल के जवाब में माननीय वित्त मंत्री जी ने जवाब दिया

था। अनेक कानून इस सरकार ने यह कहकर समाप्त कर दिये कि कानून अंग्रेजों के बनाए हुए थे, लेकिन रिजर्व बैंक रेगुलेशन एक्ट, जो अंग्रेजों का बनाया हुआ था, 15 लाख करोड़ रुपये बड़ी-बड़ी कंपनियों का माफ किया गया।

महोदय, उनका नाम बताने पर यह कहा गया कि अगर रिजर्व बैंक रेगुलेशन एक्ट की धारा - 25 में उनका नाम बता देंगे तो उनकी बेइज्जती हो जाएगी। लेकिन, इस देश का अन्नदाता, उसका केसीसी का पांच-सात लाख रुपये का ऋण समय पर नहीं चुकाने के कारण जब वह ओवरड्यू हो जाता है, तब उसका नाम बैंक अखबारों में छपवाता है।

उनकी आजीविका का आधार वह जमीन है, वह नीलाम की जाती है। इस देश का संविधान इस देश के हर व्यक्ति को बराबरी का हक देता है। एक तरफ कंपनी हजारों करोड़ रुपये लेकर गायब हो जाए, उसको डकार जाए, तो 78 साल की आजादी के बाद भी सरकार नाम नहीं बताती है और उस गरीब, उस किसान की लाख, 2 लाख, 10 लाख रुपये के बदले उसकी आजीविका नीलाम की जाती है। निश्चित रूप से जितना लोन दिया जाता है, उससे 10 गुना ज्यादा जमीन उसकी गिरवी रखी जाती है। आज क्या हो रहा है?

महोदय, अभी पी. पी. चौधरी जी सर्वोच्च न्यायालय का नाम ले रहे थे। सहारा इंडिया ने हजारों करोड़ रुपये करोड़ों लोगों के डकार लिये, इस देश के सर्वोच्च न्यायालय ने निर्देश दिया कि उसकी प्रापर्टी सीज करके उन लोगों का पैसा वर्ष 2012 में चुकाया जाए। आज वर्ष 2026 आ गया, 10 पर्सेंट लोगों का भी पैसा आज तक नहीं चुकाया गया है।

सरकार वित्त मंत्रालय से अब सहकारिता मंत्रालय में चली गयी, लेकिन आज तक 90 प्रतिशत लोगों का पैसा नहीं चुकाया गया। एक सहारा इंडिया ही नहीं है, पीएसीएल हो, आदर्श सोसाइटी हो, नालको हो, बालको हो, इस तरह की अनेकों संस्थाएं बनाकर इस देश के भोले-भाले लोगों को सब्जबाग दिखाकर उनकी गाढ़ी कमाई को डकारने का काम करते हैं।

मैं समझता हूं कि यह बिल आम जनता के साथ न्याय नहीं है। पैसा डकारने वाले लोगों से

पैसा वसूल किया जाना चाहिए। पैसा तभी वसूल होता है, जब सरकार की इच्छाशक्ति होती है, पैसा सिर्फ कानून से नहीं वसूल होता है।

यह सरकार जब बड़ी-बड़ी कंपनियों का कर्ज माफ करती है, उनको बेनिफिट देती है, इस तरीके से उनको आगे बढ़ाने का काम करती है और इसी का नतीजा है कि वर्ष 2014 से 2026 तक गौतम अडाणी की कंपनी, जो हजार बड़ी कंपनियों में भी नहीं थी, लेकिन इन 12 से 15 सालों में वह इस देश के गिने-चुने लोगों के बीच में आ गई है। जब बड़ी-बड़ी कंपनियों के खिलाफ ओवरड्यू होता है, तो उनके खिलाफ कोई कार्रवाई नहीं होती है।

आज तक भी बड़ी कंपनियों की कोई प्रापर्टी नहीं होती है और जो कंपनी दिवालिया घोषित हो जाती हैं, उसी कंपनी के मेंबर दूसरी कंपनी रजिस्टर्ड कराकर इस देश की जनता का, बैंकों का पैसा उकारने का काम करते हैं। बगैर व्यक्तियों के कोई कंपनी नहीं बनती है और जो रजिस्टर्ड कंपनी है, उसी कंपनी के लोग दूसरी कंपनी रजिस्टर्ड करके जनता का पैसा उकार जाते हैं।

मैं समझता हूं कि यह न्याय नहीं है। इस देश का संविधान सबको बराबरी का हक देता है, लेकिन कंपनी के नाम से इस देश की 97 परसेंट जनता का पैसा, बैंकों का पैसा उकारते हैं। यह इस कानून से सही नहीं होगा, राजनैतिक इच्छाशक्ति से होगा।

महोदय, आपने मुझे इस अति महत्वपूर्ण बिल पर बोलने के लिए समय दिया, इसके लिए बहुत-बहुत धन्यवाद।

श्री भजन लाल जाटव (करौली-धौलपुर) : माननीय सभापति महोदय, भारत के अंदर मोदी सरकार वर्ष 2014 में बनी। वर्ष 2014 में बनने के बाद इस बिल में अमेंडमेंट आया, अमेंडमेंट आने के बाद वर्ष 2016 के बाद अब तक वर्ष 2026 तक कितने उद्योगपति विदेश में पैसा लेकर चले गए? यदि इतना ही सख्त कानून बनाया था, चाहे ललित मोदी हो, नीरव मोदी हो, विजय माल्या हो, इतने उद्योगपति गरीब लोगों का पैसा उकारकर विदेश भाग गए, तो आप समझ सकते हैं कि ये कानून धरातल पर उतरे ही नहीं। मैं इतना ही कहना चाहता हूं कि यह बिल सिर्फ उद्योगपतियों को

फायदा देने के लिए है। मैं पूरी जिम्मेदारी के साथ कहना चाहता हूँ कि यह विधेयक सुधार के नाम पर लाया गया है, लेकिन वास्तविकता यह है कि हमारी दिवाला प्रणाली को और अधिक जटिल, केंद्रीयकरण और असमान बनाने का विधेयक है। जिस आईबीसी को सरल, पारदर्शी और समयबद्ध समाधान के लिए बनाया गया था, यह संशोधन उसी मूल भावना को कहीं न कहीं कमजोर करता है।

सभापति महोदय, इसमें इतने नये प्रावधान, नई परिभाषायें, नई प्रक्रियायें जोड़ दी गई हैं कि इस कानून को समझना आम व्यापारी के लिए कठिन हो गया है। यह स्थिति कानून को आम जनता से दूर ले जाकर केवल बड़े कारपोरेट और महंगे वकीलों के दायरे में सीमित कर देती है। इसका सीधा असर छोटे व्यापारियों, मध्यम उद्योगों और स्टार्टअप्स पर पड़ेगा। इस विधेयक में केंद्र सरकार को अधिकाधिक शक्तियां देने का प्रावधान बड़ा चिंताजनक है। सरकार को यह अधिकार दिया है कि वह राजपत्र में आदेश के माध्यम से नियमों में बदलाव कर सके। इसका अर्थ यह हुआ कि संसद को दरकिनार कर कार्यपालिका स्वयं नियम बना सकती है और इससे संसद की भूमिका कमजोर होती है।

महोदय, सबसे अधिक नकारात्मक प्रभाव एमएसएमई और छोटे व्यापारियों पर पड़ेगा। फास्ट ट्रैक प्रक्रिया इस बिल के अंदर समाप्त कर दी गई है और बड़े वित्तीय लेनदारों को अधिक अधिकार दिए गए हैं। बड़े कॉर्पोरेट तो इसमें बच जाएंगे, लेकिन छोटे व्यापारी बर्बाद हो जाएंगे। यह विधेयक छोटे व्यावसायियों के लिए संकट पैदा कर देगा। इस विधेयक में कर्मचारियों, मजदूरों और आपरेशनल ट्रेडर्स की अनदेखी स्पष्ट दिखाई देती है। इसमें बैंक और वित्तीय संसाधनों को प्राथमिकता दी गई है, जबकि कर्मचारियों के वेतन और पेंशन के लिए एवं सामाजिक न्याय सिद्धांत के लिए योजना नहीं बनाई गई है।

जब कोई कंपनी करप्ट हो जाती है, तो वह एनसीएलटी में जाती है। मैं एलसीएलटी के आंकड़े प्रस्तुत करना चाहूंगा। इसकी मात्र 63 बेंचेज हैं। मुझे लगता है कि तकरीबन 35 जजेज ही

वहां नियुक्त किए गए हैं। आप समझ सकते हैं कि उनका कितना निष्पादन हो सकता है। जो आंकड़े हैं, उनसे पता चलता है कि मौजूदा समय में निपटान में दस साल लग जाते हैं। पहले भी वीडियोकॉन पर चर्चा हुई थी। उस पर कुल कर्ज 64,800 करोड़ रुपये था, जबकि वसूली मात्र 2,962 करोड़ रुपये हुई।

इसमें 95 पर्सेंट का हेयरकट हुआ। इसमें 61,800 करोड़ रुपये का नुकसान हुआ। ऐसी कंपनियां हेयरकट के माध्यम से उद्योगपतियों को लाभ पहुंचाना चाहती हैं। रिलायंस कम्युनिकेशन का कुल दावा 37,251 करोड़ रुपये था, जबकि वसूली मात्र 455 करोड़ रुपये हुई। रुचि सोया का दावा 12,146 करोड़ रुपये था, जबकि वसूली मात्र 4,350 करोड़ रुपये हुई। आपके पास किसान का कर्ज माफ करने के लिए पैसे नहीं हैं।

मैं स्वर्गीय प्रधान मंत्री जी को धन्यवाद देना चाहता हूं, जिन्होंने बड़ा दिल दिखाते हुए, यूपीए की गवर्नमेंट के समय 72 हजार करोड़ रुपये का किसानों का मर्ज माफ करके उनको लाभ पहुंचाया। कंपनीज जब अपना वैल्युएशन करती हैं, तो कुछ न कुछ प्रॉपर्टी, टर्न ओवर के आधार पर उनका वैल्युएशन होता है, परंतु जैसे ही वे डिफाल्टर हो जाती हैं, तो अपने परिवार के नाम या किसी और व्यक्ति के नाम से दूसरी कंपनी बना लेती हैं। जब कोई व्यक्ति विद्युत कनेक्शन लेने के लिए जाता है, तो उसको इसलिए कनेक्शन नहीं दिया जाता कि उसके दादा पर 30 या 35 हजार रुपये का बिल बकाया है। उसको विद्युत कनेक्शन नहीं मिल पाता है। उद्योगपति की दूसरी कंपनी बन जाती है और वे कंपनी बनाकर विदेश भाग जाते हैं।

रियल एस्टेट के अंदर कई कंपनीज हैं। वे रेरा के साथ संबंध कर लेती हैं कि हम इतने मंजिल की बिल्डिंग बनाएंगे, ये सुविधायें देंगे और इतने फ्लैट्स गरीब लोगों को देंगे। मान लीजिए कि उनको सौ फ्लैट्स बनाने हैं, लेकिन वे दो सौ फ्लैट्स बेच देती हैं। ग्राहकों के साथ मेट्रो सिटीज में बहुत बड़ा धोखा हो रहा है।

ग्राहक अपनी जमीन, जायदाद, पत्नी के जेवर बेचकर घर लेता है और उनके साथ

धोखाधड़ी होती है। वह ब्याज पर पैसा लेता है, लेकिन उसे न्याय लेने का अधिकार नहीं मिल पाता है। इस बिल के अंदर कुछ खामियां हैं। मैंने पहले भी कहा था अधिकाधिक शक्तियां केंद्र सरकार को देकर संसद की भूमिका को कमजोर किया गया है।

सीओसी के हाथ में निर्णयों का केंद्रीयकरण छोटे अधिकारों के साथ अन्याय करता है। कंपनी तो बंद हो गई और बंद होने के बाद आईबीसी में चली गई, अब उन कर्मचारियों का क्या होगा? उनका दो वक्त का खाना उस नौकरी से चलता है, उन कर्मचारियों का क्या होगा? इस बिल में उनका किसी तरह से नाम नहीं लिया गया है।

महोदय, प्री बैंक सिस्टम से अंदरूनी सौदों में बढ़ावा मिलेगा। ये कंपनियाँ जब आईबीसी में जाती हैं, जब वैल्युएशन के बाद इनका एक तरह से ऑक्शन होता है, तो यही ग्रुप में मिलकर उन कंपनियों को खरीद लेते हैं और बैंकों को बहुत पैसे का नुकसान हो जाता है। मूल रकम वहाँ तक नहीं आ पाती है।

महोदय, इसके साथ-साथ नगर निकाय और पर्यावरण देनदारियों को नजरअंदाज किया जाता है। बैंक और बड़े कॉर्पोरेट के गठजोड़ से कॉलोनी कैपिटलिज्म को बढ़ावा मिल सकता है।

यह बहुत बड़ा गिरोह है। यह गिरोह उस प्रॉपर्टी को ले लेता है। उस प्रॉपर्टी की वैल्युएशन बहुत ज्यादा होती है। दिवाला प्रक्रिया कर्जदार विरोधी बनती जा रही है। ईज ऑफ डूइंग बिजनेस के नकारात्मक प्रभाव पड़ सकते हैं। झूठे और दुर्भाग्यपूर्ण मामलों में नियंत्रण के बावजूद दुर्भाग्य की संभावना बनती है। ग्रामीण सहकारी बैंकों के लिए कोई स्पष्ट दिशानिर्देश नहीं दिए गए हैं।

महोदय, मैं पूर्व मुख्य मंत्री अशोक गहलोत जी का धन्यवाद देना चाहूँगा। उन्होंने राजस्थान के सभी सहकारी बैंकों और राजस्थान के अंडरटेकिंग बैंकों के किसानों का कर्ज माफ करने का काम किया था। मैं इतना ही कहना चाहता हूँ कि यह बिल गरीब विरोधी है, किसान विरोधी है। यह सरकार सिर्फ कारपोरेट को फायदा देने के लिए योजना लाती है।

मैं सिर्फ इतना ही कहना चाहता हूँ। मुझे नहीं कहना चाहिए। ये कहते हैं कि देश की

इकोनॉमी बढ़ रही है। हम दुनिया की पाँचवीं ग्रोथ बन रहे हैं। हमारी जीडीपी पाँचवीं है। महोदय, मुझे नहीं लगता है कि किसान की आमदनी बढ़ रही है। उद्योगपतियों की आमदनी बढ़ रही है। खासकर भारतीय जनता पार्टी की आमदनी बढ़ रही है।

महोदय, उनकी आमदनी जरूर बढ़ रही है। किसान की आमदनी नहीं बढ़ रही है। जो भारतीय जनता पार्टी के उद्योगपति हैं, उनको फायदा पहुँचाने के लिए यह बिल लाया गया है। मैं इतना ही कहना चाहता हूँ कि यह बिल गरीब विरोधी और किसान विरोधी है। मैं इस बिल का विरोध करता हूँ। धन्यवाद।

SHRI ANUP SANJAY DHOTRE (AKOLA): Thank you, Chairperson, Sir. I rise to express my sincere appreciation for the visionary leadership of our hon. Prime Minister, Shri Narendra Modi ji, whose leadership and commitment to economic reform has significantly strengthened India's financial architecture. I continue to commend Government for continuously refining legislations and promoting transparency, efficiency, and ease of doing business in our country.

Sir, I stand here today in strong support of Insolvency and Bankruptcy Code Bill 2025, which is a timely and much-needed reform. The original Insolvency and Bankruptcy Code 2016 was a landmark step towards creating a time-bound and creditor-friendly insolvency framework. However, over time, several practical changes, such as procedural delays, capacity constraints in tribunals, and gaps in implementation, have emerged. This Bill effectively addresses the concern and strengthens the framework.

Sir, in the last 12 years, India's GDP has experienced significant growth from \$2.4 trillion in 2014 to an estimate of \$4.3 trillion by 2025, with projections

for 2026 showing it will continue to expand around \$4.5 trillion. It is ranked among the fastest-growing major economies, with a real GDP of 7.6 per cent in financial year 2026. Tax reforms, the introduction of GST, has resulted into a unified Indian market, into a single tax regime, significantly signifying the business environment. In India, we have seen a start-up revolution. India hosts around 118 unicorns and 1.6 lakh start-ups and ranks third in the whole planet. Highways and railways have seen a significant change.

In railways, we have seen that the electrification has achieved 100 per cent target and 31,000 kilometres new tracks have been added. Same is with the highways. We can see that we had a highway network of 91,000 kilometres and today we have achieved 1,45,000 kilometres.

With the Unified Payment System (UPI), we are presently witnessing a kind of monopoly, and almost 50 per cent of the transactions in our country are being carried out through it, which is a very good figure.

I will now refer to renewable energy. We have achieved a target of 100 gigawatt, and the total energy generation stands at 520 gigawatt. The peak power requirement is around 2,50,000 megawatt, and it is indeed appreciable that there is zero load shedding and that we are producing much more than what is required.

India, with the introduction of the IBC, 2016, has seen significant improvement. In the year 2018, our net NPA was 11.46 per cent, and today it has come down to just 2.3 per cent. However, many micro, small and medium

enterprises continue to face significant structural challenges due to under-financing, high rates of interest, and limited access to efficient Government subsidies. These factors often create a cash crunch, which hampers growth, stalls innovation, and threatens long-term sustainability of businesses.

कई बार अपोजिशन पूछती है कि मोदी जी ने क्या किया है। यह सरकार पिछले 12 सालों में कई स्कीम्स लाई है जिसमें सामान्य आदमी को क्रेडिट गारंटी प्रोग्राम में कोलेट्रल फ्री लोन की अवेलेबिलिटी हुई।

महोदय, जब कोरोना आया तो माननीय नरेन्द्र मोदी जी के नेतृत्व में पीएम स्वनिधि योजना आई।

माननीय सभापति : संसदीय कार्य मंत्री कुछ कहना चाहते हैं।

... (व्यवधान)

16.46 hrs

CANCELLATION OF THE SITTINGS OF LOK SABHA

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरें रिजिजू) : माननीय सभापति जी, मुझे सदन को जानकारी देनी है कि हाउस के बिजनेस को लेकर बीएसी में लोक सभा और राज्य सभा में चर्चा हुई थी और कई मैम्बर्स ने सुझाव भी दिए थे।

मैं मैम्बर्स के सुझावों के बारे में मिलाजुलाकर बताना चाहता हूँ कि कल यानी 26 मार्च को कैलेंडर होलिडे है। इसके बाद 27 मार्च, शुक्रवार को गवर्नमेंट बिजनेस लेकर आएंगे। हमने प्राइवेट मैम्बर्स बिल को बाद में एजस्ट करने के लिए कहा है इसलिए 27 मार्च, शुक्रवार को सरकार बिजनेस लेकर आएगी।

पहले हमने निर्णय किया था कि 28 मार्च, शनिवार और 29 मार्च, रविवार को सरकार

बिजनेस लेकर आणी और हाउस चलाणी । अब मैं सूचना देना चाहता हूँ कि ओरिजनल कैलेंडर के मुताबिक शनिवार और रविवार होलिडे रहेंगे ।

इससे आगे का तय है कि 31 मार्च, मंगलवार को महावीर जयंती है, छुट्टी है और बाकी एज प्रपोज्ड जैसे हमने कैलेंडर शेड्यूल किया था, वैसे ही चलाने का प्रपोजल है । धन्यवाद ।

16.49 hrs

INSOLVENCY AND BANKRUPTCY CODE (AMENDMENT)

BILL, 2025-Contd.

As Reported by Select Committee

श्री अनूप संजय धोत्रे (अकोला) : प्राइम मिनिस्टर स्ट्रीट वेंडर्स आत्मनिर्भर निधि योजना आई । इसमें सात परसेंट इन्टरेस्ट सबवेंशन का बेनिफिट मिला और 50,000 रुपये तक का लोन मिला । इसकी अचीवमेंट यह है कि लगभग 101 लाख लोगों ने लोन लिया । पीएम मुद्रा लोन में बीस लाख रुपये तक कर्जा क्रेडिट गारंटी के तहत अवेलेबल हुआ । एग्री इन्फ्रा फंड स्कीम में दो करोड़ रुपये तक कोलेट्रल फ्री लोन अवेलेबल हो रहा है और साथ ही साथ तीन परसेंट इंटरेस्ट सबवेंशन का बेनिफिट भी मिल रहा है । एमएसएमई में स्माल एंड मीडियम बिजनेस, माइक्रो बिजनेस को दस करोड़ रुपये तक कोलेट्रल फ्री लोन मिल रहा है ।

स्टार्टअप्स को 20 करोड़ रुपये के कोलेट्रल फ्री लोन मिल रहे हैं । इंट्रेस्ट सबवेंशन स्कीम, कैपिटल सब्सिडी की बात करें, तो सारे बिजनेसेज को 50 परसेंट तक कैपिटल सब्सिडी मिली है । इसके साथ-साथ, इलेक्ट्रॉनिक्स सेक्टर, सोलर मैन्यूफैक्चरिंग सेक्टर को भी पीएलआई का फायदा दिया गया है । ऑटोमोबाइल, चिप मैन्यूफैक्चरिंग की बात करें, तो उसमें इंडिजिनसली तीन नैनोमीटर की चिप इंडिया में बन रहे हैं । मोबाइल के क्षेत्र में दूसरे नम्बर का देश भारत है, जो मोबाइल मैन्यूफैक्चरिंग भी कर रहा है और एक्सपोर्ट भी कर रहा है । वर्ष 2014 तक इंडिया में दो ही कम्पनीज थीं और इस क्षेत्र में 18 हजार करोड़ रुपये का बिजनेस होता था । आज हम देख सकते हैं कि लगभग 300 कम्पनीज इंडिया में मोबाइल मैन्यूफैक्चरिंग में हैं और वे एक्सपोर्ट भी कर

रही हैं। ये सारे बेनिफिट्स हम पीआईएल के तहत देख पा रहे हैं। हमारी इकोनॉमी में चेंज आया है।

One of the most pressing issues has been delay in admission and resolution of cases with admission alone taking an average of 400 days in some instances. The Bill brings much-needed discipline and mandates that the adjudicating authority must admit cases in 14 days. The reform lies in expanding the scope of avoidance transactions. The Bill strengthens provisions to detect and reverse fraudulent and unfair transactions carried out before insolvency. It extends the lock-back period of two years related to parties and one year for unrelated parties. The introduction of Creditor-Initiated Insolvency Resolution Process has truly transformed the out-of-court mechanism settlement in this process. It just requires 51 per cent of the creditors to form the Creditors' body and supervise the resolution professionally. It ensures faster resolution within 150 days. The Bill also ensures group insolvency which allows multiple companies within the same corporate group to be resolved together. इसमें जो लेबर है, जो वर्कमैन हैं, उनके बारे में विपक्ष ने काफी चिन्ता जताई है, लेकिन हम देख सकते हैं कि according to Section 53, the first priority according to this Bill,

वर्कमैन के दो साल का पेमेंट उन्हें मिल सके और उनकी प्रायोरिटी लिस्ट में जो सिव्योर्ड क्रेडिटर्स हैं, उनके ऊपर भी इन लेबर्स को लाया गया है। मेरे संसदीय क्षेत्र अकोला में, हमने देखा है कि काफी स्पनिंग मिल्स थे, जिनमें लेबर्स को लगभग 20-30 साल की लिटिगेशन के बाद पेमेंट नहीं मिला है, उनको इस आईबीसी बिल के द्वारा प्रेफरेंशियल ट्रीटमेंट मिल रहा है। मेरा एक

सुझाव है कि इस बिल में जो अमेंडमेंट किये गये हैं, वर्ष 2002 का जो सरफेसी एक्ट है, उसमें भी ये सारे अमेंडमेंट्स माननीय फाइनेंस मिनिस्टर के माध्यम से लाए जाएं, क्योंकि सरफेसी एक्ट के तहत होम लोन्स के काफी केसेज हैं, उनको एक्शन फेस करना पड़ता है, इसलिए उसमें भी सेम अमेंडमेंट्स लाकर उनको रिलीफ दी जाए।

Thank you very much.

श्री नरेश चंद्र उत्तम पटेल (फतेहपुर) : माननीय सभापति महोदय, मैं आज इस सदन में दिवाला और शोधन अक्षमता संहिता (संशोधन) विधेयक, 2025 पर अपनी बात रखना चाहता हूँ।

महोदय, सरकार इसे आईबीसी 2.0 कहकर पेश कर रही है, लेकिन ज़मीनी सच्चाई यह है कि यह संशोधन बड़े बैंकों और बड़े कारपोरेट घरानों की वसूली को आसान बनाने वाला कानून ज्यादा लगता है। जबकि छोटे उद्योगों, एमएसएमईज़, मजदूर, सप्लायर और घर खरीदने वालों की चिन्ताओं को इसमें बहुत कम जगह मिली है।

महोदय, हमारे समाजवादी चिन्तक डॉ. राम मनोहर लोहिया और श्रद्धेय मुलायम सिंह यादव जी कहते थे कि नीति वही सही है, जो कमजोर को ताकत दे और ताकतवर को और ताकत न दे। लेकिन इस विधेयक को पढ़ने के बाद लगता है कि इसमें ताकतवर को और ताकत दी जा रही है और कमजोर के लिए रास्ते और कठिन किये जा रहे हैं।

मैं सबसे पहली बात मेनडेटरी एडमिनिस्ट्रेशन के प्रावधानों के बारे में कहना चाहता हूँ। इस संशोधन में सेक्शन 75 (ए) में 'may' की जगह 'shall' कर दिया गया है।

अब अगर कोई कंपनी डिफॉल्ट साबित हो जाती है, तो एनसीएलटी को 14 दिनों के अंदर केस स्वीकार करना ही पड़ेगा। देश में ऐसे हजारों छोटे उद्योग हैं, जो कभी बाजार में मंदी, कभी भुगतान में देरी और कभी हालात की मजबूरी से एक-दो किश्त देना चूक जाते हैं। क्या इसका मतलब यह है कि उन्हें सीधे अदालतों के कठघरों में खड़ा कर दिया जाए? पहले अदालत के पास विवेक होता था कि वह परिस्थितियों को देखकर फैसला करे, लेकिन अब अदालत से विवेक छीन

लिया गया है।

महोदय, क्या हम अदालतों को सिर्फ रबड़ स्टैंप बनाना चाहते हैं? दूसरा बड़ा मुद्दा सीआईआईआरपी का है। इस व्यवस्था के तहत केवल चुनिंदा वित्तीय संस्थान, जिनके पास 51 प्रतिशत ऋण है, वे आउट ऑफ टर्म कोर्ट प्रक्रिया शुरू कर सकते हैं। सवाल यह है कि मजदूर का बकाया कौन देखेगा? छोटे सप्लायर्स का पैसा कौन दिलाएगा? घर खरीदने वाले आम आदमी की आवाज कौन सुनेगा?

महोदय, यह कानून दो तरह की व्यवस्था बना रहा है। एक व्यवस्था बड़े बैंकों के लिए है और दूसरी व्यवस्था बाकी सबके लिए है। तीसरा मुद्दा – समझौते और विथड्रॉल को लगभग नामुमकिन बना देना है। पहले कई मामले बातचीत से सुलझ जाते थे, लेकिन अब नियम इतने सख्त कर दिए गए हैं कि समझौते का रास्ता ही लगभग बंद हो गया है। इसका सीधा असर यह होगा कि पहले जो हजारों मामले सुलझ जाते थे, अब वे मामले वर्षों तक अदालतों में ही फंसे रहेंगे।

महोदय, एनसीएलटी की स्थिति किसी से छिपी हुई नहीं है। मामलों का ढेर लगा हुआ है, जजों की कमी है, बेंचेज कम हैं, बुनियादी ढांचा कमजोर है, लेकिन सरकार कह रही है कि 14 दिन में एडमिशन कर दो और 30 दिनों में फैसला दे दो। ऐसा कागजों पर तो अच्छा लग सकता है, लेकिन जमीनी सच्चाई कुछ और ही है।

एक और गंभीर मुद्दा सरकारी बकाये की प्राथमिकता है। इस विधेयक में साफ कहा गया है कि टैक्स और जीएसटी जैसे सरकारी बकाये को सिक्योरिटी इंट्रेस्ट नहीं माना जाएगा। इसका मतलब साफ है कि पहले बैंकों का पैसा का निकलेगा, फिर सरकार का पैसा निकलेगा।

यह सरकार का पैसा नहीं है, बल्कि यह जनता का पैसा है। इसी पैसे से स्कूल्स बनते हैं, अस्पतालों का काम-काज होता है, सड़कें बनती हैं और गरीबों के लिए योजनाएं लागू की जाती हैं। सबसे ज्यादा चिंता की बात यह है कि इसमें एमएसएमई के लिए कोई खास सुरक्षा नहीं दी गई है। जब देश में सबसे ज्यादा रोजगार यही छोटे उद्योग देते हैं, अगर छोटे उद्योग कमजोर होंगे, तो

रोजगार भी कम होगा और अर्थव्यवस्था भी कमजोर होगी ।

महोदय, डॉक्टर राम मनोहर लोहिया जी कहते थे कि आर्थिक व्यवस्था ऐसी होनी चाहिए, जिसमें ताकत गांवों और छोटे उद्योगों तक पहुंचे, न कि वह कुछ बड़े घरानों तक सिमट जाए । इस विधेयक को पढ़कर ऐसा लगता है कि आर्थिक ताकत और अधिक केन्द्रित होने जा रही है ।

महोदय, मैं सरकार से आग्रह करना चाहता हूं कि अदालतों का विवेकाधिकार वापस दिया जाए तथा समझौते और समाधान का रास्ता आसान बनाया जाए । सरकारी बकाये की उचित व्यवस्था को प्राथमिकता दी जाए । एमएसएमई के लिए विशेष सुरक्षा और प्रावधान किए जाएं । एनसीएलटी की क्षमता और ढांचे को मजबूत किया जाए । अगर ऐसा नहीं किया गया, तो यह विधेयक छोटे उद्योगों, मजदूरों और आम लोगों की उम्मीदों पर चोट पहुंचा सकता है ।

महोदय, मैं फतेहपुर जनपद से आता हूं । मेरे जिले में सहारा इंडिया, टोगो रिटेल मार्केटिंग और एप्पलाइन कॉस्टमेटिक्स नामक कंपनियां हैं । ये कंपनियां हजारों लोगों के करोड़ों रुपये खा गई हैं । इस सदन के कई माननीय सदस्यों ने इस बात को कहा है ।

महोदय, मैं आपके माध्यम से सरकार से कुछ कहना चाहता हूं । आप कहते हैं कि यह सरकार बहुत पारदर्शी तरीके से काम करती है । ये कंपनियां गरीबों, छोटे दुकानदारों, छोटे-छोटे कर्मचारियों, किसानों और मजदूरों का पैसा डकार गई हैं, कम से कम उनका पैसा दिलवाया जाए ।

महोदय, तब पता चलेगा कि भारतीय जनता पार्टी सही बात बोलती है । इस देश के लोग यह कहने लगे हैं कि “अंधेर नगरी चौपट राजा” । जनता मर रही है, सरकार वाह-वाही कर रही है । ये चोर से कहेंगे कि चोरी करो और साहूकार से कहेंगे कि जागे रहो ।

महोदय, मैं आपके माध्यम से यही कहना चाहता हूं कि इन गरीबों का जो पैसा बकाया है, जो कंपनियां उनका पैसा डकार गई हैं, फतेहपुर जिले के लोगों को उनका पैसा वापस दिलाया जाए । आपने मुझे बोलने का समय दिया है, इसलिए मैं आपको बहुत-बहुत धन्यवाद देता हूं ।

SHRI MADDILA GURUMOORTHY (TIRUPATI): Sir, thank you for giving me the opportunity to speak on the Insolvency and Bankruptcy Code (Amendment) Bill, 2025.

This Bill is an important reform to improve speed and efficiency. But its success depends on proper safeguards, institutional capacity and clarity in implementation. I would like to quote some positive points in this Bill.

17.00 hrs

In clause 4 under section 7, in clause 5 under section 9, and in clause 6 under section 10, the 14-day admission timeline is a strong reform that will reduce delays and improve value realisation and will be a support to enhance NCLT efficiencies. In clause 3, section 5, with clear identification of avoidance and fraudulent transaction, it strengthens accountability. In clause 2, section 3, clear operational guidelines are needed to avoid some disputes. In clause 13, section 21, it enhances the role of CoC, improves creditor oversight and transparency. In clause 40, Chapter 4A, CIRP, it is a strong transformative mechanism. It is a creditor-led resolution with business continuity. In clause 42, group insolvency is a long-pending reform that will improve resolution of interconnected entities, but clear regulatory framework and safeguards are required for its smooth implementation.

I seek some clarification from the hon. Minister. In clause 8, section 12A, what criteria will govern withdrawal in exceptional cases? In clause 18, section 30, how will equitable treatment of operational creditor will be ensured? In

clause 25, omission of sections 38 and 42, how will creditor's rights remain protected after simplification? In Clause 42A, what steps are being taken to strengthen NCLAT capacity for time-bound disposal? In clause 45 and 46, what evidentiary standards will be prescribed for fraudulent and wrongful trading? From our side, we support this Bill. Thank you.

SHRI TANGELLA UDAY SRINIVAS (KAKINADA): Hon. Chairperson, Sir, I feel privileged and happy that I got an opportunity to speak when you are in the Chair. I rise to strongly support the Insolvency and Bankruptcy Code (Amendment) Bill 2025, a reform that is both timely and necessary to sustain India's economic momentum.

Sir, under the decisive leadership of hon. Prime Minister Narendra Modi Ji and hon. Finance Minister Srimati Nirmala Sitharaman ji, India today stands as the fourth largest economy in the world with real GDP growth at 6.5 per cent and our nominal GDP nearly tripling over the last decade. India's growth story is not just about expansion but about structural transformation. However, for any modern economy to function efficiently, capital must move quickly from unproductive to productive uses and today the process is facing serious bottlenecks.

The Economic Survey 2025-2026 highlights that over 30,600 cases are pending before the NCLT with resolution timelines stretching up to 10 years. This is not just a delay; this is a value destruction. Every year of delay erodes asset values, weakens creditor confidence and locks capital that could

otherwise fuel growth.

At the same time, the success of IBC cannot be ignored. Over 1,300 cases have been resolved with recoveries of nearly Rs.3.99 lakh crore and recovery rate close to 94 per cent of fair value. Importantly, it has instilled credit discipline and reduced stressed assets significantly.

This amendment Bill rightly addresses these structural gaps. It introduced a creditor-initiated resolution process, enabling faster market-driven resolution within 150 days. It establishes a group insolvency framework, ensuring that interconnected companies are resolved together, preventing fragmentation and maximising value. It brings in a cross-border insolvency framework, aligning India with global standards and strengthening investor confidence. Further, the Bill strengthens the system by ensuring asset value preservation even during liquidation, integrating guaranteed assets into the resolution pool and reducing litigation through fair treatment of dissenting creditors.

However, Sir, while the framework is strong, its success ultimately depends upon institutional capacity. Today, we have only 30 NCLT benches across the country and less than half of registered resolution professionals are actively engaged. Without strengthening this backbone, even the best-designed reforms will struggle in implementation. Therefore, I request the Government to expand NCLT capacity and fast-track appointments, particularly in high-burden regions to reduce pendency and improve

timelessness.

Sir, I would also like to highlight the importance of this reform for States like Andhra Pradesh. As Andhra Pradesh positions itself as a key investment destination with a strong push towards industrial corridors, manufacturing hubs, ports and infrastructure, an efficient and predictable insolvency framework becomes absolutely critical. Investors seek not just opportunities, but also certainty and time-bound resolution mechanisms.

Under the visionary leadership of Shri N. Chandrababu Naidu and Shri Pawan Kalyan, Andhra Pradesh is once again focussing on growth, investment and job creation. A strengthened IBC framework will play a vital role in supporting the vision of improving credit flow, enabling faster resolution and stress-results and enhancing investor confidence in the State.

Chairperson, Sir, this Bill is not merely about insolvency; it is about ensuring that capital in India remains productive, efficient and growth-orientated. I am confident that under the leadership of our hon. Prime Minister, Shri Narendra Modi ji, this reform will further strengthen India's financial architecture, deepen investor confidence and accelerate our journey towards becoming a five trillion economy. Thank you.

***SHRI GURMEET SINGH MEET HAYER (SANGRUR):** Thanks, hon. Chairperson, sir, for giving me an opportunity to speak on the IBC Code (Amendment) Bill, 2025. Today, thousands and thousands of cases are

* English translation of the speech originally delivered in Punjabi.

pending in the entire country and it has been stated in this bill that resolution will be completed in 14 days. Sir, even the file pertaining to a case can't be completed in 14 days. Leave aside the earlier times, have the NCLT and NCLAT strengthened their framework during the last 12 years that they would be able to complete the resolution in 14 days. Sir, this process will directly hit the MSMEs who provide the maximum employment in the country. It has been stated that the resolution will be provided in 14 days and the big banks will lose their authority. The seasonal industries like rice shellers and units making agricultural implements are receiving their payments during a particular season. In case of default of one or two instalments, not only such factories will be closed, their employees in thousands will also become unemployed. This is direct loss to the MSMEs. Secondly, it will hit the smaller banks also. Suppose, a company avails Rs.1 crore of loan from a bigger bank and Rs.10 lacs from a smaller bank. When the company knows that 51 per cent share holding lies with a big bank, firstly it will service the dues of the big bank as the decision making powers are vested with them only and thus, the smaller bank will be at a loss. Therefore, the MSMEs and smaller banks are loser in the process. Only big industrialists and bigger banks will be benefitted through this bill.

Secondly, it has been stated that Indian tribunals will coordinate with the foreign tribunals where the defaulters are having assets and such assets will also be attached. Sir, during the last 12 years, we have seen that a number of

defaulters and fraudsters have fled the country. It is correct that the properties in the foreign countries will be attached but it hasn't been made clear as to what measures will be taken to stop these fraudsters from fleeing the country. It is a different subject but many such fraudsters are sitting in India only and have their assets here but we couldn't decide their cases during the last 12 years. We have one such company in Punjab named PEARL whose properties valuing crores of rupees are situated in Punjab as well as out of Punjab. Crores of rupees of the lacs of common people were invested in this company. Property is here and the fraudster is also here but we couldn't decide this case till date. We couldn't compensate the people losing money in such deals by auctioning the property. So, I demand today that the properties of companies like PEARL and SAHARA having properties in the country should be attached and the poor people should be compensated. Secondly, the framework of NCLT and NCLAT should be strengthened. I have stated earlier also that, the interests of MSMEs and small banks haven't been taken care of in this bill. So I request the Government to give a second thought on the important issue.

श्री चंदन चौहान (बिजनौर) : सभापति महोदय, मैं आपका धन्यवाद करता हूँ कि आपने मुझे इस महत्वपूर्ण इन्सॉल्वेंसी एंड बैंकरप्सी कोड (संशोधन) विधेयक, 2025 पर अपनी पार्टी की ओर से बात रखने का मौका दिया। मैं अपनी ओर से और अपने दल राष्ट्रीय लोक दल तथा आदरणीय जयंत चौधरी की ओर से इस विधेयक का समर्थन करता हूँ।

इस विधेयक को प्रस्तुत करने के लिए माननीय वित्त मंत्री जी और हमारे देश के यशस्वी प्रधान मंत्री आदरणीय नरेन्द्र मोदी जी को धन्यवाद देता हूँ। यह विधेयक केवल एक कानूनी

संशोधन नहीं है, बल्कि भारत की आर्थिक व्यवस्था को और अधिक पारदर्शी, तेज तथा विश्वसनीय बनाने की दिशा में एक महत्वपूर्ण कदम है। यदि हम सरल शब्दों में समझें, तो आईबीसी का मूल उद्देश्य यह है कि जो कंपनियां कर्ज चुकाने में असमर्थ हो जाती हैं, उनका समयबद्ध समाधान हो, ताकि बैंकों का पैसा सुरक्षित रहे, उद्योग चलते रहें और रोजगार भी बचा रहे। वर्ष 2016 में जब यह कानून लागू हुआ, तब यह एक क्रांतिकारी बदलाव था। पहली बार देश को एक ऐसी व्यवस्था मिली, जिसमें कर्जदाताओं को प्राथमिकता दी गई, तय समयसीमा में निर्णय की व्यवस्था बनाई गई और डिफॉल्ट करने वाले प्रमोटर्स की जवाबदेही तय की गई।

सभापति महोदय, आज जो संशोधन विधेयक लाया गया है, वह आईबीसी के उसी मजबूत ढांचे को और अधिक प्रभावी बनाने का प्रयास है। इस विधेयक में कई महत्वपूर्ण प्रावधान किए गए हैं। सबसे अहम बात यह है कि अब मामलों के समयबद्ध निपटारे को और सख्ती से लागू किया गया है। यदि कोई मामला एनसीएलटी के पास जाता है, तो उसे 14 दिन के तय समय में स्वीकार करना अनिवार्य बना दिया गया है। देरी होने पर कारण दर्ज कराना होगा और अनावश्यक देरी पर रोक लगाने का काम होगा।

महोदय, मैं इस अवसर पर एक महत्वपूर्ण मुद्दे की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। आदरणीय मंत्री श्री हर्ष मल्होत्रा जी यहां बैठे हुए हैं। एनसीएलटी इन्सॉल्वेंसी व्यवस्था का दिल है। आईबीसी कितना भी अच्छा कानून क्यों न हो, लेकिन उसकी सफलता पूरी तरह एनसीएलटी पर निर्भर करती है। आज स्थिति यह है कि एनसीएलटी पर मामलों का अत्यधिक बोझ है, लेकिन उसके संसाधन उसी अनुपात में नहीं बढ़े हैं। देशभर में सीमित बेंच और कम सदस्य होने के कारण मामलों में देरी हो रही है। जब एनसीएलटी की स्थापना की गई थी, तब इसका मुख्य उद्देश्य कंपनी कानून से जुड़े मामलों का निपटारा करना था। लेकिन वर्ष 2016 में आईबीसी लागू होने के बाद इस संस्था पर दिवाला मामलों का बहुत बड़ा बोझ आ गया। आज स्थिति यह है कि एनसीएलटी की अधिकांश बेंच लगभग पूरी तरह आईबीसी मामलों में ही व्यस्त

हैं। इसका सीधा परिणाम यह हुआ है कि कंपनी कानून से जुड़े अन्य मामलों को सेकंडरी ट्रीटमेंट मिलने लगा है। कई महत्वपूर्ण कंपनी मामलों में भी अनावश्यक देरी हो रही है, जो कॉर्पोरेट गवर्नेंस के लिए ठीक संकेत नहीं है। वर्तमान में देशभर में एनसीएलटी की सीमित बेंचें और कोर्ट कार्यरत हैं, जबकि मामलों की संख्या लगातार बढ़ रही है। मैं सरकार से आग्रह करता हूँ कि एनसीएलटी के अतिरिक्त कोर्ट्स बनाए जाएं, जिससे मामलों का समयबद्ध निपटारा सुनिश्चित हो सके।

इसके साथ ही एक और गंभीर समस्या है कि मानव संसाधन जो स्टाप्स हैं आज एनसीएलटी में लगभग 95 प्रतिशत कर्मचारी कॉन्ट्रैक्ट बेसिस पर हैं और ये कर्मचारी बार-बार बदलते रहते हैं, जिससे काम की निरंतरता प्रभावित होती है। सरल शब्दों में कहूँ तो अनुभव और सीख जो institutional memory है, वह हर बार नए सिरे से शुरू करनी पड़ती है। ऐसी स्थिति में इतनी जटिल और तकनीकी प्रकृति के मामलों को प्रभावी ढंग से संभालना कठिन हो जाता है। स्थायी पदों का सृजन किया जाए और नियमित भर्ती की जाए, जिससे संस्था और मजबूत हो सके।

महोदय, बुनियादी ढांचे की स्थिति में भी आवश्यकता है। कई बेंच आज भी ऐसे भवनों में संचालित हो रही हैं, जिनमें पर्याप्त कोर्ट रूम उपलब्ध नहीं हैं। रिकॉर्ड रखने की व्यवस्था और अन्य आवश्यक सुविधाएं नहीं हैं। जब हम एक विश्वस्तरीय आर्थिक व्यवस्था की बात करते हैं, तो हमारे न्यायिक ढांचे को भी उसी स्तर का होना चाहिए। जिसे हमारी सरकार और आदरणीय वित्त मंत्री जी पूरा करने में सक्षम हैं। इसी तरह आईटी सिस्टम और डिजिटल इंफ्रास्ट्रक्चर को भी आधुनिक बनाने की आवश्यकता है। कई तकनीकी समस्याओं के कारण सुनवाई प्रभावित होती है, जिससे पूरी प्रक्रिया धीमी पड़ जाती है।

आदरणीय सभापति जी, मैं सरकार से आग्रह करता हूँ कि एनसीएलटी की बेंच में कोर्ट्स की संख्या बढ़ायी जाए। 31 अतिरिक्त कोर्ट्स को स्वीकृति दी जाए। स्थायी कर्मचारियों की भर्ती की जाए। आधुनिक बुनियादी ढांचे और आईटी सिस्टम विकसित किया जाए। तभी हमारे

आदरणीय नेता स्वर्गीय श्री अरूण जेटली जी का जो सपना था, जब वे आईबीसी लेकर आये थे, उन्होंने देखा था। एनसीएलटी भी तभी मजबूत होगी और आनून अपनी पूरी क्षमता से काम कर पाएगा।

आदरणीय सभापति जी, एक नई व्यवस्था लायी गयी है, जिसमें कर्जदाता स्वयं आपसी सहमति से इस विधेयक के अंदर समाधान प्रक्रिया को शुरू कर सकते हैं, जिससे छोटे और मध्यम उद्योगों को बहुत राहत मिलेगी।

माननीय सभापति : प्लीज कंकलूड कीजिए।

श्री चंदन चौहान (बिजनौर) : सर, 30 सैकेंड में अपनी बात समाप्त करूंगा। उन्हें हर छोटे मामले में न्यायालय का चक्कर नहीं लगाना पड़ेगा। यह एक व्यवहारिक और आधुनिक सोच को दर्शाता है। महोदय, आज के वैश्विक आर्थिक माहौल को देखते हुए इस विधेयक में ग्रुप इंसॉल्वेंसी और क्रॉस बॉर्डर इंसॉल्वेंसी के प्रावधान भी जोड़े गए हैं। अक्सर एक ही कॉर्पोरेट समूह के लोग कई कंपनियां बना लेते हैं और जब एक कंपनी संकट में आती है, तो अन्य कंपनियां प्रभावित होती हैं। पहले हर कंपनी का अलग-अलग मामला चलता था, जिससे समय और संसाधन दोनों का नुकसान होता था। मैं इतना कहकर अपनी बात को विराम दूंगा, यह कहना बिल्कुल उचित होगा कि यह विधेयक भारत को एक मजबूत और आधुनिक आर्थिक ढांचे पर ले जाने का काम करेगा। आदरणीय प्रधानमंत्री जी का और देश के एक-एक व्यक्ति का जो विकसित भारत का संकल्प है वहां प्रधानमंत्री जी के विजन को ले जाने का काम करेगा। दुनिया की प्रमुख अर्थव्यवस्थाओं में से एक भारत का निर्माण करने में यह विधेयक काम करेगा और भारत की आगे बढ़ रही अर्थव्यवस्था को प्रभावी इंसॉल्वेंसी प्रणाली बनाने में काम करेगा।

महोदय, अतः मैं इस बिल का समर्थन करता हूं और आशा करता हूं कि सरकार एनसीएलटी को सशक्त और इस कानून को प्रभावी बनाकर लागू करेगी। इससे पूंजी निवेश बढ़ने का काम होगा। व्यापार बढ़ने का काम होगा। एनपीए कम होंगे। रोजगार बढ़ने का काम होगा और

विकसित भारत का हमारा संकल्प पूरा होने का काम होगा। मैं इस विधेयक का समर्थन करते हुए अपनी वाणी को विराम देता हूँ। आपने मुझे बोलने का मौका दिया, इसके लिए बहुत-बहुत धन्यवाद।

श्री राजा राम सिंह (काराकाट) : सभापति महोदय, विजय माल्य, नीरव मोदी को भारत में लाये बगैर सत्ता पक्ष का कितना भी भाषण हो जाए, उसकी विश्वसनीयता नहीं बनेगी। इसलिए अगर भरोसा पैदा करना है, तो इन भगौड़ों को लाइये। उल्टा, ये कहने की कोशिश मत कीजिए कि ये भगौड़ा नहीं हैं, ये इस देश में रहते हैं। घुमा-फिराकर यह बिल यही बात कहता है।

मैं एक बात कहना चाहता हूँ, जिसके लिए मैं इस बिल के खिलाफ खड़ा हूँ। लगातार यह बात आ रही है कि बीमा और कंपनी से संबंधित जो भी बिल होते हैं, तो वित्त मंत्री भी यह तर्क देती हैं कि हमने बहुत सारे कानूनों को हटा दिया है और अब उनको सजा देने के बजाए, वे कोष में पैसा जमा कर दें, यह अच्छा हो जाएगा कि भारत सरकार को कुछ लाभ भी हो जाएगा। यह बहुत खतरनाक तर्क है। इसका मतलब यह है कि सजा केवल गरीबों को मिलेगी, कम आमदनी वालों को मिलेगी। जो अधिक पैसे वाले हैं, वे पैसा जमा करके अपने को फ्री कर लें, चाहे वह कितना भी बड़ा ऑफेंडर हो, कितना भी बड़ा अपराध करे।

इससे उनको छुट्टी मिल जाएगी। यह बहुत गलत तर्क है और मैं इस तर्क का विरोध करता हूँ। कल भी बहस में निशिकान्त दुबे जी भी बोल रहे थे कि इस तरह का जो ऑफेंडर है, उनको केवल आर्थिक रूप से दंडित करके छोड़ दिया जाए। मैं तीसरी बात कहना चाहता हूँ कि बैंकों में पैसा लेकर लोन देने और बाद में उस लोन को बट्टे खाते में डाल देना का एक धंधा बन गया है। यह बिल उस पर कंक्रिट उपाय नहीं करता है। उसको चैक करने की कोशिश नहीं करता है कि कैसे इस पर रोक लगेगी? यह बात लोगों को बिल्कुल समझ में आ रही है कि आपने माफ नहीं किया, बल्कि बट्टे खाते में डाल दिया। ये कहते हैं कि राइट ऑफ कर दिया। बात तो यही हुई कि उसको पैसा नहीं देना पड़ेगा। उसने जो लोन लिया है, वह बैंक को लौटाना नहीं पड़ेगा। यह देश का पैसा

है, गरीबों का पैसा है, आम जनता का पैसा है, टैक्स का पैसा है इसलिए इसके साथ खिलवाड़ बंद हो। इस बिल में भी ऐसा प्रावधान हो कि इस पर चैक लगे।

अंत में, मैं यह कहना चाहता हूँ कि जो प्रिम्बल में शब्द थे, एक-एक करके उनको बदलने की कोशिश मत करिये। हमारे प्रिम्बल में साफ तौर से सामाजिक, आर्थिक और राजनीतिक न्याय की बात की गई है। आप आर्थिक अन्याय मत करिये। जो बड़े लोग हैं, उनको खास तरह की छूट है और जो साधारण आदमी हैं, अगर किसान लोन लेता है तो उसकी कमर में रस्सी लगा दीजिए, उसका नाम बोर्ड में डिस्प्ले कर दीजिए, उसको लोन ही मत दीजिए। अगर उसके ऊपर थोड़ा सा भी लोन हो तो उसको जेल में डाल दीजिए। इन बड़े लोगों को छूट दे दीजिए। यह ठीक नहीं है और इससे आप देश में लगातार एक नकारात्मक संदेश दे रहे हैं। इसके जरिये आप कंपनी राज की तरफ क्रमशः बढ़ रहे हैं। ईज ऑफ डूइंग बिजनेस करने का मतलब क्या है? आप लगातार बिजनेसमैन को और बड़े पूंजीपतियों को, छोटे पूंजीपतियों को नहीं, बल्कि बड़े पूंजीपतियों को लगातार छूट दे रहे हैं। यह उचित नहीं है। मैं इस बिल का कड़ा विरोध करता हूँ। धन्यवाद।

श्री इटैला राजेंदर (मल्काजगिरि) : सभापति महोदय, यह दशाब्दी, वर्ष 2016 से वर्ष 2026 तक की मोदी जी की दशाब्दी है। Modiji is for reforms – reforms for progress. हमारे ऑनरेबल एमपीज़ ने इसके बारे में बात की थीं और इसके बारे में बताया भी था। मैं अपने अनुभव से बताना चाहता हूँ कि जीएसटी टैक्स को लागू करने के लिए जेटली जी के नेतृत्व में कमेटी बनी थी। जब मैं वर्ष 2014 से वर्ष 2019 में वित्त मंत्री था तो नई-नई स्टडी करने के लिए अलग-अलग राज्यों में गया था। लास्ट में आस्ट्रेलिया में भी जाकर हमने स्टडी की थी। उस टाइम पर हमने आस्ट्रेलिया का टूर किया था। उन्होंने हमें बताया था कि आपकी कंट्री तो थर्ड वर्ल्ड कंट्री है। आपके यहां पर लिटरेसी ज्यादा नहीं है और टैक्स पे करने की सेंसिटिविटी भी नहीं है। आप जीएसटी कैसे अमल करेंगे? उन्होंने बताया कि जब उन्होंने अपने देश में जीएसटी लागू किया था तो उस समय उनकी सरकार हार गई थी। मोदी जी पहली बार सत्ता में आए हैं और वे इसे कैसे

अमल करेंगे? ऐसा उन्होंने हमसे कहा था। हमने उनसे एक ही बात बोली थी कि मोदी जी का जो सपना है, मोदी जी इलेक्शन ओरिएंटेड प्रोग्राम में नहीं रहते हैं। मोदी जी पीपुल ओरिएंटेड प्रोग्राम में जाएंगे। भारत, जो कि थर्ड वर्ल्ड कंट्री है, उस थर्ड वर्ल्ड कंट्री को फर्स्ट वर्ल्ड कंट्री में रखने के लिए मोदी जी का स्वप्न है, ऐसा हमने उन्हें बताया था।

सभापति महोदय, हमारे यहां पर जीएसटी लागू हुई। At the time of GST implementation, फर्स्ट ईयर जीएसटी से हमें जो इनकम आई थी, वह 73 हजार करोड़ रुपये थी। आज 2.5 लाख करोड़ रुपये पर-मंथ की आमदनी जीएसटी से आ रही है। जब मोदी जी ने जन-धन अकाउंट खोलने का एलान किया था तो उनकी इंसल्ट की गई थी कि ये क्या कर रहे हैं? ये 10-10 हजार या 20-20 हजार रुपये डालेंगे।

सभापति महोदय, मैं प्रैक्टिकली ग्राउंड से जुड़ा हुआ रहता हूं। पहले तरकारी सेल करने वाले, फल बेचने वाले, छोटे-छोटे व्यापार करने वाले लोग बैंकों की सीढ़ियां भी नहीं चढ़ सकते थे। उनका बैंक में कोई अकाउंट नहीं था, कोई खाता नहीं था, न ही उन्हें बैंक से लोन मिल पाता था। सुबह वे एक साहूकार के पास जाते थे और 1,000 रुपये का लोन लेते थे, जिसमें से साहूकार 100 रुपये काट लेता था और उन्हें केवल 900 रुपये ही मिलते थे। ऐसी हालत थी। आज मोदी जी द्वारा लाए गए सुधारों के बाद, 2016 में जो IBC संशोधन अधिनियम लाया गया, उसका क्या परिणाम निकला?

सभापति महोदय, जैसा कि आपने बताया था कि वर्ष 2015 में NPA खातों का प्रतिशत 11 प्रतिशत था। आज 2026 आ गया है और आज यह घटकर 2.11 प्रतिशत पर आ गया है। अगर यह काम नहीं किया जाता, तो यह अंतर कैसे आता? आज मैं यह कह सकता हूं कि देश के अंदर डिजिटल ट्रांजैक्शन बढ़ने के बाद यह बात स्पष्ट हो गई है कि मोदी जी के सुधारों ने देश को कैसे बदला है। हम जानते और समझते हैं कि इस अनपढ़ देश में, जहाँ लोगों को पढ़ना-लिखना नहीं आता था, वहाँ आज तरकारी की दुकान में भी हर कोई डिजिटल ट्रांजैक्शन कर रहा है। यही

आज का मोदी युग है।

इसीलिए वर्ष 2016 में जो अधिनियम लाया गया था, आज उसने दुनिया को एक 'ग्लोबल विलेज' बना दिया है। आज दुनिया के अलग-अलग देश इन सुधारों का अध्ययन कर रहे हैं। इस कार्यान्वयन के आधार पर, पिछले 10 वर्षों में जो अनुभव और सीख हमें IBC अधिनियम से मिली है, उसे और बेहतर बनाने के लिए आज 2025 का अधिनियम लाया जा रहा है। यह सदन केवल अच्छे-अच्छे सुधार और अधिनियम लाने के लिए है। इसीलिए आज वित्त मंत्री जी जो विधेयक लाई हैं, मैं उसका समर्थन करने के लिए यहाँ खड़ा हुआ हूँ।

निश्चित रूप से, जैसा कि अभी कहा गया, जब वाजपेयी जी प्रधानमंत्री थे, तब NPA 16 प्रतिशत था। उनके कार्यकाल के अंत तक यह 7.5 प्रतिशत रह गया। मोदी जी के आने के समय यह 11 प्रतिशत था और आज यह 2.5 प्रतिशत पर है। अगर आज बैंक समृद्ध हुए हैं, तो जैसा पहले बताया गया था, बैंक का पैसा जनता का पैसा है। मोदी जी कभी यह नहीं कहते कि 'मैं करता हूँ', बल्कि वह कहते हैं कि 'मैं सेवक हूँ'। मोदी जी हमेशा देश को आगे बढ़ाने और उसे प्रगतिशील बनाए रखने के लिए काम करते हैं। वे चुनाव के समय छोटे-मोटे वादे करके वोट लेने की कोशिश नहीं करते।

इसीलिए तीसरी बार मोदी जी प्रधानमंत्री बने, क्योंकि उन्हें जनता का आशीर्वाद मिला है। मैं बजट के बारे में देख रहा हूँ, जिसे वित्त मंत्री जी ने पेश किया है। उसमें क्या है? इस देश का हर छात्र जो पढ़ता है, उसे केवल सरकारी नौकरी ही नहीं मिलेगी। राज्यों और केंद्र सरकार में सरकारी नौकरियाँ केवल दो प्रतिशत या तीन प्रतिशत ही हो सकती हैं, लेकिन पढ़े-लिखे लोग अपने पैरों पर खड़े होकर व्यवसाय कर सकें, इसके लिए MSME को पूरा समर्थन दिया जा रहा है।

सभापति महोदय, आज आपको मालूम होगा कि महिला संगठन और महिलाओं को कितना लोन मिल रहा है। मेरा मानना है कि 99 प्रतिशत महिलाएँ जो लोन लेती हैं, वे एक पैसा भी नहीं

डुबाती हैं, यह सच है। जो गरीब लोग लोन लेते हैं, वे आज एक पैसा भी नहीं डुबाते हैं। आज किसानों के लिए, शिक्षित युवाओं के लिए और छोटे व्यवसायियों के लिए जो जनकल्याणकारी कार्य पहले राज्यों की सरकारें करती थीं, पहली बार मोदी जी ने उनमें भाग लेकर उन्हें राष्ट्रीय स्तर पर लागू किया है। आज शिप एंड बोट में बहुत-सी स्कीमों पर अमल किया जा रहा है।

आज हम फिशरीज में फंड दे रहे हैं। विश्वकर्मा योजना के तहत राज्यों में भी फंड दी जा रही है। आज बैंक्स रिच होंगे तो देश रिच होगा। आज देश रिच हुआ तो हमें और आगे बढ़ने का मौका मिलेगा। हमारी अर्थव्यवस्था 11वें स्थान पर थी, अभी यह चौथे स्थान पर आई है। मोदी जी का सपना है कि इसे नम्बर वन स्थान पर लेकर जाएंगे। इसके लिए यह बिल डेफिनेटली यूज होगा।

महोदय, आपने मुझे बोलने का समय दिया है, इसके लिए मैं आपको धन्यवाद देता हूँ।

डॉ. शिवाजी बंडाप्पा कालगे (लातूर) : सभापति महोदय, मैं आपका एवं कांग्रेस पार्टी के प्रति आभार व्यक्त करता हूँ कि इस महत्वपूर्ण विधेयक पर मुझे अपनी बात रखने का मौका दिया गया है।

सभापति महोदय, इनसॉल्वेन्सी एंड बैंककरप्सी कोड वर्ष 2016 में इस उद्देश्य से लाया गया था कि देश की आर्थिक व्यवस्था को मजबूत किया जा सके। बैंकों के फंसे हुए कर्ज को कम किया जा सके और उद्योगों को समयबद्ध तरीके से पुनर्जीवित किया जा सके। उस समय यह एक क्रांतिकारी कदम माना गया था, लेकिन आज, इस संशोधन विधेयक को देखते हुए यह कहना पड़ता है कि सरकार अपने ही बनाए कानून की कमियों को दूर करने में पूरी तरह असफल रही है। यह विधेयक किसी सुधार का प्रयास नहीं है, बल्कि न्यायिक निगरानी, ऋणदाता समानता तथा इस संसद की विधायी मर्यादा पर एक सुनियोजित आघात है। मैं यह कहते हुए इस विधेयक का विरोध कर रहा हूँ।

सभापति महोदय, मैं इस विधेयक का विरोध इसलिए कर रहा हूँ, क्योंकि सबसे पहले यह

संशोधन प्रक्रिया को जटिल बनाता है। पहले ही आईबीसी के अंतर्गत मामलों के निपटारे में अत्यधिक देरी हो रही है। जो प्रक्रिया 180 से 330 दिनों में पूरी होनी चाहिए थी, वह कई मामलों में वर्षों तक चल रही है। यह विधेयक उस देरी को कम करने के बजाय और बढ़ा सकता है।

दूसरा, यह विधेयक बड़े कॉर्पोरेट घरानों को अप्रत्यक्ष रूप से लाभ पहुंचाने वाला प्रतीत होता है। छोटे और मध्यम उद्योग पहले से ही दबाव में हैं, लेकिन इस संशोधन में उनके लिए कोई ठोस राहत नहीं दिखाई देती है।

तीसरा, बैंकों और आम निवेशकों का हित इस विधेयक में सुरक्षित नहीं है। कई मामलों में हमने देखा है कि बड़े कर्जदार बहुत कम राशि देकर अपने कर्ज से मुक्ति पाते हैं, जिससे बैंकों को भारी नुकसान होता है। यह नुकसान आम जनता का नुकसान है।

चौथा, इस कानून के कार्यान्वयन में पारदर्शिता की कमी है। इनसॉल्वेन्सी प्रोफेशनल्स और रेज्योल्यूशन प्रॉसेस में जवाबदेही सुनिश्चित करने के लिए इस विधेयक में कोई ठोस प्रावधान नहीं किया गया है।

पांचवां, यह विधेयक रोजगार और श्रमिकों के हितों की अनदेखी करता है। जब कोई कंपनी दिवालिया होती है, तो सबसे पहले असर मजदूरों और कर्मचारियों पर पड़ता है, लेकिन उनके अधिकारों की सुरक्षा के लिए इस विधेयक में पर्याप्त प्रावधान दिखाई नहीं देता है।

साथ ही, मैं माननीय वित्त मंत्री जी का ध्यान महत्वपूर्ण बैंकिंग मुद्दों की ओर भी आकर्षित करना चाहता हूँ। देश में लगभग 2.3 लाख बैंकिंग कॉरेस्पॉन्डेंट केंद्र बंद हो चुके हैं, जिससे ग्रामीण और दूर-दराज क्षेत्रों में बैंकिंग सुविधाओं की अंतिम कड़ी गंभीर रूप से प्रभावित हुई है। नकदी प्रबंधन जोखिम, खराब बुनियादी ढांचा, चोरी एवं धोखाधड़ी इसके मुख्य कारण हैं। इन केंद्रों के बंद होने से वरिष्ठ नागरिक, छोटे किसान और डायरेक्ट बेनिफिट ट्रांसफर के लाभार्थी सीधे प्रभावित हो रहे हैं।

इससे सरकार की 'प्रधानमंत्री जन धन योजना' जैसी वित्तीय समावेशन योजनाओं पर भी

गंभीर परिणाम पड़ सकता है और ग्रामीण अर्थव्यवस्था में बाधा उत्पन्न हो सकती है। मैं माननीय वित्त मंत्री जी से आग्रह करता हूँ कि इस समस्या के लिए ठोस कदम उठाए जाएं। मैं माननीय वित्त मंत्री जी का ध्यान कुछ गंभीर मुद्दों की ओर भी आकर्षित करना चाहता हूँ। जैसे महाराष्ट्र में बैंक ऑफ महाराष्ट्र द्वारा पुणे स्थित स्वामित्व वाले मुख्यालय को छोड़कर बनेर-पाषाण लिंक रोड पर लीज पर कार्यालय लेने का निर्णय वित्तीय दृष्टि से चिंताजनक प्रतीत होता है।

लगभग 15 वर्षों की अवधि में एक हजार करोड़ रुपये से अधिक संभावित व्यय अनुमानित है, जबकि बैंक अपनी भूमि पर खुद का नया भवन खड़ा कर सकता था, ऐसे निर्णय होने से बैंकों और जनता का नुकसान हो रहा है।

इसके अलावा, मैं सदन का ध्यान इस ओर भी आकर्षित करना चाहता हूँ कि किसानों के लिए लोन प्रक्रिया सरल की जाए। किसानों के बच्चों को शिक्षा लोन सही ढंग से मिले तथा उनके सिबिल स्कोर को न देखते हुए उनके बच्चों को कम ब्याज दर पर शिक्षा ऋण मिले। ऐसी चीजों पर ध्यान देने हेतु बैंक को लोन प्रक्रिया सुलभ करनी चाहिए।

मैं इस विधेयक का विरोध इसलिए भी कर रहा हूँ, क्योंकि यह विधेयक विधिक प्रक्रिया, ऋणदाता समानता, संसदीय संप्रभुता को व्यवस्थित रूप से कमजोर करता है। न्यायिक समीक्षा के बिना दिवालियापन की शुरुआत को अक्षम बनाता है। असहमति रखने वाले ऋणदाताओं को दंडित करता है। गारंटर की संपत्ति के एकतरफा अधिग्रहण की अनुमति देता है। यह विधेयक, विधायी शक्तियों को कार्यपालिका को सौंपता है। कॉर्पोरेट आवेदकों के अधिकारों को सीमित करता है तथा नियामक स्वतंत्रता को कमजोर करता है।

अतः मैं आपसे मांग करता हूँ कि इस विधेयक को अस्वीकार किया जाए और विस्तृत परीक्षण हेतु स्थायी समिति को संदर्भित किया जाए। धन्यवाद।

SHRIMATI PRATIMA MONDAL (JAYNAGAR): Sir, on behalf of All India Trinamool Congress, I rise to speak on the Insolvency and Bankruptcy Code

Amendment Bill, 2025, not to obstruct, but to hold this Government accountable for what this Bill does and for what it refuses to fix. Let us begin with the Government's own numbers. As of June, 2025, 43 of closed CIRP cases ended in liquidation, not resolution. The recoveries averaged just 33 paise on the rupee. The average CIRP took 602 days; nearly double the statutory limit. And 78 per cent of the ongoing cases have already breached 270 days' timeline. Nine years after the IBC was introduced, this is the Government's record. What does this Government offer in response — a Bill that expands the law, hands more power to financial creditors, weakens judicial oversight, and leaves every structural failure completely untouched? Sir, this Bill dramatically expands the scope of insolvency law, new processes, new supervisory powers, new frameworks for group and cross-border insolvency, and yet it does nothing to fix the codes that must implement all these.

As of March, 2025, the NCLT takes more than a year to admit an insolvency application against a 14-day statutory deadline. The Supreme Court itself has noted that tribunals sit only a few days a week due to infrastructure shortfalls, with 12,351 pending IBC cases before the NCLT alone. Sir, the MCA has proposed 15 new NCLT courts to the Cabinet. That proposal is not in this Bill. This Government is adding new floors to a crumbling building without repairing the foundation. The most dangerous shift in this Bill is the unchecked expansion of creditor power into territory previously reserved for independent

judicial officers. This Bill treats the liquidator of quasi-judicial powers and hands the Committee of Creditors the authority to appoint, supervise and remove the liquidator, requiring a 66 per cent voting share. The CoC can even dissolve the company directly – workers, MSMEs, operational creditors and Government authorities – all of whom rank below financial creditors in the waterfall. The process is controlled entirely by the very parties who rank above them. This is not reform. This is a structural conflict of interest legislated.

Sir, the new creditor-initiated insolvency resolution process bypasses the Code at the point of initiation. The moratorium begins before any court has examined the case for a stretched MSME or a business in a cyclical downturn. This is not a resolution mechanism. It is a cohesive tool.

Critically, the CIIRP can only be initiated by institutions notified by the Central Government, not by all financial creditors, not by operational creditors, and not by the debtor. It is restricted only to Government-chosen institutions. That is not law; that is patronage.

Sir, under current law, parties can withdraw an insolvency application before the CoC is constituted, allowing early, affordable settlement. This Bill eliminates that option. The Select Committee's own data shows that 78 per cent of CIRP withdrawals involve claims below Rs 10 crore, and 70 per cent are initiated by operational creditors, that are, MSMEs and vendors. They used early withdrawal to resolve disputes without being trapped in a process they cannot afford. This Bill slams that door shut. With over 20,000 cases already

pending before the NCLT, restricting early settlement does not protect the process. It burdens the courts further and punishes the smallest creditors the most.

Sir, this Bill mandates that once a default is established, the NCLT must admit that no other grounds may be considered. This reverses the Supreme Court's position in Vidarbha Industries case, which held that NCLT has discretion to examine whether admission serves all stakeholders. Without our proposed amendment to Clause 4 – preserving NCLT's power to reject *mala fide* or abusive filings – insolvency becomes a weapon available to any creditor who can establish a default on paper.

Sir, I would like to put my demands before the Government. First, the NCLT must retain explicit power to reject fraudulent or abusive CIRP filings. Second, the CoC's supervisory role in liquidation must not override the independence of the liquidator or the adjudicating authority. Third, avoidance and wrongful trading proceedings must conclude within one year, with written reasons required for any extension.

Sir, the hon. Finance Minister, in her reply, stated that the workers in Darjeeling are being deprived by the State Government. ... (*Interruptions*)

HON. CHAIRPERSON : It is not related to the subject.

... (*Interruptions*)

SHRIMATI PRATIMA MONDAL: Sir, I would like to draw the attention of this House. ... (*Interruptions*)

HON. CHAIRPERSON: Hon. Member, it is not related to the subject.

... (*Interruptions*)

SHRIMATI PRATIMA MONDAL: The workers are provided with houses under the Banglar Awaas Yojana. They are also getting health facilities. ...

(*Interruptions*)

HON. CHAIRPERSON: Thank you.

Now, Shri Rajesh Ranjan ji.

... (*Interruptions*)

श्री राजेश रंजन (पूर्णिमा) : धन्यवाद सर। हम सभी को पहले यह समझने की जरूरत है कि किसी भी बिल से पहले यदि आप रुपये की वैल्यू की बात करते हैं, तो यह समझ लेना पड़ेगा कि यह जनता का पैसा है। यह पैसा न तो किसी संस्था का है, न सरकार का है, न किसी व्यवस्था का है। हम इसे समझते नहीं। सरकार कहती है कि हम पर भरोसा कीजिए, हम महत्वपूर्ण बातें स्वयं तय कर लेंगे। यह सदन खाली चेक पर दस्तखत कर रहा है। बैंक के पदाधिकारी को रुपया भरने की पूरी ताकत यह सदन देना चाहता है। मैं तो सरकार के बारे में कभी-कभी सोचता हूं कि सरकार कहती है कि आप नौकरी पैदा करें, नौकरी दें। आप नौकरी न करें। आप ऋण लो, उद्योग पैदा करो। हम आपको प्रोत्साहन दे रहे हैं। दूसरी तरफ सरकार कहती है कि गारंटर को भी हम बर्बाद कर देंगे और उसकी संपत्ति भी छीन लेंगे। ये दो तरह के नियम हमें समझ नहीं आते हैं। गारंटर को भी हम बर्बाद कर देंगे। उसकी सारी चीजें छीन लेंगे। एक पहलू के बारे में हमें कभी समझ नहीं आया। एक तरफ ये बात करते हैं कि उद्यमी बनो, उद्यम करो। दूसरी तरफ आप कह रहे हैं कि जो चोर हैं, जैसे कि युद्ध के कारण हमारा जहाज समुद्र में फंस गया और हम दिवालिया हो गए, तब आप उस प्रॉसेस को नहीं देखेंगे कि किस कारण हमारा दिवालियापन हुआ। आप उस पर कोई प्रॉसेस नहीं करते हैं।

दूसरी तरफ, मुझे काफी आश्चर्य होता है कि यह बिल कहता है कि मोदी जी विश्व गुरु हैं। हमें उन पर भरोसा करना चाहिए। क्या मोदी जी की पॉलिसी यूके और यूएसए में भी लागू होगी? क्या वहां की पॉलिसी को बिना चेंज किए हुए हम किसी की संपत्ति को ले लेंगे? क्या हम उस व्यक्ति को वापस ले आएं? आप ट्रिब्यूनल को-ऑर्डिनेटर की बात करते हैं। नोटबंदी के समय बैंक मैनेजर, सोना-चांदी वालों ने क्या किया? बैंक मैनेजर सबसे ज्यादा अरबपति, खरबपति हो गए। कोई पॉलिसी हमारे पास नहीं है। आप नोटबंदी को उठाकर देख लीजिए। कोराना के समय क्या हुआ? सारे छोटे उद्योग बंद हो गए और दो-चार व्यक्ति खरबपति हो गए। कई नेता अरबपति हो गए। सप्लायर बर्बाद हो गए।

आप बिल के बारे में कहते हैं कि कोर्ट न्याय करेगा। कोर्ट ने कब न्याय किया? जब यूजीसी, एससी-एसटी कानून की बात आई तो 72 घंटे में न्याय हो गया।

एसआईआर और किसान की बात आयी तो उसमें न्याय ही नहीं हुआ। कहां से कोर्ट न्याय कर देगा? छोटा व्यक्ति, जिसके पास पैसे ही नहीं हैं, क्या कोर्ट न्याय कर देगा? 14 दिन के अंदर कोर्ट न्याय कर देगा। मेरी आपसे यह रिक्वेस्ट है कि आप हमें एक बात बताइए कि जन-धन योजना का क्या हुआ? 50 हजार रुपया कितने बेरोजगारों को मिल गया? क्या जन-धन योजना पर फिर दोबारा चर्चा हुई? क्या नोटबंदी पर दोबारा चर्चा हुई? छोटे उद्योगों के बारे में आप कोई चर्चा नहीं करते हैं। आप निजी बैंकों को आजादी देने की बात करते हैं। सहकारिता का क्या हुआ, जो किसान के लिए सबसे ज्यादा लाभदायक था। आप सहकारिता पर तो चर्चा ही नहीं करते हैं। आप सरकारी बैंक पर चर्चा ही नहीं करते हैं। सहारा इंडिया का जो निवेशक है, वह दलित है, गरीब है, ईबीसी है, रेहड़ी-पटरी वाले हैं और सहारा इंडिया वाले ने क्या किया? सहारा इंडिया की पूरी की पूरी पूँजी अब एक बड़े उद्योगपति ने ले ली है।... (व्यवधान)

सर, मैं बस खत्म कर रहा हूँ। जो जीविका दीदी है, बेटियों, महिलाओं के लिए जो ऋण है, आप उस पर चर्चा नहीं करते हैं। आप सिर्फ बड़े-बड़े मुनाफाखोरों की चर्चा करते हैं। अंत में मेरा

आपसे आग्रह है कि यह जो संसदीय जांच है, पार्लियामेंटरी एटीट्यूड, मजदूरों का बकाया पहली प्राथमिकता होनी चाहिए। यह इसमें कहीं नहीं है। न्यूनतम गारंटी भुगतान पर आपने कुछ भी नहीं कहा है। ग्लोबल है, लेकिन कानून लोकल है। सरकार की चुप्पी, अनसिट्रल मॉडल लॉ लागू किया जाए।... (व्यवधान) मैं बस खत्म कर रहा हूँ। आप इंडिपेन्डेंट वैल्यूएशन की बात करते हैं। आप हमें बताइए कि आईबीसी से देश की अर्थव्यवस्था में कौन सी मजबूती आएगी या कुछ कारपोरेट लोगों को मजबूत करने का यह सबसे बड़ा कानून है। कई केस तीन से चार साल से लटके हुए हैं, 400 से 500 दिन लग जाते हैं, लेकिन 70 से 90 प्रतिशत हेयरकट, हजारों करोड़ रुपये का नुकसान होता है। यह बैंक का नहीं, जनता का पैसा है। यह रेजोल्यूशन कारपोरेट बैलेंस करने के लिए है।... (व्यवधान)

हुजूर, मैं बस खत्म कर रहा हूँ। मेरा आपसे सीधा कहना है कि बैंक पहले मजदूर बाद में, ऐसा कानून क्यों? मैं इस पर आपसे जानना चाहता हूँ। एमएसएमई के लिए अलग ढांचा, जैनविन प्रमोटर्स को मौका देने का कोई कानून या प्रावधान नहीं है। आप ईज ऑफ डूइंग बिजनेस की बात करते हैं।

महोदय, इस विधेयक को व्यापक सुधार के लिए स्थायी समिति को भेजा जाए। इसे खाली चेक न बनाया जाए। व्यापारी और उद्योगपतियों के लिए, बड़े मुनाफाखोरों के लिए इस कानून को प्रोटेक्ट न किया जाए। बैंक को आजादी न दी जाए। यह मेरा आपसे आग्रह है। बहुत-बहुत धन्यवाद।

श्री उमेषभाई बाबूभाई पटेल (दमन और दीव) : महोदय, मैं इस महत्वपूर्ण आईबीसी विधेयक पर अपने विचार रखते हुए यह स्पष्ट करना चाहता हूँ कि हम सबका उद्देश्य एक ही है। वह उद्देश्य है देश की अर्थव्यवस्था को मजबूत करना। बैंकिंग सिस्टम को सुरक्षित रखना और निवेशकों का विश्वास बनाए रखना।

17.49 hrs

(Shrimati Sandhya Ray in the Chair)

महोदया, इस संशोधन विधेयक में ऐसे प्रावधान हैं, जो सराहनीय हैं। जैसे कि समयबद्ध समाधान को और मजबूत करने का प्रयास। क्रेडिटर ड्रिवेन प्रोसेस को अधिक प्रभावी बनाने की दिशा। एनसीएलटी और एनसीएलएटी की कार्य क्षमता सुधारने के प्रयास। ईज ऑफ डूइंग बिजनेस को बढ़ावा देने की सोच। ये सभी कदम भारत को एक मजबूत आर्थिक ढांचे की ओर ले जाते हैं।

महोदया, हर कानून की ताकत उसके संतुलन में होती है और यही कुछ सवाल इस बिल पर खड़े होते हैं। छोटे सप्लायर्स, एमएसएमईज और वेंडर्स अक्सर पीछे रह जाते हैं। क्या इस संशोधन में उनके हितों की पर्याप्त सुरक्षा है? कानून समय सीमा तय करता है, लेकिन जमीनी धरातल में केसेज 300 से 400 दिन से भी ज्यादा चलते हैं।

क्या यह संशोधन डिले को वास्तव में कम करेगा या सिर्फ कागज पर रहेगा? कई मामलों में 70-80 प्रतिशत तक haircut देखने को मिला। यह सवाल उठता है कि क्या यह resolution है या value destruction है?

महोदया जी, प्री-पैकड इंसॉल्वेंसी को बढ़ावा दिया जा रहा है, लेकिन ट्रांसपेरेंसी और फेयरनेस कैसे सुनिश्चित होगी? इंसॉल्वेंसी प्रक्रिया में कर्मचारियों का भविष्य अनिश्चित हो जाता है। क्या उनके लिए कोई मजबूत सुरक्षा प्रावधान है?

महोदया, मैं सरकार के सामने कुछ सुझाव रखना चाहता हूँ। MSMEs और Operational Creditors के लिए Minimum Guaranteed Payout Mechanism हो, NCLT में जजों और टेक्निकल मेंबर्स की संख्या बढ़ाई जाए, resolution process में strict accountability and audit system हो, haircuts पर upper cap या justification framework हो, workers, employees के लिए priority protection फंड हो।

महोदया, यह विधेयक देश की आर्थिक व्यवस्था के लिए अत्यंत महत्वपूर्ण है। हम इसका विरोध नहीं कर रहे हैं, लेकिन हम चाहते हैं कि यह कानून और ज्यादा न्यायसंगत, पारदर्शी और

संतुलित बने। कानून ऐसा हो जो केवल बैंकों को नहीं, बल्कि छोटे उद्योगों, कामगारों और पूरे आर्थिक तंत्र को बचाए।

मैं इसी भावना के साथ इस विधेयक का समर्थन करता हूँ और सरकार से आग्रह करता हूँ कि मेरे इन सुझावों पर भी गंभीरता से विचार किया जाए। मुझे इस महत्वपूर्ण बिल पर बोलने का अवसर दिया, इसके लिए मैं आपका बहुत-बहुत आभार व्यक्त करता हूँ। धन्यवाद, जय हिंद।

SHRI YADUVEER WADIYAR (MYSORE): Thank you very much, Madam Chairperson, for allowing me to speak on the Insolvency and Bankruptcy Code (Amendment) Bill, 2025. In our party, we have always been guided to listen to the Opposition and to our seniors, and our senior colleagues have always stressed that we should look at issues from their viewpoint. Unfortunately, today, it has been made abundantly clear that their viewpoint remains rooted in the Licence Raj era of the Nehruvian times and the period of Indira Gandhi, where a very necessary reform is being opposed merely for the sake of opposition. The UPA decade preceding us witnessed a very suppressive economic policy, which weakened our banking sector and contributed to India being placed among the “fragile five” prior to 2014. From 2014 onwards, our Government has unclogged this system and undone much of the regressive policy of that era. The IBC, 2016, was one such landmark reform, which became the cornerstone of the Modi Government’s progressive outlook – balancing regulation with a more open framework and promoting ease of doing business, particularly in the finance and banking sector.

I commend the Government and the hon. Finance Minister for this

proactive reboot of our nation's insolvency framework. It has shifted India from a debtor's paradise to a creditor-led system of accountability. With over Rs. 4 lakh crore recovered to date, the IBC has contributed more to the health of our banking sector than perhaps any other legislation in the preceding seven decades. However, while the original intent was a 14-day admission period, in practice, thousands of cases remain pending at the admission stage for months, and resolution timelines have, at times, exceeded the 330-day limit. These delays remain a primary cause of value erosion.

This 2025 amendment clearly addresses this head-on by making the admission of Section 7 applications mandatory. Once a default is established, judicial subjectivity is reduced, and the NCLT is guided that, where debt is due and default is proven, the process must commence without delay. This is a monumental shift towards global best practices. The Bill also introduces a Creditor-Initiated Insolvency Resolution Process. This is not merely a pre-pack, but rather an out-of-court, light-touch mechanism that allows creditors to intervene the moment distress is detected. For the 6.3 crore MSMEs in India, including nearly 1.2 lakh in my own constituency of Mysore and Kodagu, this can serve as a vital lifeline. Instead of waiting for companies to collapse, the CIIRP allows for a resolution while the engine is still running. It helps preserve jobs, protect supply chains, and ensures that a temporary liquidity crunch does not turn into a terminal business failure.

A major feature of this Bill is the formal codification of the clean slate

principle. The Bill guarantees that once a resolution plan is approved by the adjudicating authority, the corporate debtor can begin afresh with a clean slate. This provides the commercial certainty required to attract high-quality domestic as well as foreign investment into stressed assets. Businesses today do not operate in silos. The introduction of a group insolvency framework recognises that a parent company and its subsidiaries are often part of one economic heartbeat.

By resolving them together, we prevent the value leakage that occurs when inter-connected assets are sold piecemeal. The United Nations Commission on International Trade Law alignment is also a welcome development, and it signals to the world that India is ready to handle complex multi-jurisdictional defaults with the sophistication of a global financial hub.

My own Constituency in Mysuru and Kodagu are benefited tremendously from this policy. The coffee growers that are in Kodagu and the manufacturing hubs that are in Mysore are part of a deeply integrated cluster that operates throughout India and indeed the globe as well. When large buyers face distress, the cascading failure hits our small growers and vendors the hardest. By shortening the resolution timelines, which today often exceeds 600 days, far beyond the statutory limit, we are ensuring that capital is recycled faster into our local economy. It protects the honest failure of an entrepreneur while leaving no room for the wilful defaulter. This Bill converts distress into opportunity, and litigation into resolution. It reinforces the ease of doing

business by ensuring that the exit is as smooth and transparent as the entry. One of my colleagues already reiterated on the need for the same progressive outlook to come into the SARFAESI Act for home owners. I wish to support that move as well as reiterate that our coffee growers, especially in Kodagu are facing immense distress by the SARFAESI Act, which is from the 2000 era. This would largely help the coffee growers overcome this distress.

Alongside that, the same progressive outlook should come into the MSME SAMADHAAN portal. While around 60,000 cases out of a lakh odd cases have been resolved with an amount of Rs. 10,000 crore. It is a commendable system and an initiative. We need to strengthen it, and the disposal time of cases also need to be reduced. The MSME SAMADHAAN portal also could use a similar progressive outlook, as such, as this Bill has allowed to amend for this. With these words, I wholeheartedly support this Bill, and urge this House to pass it and secure the future of India's credit culture. Thank you.

श्री उम्मेदा राम बेनीवाल (बाड़मेर) : सभापति महोदया, धन्यवाद ।

महोदया, मैं बाड़मेर-जैसलमेर की जनता की ओर से इस सदन में खड़ा होकर इंसॉल्वेंसी एण्ड बैंकरप्सी कोड (अमेंडमेंट) बिल, 2025 पर अपनी बात रख रहा हूँ। यह विधेयक केवल एक तकनीकी संशोधन नहीं है, बल्कि भारत की आर्थिक संरचना, बैंकिंग प्रणाली और न्यायिक प्रक्रिया की दिशा तय करने वाला महत्वपूर्ण दस्तावेज है। वर्ष 2016 में आई.बी.सी. ने देश में एक नई शुरुआत की थी - एक ऐसा तंत्र, जिसमें समयबद्ध तरीके से दिवालिया कंपनियों का समाधान हो और बैंकों के फंसे हुए पैसे की वसूली हो सके, लेकिन आज जो संशोधन सरकार लेकर आई है, वह

यह सवाल उठाता है कि क्या हम उस मूल उद्देश्य से भटक रहे हैं? क्या यह कानून अब भी आर्थिक न्याय का माध्यम है या फिर यह धीरे-धीरे "कॉर्पोरेट सुविधा" का साधन बनता जा रहा है? मैं यह स्पष्ट करना चाहता हूँ कि विपक्ष इस कानून के मूल विचार के खिलाफ नहीं है, लेकिन जिस दिशा में इसे ले जाया जा रहा है, वह एक गंभीर स्थिति है।

माननीय सभापति महोदया, सरकार बार-बार आई.बी.सी. की उपलब्धियों का हवाला देती है और यह बताती है कि इस कानून के माध्यम से सरकार ने 4 लाख करोड़ रुपये की वसूली की है। अभी हमारे पी.पी. चौधरी जी बता रहे थे कि इसकी वजह से 10 लाख करोड़ रुपये की वसूली हुई है, लेकिन 10 लाख करोड़ रुपये की वसूली के पीछे सरकार को कितना आर्थिक नुकसान झेलना पड़ा? एक हेयरकट स्कीम के माध्यम से पिछले दस सालों में सरकार को लगभग 20 लाख करोड़ रुपये का आर्थिक नुकसान हुआ है। यह बैंकों की आर्थिक स्थिति को कमजोर करने वाला है और इसके साथ ही साथ यह कानून देश की आर्थिक स्थिति को भी कमजोर करने वाला है। इसके तहत बड़े कॉर्पोरेट घराने बैंकों के पैसे खाने की नीयत से, बैंकों के पैसे हड़पने की नीयत से अपने कर्ज की अदायगी जान-बूझ कर नहीं करते हैं और अपनी सिस्टर कन्सर्न्ड कंपनियों को उसका डायवर्जन कर देते हैं। उदाहरण के तौर पर, एक शिपयार्ड कंपनी के सीएमडी श्री ऋषि अग्रवाल से 20,000 करोड़ रुपये के एनपीए में लगभग 4,000 करोड़ रुपये ही वसूल किए गए और बाकी राशि को 'राइट ऑफ' कर दिया गया। इसी तरह भूषण स्टील कंपनी, जो 45,000 करोड़ रुपये की डिफॉल्टर थी, उसको जे.एस.डब्ल्यू. कंपनी ने 19,000 करोड़ रुपये में खरीद लिया। एस्सार स्टील का 50,000 करोड़ रुपये का एनपीए था, जिससे 42,000 करोड़ रुपये की रिकवरी कर ली गयी। ऐसे कई मामले हैं। चाहे सहारा इंडिया हो, चाहे आदर्श क्रेडिट को-ऑपरेटिव सोसायटी, चाहे संजीवनी क्रेडिट को-ऑपरेटिव सोसायटी हो, चाहे पी.ए.सी.एल. हो, ऐसी कई कंपनियां हजारों निवेशकों के लाखों करोड़ रुपयों को डकार गयी हैं, उनके ऊपर भी सरकार कोई कार्रवाई नहीं कर पायी है। नीरव मोदी और विजय माल्या जैसे भगोड़े हजारों करोड़ रुपये खाकर देश के बाहर बैठे

हैं। उनको भारत वापस लाने में सरकार नाकाम साबित हुई है।

सभापति महोदया, मैं आपके माध्यम से सरकार से पूछना चाहता हूँ कि उन्होंने कालाधन लाने का जो वादा किया था, उसका क्या हुआ? ... (व्यवधान)

18.00 hrs

माननीय सभापति : माननीय सदस्यगण, इस विधेयक पर कुछ और माननीय सदस्य बोलना चाहते हैं। अगर सभा की सहमति हो तो सभा की कार्यवाही सूची की समाप्ति तक बढ़ा दी जाए?

अनेक माननीय सदस्य: जी हाँ।

माननीय सभापति: माननीय सदस्य, अब आप अपनी बात कंप्लीट कर लीजिए।

श्री उम्मेदा राम बेनीवाल : सभापति महोदया, इस संशोधन विधेयक के माध्यम से समयबद्ध समाधान की बात की जा रही है, लेकिन जमीनी हकीकत इससे बिल्कुल अलग है। आईबीसी में स्पष्ट रूप से 330 दिन की समय-सीमा निर्धारित की गई थी। इस समय-सीमा के भीतर इनसॉल्वेंसी प्रक्रिया हो जानी चाहिए थी, लेकिन वास्तविकता यह है कि आज इस प्रक्रिया में एक से दो वर्ष लग जाते हैं।

महोदया, मैं आपके माध्यम से सरकार से कहना चाहता हूँ कि मैं जिस संसदीय क्षेत्र से आता हूँ, वह थार का सीमावर्ती क्षेत्र है। इस क्षेत्र के अंदर विकास की अपार संभावनाएँ हैं। वहाँ के एमएसएमई उद्योगों के साथ अन्याय हो रहा है। आखिर, उनका कसूर क्या है? सरकार बड़े-बड़े कॉर्पोरेट घरानों के लाखों-करोड़ों रुपये माफ कर देती है। चाहे एमएसएमई हो, छोटे व्यापारी हो, किसान हो, उनसे रिकवरी के लिए इतना पैसा नहीं रखा जाता है। क्या उन किसानों के ऊपर हेयरकट लागू नहीं हो सकता है? क्या यह सरकार किसानों के बकाया लाखों-करोड़ों रुपये माफ नहीं कर सकती है? आज देश के अंदर आर्थिक असमानता तेजी से फैलती जा रही है। देश के एक परसेंट लोगों के पास 40 परसेंट से ज्यादा धन-संपदा है।

श्री विशालदादा प्रकाशबापू पाटील (सांगली) : सभापति महोदया, आपने मुझे इस बिल पर बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। आईबीसी का मूल उद्देश्य था कि ऋणदाता को न्याय मिले, देनदारों को दूसरा मौका मिले, अर्थव्यवस्था को पुनर्जीवित किया जाए, ईज ऑफ डूइंग बिजनेस में भारत की रैंकिंग बढ़ाया जाए और हजारों कंपनियों को रिवाइवल करने की एक मौका मिले। आज हम इस बिल में देखते हैं कि संतुलन थोड़ा बिगड़ रहा है। यह बड़े उद्योगपतियों और एक्जिक्यूटिव कंट्रोल की तरफ थोड़ा झुकता दिख रहा है। चाहे घर खरीददार हों, छोटे लेनदार हों, कर्मचारी हों, ये सब पीछे ढकेले जा रहे हैं। निश्चित रूप से इसमें एक अच्छा सपना देखा गया था। तेज, प्रभावी, न्यायपूर्ण और कॉर्पोरेट सॉल्यूशन का जो सपना था, उस सपने का कड़वी हकीकत जानना जरूरी है।

महोदया, कानून कहता है कि सीआईआरपी 330 दिनों में पूरे होने चाहिए। लेकिन, अभी जो एवरेज आ रहा है, वह 713 दिन है। There are over 30,000 pending cases in NCLT. इसका मतलब यह हुआ कि अगर इसी गति से काम चलता रहा तो अगले दस सालों तक इतनी केसेस नहीं निबट पाएंगी। तब तक संपत्ति का मूल्य भी गिर जाता है। पैसे के मामले में न्याय देर से आती है। लोगों को न्याय नहीं मिल पाता है। आईबीसी में जब किसी से 100 रुपये वसूल करना चाहते हैं, तब तक वे उसमें से 68 रुपये खो देते हैं। लिक्विडिशन के मामले में केवल चार प्रतिशत ही रिकवरी हो पाती है। वे घुमा-फिरा कर 171 लिक्विडिशन वैल्यू बता कर सही बताने की कोशिश करते हैं, लेकिन वह सच्चाई नहीं है। वे एमएसएमई के पीछे पड़ जाते हैं। आईबीसी का उद्देश्य कंपनियों को बचाना था। लेकिन, आंकड़े बताते हैं कि 2896 मामले सीआईआरपी लिक्विडिशन में गए, जबकि केवल 1300 मामलों में ही अब तक समाधान हुआ।। एमएसएमई के मामले में वर्ष 2021 में प्री-पैकेज इनसॉल्वेंसी स्कीम लाई गई थी। उसमें सिर्फ 10 मामलों का ही सॉल्यूशन निकल पाया है। सीआईआरपी में जो ऑपरेशनल क्रेडिटर्स आते थे, उन्होंने 47 फीसदी प्रोसेस शुरू करने के लिए जो मांग की थी, उसमें से सिर्फ 6 परसेंट ही वसूली

हो सकी है। ये ऑपरेशनल क्रेडिटर्स हैं।

महोदया, मैं आपके माध्यम से सरकार से कहना चाहता हूँ कि वहाँ जो एमएसएमईज आते हैं, उनको सिक्कोर्ड क्रेडिटर्स का दर्जा दिया जाए। बैंकों की जब वसूली होती है, तब इन छोटे एमएसएमईज की वसूली उनके बराबर होनी चाहिए। जो छोटे-छोटे व्यापारी और वेंडर्स हैं, वे बड़े कंपनियों में निवेश करते हैं और उनको माल देते हैं। जब इन कंपनियों की दिवाला निकलता है तो वे पूरी तरह से डूब जाती हैं। इसलिए, उनके लिए भी कुछ स्कीम लाना चाहिए।

क्योंकि तीस बेंचेस में काम नहीं हो रहा है। बस तारीख पर तारीख, तारीख पर तारीख, तारीख पर तारीख मिलती रहती है, सनी देओल जी ने कहा था इंसाफ नहीं मिलता है, यही हाल यहाँ बना हुआ है। इंसाफ नहीं मिल रहा है।

मैडम, रजिस्टर्ड प्रोफेशनल्स अंडर दिस सिस्टम इज 4527 है। लेकिन क्या हो रहा है कि उसी-उसी आरपी को वापस-पास केस दिए जा रहे हैं और करप्शन भी उसमें आ रहा है। बीच में तो बड़ा बवाल हुआ था कि एनसीएलटी के जजिस भी करप्ट हैं। शायद बड़ी-बड़ी कंपनियों को सस्ते में बेच दे रहे हैं। एक क्रॉस बॉर्डर इनसाल्वेंसी का बहुत बड़ा मुद्दा है। भारत के बड़े डिफॉल्टर्स जो विदेश चले जाते हैं। यह विधेयक क्या कहता है कि सरकार रूल्स बनाने का अधिकार इसमें से लेना चाहती है, तो यह ऐसा हुआ जैसा हमारे भाई साहब ने बताया कि ब्लैंक चैक दे दिया है। क्यों संसद से वापस आ कर, आप यह नहीं मानते हैं, क्यों अभी ले लेते हैं?

मैडम, डीआईसीजीसी प्रिंसिपल और इंटर्रेस्ट सहित पांच लाख रुपये तक जो कॉमन डिपॉजिट है, उसको प्रोटेक्शन देता है। जब बड़ी कंपनियां जब डूबती हैं, तो बैंक को नुकसान होता है। एक प्रोटेक्शन अगर छोटे डिपॉजिटर्स को यह पांच लाख रुपये डिपॉजिट का जो इंश्योरेंस है, वह अगर बीस लाख रुपये तक बढ़ा दें तो लोगों को फायदा होगा। मैं इतना ही इसमें सुझाव देता हूँ।

आपने मुझे बोलने का समय दिया, इसके लिए आपका आभार।

एडवोकेट चन्द्र शेखर (नगीना) : सभापति महोदया, आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूँ।

महोदया, मैं आपके माध्यम से 'दीवाला और शोधन अक्षमता संहिता (संशोधन) विधेयक, 2025' पर अपनी बात रखने के लिए खड़ा हुआ हूँ।

यह केवल एक तकनीकी संशोधन नहीं है, बल्कि यह देश की बैंकिंग व्यवस्था, उद्योग जगत, निवेश वातावरण और लाखों कर्मचारियों के भविष्य से जुड़ा हुआ विषय है।

महोदया, सरकार इस विधेयक को सुधार के नाम पर लेकर आई है, लेकिन मैं पूरे जिम्मेदारी के साथ कहना चाहता हूँ- यह संशोधन समाधान से ज्यादा सवाल पैदा करता है। यह विधेयक दिवालियापन की समस्या का इलाज नहीं, बल्कि उसकी फाइल को थोड़ा और व्यवस्थित करने का प्रयास है।

महोदया, जब वर्ष 2016 में IBC लाया गया था, तब इस सदन में बड़े विश्वास के साथ यह कहा गया था कि अब देश में दिवालियापन की समस्या का समयबद्ध और प्रभावी समाधान होगा। उसमें 180 दिनों की समय सीमा तय की गई थी, ताकि कंपनियों को जल्दी पुनर्जीवित किया जा सके और बैंकों का पैसा वापस आए। लेकिन आज, वर्षों के अनुभव के बाद हमें यह स्वीकार करना होगा कि यह लक्ष्य जमीन पर पूरा नहीं हो पाया है।

महोदया, आईबीबीआई के आंकड़े बताते हैं कि हजारों मामले इस कानून के तहत आए, लेकिन उनमें से बहुत कम मामलों में ही सफल समाधान हो पाया है। औसतन समाधान में 400 से 500 दिनों का समय लग रहा है, जो तय समय सीमा से कहीं अधिक है।

महोदया, इस कानून का एक प्रमुख उद्देश्य था कि बैंकों का फंसा हुआ पैसा वापस आए और उनकी वित्तीय स्थिति मजबूत हो, लेकिन जो आंकड़े सामने आ रहे हैं, वे बहुत चिंताजनक हैं। औसतन केवल 30 से 32 प्रतिशत की ही वसूली हो पा रही है, जिसका मतलब यह है कि करीब 68 से 70 प्रतिशत राशि बट्टे खाते में जा रही है। यह केवल एक तकनीकी आंकड़ा नहीं है, बल्कि

यह देश के सार्वजनिक बैंकों और अंततः आम जनता के पैसे का नुकसान है।

महोदया, भारतीय रिज़र्व बैंक और वित्त मंत्रालय के आंकड़ों के अनुसार, पिछले कुछ वर्षों में सार्वजनिक क्षेत्र के बैंकों ने लगभग 10 लाख करोड़ रुपये से अधिक के कर्ज राइट ऑफ किए हैं। अब सरकार अक्सर यह कहती है कि राइट-ऑफ का मतलब माफी नहीं होता, लेकिन जमीनी सच्चाई यह है कि आम जनता के नजरिए से यह पैसा वापस नहीं आता, और बैंकिंग सिस्टम पर उसका बोझ बना रहता है। महोदय, इस देश ने ऐसे कई उदाहरण देखे हैं जहां बड़े उद्योगपति हजारों करोड़ रुपये का कर्ज लेकर देश छोड़कर चले गए। चाहे वह विजय माल्या हो, चाहे नीरव मोदी और मेहुल चोकसी हो। देश का पैसा लूटने वाले लोग मौज कर रहे हैं, और जब गरीब आदमी पर ज़रा सा कर्ज हो जाता है, तो बिना मुकदमे के जेल हो जाती है, और बेल भी नहीं मिलती है। इन घटनाओं ने पूरे सिस्टम पर सवाल खड़ा कर दिया है। आज एक आम आदमी यह सवाल पूछ रहा है कि अगर कोई किसान कुछ हजार रुपये का कर्जा ले लेता है तो उस पर सख्त कार्रवाई होती लेकिन जब बड़े उद्योगपति हजारों करोड़ रुपये लेकर देश छोड़ देते हैं, तो सिस्टम इतना कमजोर क्यों हो जाता है? यह दोहरी व्यवस्था क्यों है? महोदय, गरीब का कर्ज अपराध बन जाता है, लेकिन अमीर का कर्ज हेयरकट बन जाता है।

महोदया, माननीय वित्त मंत्री जब जवाब दें तो बताएं कि पिछले 10 लाख करोड़ रुपये के राइट ऑफ में से कितना पैसा वास्तव में वापस आया और कितने बड़े डिफॉल्टर्स आज भी देश के बाहर हैं?

महोदया, इस विधेयक में प्रक्रिया को तेज करने की बात कही गई है, लेकिन वास्तविकता यह है कि NCLT और NCLAT पहले से ही भारी बोझ के नीचे दबे हुए हैं। हजारों मामले लंबित हैं और कई मामलों में दो-दो, तीन-तीन साल तक निर्णय नहीं हो पा रहा है। इसका कारण केवल कानून नहीं, बल्कि न्यायिक ढांचे की सीमित क्षमता है। जब तक NCLT की संख्या, संसाधन और न्यायाधीशों की नियुक्ति नहीं बढ़ाई जाएगी, तब तक कोई भी संशोधन प्रभावी नहीं हो सकता।

महोदया, आरपी की जवाबदेही में अभाव है। जब किसी एक व्यक्ति के हाथ में इतनी बड़ी जिम्मेदारी होती है, तो यह आवश्यक है कि उसकी कार्यप्रणाली पर निगरानी और उत्तरदायित्व दोनों स्पष्ट हों। जिस व्यक्ति के हाथ में पूरी कंपनी का भविष्य है, उसकी जवाबदेही का कोई स्पष्ट ढांचा नहीं सकता है? यह कैसे स्वीकार किया जा सकता है?

महोदया, भारत की अर्थव्यवस्था की रीढ़ हमारे एमएसएमई हैं। छह करोड़ से अधिक छोटे और मध्यम उद्योग देश में रोजगार और उत्पादन का बड़ा आधार हैं। लेकिन इनसॉल्वेंसी प्रक्रिया की जटिलता और लंबी अवधि के कारण ये छोटे उद्योग सबसे ज्यादा प्रभावित होते हैं। उनके पास बड़े वकील रखने की क्षमता नहीं होती, न ही वे लंबे समय तक कानूनी लड़ाई लड़ सकते हैं। इसका परिणाम यह होता है कि जहां बड़े कॉर्पोरेट पुनर्गठित हो जाते हैं, वहीं छोटे उद्योग पूरी तरह खत्म हो जाते हैं।

महोदया, बड़े उद्योग पुनर्गठित हो जाते हैं, लेकिन छोटे उद्योग खत्म हो जाते हैं। यह कानून असमानता पैदा कर रहा है।

महोदया, इस पूरे कानून और संशोधन में एक बड़ी कमी यह है कि यह केवल इनसॉल्वेंसी के बाद की प्रक्रिया पर ध्यान देता है, न कि उसके कारणों पर। हमें यह पूछना चाहिए कि कंपनियां दिवालिया क्यों हो रही हैं? क्या बैंकिंग प्रणाली में कोई कमी है? क्या लोन देने की प्रक्रिया में पारदर्शिता की कमी है? जब तक मूल कारणों पर ध्यान नहीं जाता है, तब तक समस्या बार-बार सामने आती रहेगी।

महोदया, यह सरकार आग लगने के बाद फायर ब्रिगेड भेज रही है, लेकिन आग क्यों लगी - इस पर कोई चर्चा नहीं है। महोदय, हम सुधारों के विरोधी नहीं हैं, लेकिन सुधार का मतलब केवल शब्दों में बदलाव नहीं, बल्कि प्रणाली में वास्तविक परिवर्तन होना चाहिए।

महोदया, यह विधेयक कागज पर सुधार है, लेकिन जमीन पर अधूरा है। यह कानून आंकड़ों को सुधार सकता है, लेकिन व्यवस्था की सच्चाई नहीं बदल सकता और जब तक

पारदर्शिता, जवाबदेही, और समयबद्धता, नहीं आएगी, तब तक कोई भी संशोधन केवल शब्दों का खेल रहेगा। मैडम, सहारा इंडिया कंपनी के इनवेस्टर्स का, उन पीड़ित परिवारों का पैसा फंसा हुआ है और जब हम क्षेत्रों में जाते हैं तो वे लोग कहते हैं कि हमारी अवाज़ उठाओ। मैं मंत्री जी से आग्रह करूंगा कि उन बेचारों का पैसा उन तक पहुंच जाए तो वे सरकार को आशीर्वाद देंगे। वरना तो सरकार के खिलाफ किस तरह का माहौल है, यह सब जानते हैं।

धन्यवाद।

जय भीम – जय भारत।

डॉ. कल्याण वैजीनाथराव काले (जालना) : सभापति महोदया, आपने मुझे बोलने का अवसर दिया, उसके लिए मैं आपको धन्यवाद देता हूँ। आज मैं इस सदन में आईबीसी अमेंडमेंट बिल, 2025 पर विरोध जताने के लिए खड़ा हुआ हूँ। हमारे देश में जितने भी बिलों में अमेंडमेंट्स होते हैं, उनमें से सबसे ज्यादा इसी बिल में अमेंडमेंट्स किए गए हैं। आज तक किसी भी बिल में इतने अमेंडमेंट्स नहीं हुए हैं, जितने अमेंडमेंट्स इसमें हुए हैं। इसके बावजूद भी अभी सरकार को नहीं लग रहा है कि जो कॉर्पोरेट्स हैं, कंपनियां हैं, उनको न्याय न मिले तो उसमें और अमेंडमेंट्स की जरूरत हो सकती है।

सभापति महोदया, वर्ष 2016 में सरकार आर्थिक सुधार लाने के लिए यह बिल लेकर आई थी। यह बिल इसलिए लागू किया गया था कि भारत का बैंकिंग सिस्टम और कॉर्पोरेट्स, जो कर्ज के बोझ में दबे हुए हैं, जो एनपीए अकाउंट बन गए हैं जैसे पावर है, स्टील है, इंडस्ट्री और इंफ्रास्ट्रक्चर है या रियल एस्टेट है, उन्हें इससे राहत मिल सके, ताकि बैंकिंग सिस्टम को नुकसान न उठाना पड़े, लेकिन हुआ यह कि आईबीसी से पहले इंसॉल्वेंसी और कर्जा वसूली का एक बिखरा हुआ कानून था। सिक यूनिट के लिए अलग काम था, सरफेसी एक्ट था, कर्ज वसूली ट्रिब्यूनल था और ये सारे कानून एक जगह लाकर इसमें जोड़े गए, लेकिन क्या हुआ? इससे कुछ नहीं हुआ। उल्टा इसमें यह हुआ कि जो सिस्टम लाया गया, कोई बिजनेस या कोई फर्म है, अगर वह डेटर इन

पजेशन में नहीं रहा या इंसॉल्वेंसी के साथ और सिद्धांतों के आसपास सिंगल फ्रेमवर्क बनाया, तो वह डेटर इन पजेशन से क्रेडिटर इन कंट्रोल मॉडल में बदला गया।

सभापति महोदया, यह होने के बाद भी आज आईबीसी में कॉरपोरेट और क्रेडिटर के बारे में रिजोल्यूशन और रिकवरी की बात तो बहुत की जाती है, लेकिन उसके बाद भी जितनी राहत उसमें मिलनी चाहिए, वह नहीं मिली है। सबसे बड़ी बात तो मैं यह कहूंगा कि जो बड़ी-बड़ी कंपनियाँ हैं, जैसे वीडियोकॉन है, जिसका 64,800 करोड़ रुपये का बकाया था, उसको कुल 2,962 करोड़ रुपये का ऑफर देकर खत्म किया गया। वैसे ही रिलायंस कम्युनिकेशंस की बात है। उसी तरह एनसीएलटी का 4555.9 करोड़ रुपये का लोन था, उसे 47,251 करोड़ रुपये में खत्म किया। ऐसी दूसरी और कंपनियाँ हैं, जिन्हें 99 परसेंट तक हेयरकट दिया गया और बैंकों को डुबोया गया। चाहे रुचि सोया मामले की बात हो, आलोक इंडस्ट्री की बात हो और उदाहरण के तौर पर बहुत सारी ऐसी कंपनियाँ हैं, जिनके बारे में मैं आपको यहाँ बताना चाहता हूँ।

सबसे अहम बात यह है कि ऋण राशि में 4 लाख 46 हजार 800 करोड़ रुपये की राशि थी, जो 1 लाख 61 हजार 820 रुपये में सेटल हुई, जो कि 64 परसेंट है।

मेरे कहने का मतलब यह है कि 33 परसेंट बैंक की वसूली हुई, लेकिन 64 परसेंट कर्ज माफ किया गया। यह कौन-सी नीति है? आज की तारीख में भी ट्रिब्यूनल में केस जल्दी-जल्दी फाइनल नहीं हो रहे हैं। मुश्किल से 10-15 परसेंट से ऊपर केसेस फाइनल नहीं होते हैं। मैं ज्यादा न कहते हुए, यही कहूंगा कि अभी लेनदारों में 5 हजार 530.30 करोड़ रुपये के दावे हैं और एक लाख 85 हजार 440 करोड़ की वसूली हुई है। यह 33 परसेंट हुई है। यदि 35 परसेंट वसूली होती है और हम 65 परसेंट लॉस कर देते हैं, तो मैं यह कहूंगा कि हमारे किसान भाइयों के कर्ज माफ करने के लिए इसमें से आधे पैसे भी अगर इस्तेमाल करें, तो सारे भारतवर्ष में किसानों का पांच लाख रुपये तक का कर्ज माफ हो जाएगा। सरकार यह नहीं करती है।

मैं उस समय के प्रधानमंत्री श्री मनमोहन सिंह जी को धन्यवाद दूंगा कि उन्होंने सारे देश के

किसानों का कर्ज माफ किया था। आज की तारीख में क्या परिस्थिति है? आईबीसी कार्रवाई के 2 हजार 993 करोड़ रुपये के दावे में सुप्रीम कोर्ट कहता है कि इतने कम पैसे में आप सेटलमेंट कैसे कर पाते हैं? मैं आपसे इतना ही कहूंगा कि किसानों के कर्ज माफ किए जाने की जरूरत है और उसके साथ-साथ वे इसे बैंक ऑफ महाराष्ट्र जैसे लोक मंगल के कार्यालय में से लेकर प्राइवेट कार्यालय में चले जाते हैं। ऐसे ही किसानों का कर्ज माफ नहीं होता है, किसानों के बच्चे को शिक्षा का लोन नहीं दिया जाता है। एक तरफ बड़े-बड़े लोगों को इतनी राहत दिलाने काम हो रहा है और दूसरी तरफ छोटे-छोटे एमएसएमई वाले उद्योगों को राहत नहीं देते हैं। मैं इतना ही कहूंगा कि ज्यादा-से-ज्यादा छोटे लोगों की केयर की जाए। जैसा हमारे विशाल दादा ने कहा कि जो छोटे-छोटे वेंडर्स हैं, उनको राहत दिलाने की जरूरत है।

धन्यवाद सभापति महोदया, आपने हमें बोलने का मौका दिया।

श्री दर्शन सिंह चौधरी (होशंगाबाद) : धन्यवाद सभापति महोदया जी, मैं इस महत्वपूर्ण "दिवाला और शोधन अक्षमता संहिता (संशोधन) विधेयक, 2025 का पूर्ण समर्थन के लिए इस सदन में खड़ा हुआ हूँ। जब वर्ष 2016 में यह दिवाला और शोधन अक्षमता संहिता 'आईबीसी' लायी गयी थी, तब भारत की अर्थव्यवस्था एक गंभीर समस्या से जूझ रही थी। वर्ष 2014 के पहले कांग्रेस में जिस प्रकार का भ्रष्टाचार व्याप्त था, उसके लिए एक अंकुश लगाने का काम माननीय मोदी जी के नेतृत्व में हुआ था।

“जिनके छाले जल उठे, सीने की दाग से

घर में आग लग गयी, घर के चिराग से”

हमारे विपक्षी मित्र अभी बहुत सारी बातें बोल रहे थे, लेकिन उस समय इस अर्थव्यवस्था को जो बैंकों से बढ़ते हुए एनपीए, वर्षों तक लटके हुए कॉरपोरेट विवाद और फोन बैंकिंग संस्कृति का बोझ था, इन सब स्थिति को बदलने के लिए यह ऐतिहासिक कार्य हुआ है। आज भारत की पहचान, नियम आधारित, पारदर्शी और उत्तरदायी अर्थव्यवस्था के रूप में स्थापित हो रही है।

माननीय सभापति महोदया, समय के साथ हर कानून को और अधिक प्रभावी बनाने की आवश्यकता होती है। आईबीसी ने एक मजबूत आधार दिया, लेकिन कुछ व्यवहारिक चुनौतियां सामने आयीं, क्योंकि मामले अनावश्यक बहुत लम्बे खिंचते थे। उन अनावश्यक लम्बे खिंचते हुए मामले पर रोक इस कानून के माध्यम से और इन संशोधनों के माध्यम से लगी है। एमएसएमई क्षेत्र के लिए लचीलेपन की कमी है, परिसंपत्तियों के मूल्य संरक्षण में कमियां आयी हैं और प्रक्रिया में जो अनावश्यक जटिलता होती थी, जो छोटे-छोटे लोग इससे परेशान होते थे, इस विधेयक के आने से उनका समयबद्ध समाधान होगा। जो मामले समय से नहीं निपटते थे, उनके लिए सख्ती से कानून बनाकर पालन करवाया जा रहा है। इससे निवशकों का विश्वास भी बढ़ेगा और आर्थिक गतिविधियां तेज होंगी। जो हमारे विपक्षी मित्र बोल रहे थे, उनको मैं कहना चाहता हूं कि "सौ चूहे खा कर बिल्ली हज को चली।" छोटे-छोटे और मध्यम उद्यमों को सरल और त्वरित समाधान करने का काम इससे हुआ है। ईज ऑफ डूइंग बिजनेस को वास्तविक अर्थों में मजबूत करने का काम हुआ है। प्री-पैक मैकेनिज्म का विस्तार करके, जो विवाद अदालत में जाने वाले थे, उसके समाधान इसके जरिए पहले ही हो जायेंगे।

इससे समय, लागत और संसाधनों की बचत होगी। इसमें रेजोल्यूशन प्रोसेस को लचीला किया गया है। इससे परिसंपत्तियों के मूल्य का संरक्षण (Value Maximisation) भी होगा। जल्दी समाधान से कंपनियों के मूल्य का संरक्षण होगा। बैंकिंग प्रणाली को अधिक रिकवरी होगी। बहता पानी हमेशा काम आता है, लेकिन रुका हुआ पानी सड़ जाता है, यह कहावत हमारे यहां चलती है। इससे पारदर्शिता और जवाबदेही बढ़ेगी। बैंकिंग प्रणाली में विश्वास और स्थिरता आएगी। निवेशकों के लिए अनुकूल वातावरण बनेगा। वर्ष 2047 तक 5 ट्रिलियन डॉलर अर्थव्यवस्था बनाने का सपना हम सभी ने माननीय मोदी जी के नेतृत्व में देखा है, यह उस लक्ष्य की दिशा में एक मजबूत कदम है। मैं विपक्ष से कहना चाहता हूं कि यह बैंकिंग प्रणाली के लिए है, यह आम निवेशक के लिए है और देश की अर्थव्यवस्था के लिए है। यह "क्रोनी कैपिटलिज्म" का अंत करेगा और "उत्तरदायी

पूँजीवाद (Responsible Capitalism)" की शुरुआत है।

सभापति महोदया, भारत आज उस दिशा में आगे बढ़ रहा है जिसमें न तो कोई कानून से ऊपर होगा, और न ही कोई आर्थिक व्यवस्था को बंधक बना सकेगा। यह विधेयक अनुशासन लाएगा, पारदर्शिता बढ़ाएगा और आर्थिक सुधारों को नई गति देगा। स्थिर नीति और मजबूत वित्तीय अनुशासन देगा। हमारे शास्त्रों में यह कहा गया है - उद्यमेन हि सिध्यन्ति, कार्याणि न मनोरथैः।

कार्य इच्छाओं से सिद्ध नहीं होते, अपितु प्रयासों से सिद्ध होते हैं। इस विधेयक के माध्यम से वित्तीय संसाधन मजबूत हो रहे हैं। 150 दिनों में प्रक्रिया को 14 दिन का नियम लाकर और सरल करने का काम किया गया है। रिफार्म, परफार्म और ट्रांसफार्म की जो नीति माननीय मोदी जी के नेतृत्व में चल रही है, वह सहजता से लोगों के बीच में जा सकेगी। इससे जो भी बचत होगी उससे हमारे यहां जो भ्रष्टाचार के कारण विकास नहीं हुआ था तो हमारे खंडवा से लेकर हरदा, नंदपुरम, माखन नगर, गाडरवाड़ा, नरसिंहपुर और जबलपुर तक की जो लाइन बची है, वह हमारी फुल लेन बन जाए।

मैं इस बात के साथ अपनी बात समाप्त करता हूँ कि देशहित से बढ़कर कोई धर्म नहीं होता और राष्ट्र सेवा से बड़ा कोई कर्म नहीं होता। हमने हर फैसला देश के नाम किया है क्योंकि भारत से बढ़कर कुछ और नहीं होता। आपकी संस्कृति थी कि विश्व एक बाजार है, हमारी संस्कृति है कि विश्व एक परिवार है। आपकी संस्कृति थी कि प्रत्येक व्यक्ति एक खरीदार है, हमारी संस्कृति है कि प्रत्येक व्यक्ति को जीने का अधिकारी है। आपकी संस्कृति में प्रत्येक व्यक्ति की जेबों में पैसों की भरमार थी, हमारी संस्कृति में त्यागपूर्वक भोग ही हमारा आधार है। भारत का विकास भारतीय पद्धति से ही संभव है। मैं इसी के साथ अपनी बात समाप्त करता हूँ।

भारत माता की जय! भगवान बलराम की जय!

DR. KADIYAM KAVYA (WARANGAL): Thank you, Madam Chairperson for giving me this opportunity.

I rise today to oppose the Insolvency and Bankruptcy Code (Amendment) Bill, 2025. This Bill reflects a Government that has lost sight of justice, accountability, and economic fairness. Enacted in 2016, it was meant to bring discipline to corporate India, protect creditors, and ensure time-bound resolution of stressed assets.

But here, we see delays, massive haircuts, and promoters escaping accountability. We see public money being silently written-off in the name of resolution.

In Clause 4 (Sections, 7, 9, 10) 14 days' admission timeline is given. But does that appear progressive? I ask the Government, how can the timelines be enforced when institutions themselves are collapsing?

The NCLT and the NCLAT are burdened with vacancies, infrastructure shortages, and mounting backlogs. In cases concerning tribunal vacancies, the Apex Court has emphasised that adjudicatory bodies must be adequately staffed to uphold the rule of law. This Government wants speed without capacity, deadlines without delivery, and reform without responsibility. Promoters escape, and people pay.

Madam, the Bill introduces definitions in Section 5(3) about avoidance transactions and fraudulent trading. But definitions are not enforcement. Where is the accountability? Where is the mechanism to ensure that those who

siphoned funds, mismanaged companies, and defrauded creditors are punished? The hon. Supreme Court in *Swiss Ribbons Pvt. Ltd. versus Union of India* (2019) upheld the IBC because it was designed to prevent errant promoters from regaining control without paying their dues. But in practice, we see promoters walk away, banks take losses, and the public pays. This Bill does nothing to strengthen enforcement under Section 66, thereby weakening Parliament and strengthening bureaucracy.

In Clause 42, critical frameworks like Group Insolvency and Cross-Border Insolvency are not defined in the law itself. Instead, they are left to Rules and Regulations. The hon. Supreme Court, in multiple judgments, has clearly held that essential legislative functions cannot be delegated. Yet, this Government is systematically bypassing Parliament. Why are we here then? Why have debates if decisions will be taken through notifications?

Committee of Creditors - power without accountability. In Section 21(3), the Bill strengthens the role of the Committee of Creditors, even allowing it to continue during liquidation. Who ensures that public interest is not sacrificed for private settlements? The hon. Supreme Court in *Essar Steel* case recognised the primacy of the CoC, but it never intended for it to become unchecked power.

Is there finality of resolution or finality of justice? The Bill strengthens the finality of resolution plans, extinguishing all past claims once approved. Yes, certainty is important. But should justice be sacrificed for speed? What

happens to pending claims, workers' dues, and government recoveries? Are we creating a system where closure becomes more important than fairness?

In conclusion, this is a Bill that reforms process but ignores justice. Madam, this Bill makes technical changes. It clarifies definitions, adjusts procedures, and reorganises frameworks. But it fails where it matters most. It does not stop massive corporate haircuts and does not ensure accountability of promoters. It does not strengthen institutions; it weakens parliamentary oversight; it ignores the voice of small creditors. This is not reform. This is a cosmetic legislation.

I come to my final appeal. I speak not just as a Member of Parliament, but as a representative of the people whose money is at stake. When a corporate defaults, it is not just a balance-sheet entry. It is a farmers' deposit; it is a poor man's savings; it is the nation's wealth. Today, this Government is asking us to pass a law that protects processes, but not people. We cannot allow that.

I urge this House to send this Bill back. The Government should strengthen it, make it just, transparent, and accountable, because insolvency law is not just about failing companies; it is about whether this Government stands with its people or with powerful defaulters. Thank you so much.

माननीय सभापति : सभा की कार्यवाही शुक्रवार, दिनांक 27 मार्च, 2026 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

18.29 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Friday, March 27, 2026/ Chaitra 06, 1948 (Saka).*

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